



## CITY OF ATASCADERO CITY COUNCIL AGENDA

### **HYBRID MEETING INFORMATION:**

The City Council meeting will be available via teleconference for those who wish to participate remotely. The City Council meeting will also be held in the City Council Chambers and in-person attendance will be available at that location.

### **HOW TO OBSERVE THE MEETING REMOTELY:**

To participate remotely, residents can livestream the meeting on [Zoom](#), SLO-SPAN.org, on Spectrum cable Channel 20 in Atascadero, and listen live on KPRL Radio 1230AM and 99.3FM. The video recording of the meeting will repeat daily on Channel 20 at 1:00 am, 9:00 am, and 6:00 pm and will be available through the City's website and on the City's YouTube Channel. To participate remotely using the Zoom platform please visit [https://us02web.zoom.us/webinar/register/WN\\_ZwJ7a031S3KXauEym9ehaA](https://us02web.zoom.us/webinar/register/WN_ZwJ7a031S3KXauEym9ehaA).

### **HOW TO SUBMIT PUBLIC COMMENT:**

Individuals who wish to provide public comment in-person may attend the meeting in the City Council Chambers. Individuals who wish to participate remotely may call **(669) 900-6833** (Meeting ID: 889 2347 9018) to listen and provide public comment via phone or via the [Zoom](#) platform using the link above.

If you wish to comment but not via a live platform, please email public comments to [cityclerk@atascadero.org](mailto:cityclerk@atascadero.org). Such email **comments must identify the Agenda Item Number in the subject line of the email**. The comments will be forwarded to the City Council and made a part of the administrative record. ***To ensure distribution to the City Council prior to consideration of the agenda, the public is encouraged to submit comments no later than 12:00 p.m. the day of the meeting.*** Those comments, as well as any comments received after that time, but before the close of the item, will be distributed to the City Council, posted on the City's website, and will be made part of the official public record of the meeting. ***Please note, email comments will not be read into the record.***

### **AMERICAN DISABILITY ACT ACCOMMODATIONS:**

Any member of the public who needs accommodations should contact the City Clerk's Office at [cityclerk@atascadero.org](mailto:cityclerk@atascadero.org) or by calling 805-470-3400 at least 48 hours prior to the meeting or time when services are needed. The City will use their best efforts to provide reasonable accommodations to afford as much accessibility as possible while also maintaining public safety in accordance with the City procedure for resolving reasonable accommodation requests.

City Council agendas and minutes may be viewed on the City's website: [www.atascadero.org/agendas](http://www.atascadero.org/agendas).

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 City Clerk and are available for public inspection on our website, [www.atascadero.org](http://www.atascadero.org). Contracts, Resolutions and Ordinances will be allocated a number once they are approved by the City Council. The Minutes of this meeting will reflect these numbers. All documents submitted by the public during Council meetings that are made a part of the record or referred to in their statement will be noted in the Minutes and available for review by contacting the City Clerk's office. All documents will be available for public inspection by appointment during City Hall business hours.



# CITY OF ATASCADERO CITY COUNCIL

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## AMENDED AGENDA

Tuesday, March 14, 2023

City Hall Council Chambers, 4th floor  
6500 Palma Avenue, Atascadero, California

|                                      |           |
|--------------------------------------|-----------|
| <u>City Council Regular Session:</u> | 6:00 P.M. |
|--------------------------------------|-----------|

**REGULAR SESSION – CALL TO ORDER: 6:00 P.M.**

**PLEDGE OF ALLEGIANCE:** Mayor Pro Tem Funk

**ROLL CALL:**  
Mayor Moreno  
Mayor Pro Tem Funk  
Council Member Bourbeau  
Council Member Dariz  
Council Member Newsom

**APPROVAL OF AGENDA:** Roll Call

Recommendation: Council:

1. Approve this agenda; and
2. Waive the reading in full of all ordinances appearing on this agenda, and the titles of the ordinances will be read aloud by the City Clerk at the first reading, after the motion and before the City Council votes.

**PRESENTATIONS:**

1. **San Luis Obispo Council of Governments (SLOCOG) Regional Transportation Plan**

**A. 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 Council or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the Consent Calendar and will be considered in the listed sequence with an opportunity for any member of the public to address the Council concerning the item before action is taken.)

1. **City Council Draft Action Minutes – February 28, 2023**

- Recommendation: Council approve the February 28, 2023 Draft City Council Regular Meeting Minutes. [City Clerk]



2. **Termination of Local Emergency Related to the COVID-19 Pandemic**
  - Fiscal Impact: None.
  - Recommendation: Council adopt Draft Resolution, declaring the termination of the local emergency related to the COVID-19 pandemic. [City Manager]
3. **December 2022 Investment Report**
  - Fiscal Impact: None.
  - Recommendation: Council receive and file the City Treasurer's report for quarter ending December 31, 2022. [City Treasurer]
4. **Road Abandonment to Summarily Vacate an Undeveloped Portion of Conejo Road Right-of-way**
  - Fiscal Impact: None.
  - Recommendation: Council adopt Draft Resolution summarily vacating an unconstructed portion of right-of-way on Conejo Road, based on findings consistent with the State of California Streets and Highways Code and the City's General Plan. [Public Works]
5. **Status Update of the Temporary Contracts for Nighttime Police/Fire Dispatch Services**
  - Fiscal Impact: \$194,000.
  - Recommendation: Council receive and file a status update of the contracts with the San Luis Obispo County Sheriff's Office (SLO Sheriff's Office) and the County of San Luis Obispo through CAL FIRE Dispatch for temporary dispatch services. [Police Department]
6. **Ratification of Proclamation of the Existence of a Local Emergency**
  - Fiscal Impact: None.
  - Recommendation: Council adopt Draft Resolution, ratifying the City Manager's/Director of Emergency Services' proclamation of the existence of a local emergency within the City of Atascadero. [City Manager]

**UPDATES FROM THE CITY MANAGER:** (The City Manager will give an oral report on any current issues of concern to the City Council.)

**COMMUNITY FORUM:** (This portion of the meeting is reserved for persons wanting to address the Council on any matter not on this agenda and over which the Council has jurisdiction. Speakers are limited to three minutes. Please state your name for the record before making your presentation. Comments made during Community Forum will not be a subject of discussion. A maximum of 30 minutes will be allowed for Community Forum, unless changed by the Council. Comments will be allowed for the entire 30-minute period so if the final speaker has finished before the 30 minute period has ended and a member of the public wishes to make a comment after the Council has commenced another item, the member should alert the Clerk within the 30 minute period of their desire to make a comment and the Council will take up that comment upon completion of the item which was commenced. Any members of the public who have questions or need information may contact the City Clerk's Office, between the hours of 8:30 a.m. and 5:00 p.m. at (805) 470-3400, or [cityclerk@atascadero.org](mailto:cityclerk@atascadero.org).)

**B. PUBLIC HEARINGS:**

**1. Barrel Creek**

- Fiscal Impact: None.
- Recommendation: The Planning Commission recommends Council:
  1. Adopt Draft Resolution A, certifying the Mitigated Negative Declaration prepared for the Barrel Creek project; and
  2. Adopt Draft Resolution B, approving a General Plan Amendment modifying the General Plan Designation of the Barrel Creek project site from Suburban Estates (SE) to Medium Density Residential (MDR) and Commercial Park (CPK) and moving the Urban Services Line to accommodate the project boundary; and
  3. Introduce for first reading, by title only, Draft Ordinance A, approving of a Zone Map Change modifying the zoning map designation of the Barrel Creek project from Residential Suburban (RS) to Residential Multi-Family 10 (RMF-10) and Commercial Park (CPK); and
  4. Introduce for first reading, by title only, Draft Ordinance B, approving a Zoning Text Amendment to establish Planned Development Overlay Zone No. 38 (PD38) over the Barrel Creek project site; and
  5. Adopt Draft Resolution C, approving a Conditional Use Permit, establishing a Master Plan of Development, and Vesting Tentative Tract Map for Tract 3177, approving a commercial and residential subdivision for the Barrel Creek site with associated tree removal, master sign program, and height exceptions. [Community Development]

**2. 2023 Community Development Block Grant Funding Recommendations**

- Fiscal Impact: \$139,689.
- Recommendation: Council review and approve funding recommendations for the 2023 Community Development Block Grant (CDBG) program and authorize staff to adjust final award amounts proportionately upon receipt of the final funding amount. [Public Works]

**C. MANAGEMENT REPORTS:**

**1. Measure D-20 Annual Report**

- Fiscal Impact: \$5,000.
- Recommendation: The Finance Committee and the Citizens' Sales Tax Oversight Committee recommends Council approve the Measure D-20 Annual Report. [Administrative Services]

**2. Heart Monitor and Automated External Defibrillator (AED) Replacement**

- Fiscal Impact: \$174,200 in Measure D-20 General Funds and \$155,000 of Equipment Replacement Funds.
- Recommendation: Council:
  1. Authorize the City Manager to execute a contract with ZOLL Medical Corporation for a total cost of \$318,564 for the purchase of replacement heart monitors and automated external defibrillators (AEDs); and
  2. Authorize the Director of Administrative Services to appropriate \$174,200 in Measure D-20 General Funds and \$155,000 in Equipment Replacement Funds for the purchase and repairs of heart monitors and automated external defibrillators. [Fire Department]

**3. Purchase of Replacement Body-worn Cameras**

- Fiscal Impact: \$69,480.

- Recommendation: Council authorize the Director of Administrative Services to appropriate \$69,480 in Measure D-20 General Funds for the purchase of 24 new body-worn cameras with a 5-year Technology Service Plan, and to incorporate 8 previously purchased body-worn cameras into the same 5-year Technology Service Plan. [Police Department]

**4. 2023 Strategic Planning Statements and Strategic Priorities**

- Fiscal Impact: None.
- Recommendation: Council adopt the 2023 Strategic Planning Statements and Strategic Priorities. [City Manager]

**D. COUNCIL ANNOUNCEMENTS AND COMMITTEE REPORTS:** (On their own initiative, Council Members may make a brief announcement or a brief report on their own activities. The following represent standing committees. Informative status reports will be given, as felt necessary):

Mayor Moreno

1. City Selection Committee
2. County Mayors Round Table
3. Regional Economic Action Coalition (REACH)
4. SLO Council of Governments (SLOCOG)
5. SLO Regional Transit Authority (RTA)

Mayor Pro Tem Funk

1. Atascadero Basin Ground Water Sustainability Agency (GSA)
2. Design Review Committee
3. Homeless Services Oversight Council

Council Member Bourbeau

1. City of Atascadero Finance Committee
2. City / Schools Committee
3. Integrated Waste Management Authority (IWMA)
4. SLO County Water Resources Advisory Committee (WRAC)

Council Member Dariz

1. Air Pollution Control District
2. California Joint Powers Insurance Authority (CJPIA) Board
3. Community Action Partnership of San Luis Obispo (CAPSLO)
4. Visit SLO CAL Advisory Committee

Council Member Newsom

1. City of Atascadero Finance Committee
2. City / Schools Committee
3. Design Review Committee
4. League of California Cities – Council Liaison

**E. INDIVIDUAL DETERMINATION AND / OR ACTION:** (Council Members may ask a question for clarification, make a referral to staff or take action to have staff place a matter of business on a future agenda. The Council may take action on items listed on the Agenda.)

1. City Council
2. City Clerk

3. City Treasurer
4. City Attorney
5. City Manager

## **ADJOURNMENT**



# CITY OF ATASCADERO CITY COUNCIL

## DRAFT MINUTES

Tuesday, February 28, 2023

City Hall Council Chambers, 4th floor  
6500 Palma Avenue, Atascadero, California

|   |                  |
|---|------------------|
| <b><u>City Council Closed Session:</u></b>  | <b>5:00 P.M.</b> |
| <b><u>City Council Regular Session:</u></b> | <b>6:00 P.M.</b> |

### CITY COUNCIL CLOSED SESSION:

Mayor Moreno called Closed Session to order at 5:00 p.m.

#### 1. ROLL CALL

Present: Council Members Bourbeau, Dariz and Newsom, Mayor Pro Tem Funk, and Mayor Moreno

Absent: None

Others Present: None

Staff Present: City Manager Rachelle Rickard, Administrative Services Director Jeri Rangel, City Attorney Brian Pierik, Deputy City Manager/City Clerk Lara Christensen, and Deputy City Manager – IT Luke Knight

#### 1. CLOSED SESSION -- PUBLIC COMMENT – None

#### 2. COUNCIL LEAVES CHAMBERS TO BEGIN CLOSED SESSION

Administrative Service Director Rangel and Deputy City Manager – IT Knight did not attend this portion of the meeting.

#### 3. CLOSED SESSION -- CALL TO ORDER

##### a. Conference with Legal Counsel – Existing Litigation

Government Code Sec. 54956.9(d)(1)

Name of Case: Newton v. City of Atascadero

San Luis Obispo Superior Court Case No. 21CVP-0168

##### b. Conference with Legal Counsel – Existing Litigation

Government Code Sec. 54956.9 (d)(1)

**4. CLOSED SESSION -- ADJOURNMENT**

**5. COUNCIL RETURNS**

**6. CLOSED SESSION – REPORT**

City Attorney Pierik reported that there was no reportable action from Closed Session.

**REGULAR SESSION – CALL TO ORDER: 6:00 P.M.**

Mayor Moreno called the meeting to order at 6:00 p.m. and led the Pledge of Allegiance.

**ROLL CALL:**

Present: Council Members Bourbeau, Dariz, Newsom, Mayor Pro Tem Funk, and Mayor Moreno

Absent: None

Others Present: None

Staff Present: City Manager Rachelle Rickard, Administrative Services Director Jeri Rangel, Community Development Director Phil Dunsmore, Fire Chief Casey Bryson, Interim Police Chief Jerel Haley, Public Works Director Nick DeBar, City Attorney Brian Pierik, Deputy City Manager/City Clerk Lara Christensen, Deputy City Manager – IT Luke Knight.

**APPROVAL OF AGENDA:**

**MOTION:** By Council Member Bourbeau and seconded by Mayor Pro Tem Funk to:  
**1. Approve this agenda; and**  
**2. Waive the reading in full of all ordinances appearing on this agenda, and the titles of the ordinances will be read aloud by the City Clerk at the first reading, after the motion and before the City Council votes.**  
*Motion passed 5:0 by a roll-call vote.*

**PRESENTATIONS:**

**1. Employee Recognition**

City Manager Rickard presented the following employees with Service Awards:

- **25 Years:** Jim Campana, Public Works Inspector
- **10 Years:** Chris Hall, Police Corporal
- **5 Years:** Evan Russell, Maintenance Worker I

## 2. Proclamation for Teen Dating Violence Action and Prevention Month

The City Council presented a proclamation to Tiffany Lim, Lumina Alliance.

## 3. Proclamation for American Red Cross Month

The City Council presented a proclamation to Robert Lewin, American Red Cross.

### A. CONSENT CALENDAR:

#### 1. City Council Draft Action Minutes – February 10, 2023 Special Meeting and February 14, 2023 Regular Meeting

- Recommendation: Council approve the February 10, 2023 Special Meeting and February 14, 2023 Draft City Council Regular Meeting Minutes. [City Clerk]

#### 2. January 2023 Accounts Payable and Payroll

- Fiscal Impact: \$2,733,619.49.
- Recommendation: Council approve certified City accounts payable, payroll and payroll vendor checks for January 2023. [Administrative Services]

#### 3. 2022 California Building and Fire Code Updates, Title 4 Public Safety Text Amendments, and Title 8 Building Code Text Amendments

- Fiscal Impact: None.
- Recommendation: Council:
  1. Adopt, on second reading, by title only, Draft Ordinance A, amending Title 4 Public Safety, for consistency with the 2022 California Fire Code; and
  2. Adopt, on second reading, by title only, Draft Ordinance B, amending Title 8 Building Code, for consistency with the 2022 California Building Code. [Community Development and Fire & Emergency Services]

#### 4. City Facility Rental Policies and Procedures Update

- Fiscal Impact: None.
- Recommendation: Council review and approve revisions to the Facility Rental Policies and Procedures manual to include updates to facilities available for rental, catering, and events. [City Manager]

**MOTION: By Council Member Bourbeau and seconded by Council Member Newsom to approve the Consent Calendar Items. (#A-3: Ordinance Nos. 661 and 662)**

***Motion passed 5:0 by a roll-call vote.***

### UPDATES FROM THE CITY MANAGER:

City Manager Rickard gave an update on projects and events within the City and provided information to the City Council on disaster recovery.

### COMMUNITY FORUM:

The following persons spoke in-person by telephone or through the webinar: Sue Warren and Geoff Auslen



**B. PUBLIC HEARINGS:**

**Notice of Public Hearing Cancellation:**

**1. Barrel Creek Development**

**C. MANAGEMENT REPORTS:**

**1. Findings to Support Downtown Entertainment Zone**

- Fiscal Impact: None.
- Recommendation: Council adopt Draft Resolution, finding that the City supports an active Entertainment Zone with expanded business hours within the Downtown Zoning District. [Community Development]

Community Development Director Dunsmore gave the report and answered questions from the Council.

**PUBLIC COMMENT:**

The following persons spoke on this item: Geoff Auslen

***Mayor Moreno closed the Public Comment period.***

**MOTION: By Council Member Bourbeau and seconded by Mayor Pro Tem Funk to adopt Resolution No. 2023-005, finding that the City supports an active Entertainment Zone with expanded business hours within the Downtown Zoning District.  
*Motion passed 5:0 by a roll-call vote.***

**D. COUNCIL ANNOUNCEMENTS AND COMMITTEE REPORTS:**

The following Council Members gave brief update reports on their committees since their last Council meeting:

Mayor Moreno

1. SLO Council of Governments (SLOCOG)
2. SLO Regional Transit Authority (RTA)

Mayor Moreno also noted that she attended a Housing Infrastructure Plan meeting and has been working with Dr. Steve Robinson to rebuild and reignite the Friends of the Atascadero Zoo group in support of the efforts of the Charles Paddock Zoo. She asked those with interest being involved with the Friends, whether it be volunteering time at an event, helping fundraise, or serving on the Board, to reach out to her by email at [hmoreno@atascadero.org](mailto:hmoreno@atascadero.org) or reach out to the City Manager's Office at (805) 470-3400.

Mayor Pro Tem Funk

1. Atascadero Basin Ground Water Sustainability Agency (GSA)
2. Homeless Services Oversight Council

Council Member Bourbeau

1. City of Atascadero Finance Committee

2. City / Schools Committee
3. Integrated Waste Management Authority (IWMA)

Council Member Dariz

1. Air Pollution Control District

**E. INDIVIDUAL DETERMINATION AND / OR ACTION:**

Council Member Dariz thanked Sam's Tree Service for their assistance in protecting the Kiwanis building with the removal of a tree.

**F. ADJOURN**

Mayor Moreno adjourned the meeting at 7:21 p.m.

**MINUTES PREPARED BY:**

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Lara K. Christensen  
Deputy City Manager / City Clerk

**APPROVED:**



# ***Atascadero City Council***

## ***Staff Report - City Manager***

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### **Termination of Local Emergency Related to the COVID-19 Pandemic**

#### **RECOMMENDATION:**

Council adopt Draft Resolution, declaring the termination of the local emergency related to the COVID-19 pandemic.

#### **DISCUSSION:**

On March 4, 2020, Governor Gavin Newsom declared a state of emergency related to COVID-19. On March 17, 2020, the City of Atascadero declared a local state of emergency, and Council ratified that declaration at a special Council meeting later that same day. Since that time, the City Council has adopted resolutions declaring a continued local emergency as the pandemic persisted.

The San Luis Obispo County's Public Health Officer and Director of Emergency Services terminated the County's Declaration of Local Public Health Emergency and the Proclamation of Local Emergency as of February 25, 2022. On February 28, 2023, Governor Newsom terminated California's COVID-19 state of emergency, as well as any associated executive orders, including those such as AB 361 that relaxed remote meeting regulations. With the termination of the COVID-19 state of emergency, the provisions of AB 361 no longer apply, and termination of the local emergency will be consistent with State and County actions.

New legislation, AB 2449, permits legislative bodies to continue meeting remotely via teleconference, but under a different set of findings. AB 2449 allows remote participation by a member due to either an emergency or other reason supported by a clearly-defined "just cause". If unable to attend a meeting for a "just cause" reason, a legislative body member would need to notify the body at the earliest opportunity possible and include a general description of the circumstances related to their need to appear remotely. Under an emergency circumstance, a member may request the remainder of the body to approve their right to participate remotely based on the emergency circumstance. The request must include a general description of the circumstances relating to their need to appear remotely and the body would need to approve the request at the start of the meeting. An advisory body member may not participate remotely for "just cause" for more than two (2) meetings in a calendar year, and cannot participate remotely under AB 2449 for more than three consecutive months or 20 percent of the regular meetings for the local agency within a calendar year.

Upon adoption of the Draft Resolution terminating the local emergency, Council and all City advisory body members subject to the provisions of the Brown Act may not participate remotely at their next respective meetings without otherwise complying with AB 2449 or the pre-pandemic Brown Act rules. Participation in teleconferencing under AB 2449 is voluntary and the City Council may consider adopting its own AB 2449 policy for application across all advisory bodies and to ensure, pursuant to State law, that the public is afforded the same opportunity to participate remotely as an advisory body member. While Council Members will need to comply with AB 2449 or the pre-pandemic Brown Act rules regarding teleconferencing, members of the public, staff, and/or consultants may continue to submit comments and participate in City Council meetings remotely.

**FISCAL IMPACT:**

None.

**ATTACHMENT:**

Draft Resolution

**DRAFT RESOLUTION**  
**RESOLUTION OF THE CITY COUNCIL**  
**OF THE CITY OF ATASCADERO, CALIFORNIA,**  
**TERMINATING THE LOCAL EMERGENCY RELATED TO COVID-19**  
**AND REPEALING RESOLUTION 2020-005**

**WHEREAS**, on March 4, 2020, Governor Gavin Newsom declared a state of emergency in California related to the COVID-19 pandemic; and

**WHEREAS**, on March 17, 2020, the City of Atascadero declared a local state of emergency related to the COVID-19 pandemic and City Council ratified that declaration by the adoption of Resolution 2020-005; and

**WHEREAS**, on February 25, 2022, the San Luis Obispo County’s Public Health Officer and Director of Emergency Services terminated the County’s Declaration of Local Public Health Emergency and the Proclamation of Local Emergency; and

**WHEREAS**, on February 28, 2023, Governor Newsom terminated California’s COVID-19 state of emergency and any executive orders related to said emergency.

**NOW, THEREFORE BE IT RESOLVED**, by the City Council of the City of Atascadero:

**SECTION 1. Recitals**. The above recitals are true and correct and are incorporated into this Resolution by this reference.

**SECTION 2. Findings**. The City Council does hereby find that:

1. The Governor of California terminated the State’s COVID-19 state of emergency on February 28, 2023.
2. Resolution 2020-005, declaring a local state of emergency in the City of Atascadero, is terminated.

**SECTION 3. Effective Date of Resolution**. This Resolution shall take effect immediately upon its adoption and shall remain in effect until revised by the City Council.

**PASSED AND ADOPTED** at a regular meeting of the City Council held on the \_\_\_th day of March, 2023.

CITY OF ATASCADERO

\_\_\_\_\_  
Heather Moreno, Mayor

ATTEST:

\_\_\_\_\_  
Lara K. Christensen, City Clerk



# Atascadero City Council

December 2022

## Staff Report - City Treasurer

### December 2022 Investment Report

#### RECOMMENDATION:

Council receive and file the City Treasurer's report for quarter ending December 31, 2022.

#### REPORT IN BRIEF:

##### Cash and Investments

|   |                  |                      |
|---|------------------|----------------------|
| Checking                                  | \$ 6,434,573     |                      |
| Zoo Credit Card Deposit Account           | 24,570           |                      |
| Certificates of Deposit                   | 14,330,283       |                      |
| Government Securities                     | 16,964,067       |                      |
| Supranational Securities                  | 3,000,135        |                      |
| Municipal Securities                      | 5,770,027        |                      |
| LAIF                                      | 18,726,147       |                      |
| Cash with Fiscal Agents                   | <u>2,284,327</u> |                      |
| Cash in Banks at December 31, 2022        |                  | \$ 67,534,129        |
| Timing Differences                        |                  | (687,575)            |
| Cash and Investments at December 31, 2022 |                  | <u>\$ 66,846,554</u> |

##### Investment Activity

#### Securities Purchased:

| Purchase Date | Description  | Type                      | Cost       | Maturity Date |
|---------------|--|---------------------------|------------|---------------|
| 10/04/22      | Federal Home Loan Bank<br>CUSIP # 3130A6C70          | Government<br>Security    | \$ 546,499 | 09/12/25      |
| 10/05/22      | California Infrastructure Bonds<br>CUSIP # 13034AL73 | Municipal<br>Security     | 134,597    | 10/01/26      |
| 10/05/22      | Manteca, CA Redevelopment<br>CUSIP # 56453RBA1       | Municipal<br>Security     | 103,560    | 10/01/26      |
| 10/12/22      | Federal National Mortgage Assn<br>CUSIP # 3135G05Y5  | Government<br>Security    | 849,320    | 10/08/27      |
| 10/13/22      | Sallie Mae Bank<br>Salt Lake City, UT                | Certificate of<br>Deposit | 169,631    | 02/23/27      |
| 10/14/22      | Luther Burbank Savings & Loan<br>Santa Rosa, CA      | Certificate of<br>Deposit | 240,000    | 10/13/23      |
| 11/09/22      | Tennessee Valley Authority<br>CUSIP # 880591EW8      | Government<br>Security    | 185,691    | 05/15/25      |

Investment Activity (continued)**Securities Purchased (continued):**

| <u>Purchase Date</u> | <u>Description</u>                                  | <u>Type</u>               | <u>Cost</u> | <u>Maturity Date</u> |
|----------------------|---|---------------------------|-------------|----------------------|
| 11/09/22             | US Treasury<br>CUSIP # 91282CAU5                    | Government<br>Security    | \$ 498,506  | 10/31/27             |
| 11/09/22             | Federal National Mortgage Assn<br>CUSIP # 3136G4M75 | Government<br>Security    | 249,894     | 08/18/25             |
| 11/23/22             | US Treasury<br>CUSIP # 91282CCF6                    | Government<br>Security    | 444,914     | 05/31/26             |
| 11/23/22             | Federal Farm Credit Bureau<br>CUSIP # 3133ENZ94     | Government<br>Security    | 398,480     | 11/18/24             |
| 11/23/22             | US Treasury<br>CUSIP # 912828YQ7                    | Government<br>Security    | 227,965     | 10/31/26             |
| 12/07/22             | Sonoma Marin Area Rail Transit<br>CUSIP # 835588BA1 | Municipal<br>Security     | 448,070     | 03/01/27             |
| 12/07/22             | US Treasury<br>CUSIP # 9128283F5                    | Government<br>Security    | 465,656     | 11/15/27             |
| 12/15/22             | Forbright Bank<br>Potomac, MD                       | Certificate of<br>Deposit | 245,000     | 12/15/27             |
| 12/16/22             | Community West Bank NA<br>Goleta, CA                | Certificate of<br>Deposit | 245,000     | 12/16/27             |

**Securities Matured:**

| <u>Maturity Date</u> | <u>Description</u>                                  | <u>Type</u>               | <u>Original Cost</u> | <u>Amount Matured</u> |
|----------------------|---|---------------------------|----------------------|-----------------------|
| 10/05/22             | Federal National Mortgage Assn<br>CUSIP # 3135G0T78 | Government<br>Security    | \$ 493,325           | \$ 500,000            |
| 11/28/22             | Bank of New England<br>Salem, NH                    | Certificate of<br>Deposit | 245,000              | 245,000               |

**Securities Sold Prior to Maturity:**

None

**Other Reportable Activities:**

None



**CITY OF ATASCADERO  
TREASURER'S REPORT**

ITEM NUMBER: A-3  
DATE: 03/14/23

**CASH & INVESTMENTS ACTIVITY SUMMARY**  
*for the quarter ending December 31, 2022*

|   | <u>CHECKING<br/>ACCOUNTS</u> | <u>INVESTMENTS</u>   | <u>FISCAL<br/>AGENT</u> | <u>TOTALS</u>               |
|---|------------------------------|----------------------|-------------------------|-----------------------------|
| Balance per Banks at<br>October 1, 2022   | \$ 1,807,619                 | \$ 59,942,490        | \$ 2,890,344            | \$ 64,640,453               |
| Receipts                                  | 12,384,168                   | 169,943              | 17,289                  | 12,571,400                  |
| Recognition of Premiums &<br>Discounts    | -                            | (991)                | -                       | (991)                       |
| Disbursements                             | (9,053,427)                  | -                    | (623,306)               | (9,676,733)                 |
| Transfers In                              | 8,843,567                    | 7,522,784            | -                       | 16,366,351                  |
| Transfers Out                             | <u>(7,522,784)</u>           | <u>(8,843,567)</u>   | <u>-</u>                | <u>(16,366,351)</u>         |
| Balance per Banks at<br>December 31, 2022 | <u>\$ 6,459,143</u>          | <u>\$ 58,790,659</u> | <u>\$ 2,284,327</u>     | 67,534,129                  |
| Timing Differences                        |                              |                      |                         | <u>(687,575)</u>            |
| <b>Adjusted Treasurer's Balance</b>       |                              |                      |                         | <u><u>\$ 66,846,554</u></u> |

**CITY OF ATASCADERO  
INVESTMENT REPORT  
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**ITEM NUMBER:  
DATE:**

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| <u>MATURITY DATE</u>                | <u>DESCRIPTION (ISSUER)</u>                             | <u>PURCHASE DATE</u> | <u>INVESTMENT TYPE</u> | <u>INVESTMENT RATING</u> | <u>STATED % RATE</u> | <u>YIELD</u> | <u>FACE VALUE</u> | <u>PREMIUM/ (DISCOUNT)</u> | <u>COST OF INVESTMENT</u> | <u>MARKET VALUE</u> | <u>UNREALIZED GAIN / (LOSS)</u> |
|-------------------------------------|---|----------------------|------------------------|--------------------------|----------------------|--------------|-------------------|----------------------------|---------------------------|---------------------|---------------------------------|
| <b><i>Funds Managed by City</i></b> |   |                      |                        |                          |                      |              |                   |                            |                           |                     |                                 |
| n/a                                 | <b>Local Agency Invest. Fund (LAIF)</b>                 | n/a                  | State Investment Fund  | n/a                      | n/a                  | 2.17%        | \$ 18,726,147     | n/a                        | \$ 18,726,147             | \$ 18,377,640       | \$ (348,507)                    |
| n/a                                 | <b>Broker Money Market</b>                              | n/a                  | Money Fund             | n/a                      | n/a                  | Vary         | -                 | n/a                        | -                         | -                   | -                               |
| 01/18/23                            | <b>Int'l Amer. Development Bank</b><br>CUSIP #4581X0DA3 | 01/18/18             | Supranational Security | Aaa                      | 2.50%                | 2.46%        | 500,000           | 13                         | 500,013                   | 499,630             | (383)                           |
| 01/18/23                            | <b>Int'l Amer. Development Bank</b><br>CUSIP #4581X0DA3 | 12/06/18             | Supranational Security | Aaa                      | 2.50%                | 2.90%        | 500,000           | (97)                       | 499,903                   | 499,630             | (273)                           |
| 02/21/23                            | <b>Merrick Bank</b><br>South Jordan, UT                 | 12/18/18             | Certificate of Deposit | n/a                      | 3.35%                | 3.35%        | 245,000           | n/a                        | 245,000                   | 244,757             | (243)                           |
| 03/10/23                            | <b>Federal Home Loan Bank</b><br>CUSIP #3130ADMX7       | 03/16/18             | Government Security    | Aaa                      | 2.50%                | 2.71%        | 500,000           | (196)                      | 499,804                   | 498,255             | (1,549)                         |
| 03/24/23                            | <b>Bell Bank</b><br>Fargo, ND                           | 03/24/20             | Certificate of Deposit | n/a                      | 0.85%                | 0.85%        | 245,000           | n/a                        | 245,000                   | 243,138             | (1,862)                         |
| 04/11/23                            | <b>Federal Farm Credit Bank</b><br>CUSIP #3133EJKN8     | 04/11/18             | Government Security    | Aaa                      | 2.70%                | 2.71%        | 500,000           | (15)                       | 499,985                   | 497,800             | (2,185)                         |
| 04/12/23                            | <b>Morgan Stanley</b><br>Salt Lake City, UT             | 04/12/18             | Certificate of Deposit | n/a                      | 2.95%                | 2.95%        | 245,000           | n/a                        | 245,000                   | 244,167             | (833)                           |
| 05/08/23                            | <b>Old Missouri Bank</b><br>Springfield, MO             | 05/06/19             | Certificate of Deposit | n/a                      | 2.50%                | 2.50%        | 100,000           | n/a                        | 100,000                   | 99,406              | (594)                           |
| 05/09/23                            | <b>Goldman Sachs</b><br>New York, NY                    | 05/09/18             | Certificate of Deposit | n/a                      | 3.15%                | 3.15%        | 245,000           | n/a                        | 245,000                   | 244,091             | (909)                           |
| 06/06/23                            | <b>Citibank</b><br>Sioux Falls, SD                      | 06/06/18             | Certificate of Deposit | n/a                      | 3.25%                | 3.25%        | 245,000           | n/a                        | 245,000                   | 243,956             | (1,044)                         |
| 06/27/23                            | <b>PeopleFirst Bank</b><br>Joliet, IL                   | 03/27/20             | Certificate of Deposit | n/a                      | 1.00%                | 1.00%        | 245,000           | n/a                        | 245,000                   | 241,090             | (3,910)                         |
| 07/31/23                            | <b>Int'l Finance Corporation</b><br>CUSIP #45950KCP3    | 09/12/18             | Supranational Security | Aaa                      | 2.88%                | 2.90%        | 500,000           | (73)                       | 499,927                   | 494,405             | (5,522)                         |
| 07/31/23                            | <b>Medallion Bank</b><br>Salt Lake City, UT             | 07/31/18             | Certificate of Deposit | n/a                      | 3.25%                | 3.25%        | 245,000           | n/a                        | 245,000                   | 243,412             | (1,588)                         |
| 08/01/23                            | <b>Discover Bank</b><br>Wilmington, DE                  | 08/01/18             | Certificate of Deposit | n/a                      | 3.35%                | 3.35%        | 245,000           | n/a                        | 245,000                   | 243,540             | (1,460)                         |

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|----------------------|--|----------------------|------------------------|--------------------------|----------------------|--------------|-------------------|----------------------------|---------------------------|---------------------|---------------------------------|
| 09/26/23             | MidSouth Bank<br>Lafayette, LA                     | 09/26/18             | Certificate of Deposit | n/a                      | 3.10%                | 3.10%        | \$ 245,000        | n/a                        | \$ 245,000                | \$ 242,413          | \$ (2,587)                      |
| 09/27/23             | Int'l Bank for Recon & Develop<br>CUSIP #459058GL1 | 02/06/19             | Supranational Security | Aaa                      | 3.00%                | 2.55%        | 500,000           | 1,647                      | 501,647                   | 492,985             | (8,662)                         |
| 09/27/23             | Nicolet National Bank<br>Green Bay, WI             | 03/27/20             | Certificate of Deposit | n/a                      | 1.25%                | 1.25%        | 245,000           | n/a                        | 245,000                   | 239,091             | (5,909)                         |
| 09/29/23             | Alma Bank<br>Astoria, NY                           | 03/31/20             | Certificate of Deposit | n/a                      | 1.10%                | 1.10%        | 245,000           | n/a                        | 245,000                   | 238,775             | (6,225)                         |
| 10/13/23             | Luther Burbank Savings<br>Santa Rosa, CA           | 10/14/22             | Certificate of Deposit | n/a                      | 4.05%                | 4.05%        | 240,000           | n/a                        | 240,000                   | 238,975             | (1,025)                         |
| 11/06/23             | Federal Farm Credit Bank<br>CUSIP #3133EJQ85       | 11/06/18             | Government Security    | n/a                      | 3.05%                | 3.06%        | 500,000           | (33)                       | 499,967                   | 493,005             | (6,962)                         |
| 11/08/23             | Morgan Stanley Private Bank<br>New York, NY        | 11/08/18             | Certificate of Deposit | n/a                      | 3.55%                | 3.55%        | 245,000           | n/a                        | 245,000                   | 242,729             | (2,271)                         |
| 12/08/23             | Federal Home Loan Bank<br>CUSIP #3130AAHE1         | 04/30/20             | Government Security    | n/a                      | 2.50%                | 0.39%        | 640,000           | 12,652                     | 652,652                   | 625,888             | (26,764)                        |
| 01/30/24             | First Premier Bank<br>Sioux Falls, SD              | 01/30/19             | Certificate of Deposit | n/a                      | 2.95%                | 2.95%        | 245,000           | n/a                        | 245,000                   | 240,676             | (4,324)                         |
| 02/22/24             | Bank of Delight<br>Delight, AR                     | 02/22/19             | Certificate of Deposit | n/a                      | 2.85%                | 2.85%        | 245,000           | n/a                        | 245,000                   | 240,134             | (4,866)                         |
| 03/08/24             | Federal Home Loan Bank<br>CUSIP #3130AB3H7         | 03/07/19             | Government Security    | Aaa                      | 2.38%                | 2.58%        | 750,000           | (1,782)                    | 748,218                   | 729,682             | (18,536)                        |
| 03/27/24             | First National Bank<br>East Lansing, MI            | 03/27/19             | Certificate of Deposit | n/a                      | 2.75%                | 2.75%        | 245,000           | n/a                        | 245,000                   | 239,448             | (5,552)                         |
| 04/26/24             | Mainstreet Bank<br>Fairfax, VA                     | 05/01/19             | Certificate of Deposit | n/a                      | 2.60%                | 2.60%        | 245,000           | n/a                        | 245,000                   | 238,637             | (6,363)                         |
| 05/13/24             | Federal Farm Credit Bank<br>CUSIP #3133EKLBO       | 05/13/19             | Government Security    | Aaa                      | 2.31%                | 2.32%        | 500,000           | (47)                       | 499,953                   | 485,175             | (14,778)                        |
| 05/16/24             | Enterprise Bank<br>Allison Park, PA                | 05/16/19             | Certificate of Deposit | n/a                      | 2.60%                | 2.60%        | 245,000           | n/a                        | 245,000                   | 238,439             | (6,561)                         |
| 06/01/24             | Tulare County Pension Bond<br>CUSIP #899154AW8     | 09/28/20             | Municipal Security     | A1                       | 3.56%                | 0.79%        | 120,000           | 4,656                      | 124,656                   | 117,631             | (7,025)                         |

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|--------------------------|---|--------------------------|----------------------------|------------------------------|--------------------------|--------------|-----------------------|--------------------------------|-------------------------------|-------------------------|-------------------------------------|
| 06/26/24                 | <b>Commerce Bank</b><br>Geneva, MN                            | 06/26/19                 | Certificate of Deposit     | n/a                          | 2.30%                    | 2.30%        | \$ 245,000            | n/a                            | \$ 245,000                    | \$ 236,827              | \$ (8,173)                          |
| 07/26/24                 | <b>Abacus Federal Savings</b><br>New York, NY                 | 07/26/19                 | Certificate of Deposit     | n/a                          | 2.00%                    | 2.00%        | 245,000               | n/a                            | 245,000                       | 235,283                 | (9,717)                             |
| 08/01/24                 | <b>Federal Farm Credit Bank</b><br>CUSIP 3133EJM55            | 07/24/19                 | Government Security        | Aaa                          | 3.25%                    | 1.92%        | 427,000               | 8,768                          | 435,768                       | 417,563                 | (18,205)                            |
| 08/19/24                 | <b>CF Bank</b><br>Worthington, OH                             | 08/19/19                 | Certificate of Deposit     | n/a                          | 1.85%                    | 1.85%        | 245,000               | n/a                            | 245,000                       | 234,335                 | (10,665)                            |
| 08/28/24                 | <b>Genoa Banking Company</b><br>Genoa, OH                     | 08/28/19                 | Certificate of Deposit     | n/a                          | 1.80%                    | 1.80%        | 245,000               | n/a                            | 245,000                       | 233,985                 | (11,015)                            |
| 08/28/24                 | <b>Int'l Bank for Recon &amp; Develop</b><br>CUSIP #459056HV2 | 10/18/19                 | Supranational Security     | Aaa                          | 1.50%                    | 1.62%        | 500,000               | (964)                          | 499,036                       | 474,865                 | (24,171)                            |
| 08/30/24                 | <b>Preferred Bank</b><br>Los Angeles, CA                      | 08/30/19                 | Certificate of Deposit     | n/a                          | 1.85%                    | 1.85%        | 245,000               | n/a                            | 245,000                       | 234,146                 | (10,854)                            |
| 09/10/24                 | <b>Peoples Bank</b><br>Rock Valley, IA                        | 03/23/20                 | Certificate of Deposit     | n/a                          | 1.50%                    | 1.50%        | 100,000               | n/a                            | 100,000                       | 94,931                  | (5,069)                             |
| 09/20/24                 | <b>Bank Deerfield</b><br>Deerfield, WI                        | 09/20/19                 | Certificate of Deposit     | n/a                          | 1.70%                    | 1.70%        | 245,000               | n/a                            | 245,000                       | 233,201                 | (11,799)                            |
| 09/25/24                 | <b>Grand River Bank</b><br>Grandville, MI                     | 03/25/20                 | Certificate of Deposit     | n/a                          | 1.00%                    | 1.00%        | 245,000               | n/a                            | 245,000                       | 230,251                 | (14,749)                            |
| 10/15/24                 | <b>Federal National Mortgage Assn</b><br>CUSIP #3135G0W66     | 03/13/20                 | Government Security        | Aaa                          | 1.63%                    | 0.81%        | 500,000               | 7,244                          | 507,244                       | 474,995                 | (32,249)                            |
| 11/08/24                 | <b>Raymond James Bank</b><br>St. Petersburg, FL               | 11/08/19                 | Certificate of Deposit     | n/a                          | 1.80%                    | 1.80%        | 245,000               | n/a                            | 245,000                       | 232,887                 | (12,113)                            |
| 11/18/24                 | <b>Federal Farm Credit Bank</b><br>CUSIP #3133ENZ94           | 11/23/22                 | Government Security        | Aaa                          | 4.50%                    | 4.70%        | 400,000               | (1,443)                        | 398,557                       | 399,504                 | 947                                 |
| 12/13/24                 | <b>Federal Home Loan Bank</b><br>CUSIP #3130A3GE8             | 03/13/20                 | Government Security        | Aaa                          | 2.75%                    | 0.84%        | 500,000               | 18,481                         | 518,481                       | 483,985                 | (34,496)                            |
| 01/15/25                 | <b>Int'l Bank for Recon &amp; Develop</b><br>CUSIP #459058HT3 | 01/16/20                 | Supranational Security     | Aaa                          | 1.63%                    | 1.66%        | 500,000               | (391)                          | 499,609                       | 472,280                 | (27,329)                            |
| 01/20/25                 | <b>Live Oak Banking Company</b><br>Wilmington, NC             | 01/24/20                 | Certificate of Deposit     | n/a                          | 1.85%                    | 1.85%        | 245,000               | n/a                            | 245,000                       | 231,799                 | (13,201)                            |

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|--------------------------|---|--------------------------|----------------------------|------------------------------|--------------------------|--------------|-----------------------|--------------------------------|-------------------------------|-------------------------|-------------------------------------|
| 01/24/25                 | <b>Baycoast Bank</b><br>Swansea, MA                       | 01/24/20                 | Certificate of Deposit     | n/a                          | 1.70%                    | 1.70%        | \$ 245,000            | n/a                            | \$ 245,000                    | \$ 231,131              | \$ (13,869)                         |
| 02/12/25                 | <b>Federal Home Loan Mtge Corp</b><br>CUSIP #3137EAEP0    | 03/13/20                 | Government Security        | Aaa                          | 1.50%                    | 0.79%        | 500,000               | 7,455                          | 507,455                       | 471,140                 | (36,315)                            |
| 03/03/25                 | <b>Federal Farm Credit Bank</b><br>CUSIP #3133ELQY3       | 03/04/20                 | Government Security        | Aaa                          | 1.21%                    | 0.88%        | 500,000               | 3,502                          | 503,502                       | 465,885                 | (37,617)                            |
| 03/26/25                 | <b>Evergreen Bank Group</b><br>Oak Brook, IL              | 03/26/20                 | Certificate of Deposit     | n/a                          | 1.00%                    | 1.00%        | 245,000               | n/a                            | 245,000                       | 226,277                 | (18,723)                            |
| 03/27/25                 | <b>Bank of Romney</b><br>Romney, WV                       | 03/27/20                 | Certificate of Deposit     | n/a                          | 1.15%                    | 1.15%        | 245,000               | n/a                            | 245,000                       | 227,039                 | (17,961)                            |
| 03/27/25                 | <b>First Jackson Bank</b><br>Stevenson, AL                | 03/27/20                 | Certificate of Deposit     | n/a                          | 1.15%                    | 1.15%        | 245,000               | n/a                            | 245,000                       | 227,039                 | (17,961)                            |
| 04/01/25                 | <b>El Cajon Taxable Pension Obl</b><br>CUSIP 282659AX9    | 01/27/21                 | Municipal Security         | Aa                           | 1.18%                    | 0.70%        | 650,000               | 6,946                          | 656,946                       | 597,786                 | (59,160)                            |
| 04/28/25                 | <b>First National Bank</b><br>McGregor, TX                | 04/28/20                 | Certificate of Deposit     | n/a                          | 1.35%                    | 1.35%        | 245,000               | n/a                            | 245,000                       | 227,478                 | (17,522)                            |
| 04/29/25                 | <b>Flagstar Bank</b><br>Troy, MI                          | 03/26/20                 | Certificate of Deposit     | n/a                          | 1.15%                    | 1.15%        | 245,000               | n/a                            | 245,000                       | 226,539                 | (18,461)                            |
| 05/15/25                 | <b>Tennessee Valley Authority</b><br>CUSIP #880591EW8     | 11/09/22                 | Government Security        | Aaa                          | 0.75%                    | 4.77%        | 205,000               | (18,282)                       | 186,718                       | 187,339                 | 621                                 |
| 06/30/25                 | <b>US Treasury Notes</b><br>CUSIP #912828XZ8              | 04/13/22                 | Government Security        | Aaa                          | 2.75%                    | 2.61%        | 500,000               | 1,596                          | 501,596                       | 481,680                 | (19,916)                            |
| 07/01/25                 | <b>Northern Calif Power Agency</b><br>CUSIP #664845FN9    | 04/13/22                 | Municipal Security         | Aa3                          | 2.39%                    | 3.04%        | 305,000               | (4,737)                        | 300,263                       | 288,262                 | (12,001)                            |
| 07/01/25                 | <b>University of California</b><br>CUSIP #91412GU94       | 10/22/20                 | Municipal Security         | Aa2                          | 3.06%                    | 0.81%        | 300,000               | 16,732                         | 316,732                       | 288,501                 | (28,231)                            |
| 08/18/25                 | <b>Federal National Mortgage Assn</b><br>CUSIP #3136G4M75 | 01/09/22                 | Government Security        | Aaa                          | 0.52%                    | 4.70%        | 280,000               | (28,657)                       | 251,343                       | 253,803                 | 2,460                               |
| 09/01/25                 | <b>San Bernardino Successor Agency</b><br>Swansea, MA     | 10/22/20                 | Municipal Security         | Aa                           | 4.00%                    | 0.71%        | 175,000               | 15,212                         | 190,212                       | 179,141                 | (11,071)                            |
| 09/12/25                 | <b>Federal Home Loan Bank</b><br>CUSIP #3130A6C70         | 10/04/22                 | Government Security        | Aaa                          | 2.63%                    | 4.13%        | 570,000               | (21,672)                       | 548,328                       | 542,897                 | (5,431)                             |

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|----------------------|---|----------------------|------------------------|--------------------------|----------------------|--------------|-------------------|----------------------------|---------------------------|---------------------|---------------------------------|
| 10/01/25             | <b>Folsom Cordova School District</b><br>CUSIP #34440PCN9 | 11/10/20             | Municipal Security     | Aa-                      | 3.00%                | 1.00%        | \$ 400,000        | \$ 21,681                  | \$ 421,681                | \$ 382,044          | \$ (39,637)                     |
| 11/07/25             | <b>Federal National Mortgage Assn</b><br>CUSIP #3135G06G3 | 12/14/20             | Government Security    | Aaa                      | 0.50%                | 0.42%        | 500,000           | 1,134                      | 501,134                   | 449,625             | (51,509)                        |
| 11/15/25             | <b>Tulare Sewer Revenue</b><br>CUSIP 899124MF5            | 12/11/20             | Municipal Security     | Aa                       | 1.46%                | 0.58%        | 400,000           | 9,935                      | 409,935                   | 363,348             | (46,587)                        |
| 12/11/25             | <b>BMW Bank North America</b><br>Salt Lake City, UT       | 12/11/20             | Certificate of Deposit | n/a                      | 0.50%                | 0.50%        | 245,000           | n/a                        | 245,000                   | 217,707             | (27,293)                        |
| 12/18/25             | <b>Third Federal Savings &amp; Loan</b><br>Cleveland, OH  | 12/18/20             | Certificate of Deposit | n/a                      | 1.46%                | 1.46%        | 245,000           | n/a                        | 245,000                   | 217,205             | (27,795)                        |
| 01/15/26             | <b>First Reliance Bank</b><br>Florence, SC                | 01/15/21             | Certificate of Deposit | n/a                      | 0.30%                | 0.30%        | 245,000           | n/a                        | 245,000                   | 215,284             | (29,716)                        |
| 01/22/26             | <b>ConnectOne Bank</b><br>Englewood Cliffs, NJ            | 01/22/21             | Certificate of Deposit | n/a                      | 0.45%                | 0.45%        | 245,000           | n/a                        | 245,000                   | 216,154             | (28,846)                        |
| 01/22/26             | <b>Luana Savings Bank</b><br>Luana, IA                    | 01/22/21             | Certificate of Deposit | n/a                      | 0.40%                | 0.40%        | 245,000           | n/a                        | 245,000                   | 216,058             | (28,942)                        |
| 02/11/26             | <b>Ind'l &amp; Com'l Bank of China</b><br>New York, NY    | 02/22/21             | Certificate of Deposit | n/a                      | 0.45%                | 0.45%        | 245,000           | n/a                        | 245,000                   | 215,918             | (29,082)                        |
| 03/02/26             | <b>Federal Farm Credit Bank</b><br>CUSIP #3133EFH91       | 03/03/21             | Government Security    | Aaa                      | 2.22%                | 0.75%        | 876,000           | 40,207                     | 916,207                   | 823,694             | (92,513)                        |
| 03/27/26             | <b>Federal Agriculture Mtge Corp</b><br>CUSIP #31422XDX7  | 03/30/21             | Government Security    | n/a                      | 0.83%                | 0.87%        | 500,000           | (606)                      | 499,394                   | 450,070             | (49,324)                        |
| 04/23/26             | <b>Malaga Bank</b><br>Palos Verdes Peninsula, CA          | 04/23/21             | Certificate of Deposit | n/a                      | 0.55%                | 0.55%        | 245,000           | n/a                        | 245,000                   | 214,681             | (30,319)                        |
| 04/24/26             | <b>Federal National Mortgage Assn</b><br>CUSIP #3135G0K36 | 04/26/21             | Government Security    | Aaa                      | 2.13%                | 0.77%        | 500,000           | 22,150                     | 522,150                   | 468,555             | (53,595)                        |
| 05/19/26             | <b>Eaglemark Savings Bank</b><br>Reno, NV                 | 05/19/21             | Certificate of Deposit | n/a                      | 0.70%                | 0.70%        | 245,000           | n/a                        | 245,000                   | 215,473             | (29,527)                        |
| 05/31/26             | <b>US Treasury Notes</b><br>CUSIP #91282CCF6              | 11/23/22             | Government Security    | Aaa                      | 0.75%                | 4.15%        | 500,000           | (53,574)                   | 446,426                   | 445,920             | (506)                           |
| 06/30/26             | <b>UBS Bank USA</b><br>Salt Lake City, UT                 | 05/19/21             | Certificate of Deposit | n/a                      | 0.90%                | 0.90%        | 245,000           | n/a                        | 245,000                   | 215,867             | (29,133)                        |

**CITY OF ATASCADERO**  
**INVESTMENT REPORT**  
*December 31, 2022*

**ITEM NUMBER:**  
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| <b>MATURITY DATE</b> | <b>DESCRIPTION (ISSUER)</b>                                | <b>PURCHASE DATE</b> | <b>INVESTMENT TYPE</b> | <b>INVESTMENT RATING</b> | <b>STATED % RATE</b> | <b>YIELD</b> | <b>FACE VALUE</b> | <b>PREMIUM/ (DISCOUNT)</b> | <b>COST OF INVESTMENT</b> | <b>MARKET VALUE</b> | <b>UNREALIZED GAIN / (LOSS)</b> |
|----------------------|--|----------------------|------------------------|--------------------------|----------------------|--------------|-------------------|----------------------------|---------------------------|---------------------|---------------------------------|
| 07/01/26             | <b>New York Community Bank</b><br>Hicksville, NY           | 06/29/21             | Certificate of Deposit | n/a                      | 0.85%                | 0.85%        | \$ 245,000        | n/a                        | \$ 245,000                | \$ 215,683          | \$ (29,317)                     |
| 07/22/26             | <b>Toyota Financial Savings Bank</b><br>Henderson, NV      | 07/22/21             | Certificate of Deposit | n/a                      | 0.95%                | 0.95%        | 245,000           | n/a                        | 245,000                   | 216,046             | (28,954)                        |
| 08/01/26             | <b>Rancho Adobe Fire Protection</b><br>CUSIP #752096AE7    | 10/14/21             | Municipal Security     | Aa                       | 1.43%                | 1.25%        | 260,000           | 1,637                      | 261,637                   | 230,557             | (31,080)                        |
| 08/13/26             | <b>Synchrony Bank</b><br>Draper, UT                        | 08/13/21             | Certificate of Deposit | n/a                      | 0.90%                | 0.90%        | 245,000           | n/a                        | 245,000                   | 215,179             | (29,821)                        |
| 09/24/26             | <b>Federal National Mortgage Assn</b><br>CUSIP #3135G0Q22  | 09/24/21             | Government Security    | Aaa                      | 1.88%                | 0.80%        | 500,000           | 19,801                     | 519,801                   | 461,325             | (58,476)                        |
| 09/29/26             | <b>First Bank Richmond</b><br>Richmond, IN                 | 09/29/21             | Certificate of Deposit | n/a                      | 0.55%                | 0.55%        | 245,000           | n/a                        | 245,000                   | 211,322             | (33,678)                        |
| 10/01/26             | <b>California Infrastructure Bonds</b><br>CUSIP #13034AL73 | 10/05/22             | Government Security    | AAA                      | 1.04%                | 4.69%        | 155,000           | (19,288)                   | 135,712                   | 135,636             | (76)                            |
| 10/01/26             | <b>Manteca Redevelopment Bonds</b><br>CUSIP #56453RBA1     | 10/05/22             | Government Security    | AA                       | 2.04%                | 4.81%        | 115,000           | (10,816)                   | 104,184                   | 103,819             | (365)                           |
| 10/31/26             | <b>US Treasury Notes</b><br>CUSIP #912828YQ7               | 11/23/22             | Government Security    | Aaa                      | 1.63%                | 4.07%        | 250,000           | (21,495)                   | 228,505                   | 228,193             | (312)                           |
| 11/17/26             | <b>Capital One Bank</b><br>Glen Allen, VA                  | 11/17/21             | Certificate of Deposit | n/a                      | 1.10%                | 1.10%        | 245,000           | n/a                        | 245,000                   | 214,934             | (30,066)                        |
| 11/17/26             | <b>Capital One National</b><br>McLean, VA                  | 11/17/21             | Certificate of Deposit | n/a                      | 1.10%                | 1.10%        | 245,000           | n/a                        | 245,000                   | 214,934             | (30,066)                        |
| 12/21/26             | <b>Federal Home Loan Bank</b><br>CUSIP #3130AQF65          | 12/30/21             | Government Security    | Aaa                      | 1.25%                | 1.26%        | 500,000           | (143)                      | 499,857                   | 447,585             | (52,272)                        |
| 12/28/26             | <b>Federal Farm Credit Bank</b><br>CUSIP #3133EJ4E6        | 01/18/22             | Government Security    | Aaa                      | 3.13%                | 1.58%        | 200,000           | 11,900                     | 211,900                   | 191,764             | (20,136)                        |
| 12/31/26             | <b>Bank Kremlin</b><br>Kremlin, OK                         | 12/31/21             | Certificate of Deposit | n/a                      | 1.05%                | 1.05%        | 245,000           | n/a                        | 245,000                   | 213,366             | (31,634)                        |
| 01/15/27             | <b>San Joaquin Hills Trans Agency</b><br>CUSIP # 798111HF0 | 01/19/22             | Municipal Security     | A2                       | 2.15%                | 1.88%        | 500,000           | 5,209                      | 505,209                   | 448,930             | (56,279)                        |
| 02/10/27             | <b>Federal Agriculture Mtge Corp</b><br>CUSIP #31422XTX0   | 02/17/22             | Government Security    | n/a                      | 1.60%                | 1.96%        | 550,000           | (7,788)                    | 542,212                   | 495,005             | (47,207)                        |



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|--------------------------|---|--------------------------|----------------------------|------------------------------|--------------------------|--------------|-----------------------|--------------------------------|-------------------------------|-------------------------|-------------------------------------|
| 02/17/27                 | <b>Beal Bank USA</b><br>Las Vegas, NV                     | 02/23/22                 | Certificate of Deposit     | n/a                          | 1.90%                    | 1.90%        | \$ 245,000            | n/a                            | \$ 245,000                    | \$ 220,373              | \$ (24,627)                         |
| 02/23/27                 | <b>Sallie Mae Bank</b><br>Salt Lake City, UT              | 10/13/22                 | Certificate of Deposit     | n/a                          | 2.20%                    | 4.17%        | 184,000               | (13,717)                       | 170,283                       | 167,545                 | (2,738)                             |
| 03/01/27                 | <b>Sonoma Marin Area Rail Transit</b><br>CUSIP #835588BA1 | 12/07/22                 | Municipal Security         | AA                           | 1.73%                    | 4.45%        | 500,000               | (51,223)                       | 448,777                       | 441,760                 | (7,017)                             |
| 03/12/27                 | <b>Federal Home Loan Bank</b><br>CUSIP #3130A3DU5         | 03/17/22                 | Government Security        | Aaa                          | 3.00%                    | 2.20%        | 500,000               | 15,910                         | 515,910                       | 477,875                 | (38,035)                            |
| 03/16/27                 | <b>American Express Nat'l Bank</b><br>Sandy, UT           | 03/16/22                 | Certificate of Deposit     | n/a                          | 2.00%                    | 2.00%        | 245,000               | n/a                            | 245,000                       | 220,948                 | (24,052)                            |
| 03/17/27                 | <b>Beal Bank</b><br>Plano, TX                             | 03/23/22                 | Certificate of Deposit     | n/a                          | 2.00%                    | 2.00%        | 245,000               | n/a                            | 245,000                       | 219,525                 | (25,475)                            |
| 04/14/27                 | <b>Comenity Capital Bank</b><br>Draper, UT                | 04/14/22                 | Certificate of Deposit     | n/a                          | 2.65%                    | 2.65%        | 245,000               | n/a                            | 245,000                       | 226,510                 | (18,490)                            |
| 05/01/27                 | <b>LA Unified School District</b><br>CUSIP # 544646A77    | 05/11/22                 | Municipal Security         | Aa3                          | 5.72%                    | 3.81%        | 500,000               | 37,934                         | 537,934                       | 516,670                 | (21,264)                            |
| 05/15/27                 | <b>US Treasury Notes</b><br>CUSIP #912828X88              | 05/24/22                 | Government Security        | Aaa                          | 2.38%                    | 2.87%        | 500,000               | (9,980)                        | 490,020                       | 466,155                 | (23,865)                            |
| 06/09/27                 | <b>Federal Home Loan Bank</b><br>CUSIP #3130A5JU4         | 06/22/22                 | Government Security        | Aaa                          | 3.04%                    | 3.43%        | 200,000               | (3,160)                        | 196,840                       | 191,156                 | (5,684)                             |
| 06/11/27                 | <b>Federal Home Loan Bank</b><br>CUSIP #3130ASGU7         | 06/22/22                 | Government Security        | Aaa                          | 3.50%                    | 3.41%        | 200,000               | 773                            | 200,773                       | 194,978                 | (5,795)                             |
| 06/15/27                 | <b>Federal Farm Credit Bank</b><br>CUSIP #3133EHNRO       | 06/22/22                 | Government Security        | Aaa                          | 2.58%                    | 3.43%        | 480,000               | (16,658)                       | 463,342                       | 450,072                 | (13,270)                            |
| 07/16/27                 | <b>Federal Farm Credit Bank</b><br>CUSIP #3133EAXTO       | 07/26/22                 | Government Security        | Aaa                          | 2.75%                    | 2.98%        | 135,000               | (1,302)                        | 133,698                       | 126,669                 | (7,029)                             |
| 08/01/27                 | <b>Corona Norco Ca Unif Sch Dist</b><br>CUSIP # 219764SB4 | 08/04/22                 | Municipal Security         | AA-                          | 2.30%                    | 3.63%        | 250,000               | (13,943)                       | 236,057                       | 224,218                 | (11,839)                            |
| 08/01/27                 | <b>Escondido CA Unif Sch Dist</b><br>CUSIP # 2963871UV7   | 08/05/22                 | Municipal Security         | AA2                          | 1.13%                    | 3.53%        | 100,000               | (10,066)                       | 89,934                        | 84,820                  | (5,114)                             |
| 08/01/27                 | <b>Martinez CA Uni Sch Dist</b><br>CUSIP # 573428MN6      | 08/04/22                 | Municipal Security         | AA                           | 1.26%                    | 3.43%        | 250,000               | (22,789)                       | 227,211                       | 213,367                 | (13,844)                            |

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| <b>MATURITY<br/>DATE</b>               | <b>DESCRIPTION<br/>(ISSUER)</b>                           | <b>PURCHASE<br/>DATE</b> | <b>INVESTMENT<br/>TYPE</b> | <b>INVESTMENT<br/>RATING</b> | <b>STATED<br/>% RATE</b> | <b>YIELD</b> | <b>FACE<br/>VALUE</b> | <b>PREMIUM/<br/>(DISCOUNT)</b> | <b>COST OF<br/>INVESTMENT</b> | <b>MARKET<br/>VALUE</b> | <b>UNREALIZED<br/>GAIN / (LOSS)</b> |
|--|---|--------------------------|----------------------------|------------------------------|--------------------------|--------------|-----------------------|--------------------------------|-------------------------------|-------------------------|-------------------------------------|
| 08/01/27                               | <b>San Marcos CA Uni Sch Dist</b><br>CUSIP # 798755GC2    | 08/05/22                 | Municipal Security         | AA                           | 2.31%                    | 3.68%        | \$ 185,000            | \$ (10,581)                    | \$ 174,419                    | \$ 165,760              | \$ (8,659)                          |
| 08/01/27                               | <b>Southwestern Comm College</b><br>CUSIP # 845389LS2     | 08/04/22                 | Municipal Security         | AA-                          | 1.53%                    | 3.53%        | 155,000               | (12,988)                       | 142,012                       | 134,022                 | (7,990)                             |
| 08/26/27                               | <b>Federal Agriculture Mtge Corp</b><br>CUSIP #31422XF23  | 09/02/22                 | Government Security        | n/a                          | 3.20%                    | 3.49%        | 500,000               | (6,188)                        | 493,812                       | 482,305                 | (11,507)                            |
| 09/15/27                               | <b>Luminate Bank</b><br>Minnetonka, MN                    | 09/15/22                 | Certificate of Deposit     | n/a                          | 3.40%                    | 3.40%        | 245,000               | n/a                            | 245,000                       | 232,605                 | (12,395)                            |
| 09/15/27                               | <b>Ponce de Leon Fed Bank</b><br>Bronx, NY                | 09/15/22                 | Certificate of Deposit     | n/a                          | 3.50%                    | 3.50%        | 245,000               | n/a                            | 245,000                       | 233,642                 | (11,358)                            |
| 09/15/27                               | <b>University of Pittsburgh</b><br>CUSIP # 798755GC2      | 09/15/22                 | Municipal Security         | AA+                          | 3.18%                    | 3.81%        | 500,000               | (13,481)                       | 486,519                       | 467,225                 | (19,294)                            |
| 10/08/27                               | <b>Federal National Mortgage Assn</b><br>CUSIP #3135G05Y5 | 10/12/22                 | Government Security        | Aaa                          | 0.75%                    | 4.12%        | 1,000,000             | (144,687)                      | 855,313                       | 861,240                 | 5,927                               |
| 10/31/27                               | <b>US Treasury Notes</b><br>CUSIP # 91282CAU5             | 11/09/22                 | Government Security        | Aaa                          | 0.50%                    | 4.31%        | 600,000               | (98,878)                       | 501,122                       | 507,492                 | 6,370                               |
| 11/15/27                               | <b>US Treasury Notes</b><br>CUSIP # 9128283F5             | 12/07/22                 | Government Security        | Aaa                          | 2.25%                    | 3.79%        | 500,000               | (33,923)                       | 466,077                       | 460,740                 | (5,337)                             |
| 12/15/27                               | <b>Forbright Bank</b><br>Potomac, MD                      | 12/15/22                 | Certificate of Deposit     | n/a                          | 4.00%                    | 4.00%        | 245,000               | n/a                            | 245,000                       | 238,495                 | (6,505)                             |
| 12/16/27                               | <b>Community West Bank NA</b><br>Goleta, CA               | 12/16/22                 | Certificate of Deposit     | n/a                          | 4.00%                    | 4.00%        | 245,000               | n/a                            | 245,000                       | 238,493                 | (6,507)                             |
| <b>Total Funds Managed by the City</b> |   |                          |                            |                              |                          |              | <u>59,153,147</u>     | <u>(362,488)</u>               | <u>58,790,659</u>             | <u>56,337,915</u>       | <u>(2,452,744)</u>                  |

CITY OF ATASCADERO  
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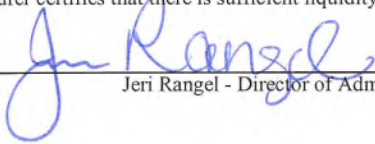
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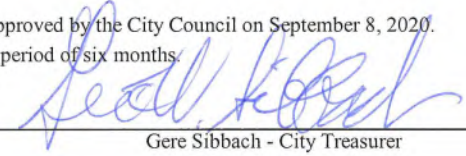
| <u>MATURITY DATE</u>                       | <u>DESCRIPTION (ISSUER)</u>                | <u>PURCHASE DATE</u> | <u>INVESTMENT TYPE</u> | <u>INVESTMENT RATING</u> | <u>STATED % RATE</u> | <u>YIELD</u> | <u>FACE VALUE</u>    | <u>PREMIUM/ (DISCOUNT)</u> | <u>COST OF INVESTMENT</u> | <u>MARKET VALUE</u>  | <u>UNREALIZED GAIN / (LOSS)</u> |
|--|--|----------------------|------------------------|--------------------------|----------------------|--------------|----------------------|----------------------------|---------------------------|----------------------|---------------------------------|
| <i>Funds Managed by Fiscal Agent</i>       |  |                      |                        |                          |                      |              |                      |                            |                           |                      |                                 |
| n/a  | BNY Western Trust<br>Hamilton Treas. Money | n/a                  | Treasury Fund          | Aaa                      | n/a                  | 2.80%        | \$ 1,422,891         | n/a                        | \$ 1,422,891              | \$ 1,422,891         | -                               |
| n/a  | BNY Western Trust<br>Hamilton Treas. Money | n/a                  | Treasury Fund          | Aaa                      | n/a                  | 2.80%        | 861,436              | n/a                        | 861,436                   | 861,437              | 1                               |
| <i>Total Funds Managed by Fiscal Agent</i> |  |                      |                        |                          |                      |              | <u>2,284,327</u>     | <u>n/a</u>                 | <u>2,284,327</u>          | <u>2,284,328</u>     | <u>1</u>                        |
|  |  |                      |                        |                          |                      |              | <u>\$ 61,437,474</u> | <u>\$ (362,488)</u>        | <u>\$ 61,074,986</u>      | <u>\$ 58,622,243</u> | <u>\$ (2,452,743)</u>           |

Average Maturity of Total Portfolio 747 Days  
Weighted Average Yield of Total Portfolio 2.19%

**Certification:**

It has been verified that this investment portfolio is in conformity with the City of Atascadero's investment policy, which was approved by the City Council on September 8, 2020.  
The City Treasurer certifies that there is sufficient liquidity to meet the City of Atascadero's estimated future expenditures for a period of six months.

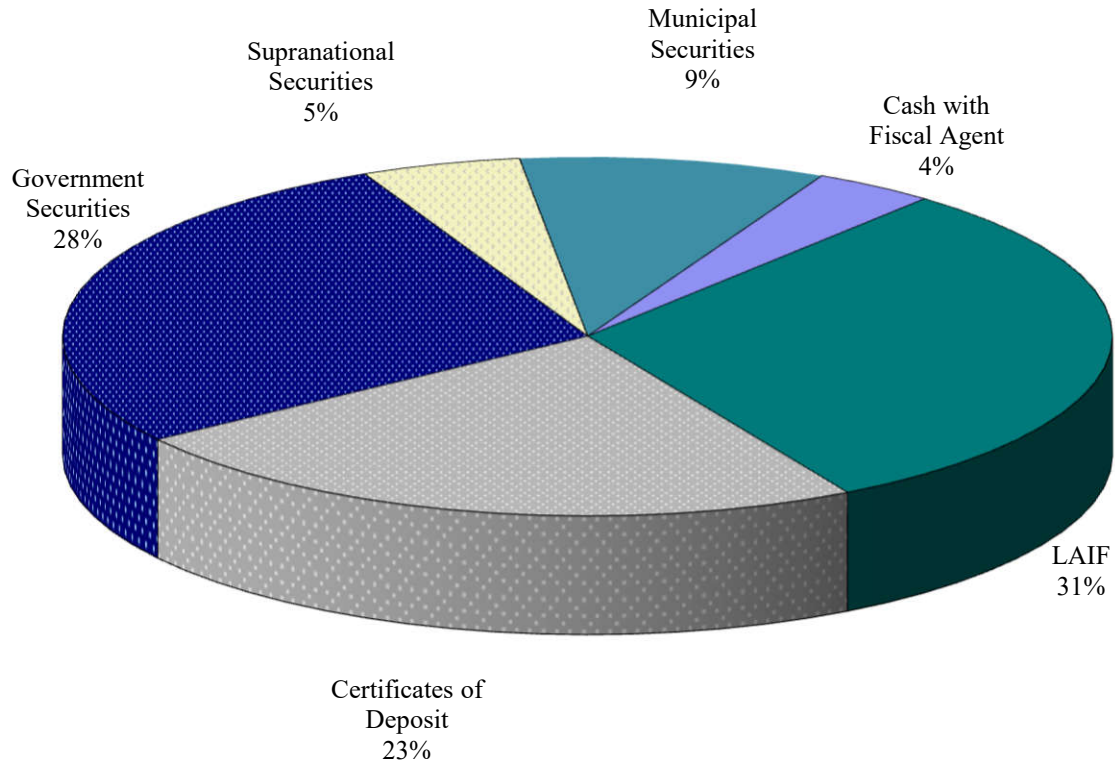
Verified by:   
Jeri Rangel - Director of Administrative Services

Approved by:   
Gere Sibbach - City Treasurer

**City of Atascadero  
Investments by Type  
December 2022**

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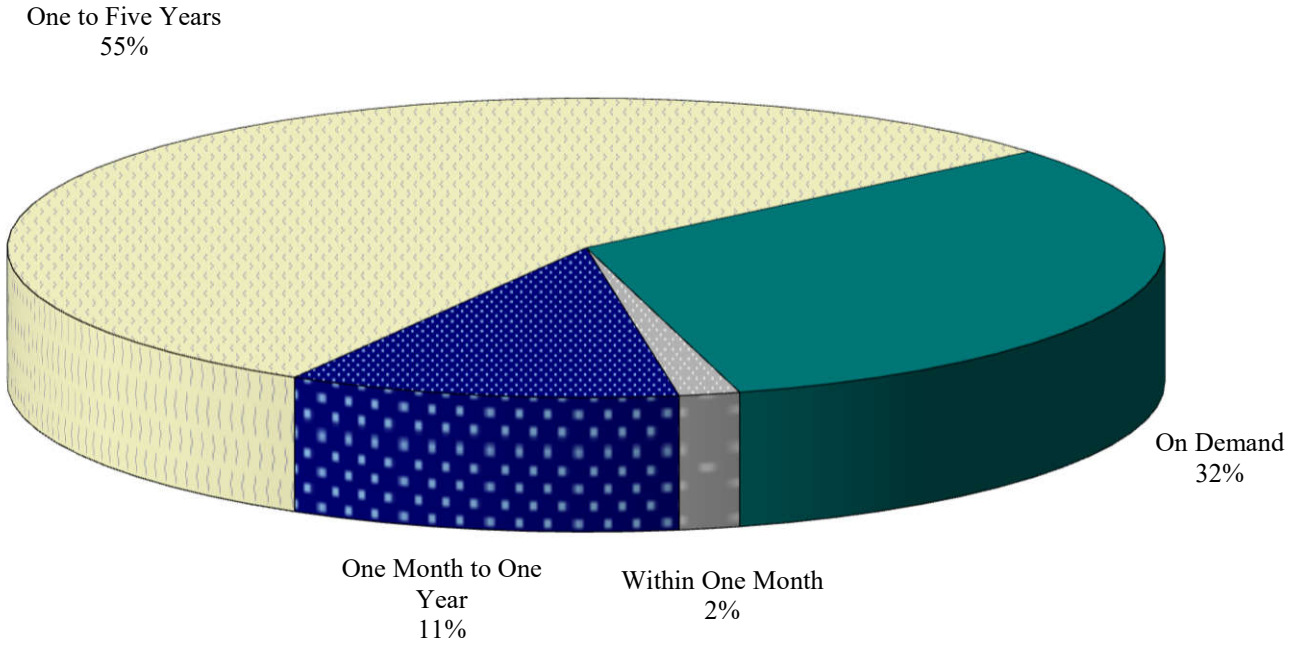
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| <u>Investment</u>        | <u>December 2022</u> |
|--------------------------|----------------------|
| LAIF                     | \$ 18,726,147        |
| Certificates of Deposit  | 14,330,283           |
| Government Securities    | 16,964,067           |
| Supranational Securities | 3,000,135            |
| Municipal Securities     | 5,770,027            |
| Cash with Fiscal Agent   | 2,284,327            |
|                          | <u>\$ 61,074,986</u> |

**City of Atascadero**  
**Investments by Maturity \***  
**December 2022**

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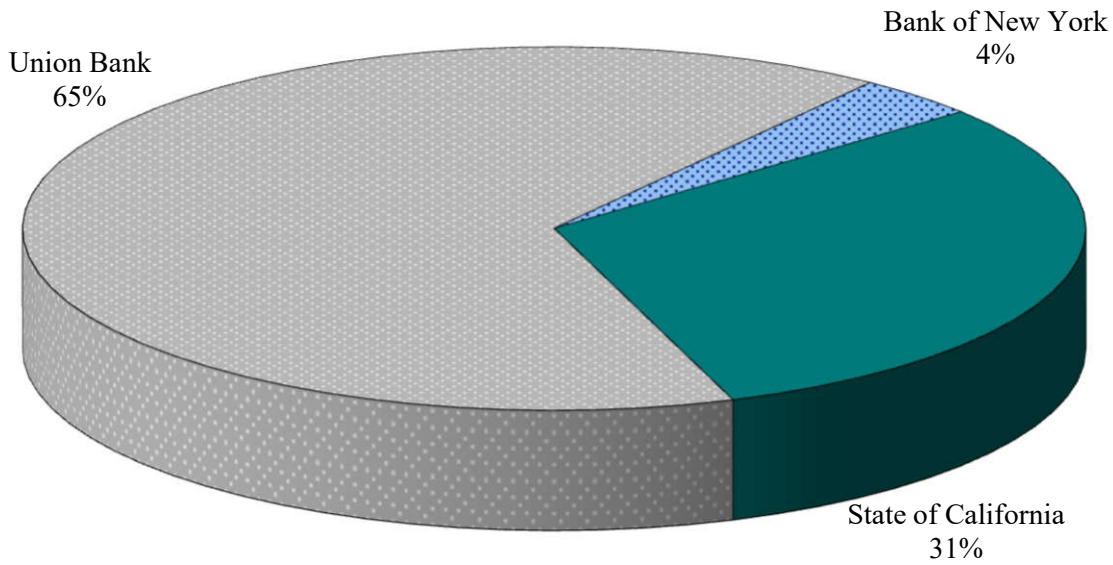
| <u>Investment</u>     | <u>December 2022</u> |
|-----------------------|----------------------|
| On Demand             | \$ 18,726,147        |
| Within One Month      | 999,916              |
| One Month to One Year | 6,433,982            |
| One to Five Years     | 32,630,614           |
|                       | <u>\$ 58,790,659</u> |

\* Cash with fiscal agent is not included in the totals for this graph because the amounts are restricted based on bond covenants, and therefore, the City doesn't retain the option to liquefy these funds at will.

**City of Atascadero**  
**Investments by Custodial Agent**  
**December 2022**

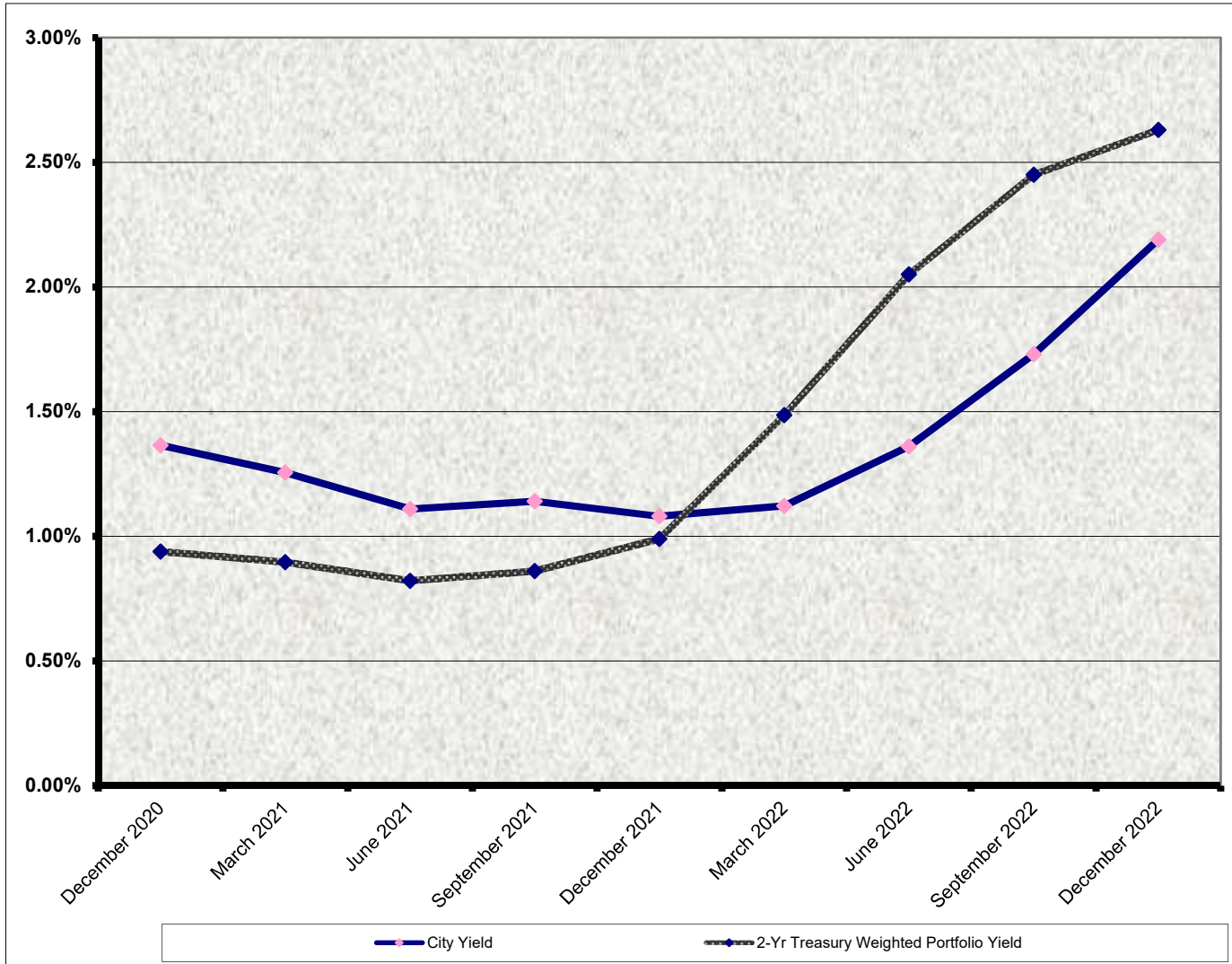
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| <u>Custodial Agent</u> | <u>December 2022</u> |
|------------------------|----------------------|
| State of California    | \$ 18,726,147        |
| Union Bank             | 40,064,512           |
| Bank of New York       | 2,284,327            |
|                        | <u>\$ 61,074,986</u> |

**City of Atascadero**  
**Investment Yield vs. 2-Year Treasury Yield**  
**For the Quarter Ended December 31, 2022**



|                | <u>City Yield</u> | <u>2-Yr Treasury Weighted Portfolio Yield</u> |
|----------------|-------------------|---|
| December 2020  | 1.36%             | 0.94%   |
| March 2021     | 1.26%             | 0.90%   |
| June 2021      | 1.11%             | 0.82%   |
| September 2021 | 1.14%             | 0.86%   |
| December 2021  | 1.08%             | 0.99%   |
| March 2022     | 1.12%             | 1.49%   |
| June 2022      | 1.36%             | 2.05%   |
| September 2022 | 1.73%             | 2.45%   |
| December 2022  | 2.19%             | 2.63%   |





# ***Atascadero City Council***

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## ***Staff Report - Public Works Department***

### **Road Abandonment to Summarily Vacate an Undeveloped Portion of Conejo Road Right-of-way**

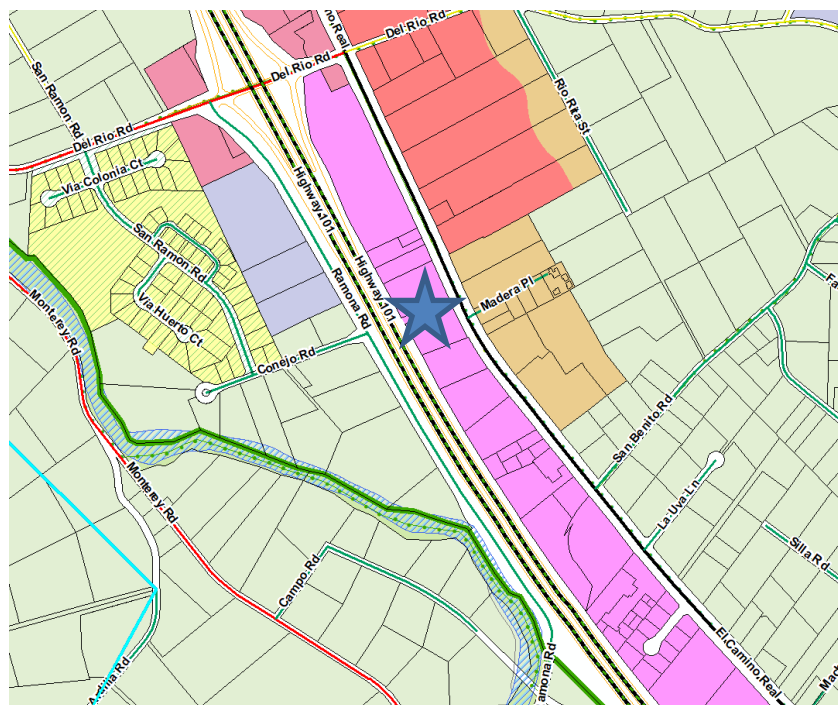
#### **RECOMMENDATION:**

Council adopt Draft Resolution summarily vacating an unconstructed portion of right-of-way on Conejo Road, based on findings consistent with the State of California Streets and Highways Code and the City's General Plan.

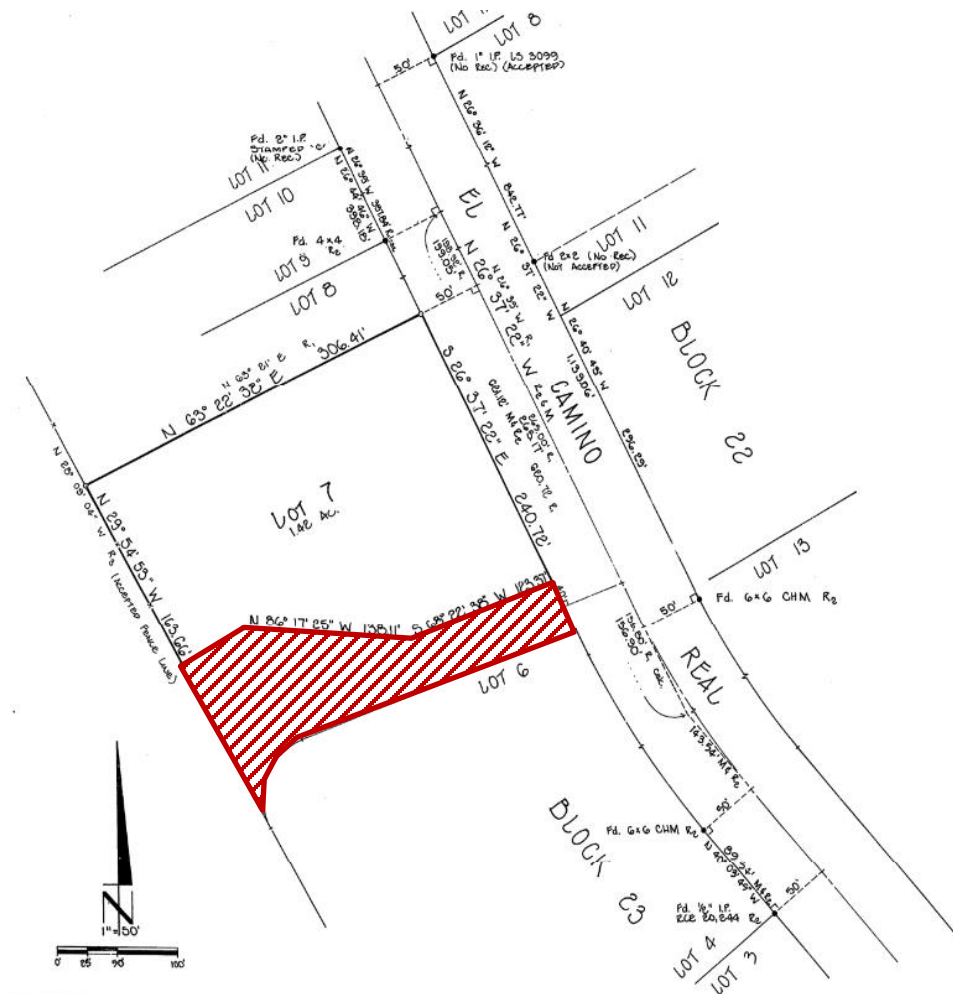
#### **DISCUSSION:**

##### Background

The City, in conjunction with adjacent property owners, has initiated a request to vacate an unconstructed portion of Conejo Road right-of-way between El Camino Real and Highway 101. This portion of right-of-way borders 2500 El Camino Real (Bay Laurel Nursery) and 2470 El Camino Real (approved Edge development). A vicinity map of this site is shown below.



The abandonment includes the 40-foot-wide Conejo Road right-of-way and supplemental areas acquired by Caltrans during construction of the freeway for equipment staging and to provide a turnaround area if the road were to ever be constructed for public use. Conejo Road is an original Colony right-of-way that was bisected by construction of the freeway in the 1950s. The easement area is currently used as a private driveway for the adjacent Bay Laurel Nursery and is not constructed as a City standard road or intended for public use. The portion proposed to be abandoned is shown below in the hatched area.



There are no properties that require the use of this right-of-way for access, nor does the City plan to utilize this portion of right-of-way for roadway purposes. Bay Laurel and the adjacent undeveloped property retain access rights from El Camino Real, although the abandonment is also conditioned to provide a private access easement over the existing Conejo Road right-of-way area to allow for driveway consolidation. No public utilities are currently located within the right-of-way; however, a PUE will be retained over the Conejo Road right-of-way area for any future utility use. PG&E does intend to use this area in the near future to serve development along El Camino Real in the vicinity of the site. Atascadero Mutual Water Company was contacted and has no objection to the abandonment. Furthermore, the Fire Department has no objection to the right-of-way

abandonment and does not consider this right-of-way to be necessary for current or future evacuation needs.

### History

The Conejo Road right-of-way was assumed to be abandoned based on a City resolution for abandonment filed in 1981. However, while the County showed the right-of-way as abandoned on the assessment record, title documents continued to list documents that called into question whether the abandonment had been duly processed. City staff has worked with the County Public Works and Assessor's office in addition to City and County Counsel to determine the appropriate path forward. Based on the ambiguity of the right-of-way status, the City is reinitiating the abandonment process.

Conejo Road is an original Colony road that continues on the west side of the City. To facilitate construction of the highway in the 1950s, Caltrans acquired rights to the unbuilt portion of Conejo Road in addition to a portion of Lot 7 (The Edge Project parcel) for construction staging. In 1962, the County entered into a freeway agreement with the State, in which it agreed to accept title, as well as the maintenance obligation, over the relocated and reconstructed roads upon relinquishment. In 1967, the State relinquished the Conejo Road right-of-way and supplemental piece on Lot 7 to the County under Streets and Highways Code section 73. At that time, Section 73 provided that upon recordation of the resolution of relinquishment, "all right, title, and interest of the State in and to such portion of any state highway shall vest in the county .... and such highway or portion thereof shall thereupon constitute a county road...." Accordingly, this right-of-way in its entirety became a county road in 1967.

In 1979, the City of Atascadero incorporated. At that time, all county highways within the City's jurisdiction transferred to the City under Streets and Highways Code, Section 989. Section 989 (at that time) provided that "[u]pon the incorporation of a city ... all right, title, and interest of the county in and to any county highway within the territory involved shall vest with the city and shall thereupon constitute a city street." The definition of a county highway includes any public highway or road. Accordingly, the right-of-way, including the additional portion on Lot 7, transferred to the City of Atascadero automatically upon incorporation.

### *The Edge Project*

The Edge Project, located on Lot 7 and the adjacent property to the north, was submitted in 2020, and the road was assumed to be abandoned based on the assessment records and 1981 City resolution of abandonment. The project was designed to utilize the Conejo Road area and adjoining supplemental Caltrans staging area. The design included a shared accessway and parking improvements within this area and plans included improved access for Bay Laurel Nursery to the south. Easements were anticipated to be recorded for shared access prior to issuance of building permits. As the project was designed to provide shared access to the adjacent Bay Laurel property, no modifications to the plans are required to accommodate the abandonment or conditions of abandonment. Building permits for the project were submitted in October 2021 and are currently under review.

### Analysis

*State Requirements* - Requirements for summarily vacating a road are found in the Streets and Highways Code, Section 8331, which provides:

8331. *The legislative body of a local agency may summarily vacate a street or highway if both of the following conditions exist:*
- (a) *For a period of five consecutive years, the street or highway has been impassable for vehicular travel.*
  - (b) *No public money was expended for maintenance on the street or highway during such period.*

*City Requirements* - California Government Code Section 65402 requires that all abandonments be consistent with the legislative body's General Plan, as follows:

*"If a general plan or part thereof has been adopted...no real property shall be...vacated or abandoned...until the location, purpose and extent of such...street vacation or abandonment...has been submitted to and reported upon by the planning agency as to the conformity with said general plan or part thereof."*

The right-of-way under consideration was created by the Map of Atascadero Colony (circa 1915). The subject portion of right-of-way has never been constructed as a public road and has been used as unimproved access to a private unimproved parking area for five or more years.

Additionally, the proposed right-of-way to be abandoned does not appear in the City's General Plan Circulation Element (Figure III-2: General Plan Circulation Diagram). The abandonment would not conflict with Policy 2.1 of the City's Circulation Element as the abandonment would not be applicable as a potential trail location. The location is a small stretch between El Camino Real and Highway 101 that does not, and will not in the future, connect to any other City streets.

The City also has a practice of evaluating existing unbuilt right of way from a fire safety standpoint in order to ensure that all potential evacuation routes are retained. The proposed right-of way was evaluated by the Fire Department. Because the road is a dead-end road terminating at Highway 101 just south of the Del Rio interchange, there is no potential for a future evacuation route.

### Conclusion

The proposed abandonment meets the following criteria necessary for a Summary Vacation (abandonment) as follows:

- Right-of-way has never been used as a road and has been impassable for more than five (5) years
- Public funds have never been expended for maintenance on the subject rights-of-way during the stated time period

- The abandonment is consistent with the circulation element of the City's General Plan

Planning Commission Recommendation

The Planning Commission reviewed the road abandonment application at their March 7, 2023 meeting. The Planning Commission found that the abandonment would not conflict with the City's General Plan and is not needed for future vehicular or pedestrian circulation.

**FISCAL IMPACT:**

None.

**ALTERNATIVES:**

Council may deny the request to vacate the right-of-way or refer the item back to staff for additional information or analysis.

**ATTACHMENT:**

Draft Resolution

## DRAFT RESOLUTION

### **RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ATASCADERO, CALIFORNIA, FINDING AND DETERMINING THAT A PORTION OF CONEJO ROAD RIGHT-OF-WAY AND ADJACENT CALTRANS EASEMENTS (IDENTIFIED AS ROAD RIGHT-OF-WAY) IS UNNECESSARY FOR PRESENT OR PROSPECTIVE PUBLIC STREET PURPOSES, AND ORDERING ITS SUMMARY VACATION FOR PUBLIC ACCESS WHILE RETAINING AN EASEMENT OVER THE ORIGINAL 40-FOOT CONEJO ROAD RIGHT-OF-WAY FOR PUBLIC UTILITIES**

**WHEREAS**, the City of Atascadero has initiated a request, in conjunction with adjacent property owners, to consider vacating an undeveloped portion of right-of-way of Conejo Road located adjacent to 2500 El Camino Real (APN 049-141-058) and 2470 El Camino Real (APN 049-141-057) and supplemental Caltrans right-of-way located entirely on 2470 El Camino Real (049-141-059) and supplemental Caltrans right-of-way located entirely on 2500 El Camino Real (049-141-060); and

**WHEREAS**, to facilitate construction of the highway in the 1950s, the State of California Department of Transportation (Caltrans) acquired rights to the unbuilt portion of Conejo Road in addition to a portion of Lot 7 of Block 23 of Atascadero Colony (2470 El Camino Real) for construction staging; and

**WHEREAS**, in 1962, the County of San Luis Obispo (County) entered into a freeway agreement with Caltrans, in which it agreed to accept title, as well as the maintenance obligation, over the relocated and reconstructed roads upon relinquishment; and

**WHEREAS**, in 1967, Caltrans relinquished the Conejo Road right-of-way and supplemental piece from 2470 El Camino Real to the County under Streets and Highways Code, Section 73; and

**WHEREAS**, in 1967, Section 73 provided that upon recordation of the resolution of relinquishment, “all right, title, and interest of the State in and to such portion of any state highway shall vest in the County ... and such highway or portion thereof shall thereupon constitute a county road...”

**WHEREAS**, based on the relinquishment in 1967 and the governing Section 73, this right-of-way, in its entirety, became a County road in 1967 and has remained unbuilt and unused by public utilities; and

**WHEREAS**, the City of Atascadero Fire Department and Atascadero Mutual Water Company takes no exception to the said abandonment; and

**WHEREAS**, California Government Code Section 65402 requires that all abandonments be consistent with the legislative body’s General Plan; and

**WHEREAS**, on March 7, 2023, the City of Atascadero Planning Commission duly held a public hearing to consider the abandonment of a portion of Conejo Road right-of-way, described in Exhibit A and shown on Exhibit B attached hereto and incorporated herein by this reference; and

**WHEREAS**, on March 7, 2023, the Planning Commission found that said abandonment is consistent with the City's General Plan, and recommends the City Council summarily vacate this portion of the Conejo Road right-of-way; and

**WHEREAS**, on March 14, 2023, the City Council held a regular public meeting to consider summarily vacating a portion of Conejo Road right-of-way.

**NOW, THEREFORE BE IT RESOLVED**, by the City Council of the City of Atascadero:

**SECTION 1.** The City Council hereby finds and determines the above recitals to be true and correct.

**SECTION 2.** The City Council finds that said Conejo Road right-of-way under consideration for summary vacation has never been improved, has been impassable for vehicular travel for a period of five consecutive years and no public funds have been expended for maintenance on the subject right-of-way during such period.

**SECTION 3.** The proposed right-of-way vacation is exempt from environmental review in accordance with Section 15301 (Existing Facilities) and Section 15304 (Minor Alterations to Land) of the California Environmental Quality Act (CEQA) and the City of Atascadero's Local Procedures for implementing CEQA.

**SECTION 4.** Pursuant to Section 8300 et seq. of the California Streets and Highways Code and a finding of General Plan consistency, this Council finds and determines that a portion of Conejo Road, as shown on the Map of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California in Book 3 of Maps, Page 26, in the Office of the County Recorder of said County, and described as Parcel 1 and 2 in Exhibit A and shown on Exhibit B attached hereto and incorporated herein by this reference, is not necessary for present or future public street purposes.

**SECTION 5.** The City Council hereby orders said portion of Conejo Road right-of-way described in Section 5 above to be summarily vacated and revert to Lots 6 and 7 as shown on Exhibit B, with said areas vacated north of the Conejo Road centerline to Lot 7 and said areas vacated south of Conejo Road centerline to Lot 6.

**SECTION 6.** The City Council reserves a forty (40) foot-wide public utility easement over Parcel 1 as described on Exhibit A and shown on Exhibit B for future use by the City of Atascadero, Atascadero Mutual Water Company, and other public utilities.

**SECTION 7.** The City Clerk shall cause a certified copy of this Resolution of Summary Vacation, duly attested under the seal of the City, to be recorded in the Office of the San Luis Obispo County Recorder.

**PASSED AND ADOPTED** at a regular meeting of the City Council held on the \_\_\_th day of March, 2023.

On motion by Council Member \_\_\_\_\_ and seconded by Council Member \_\_\_\_\_, the foregoing Resolution is hereby adopted in its entirety on the following roll call vote:

- AYES:
- NOES:
- ABSENT:
- ABSTAIN:

CITY OF ATASCADERO

\_\_\_\_\_  
Heather Moreno, Mayor

ATTEST:

\_\_\_\_\_  
Lara K. Christensen, City Clerk



## EXHIBIT "A"

### LEGAL DESCRIPTION

THOSE PORTIONS OF LOTS 6 AND 7 OF BLOCK 23 OF ATASCADERO COLONY, IN THE CITY OF ATASCADERO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, ACCORDING TO THE MAP RECORDED OCTOBER 21, 1914, IN BOOK 3AC OF MAPS AT PAGE 26, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

#### PARCEL 1

THAT PORTION OF CONEJO ROAD FROM THE NORTHWESTERLY RIGHT-OF-WAY OF EL CAMINO REAL (FORMERLY CALIFORNIA STATE HIGHWAY) TO THE NORTHEASTERLY RIGHT OF WAY OF STATE HIGHWAY 101 PER THE DOCUMENT RECORDED NOVEMBER 2, 1967 IN VOLUME 1454 AT PAGE 444 OF OFFICIAL RECORD, IN THE OFFICE OF THE COUNTY REOCORER OF SAID COUNTY.

#### PARCEL 2

THOSE PORTION OF LOTS 6 AND 7 DESCRIBED AS PARCEL 3, IN THE DOCUMENT RECORDED NOVEMBER 2, 1967, AS DOCUMENT NO. 21620 IN BOOK 1454 OF OFFICIAL RECORD AT PAGE 444, AND AS SHOWN ON THE MAP RECORDED ON OCTOBER 4, 1967 IN STATE HIGHWAY MAP BOOK NO. 5, PAGES 9 THROUGH 16, RECORDS OF SAN LUIS OBISPO COUNTY, DESCRIBED AS FOLLOWS;

**BEGINNING** AT A POINT ON THE NORTHERLY RIGHT OF WAY OF STATE HIGHWAY 101, (05-SLO-101) AT ENGINEERS STATION 124+46.04, 95.00 FEET RIGHT;

THENCE, LEAVING SAID RIGHT OF WAY, NORTH 61°50'09" EAST 55.00 FEET;

THENCE, SOUTH 84°31'36" EAST 138.11 FEET TO A POINT ON THE NORTHERLY RIGHT OF WAY OF CONEJO ROAD AS SHOWN ON SAID MAP;

THENCE, SOUTH 20°04'47" EAST TO A POINT ON THE SOUTHERLY RIGHT OF WAY OF SAID CONEJO ROAD;

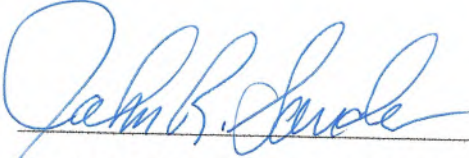
THENCE, ALONG SAID SOUTHERLY RIGHT OF WAY SOUTH 69°55'13" WEST, TO THE BEGINNING OF COURSE 1 IN THE DEED TO THE STATE OF CALIFORNIA RECORDED APRIL 20, 1951 IN VOLUME 606 AT PAGE 382 OF OFFICIAL RECORDS OF

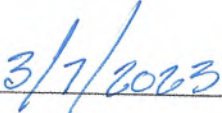
SAID COUNTY, SAID POINT BEING THE BEGINNING OF A TANGENT CURVE  
CONCAVE TO THE SOUTHEAST, HAVING A RADIUS OF 50.00 FEET;

THENCE, SOUTHERLY ALONG SAID CURVE THROUG A CENTRAL ANGLE OF  
98°12'11" AN ARC LENGTH OF 85.70 FEET TO A POINT ON SAID NORTHEASTERLY  
RIGHT OF WAY OF HIGHWAY 101, SAID POINT BEING AT ENGINEERS STATION  
122+95, 100.00 FEET RIGHT;

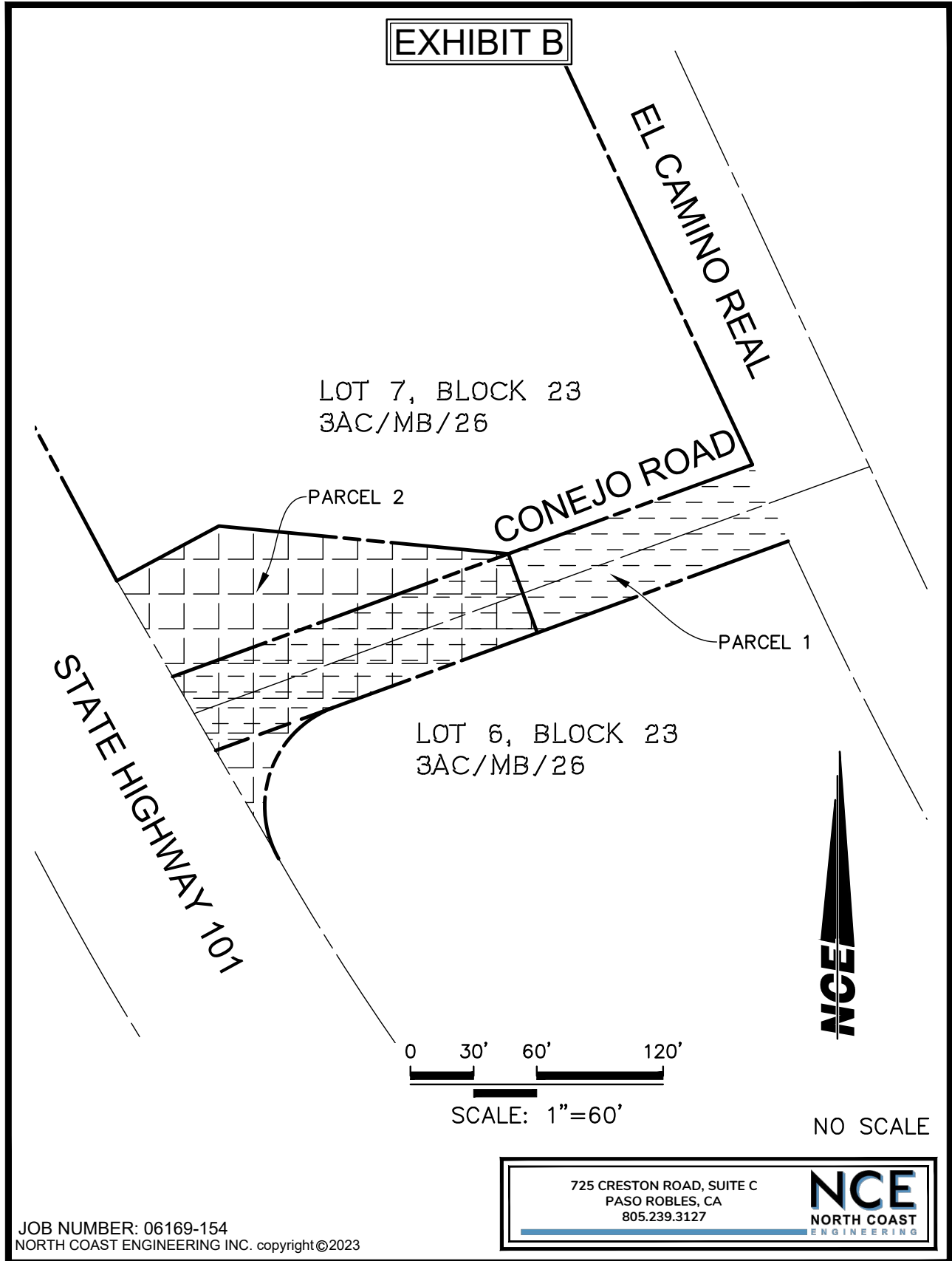
THENCE, ALONG SAID RIGHT OF WAY, NORTH 30°04'46" WEST 149.94 FEET TO THE  
POINT OF BEGINNING.

SEE ATTACHED EXHIBIT "B" MADE A PART HEREOF.

  
\_\_\_\_\_  
JOHN R. SANDERS, PLS 5812

  
\_\_\_\_\_  
DATE







# ***Atascadero City Council***

## ***Staff Report – Police Department***

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### **Status Update of the Temporary Contracts for Nighttime Police/Fire Dispatch Services**

#### **RECOMMENDATION:**

Council receive and file a status update of the contracts with the San Luis Obispo County Sheriff's Office (SLO Sheriff's Office) and the County of San Luis Obispo through CAL FIRE Dispatch for temporary dispatch services.

#### **DISCUSSION:**

The Atascadero Police Department currently operates an emergency communications center (Dispatch) that provides services for the Atascadero Police Department and the Atascadero Fire Department. Services include answering 911 emergency calls and non-emergency calls on a 24-hour basis, dispatching police and fire to emergency and non-emergency calls, and responding to radio traffic for self-initiated activity. Annually, our Police and Fire Departments receive a combined total of over 36,000 calls for service.

In August 2022, due to ongoing staffing shortages in Dispatch, Council authorized the City Manager to enter into a contract with SLO Sheriff's Office and with CAL FIRE to provide temporary overnight dispatch services. Beginning August 10, 2022, SLO Sheriff's Office and CAL FIRE provided emergency dispatch services from 7:00pm to 7:00am daily. The City provided these services during the daytime hours of 7:00am to 7:00pm daily.

At that time of Council authorization, it was optimistically estimated that the City would need these temporary overnight dispatch services at an estimated cost of \$94,000 for a period of three months. Due to continued staffing shortages in Dispatch, and the work associated with implementing a new emergency dispatch system, the City continued to need assistance with dispatch services for a period of almost 6 months. The total estimated cost for the contracted overnight dispatch services for the six-month period is about \$194,000.

The following contributed to the need for the extended contracted dispatch services:

- Two recent hires did not complete the rigorous training program, forcing the departments to re-start the hiring process again.
- The training process takes 4-8 months and generally requires a fully-dedicated dispatcher to train the new hire.

- The City purchased and has been in the process of implementing a new dispatch system during this time.
- Hiring a dispatcher takes time, requiring background checks, polygraphs, and other extensive testing.

The contracted services ended in February and the City currently has a total of four fully trained dispatchers plus one lead dispatcher to cover all emergency communications 24/7. In addition to these five dedicated dispatchers, the City has one dispatcher in training and three additional dispatchers in the hiring process. The new computer aided dispatch system went live in late February and it is hoped that Dispatch will be fully staffed with trained dispatchers by late this summer.

**FISCAL IMPACT:**

The total estimated cost of the contract services from August 2022 through early February 2023 is estimated to be \$194,000. This is a non-budgeted item; however, there are salary savings due to staffing vacancies in the police department to cover these costs.

**ATTACHMENT:**

None



# ***Atascadero City Council***

## ***Staff Report - City Manager***

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### **Ratify Proclamation of Existence of Local Emergency**

#### **RECOMMENDATION:**

Council adopt Draft Resolution, ratifying the Director of Emergency Services' proclamation of the existence of a local emergency.

#### **DISCUSSION:**

The California Emergency Services Act (California Government Code sections 8639, 8550, et. seq.) and Atascadero Municipal Code Title 4, Chapter 4, Emergency Organization and Functions, empowers the Director of Emergency Services to proclaim the existence or threatened existence of a local emergency when said city is affected or likely to be affected by a public calamity and the City Council is not in session. The proclamation gives the City certain powers and immunities that do not exist in the absence of such a declaration and is required for many FEMA or other reimbursement purposes. The proclamation must be ratified and confirmed by the City Council within seven (7) days of the action by the Director of Emergency Services/City Manager.

Due to severe winter storms that have struck California since late February 2023 (the "2023 March Storms"), bringing damaging winds and historic precipitation, there has been significant flooding, wind gusts, falling debris, and downed trees throughout the County of San Luis Obispo and the City of Atascadero. On March 10, 2023, the City Council was not in session and an emergency, as defined in Section 4-4.03 of the Atascadero Municipal Code, Government Code Section 8558(c), and Public Contract Code Section 1102, was determined to exist in the City of Atascadero and the City Manager, as the Director of Emergency Services, proclaimed the existence of a local emergency.

Soil conditions in the City of Atascadero and County of San Luis Obispo remain saturated as a result of the 2023 March Storms, and additional storms have and/or will continue to threaten the City and County, bringing strong winds, above normal precipitation, and unusually cold temperatures, increasing the likelihood of further damage from earth slippage events, including the potential for additional flooding and the public interest and necessity require the continuance of the Proclamation of Existence of Local Emergency related to the 2023 March Storms. The City Council Meeting, scheduled for March 14, 2023, is within the seven-day requirement that the

City Council ratify and confirm the Director of Emergency Services' proclamation and make findings to continue the existence of a local emergency.

Adoption of the Draft Resolution will meet State law requirements to continue the declaration of a local emergency and said local emergency will continue to exist until terminated by the City Council.

**FISCAL IMPACT:**

None.

**ATTACHMENT:**

Draft Resolution

**RESOLUTION NO. 2023-002**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
ATASCADERO, CALIFORNIA, RATIFYING THE DIRECTOR OF  
EMERGENCY SERVICES' PROCLAMATION OF  
EXISTENCE OF A LOCAL EMERGENCY**

**WHEREAS**, due to severe winter storms that have struck California since late February 2023 (the "2023 March Storms"), bringing damaging winds and historic precipitation, there has been significant flooding, wind gusts, falling debris, downed trees, and power outages throughout the County of San Luis Obispo and the City of Atascadero; and

**WHEREAS**, as a result of the 2023 March Storms, major flooding of Atascadero Creek, Graves Creek, Dove Creek, multiple seasonal creeks, Atascadero Lake, and the Salinas River in the City of Atascadero caused and continues to cause damage to public and private property in the City of Atascadero; and

**WHEREAS**, the 2023 March Storms has or is expected to cause landslides, which threaten and/or damage public and private property in Atascadero, California; and

**WHEREAS**, critical infrastructure in the City of Atascadero has been damaged and/or compromised as a result of the 2023 March Storms; and

**WHEREAS**, the California Emergency Services Act (California Government Code sections 8639, 8550, et. seq.) and Atascadero Municipal Code Title 4 Chapter 4, Emergency Organization and Functions, empowers the Director of Emergency Services to proclaim the existence or threatened existence of a local emergency when said City is affected or likely to be affected by a public calamity and the City Council is not in session; and

**WHEREAS**, the Director of Emergency Services of the City of Atascadero did find that conditions of extreme peril to the safety of persons and property have arisen within said City, caused by the 2023 March Storms and that the City Council of the City of Atascadero was not in session; and

**WHEREAS**, the Director of Emergency Services did, based upon those findings, declare a local emergency pursuant to local, State, and Federal law, on March 10, 2023; and

**WHEREAS**, the City Council convened for a meeting pursuant to State law at the earliest possible time and within 7 days of such proclamation on March 14, 2023, which meeting was duly noticed pursuant to the meeting procedures contained in the Ralph M. Brown Act; and

**WHEREAS**, soil conditions in the City of Atascadero and County of San Luis Obispo remain saturated as a result of the 2023 March Storms, and additional storms have and/or will continue to threaten the City and County, bringing strong winds, above normal precipitation, and



unusually cold temperatures, increasing the likelihood of further damage from earth slippage events, including the potential for additional flooding; and

**WHEREAS**, the conditions of extreme peril to the safety of persons and property did and still exist within the City of Atascadero, caused by the 2023 March Storms.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ATASCADERO:**

**SECTION 1.** The Proclamation of Existence of a Local Emergency, as issued by the Director of Emergency Services on March 10, 2023, is hereby ratified and confirmed.

**SECTION 2.** The City Council has reviewed the need for continuing the declaration of local emergency and finds, based on substantial evidence, that the public interest and necessity require the continuance of the Proclamation of Existence of Local Emergency related to the 2023 March Storms.

**SECTION 3.** Said local emergency shall be deemed to continue to exist until terminated by the City Council of the City of Atascadero.

**PASSED AND ADOPTED** at a regular meeting of the City Council held on the 14th day of March, 2023.

On motion by Council Member \_\_\_\_\_ and seconded by Council Member \_\_\_\_\_, the foregoing Resolution is hereby adopted in its entirety on the following roll call vote:

- AYES:
- NOES:
- ABSENT:
- ADOPTED:

CITY OF ATASCADERO:

\_\_\_\_\_  
Heather Moreno, Mayor

ATTEST:

\_\_\_\_\_  
Lara K. Christensen, City Clerk



# ***Atascadero City Council***

## ***Staff Report – Community Development Department***

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### **Barrel Creek (DEV21-0066)**

#### **RECOMMENDATION(S):**

*The Planning Commission recommends Council:*

1. Adopt Draft Resolution A, certifying the Mitigated Negative Declaration prepared for the Barrel Creek Project; and
2. Adopt Draft Resolution B, approving a General Plan Amendment modifying the General Plan Designation of the Barrel Creek project site from Suburban Estates (SE) to Medium Density Residential (MDR) and Commercial Park (CPK), and moving the Urban Services Line to accommodate the project boundary; and
3. Introduce for first reading, by title only, Draft Ordinance A, approving of a Zone Map Change modifying the zoning map designation of the Barrel Creek project from Residential Suburban (RS) to Residential Multi-Family 10 (RMF-10) and Commercial Park (CPK); and
4. Introduce for first reading, by title only, Draft Ordinance B, approving a Zoning Text Amendment to establish Planned Development Overlay Zone No. 38 (PD38) over the Barrel Creek project site; and
5. Adopt Draft Resolution C, approving a Conditional Use Permit, establishing a Master Plan of Development, and Vesting Tentative Tract Map for Tract 3177, approving a commercial and residential subdivision for the Barrel Creek site with associated tree removal, master sign program, and height exceptions.

#### **REPORT-IN-BRIEF:**

The Barrel Creek Project is proposed on a large, generally vacant site on the west side of Highway 101 within the area that has been identified as the Del Rio commercial node. This location has long been viewed as an opportunity site. Now, a new mixed residential and commercial development project is being proposed on one of the few remaining “opportunity sites” in the City. The project proposes a small-lot single-family subdivision fronting Del Rio and San Ramon Roads with hotel and commercial uses along Highway 101. There is a proposed cottage hotel use along Del Rio Road to the

east of the single-family units. Apartments are located between the commercial area and the existing residential properties to the east. The commercial area is designed around a central pedestrian plaza to encourage restaurants and similar outdoor uses. Access to the commercial and multi-family uses is off Del Rio Road with access to the single-family portion off San Ramon Road.

The project includes:

- 20 residential single-family lots
- 40 apartment units
- A 120-room hotel
- 16 short-term cottage lodging units
- 53,500 square-feet of commercial tenant space

Associated entitlements requested include a General Plan Map Amendment and associated Zoning Map Change, a Zoning Text Amendment to establish a custom Planned Development Overlay Zone, a Conditional Use Permit to establish a Master Plan of Development for the site, and Tentative Tract Map.

The City Council originally reviewed the project concept in December 2019 and authorized the applicant team to proceed with a General Plan Update. At that time, Council suggested amendments to the overall scope of the project. A formal application was made on June 18, 2021. That application includes a General Plan Amendment and conceptual development plans to allow for a new hotel, residential units, commercial spaces, site improvements, and infrastructure improvements. The formal application was reviewed by the Design Review Committee (DRC) on August 12, 2021. The DRC recommended the project proceed with review.

The Planning Commission reviewed the project at their January 17, 2023 and February 7, 2023 meetings and recommended approval of the project, as conditioned by staff, and with the following modifications:

1. Planned Development standards requiring an additional 5-foot rear yard setback for the second floor of any residential units on the single-family parcels. (Some ADUs will be excluded per State law)
2. Requirements to record a deed notification on residential parcels notifying future owners of the rural nature of surrounding properties and possibilities of noise and odors from animals and farm equipment.

At the hearing, staff suggested that the review period for the CEQA document be extended to allow legal staff to review the document. The document was amended and reposted for additional review time, with the review period extending through February 22, 2023. On February 7, 2023, the Planning Commission recommended the City Council approve the project and did not suggest changes to the draft environmental document.

## DISCUSSION:

### Project History and Details

The project requests to amend the General Plan and Zoning Map on the approximately 15-acre site from Residential Suburban to allow for Commercial and Residential uses with a Planned Development Overlay Zone to guide future development of the project. While the Council's current policy requires that rezoning requests be deferred to the Citywide General Plan Update, the Council authorized the application to proceed based on the significant commercial component of the project and substantial community benefit related to economic development. This project site is one of the primary potential economic development opportunity sites that exist in the City. For many years, the City has projected the site as a prime candidate for a General Plan Amendment that could contribute to the commercial node at Del Rio.

The original project submittal included attached multi-family units adjacent to Del Rio Road. During the City Council authorization meeting, the applicants were given direction to increase neighborhood compatibility by incorporating a more compatible residential neighborhood design at the corner of San Ramon Road and Del Rio Road. While the Council did not require that the applicants reduce the originally proposed residential density of 132 units, the applicants were encouraged to complement the adjacent neighborhood with a single-family neighborhood design concept. The current project design follows City Council direction and now includes 20 single family residential lots that are similar in scale to Apple Valley residential parcels. 40 additional units are located in the rear of the site in an apartment configuration, adjacent to the commercial and hotel uses.

The project was reviewed by the DRC on August 12, 2021. The project was recommended for approval as conditioned. The planning commission reviewed the project at their January 17 and February 7 meetings and recommended approval of the project, as conditioned by staff, and with the following modifications:

- PD standards requiring an additional 5-foot rear yard setback for the second floor of any residential units on the single-family parcels. (Some ADUs will be excluded per State law)
- Requirements to record a deed notification on residential parcels notifying future owners of the rural nature of surrounding properties and possibilities of noise and odors from animals and farm equipment.

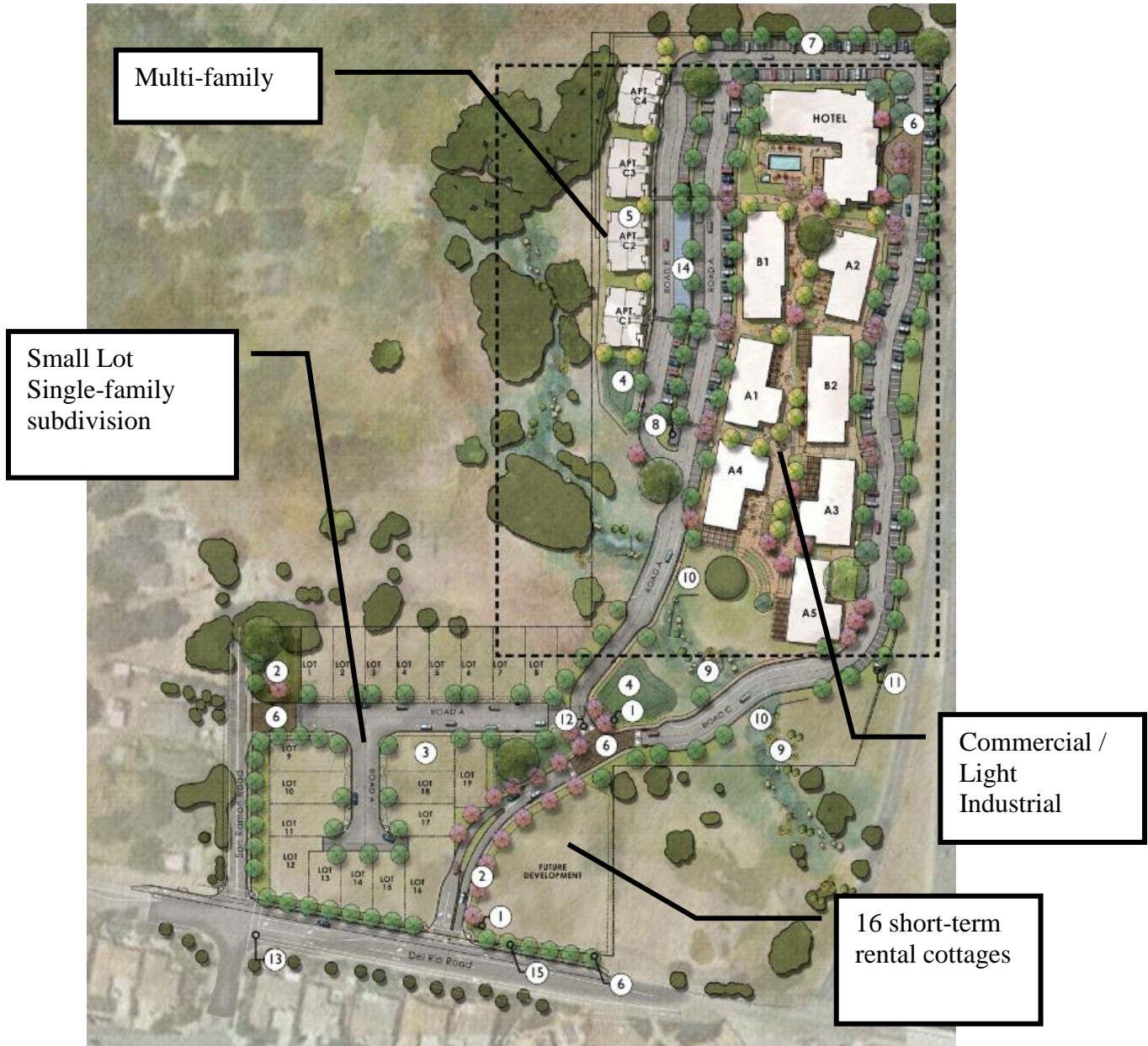
### **Project Description**

Land Use Entitlements:

1. Certification of the Draft Mitigated Negative Declaration
2. General Plan Amendment
3. Zone Change to establish new zoning districts and a PD overlay zone
4. Use Permit to establish Master Plan of Development, Master Sign Program, and Height Exception for Hotel.
5. Tentative Subdivision Map to allow for reconfiguration of existing parcels and new parcels to accommodate the below elements.

Project Elements:

- 20 residential single-family lots in the southwesterly corner of the site
- 40 apartment units in the northwesterly portion of the site
- A 120-room hotel at the northern boundary of the project
- 16 short-term cottage lodging units
- 53,500 square-feet of commercial tenant space with a focus on restaurant, maker spaces (bakery, brewery, food services), and visitor-serving light industrial uses on the stretch of land north of the drainage swale adjacent to Highway 101.



Analysis:

Existing Site

The proposed development site is currently zoned Residential Suburban and allows for large lot single-family development with a minimum lot size of 2.5 acres. ADUs and

SB9-permitted lot splits may also be allowed on these sites. A large portion of the property borders Highway 101 and, with a sewer extension completed adjacent to the Apple Valley development, the property has potential for increased development opportunities. The properties total approximately 15.2 acres with frontage on Highway 101, Del Rio Road, and San Ramon Road. Under the existing general plan and zoning designation, only single-family residential uses, accessory dwellings, and accessory structures would be allowed. However, the site's freeway frontage makes it undesirable for rural living and it has long been envisioned as a transitional site between highway commercial uses and residential uses to the west.

The project site is currently comprised of 5 individual parcels, a majority of which are vacant. A relocated and modified Quonset Hut is located adjacent to Del Rio Road and acts as a weekly food pantry distribution center. The site is bisected by a deep drainage swale that originates from a culvert under Highway 101 and continues west off the property, eventually joining with Graves Creek to the northwest. This drainage swale is not considered a creek and is therefore not considered to be "jurisdictional waters".

A smaller separate site adjacent to the intersection of Highway 101 and Del Rio Road is not part of Barrel Creek application and is approved for a 21-unit motel to be constructed from modular units. That project has yet to be developed. To the south of the proposed project is the Apple Valley neighborhood. Apple Valley is zoned Residential Single-Family – Y (1-acre minimum) with a Planned Development overlay (PD19) that allowed for smaller lot sizes grouped around open space and park parcels. Residential parcel sizes range from 0.12 acres to 0.56 acres.

On the east side of Highway 101, opposite the Barrel Creek project site, the Del Rio Road Commercial Area Specific Plan was amended in 2021 and includes development proposals at the Del Rio/El Camino Real intersection. Proposed development includes retail, office, tourist-oriented, and light-industrial development, with integrated residential components. Development of the northwest corner has been completed or is close to completion and construction of the anchor tenant (Valley Fresh) and surrounding retail and light-industrial buildings on the northeast corner is expected to begin shortly, solidifying this area as a key commercial node in the City.

### Site Design

The site includes two main areas of development: A single-family subdivision located at the corner of Del Rio Road and San Ramon Road, and a pedestrian-oriented commercial center bordering Highway 101. The existing drainage feature provides a natural separation between the single-family residential and commercial/multi-family portions of the project, in addition to buffering the existing residences to the west as the drainage meanders northward. Multi-family apartments are located to the west of the commercial portion of the development, creating a transition between the proposed commercial area and the existing rural residential properties. Trash enclosures are provided throughout the parking areas adjacent to the commercial development and are sized to accommodate trash, recycling, and organic waste. Each building will need to confirm adequate waste provisions during permit review to confirm compliance with State law. The project also includes a number of parcels dedicated to above and below-ground drainage systems that double as passive open space areas, as discussed below.





**Central Commercial Plaza:**

The commercial portion of the development is envisioned to be a mix of restaurant, brewery, and light-industrial spaces that could accommodate artisan food or goods production and/or processing. A hotel anchors the northern end of the plaza and a small-scale amphitheater is proposed at the southern end adjacent to the drainage feature. The commercial tenant spaces are designed around a central pedestrian plaza which connects each building and provides opportunities for outdoor uses.



Main building entrances will be located facing the central plaza space with secondary entrance options from the parking lot side. The central plaza space is not a flat, open plaza. Instead, the design includes elevation changes within this space of up to 6-feet. This creates a raised patio at the rear of the easterly commercial buildings. The applicant envisions that these contoured areas will provide visual interest and semi-private outdoor spaces for restaurants and other types of eating and drinking establishments.

The project includes a very small-scale, passive use, outdoor seating area sited at the center of the project site and acting as one terminus of the commercial plaza adjacent to the existing drainage feature, which provides a natural slope for the terraced seating area. The seating area is not large enough to host significant events and is a complement to the outdoor commercial plaza space. A future AUP will be required for any outdoor amplified sound at the amphitheater or any other outdoor space.

*Access and Site Circulation:*

The site is designed with two access points. The main commercial and multi-family entrance is on Del Rio Road toward the center of the project site frontage. The second access point is on San Ramon Road and is designed as the main access to the single-family portion of the project. The placement of the access point off Del Rio Road was designed to work with the future realignment of Ramona Road and allow for unrestricted turning movements from both this project entrance/egress, realigned Ramona Road, and the driveway for the approved “tiny home” hotel. In order to achieve this, Del Rio Road will be improved with a center turn lane in addition to one travel lane in each direction. This plan avoids the need for restricted turning movements and an accompanying roundabout at the Del Rio Road and San Ramon Road intersection, as originally envisioned. The Del Rio/San Ramon intersection will retain stop signs on San Ramon Road with widening to accommodate bike lanes. A striped crosswalk will also be added at the intersection across Del Rio Road. As this is an uncontrolled intersection (no stop signs on Del Rio), the crosswalk will include pedestrian warning signage and rectangular rapid flashing beacon (RRFB) on both sides of the road as recommended



by the traffic report. In addition, staff has conditioned the project to provide overall intersection lighting for the benefit of both pedestrians and vehicles. Per this condition, lighting designed to illuminate the intersection will be included on both the north and south side of the intersection to lower the light poles and minimize light intrusion onto neighboring properties to the greatest extent possible.

The internal circulation has been designed to focus a majority of the commercial traffic to Del Rio Road. While the road from San Ramon does connect to the main commercial road for emergency access purposes, the connection point has been narrowed and signed as a one-way road to discourage through access from the commercial portion of the project. In addition, a speed table with driveway aprons are included, rather than a standard asphalt road intersection, to further downplay this connection. Conditions and mitigation measure have been included for design of this feature. Additional discussion related to traffic is included below.

*Drainage Crossing:*

The project site includes an existing drainage feature that bisects the properties and runs adjacent to the westerly edge of the project site. The drainage originates at a culvert under Highway 101 and runs through the adjacent modular hotel development onto the project site. A biologist has surveyed the site and determined that the drainage is not jurisdictional and does not require any permits through the Army Corps of Engineers or the Department of Fish and Wildlife. The drainage channel contains minimum riparian vegetation within the portion located on the proposed development site. However, the drainage feature has clear definition and does convey water from the east side of the 101 to Graves Creek. The plan includes 2 crossings, using large culverts with headwalls and naturalized grading to enhance the drainage feature.

*Parking:*

The project is designed with internal on-street parallel parking to the greatest extent feasible (commercial entry and loop road and single-family residential streets). Where the circulation enters the commercial portion of the development, pull-in surface parking is provided to increase parking opportunities adjacent to commercial and multi-family uses.

*Commercial/Multi-family area:*

The total number of parking spaces required based on the anticipated commercial and multi-family uses is 400 spaces. Because Barrel Creek proposes multiple commercial uses on the same site with shared parking and access, the project qualifies for a shared on-site parking reduction of up to 20% (AMC 9-4.115) with Council approval providing the number of spaces isn't reduced below the minimum number needed for the largest use, reducing the potential required number to 320 spaces. The project currently provides 359 parking spaces for the commercial and multi-family uses, including identified on-street parking spaces within the commercial area. A solar carport is proposed over 20 of these parking spaces adjacent to the multi-family units to provide covered parking for residential tenants.

*Single-family neighborhood:*

The streets within the proposed single-family subdivision are designed to accommodate on-street parking on both sides of the street. Per the requirements

of the Planned Development, each lot will also be required to provide a minimum of 2 parking spaces onsite, outside of the required setback area. As parking must be setback a minimum of 20 feet from the back of the sidewalk (whether on a garage or not), 2 guest spaces are also assumed to be accommodated on each parcel. No parking will be permitted within the fire truck turnaround area at the terminus of street “C”. A condition has been included to include red curbs and no parking signage in this location.

*Native Tree Removals:*

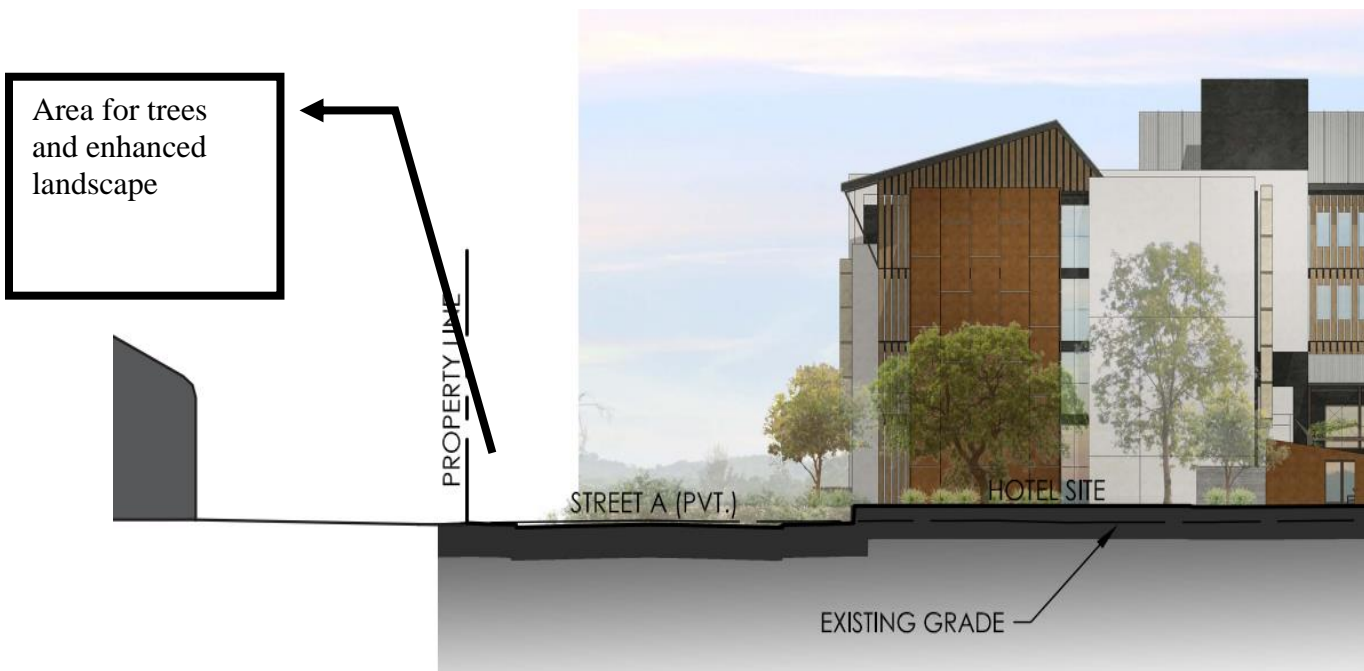
There are very few native trees on the site, however the project as designed will necessitate the removal of 6 native trees. The project concept landscape plan shows replanting of native trees within the open space and drainage areas of the site. The project is conditioned to comply with the Atascadero Native Tree Ordinance. This includes either payment into the tree mitigation fund or replanting of native trees onsite.

*Landscaping:*

The design package includes a conceptual landscape plan for the project site. The design includes a number of stormwater basins that double as entry landscape features. Landscaping surrounds the perimeter of the site to buffer the existing residential properties from the proposed project. The western edge of the commercial portion is adjacent to the existing drainage feature, which includes existing mature trees and some riparian vegetation. This feature also requires an increased setback on the adjoining residential properties reducing the potential for future incompatibilities. A condition has been added to ensure that vertical landscape elements such as trees and taller shrubs be included.



The northern portion of the site includes a parking area between the hotel and property line. There is an approximately 12-foot landscaped setback to provide a vegetated buffer. Conditions have been included for taller evergreen landscaping within this setback to provide a visual buffer to the proposed development.



The single-family portion of the development is designed with rear yards abutting the existing residential property to the north. Solid 6-foot fencing is proposed along the project edge. A 10-foot landscape setback is provided along the San Ramon and Del Rio frontages to provide visual screening and softening of retaining walls and rear yard fences of the adjacent parcels. To accommodate drainage, the project site along Del Rio is raised approximately 3-feet from natural grade. As the adjacent residential lots are smaller, a retaining wall is proposed to create a level rear yard area, resulting in approximately 3-foot walls fronting Del Rio Road. The retaining walls are setback approximately 10 feet from the back of the sidewalk and a condition has been added to step privacy fencing off the wall a minimum of 3 feet to allow for additional landscape softening per Municipal Code requirements for terracing and maximum fence/wall heights. Conditions also require decorative treatment of these walls.

*Open Space:*

The Barrel Creek project includes a number of small open space/recreation spaces. Within the single-family neighborhood, 2 open space/drainage lots are included. Lot 22 is designed as a drainage basin that could provide passive recreation opportunities for residents. Lot 21 contains an underground stormwater facility, providing a flat area for passive recreation opportunities. The applicant team has also designed an active park feature into the project between the single-family and multi-family portions of the project. The multi-family area has landscaped side and rear areas designed to accommodate residential outdoor uses with a larger area to the north. Balconies and ground floor courtyards are also provided as private open space. In addition, the project provides sidewalks connecting the residential areas to the commercial plaza and amphitheater. The drainage area will also be enhanced with native landscaping and will provide opportunities for play.



**Site Lighting:**

Commercial tenant lighting is proposed to be gooseneck style and directed downward to reduce night sky pollution and glare. The central plaza space and pedestrian walkways may include bollard or low-level in-ground lighting. Up lighting may be allowed to accent architectural features. Decorative string lighting is proposed for outdoor gathering spaces.

There are no planned street lights for the residential streets and commercial entry road with the exception of a light at the main entrance off Del Rio Road to illuminate the entry for safety. This light will be a decorative light consistent with project lighting. There will



also be City standard street lights added to the intersection of Del Rio Road and San Ramon Road for safety, as discussed below. The Planned Development Overlay Zone text contains standards for lighting throughout the project.

Architectural Design

The commercial portion of the project is designed with a commercial agrarian theme and includes standing seam metal siding, industrial themed lighting (gooseneck), metal and timber trellis features, and board formed concrete wainscoting. Large storefront glazing entries are envisioned for pedestrian-oriented uses with glazed and solid roll-up doors throughout to allow for space flexibility. Clerestory and high windows are provided for additional design detail. Buildings include darker earth tone colors with neutral roof colors. A variety of color schemes are provided to increase visual interest.



The hotel is designed with a similar theme but with a greater emphasis on contemporary rustic materials and material variety to break up the 4-story massing. Materials include offset vertical wood siding, smooth stucco, board-formed concrete, and Corten steel panels. The building includes a metal gable roof to provide visual interest and consistency with residential building forms. A proposed rooftop bar overlooks the central hotel courtyard.



The multi-family buildings are a contemporary craftsman or farmhouse design theme. The design has compatible features with the commercial portion of the project (gable

roof forms, vertical siding) but is softened and includes greater façade undulation appropriate for the residential use.

There are a number of proposed retaining walls at the rear of the multi-family development area designed to create a flat buildable area and direct drainage to project basins. These walls are adjacent to existing residential properties that contain the drainage feature with mature riparian vegetation. There are 2 stepped walls proposed, the first at a maximum height of 7-feet and the second with a maximum height of 4-feet. The walls are separated by 5-feet to allow for landscaping. While these walls present approximately 11-feet of total height, the adjacent riparian vegetation and added landscaping will visually screen the walls as discussed above. Conditions have also been included to provide decorative treatment on these walls to improve appearance.

*Height:*

Maximum building heights in the commercial and residential zoning districts vary from 30 to 45 feet. Commercial Park is the zoning district proposed for the commercial portion of the site which allows for a maximum height of 45 feet, with standards included in the Planned Development Overlay Zone to allow added height for architectural features and roof forms on the hotel building. Proposed project heights are listed in the chart below.

|                             | Proposed Height  | Max Height per Code                   | Staff Notes   |
|-----------------------------|--|---------------------------------------|---|
| SFR subdivision             | 30 feet  | 30 feet                               | Maximum identified in design guidelines                             |
| RMF apartments              | 38.6 feet  | 35 feet with roof forms up to 40 feet | Average height – height of each façade can vary based on topography |
| Commercial tenant buildings | 35 feet  | 45 feet                               |   |
| Hotel                       | Up to 60 feet for architectural roof features<br><br>47.5 feet to the top of occupied floors | 45 feet                               | Additional height allowed through PD Overlay Zone.                  |

The project is requesting an extension of the permitted height for architectural / roof projections for the hotel portion of the project. Under existing code, the maximum height in the CPK zone is 45 feet. The proposed hotel has roof and architectural features that extend up to 60 feet, in order to add architectural interest.



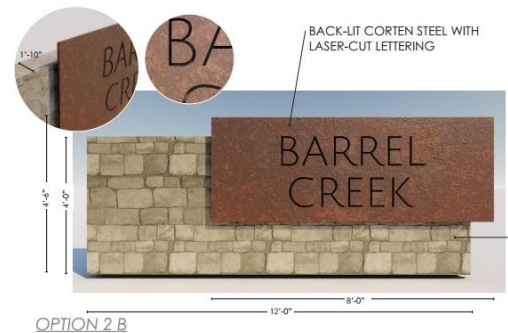
The Fire Department has reviewed the preliminary concepts and determined that emergency response vehicles would be able to adequately serve the site. Project conditions have been included to ensure that hydrant number and spacing meets City requirements.

*Signage:*

The applicants are proposing a project signage program that includes identification signs as well as commercial tenant sign concepts.

*Entry Sign:*

The applicants have proposed neighborhood identification sign concepts for the Del Rio Road entrance and the beginning of the commercial loop road that incorporate materials compatible with the building architecture. Staff has conditioned that option 2B be utilized with stone veneer compatible with retaining/perimeter wall treatments.



The hotel concept includes an externally illuminated freeway facing sign above the main entry/porte-cochère and an internally illuminated sign composed of individual letters facing the commercial plaza. The project has been conditioned to provide landscaping designed to minimize light spillage from the freeway-oriented signage onto the adjacent residential property to the greatest extent possible and that the lighting levels be reduced during evening hours to prevent glare.

*Tenant Signage:*

Conceptual signs for each tenant are shown on the building elevations. Signage may include wall signage above entries or on prominent building features in addition to projecting signs. Signage will face parking areas as well as the internal plaza.

*Water Tower:*

The applicants are proposing a water tower feature adjacent to the freeway that also acts as a project identification sign. The water tower is proposed to be 65-foot tall and constructed of wood and steel. The tower will be located on a portion of the site that is approximately 25 feet below the level of the overpass and therefore, the proposed height will allow for visibility in both the southern and northern direction. Project identification signage will face both the north and south. Staff is recommending that any illumination be external and directed at the face of the tower.

Planned Development Overlay Zone

A custom zoning is proposed for this site to respond to unique characteristics. Custom zoning is achieved through the Planned Development Overlay Zoning process. The application includes the creation of a Planned Development Overlay Zone to provide modified development standards for the project site and a refined list of allowed commercial uses to enhance neighborhood compatibility. Standards are separated into each development area with unique standards for the single-family, multi-family, and commercial portions of the project.

Included in the commercial standards is a modified commercial use list to encourage artisan manufacturing, restaurants, micro-breweries, and small-scale wineries, and discourage high-intensity manufacturing and warehousing centered uses.

Staff has identified Commercial Park as the most appropriate General Plan and Zoning designation given the design and intent of the project. This same zoning exists along many of the freeway frontages in Atascadero. However, as a Planned Development, modifications have been made to the list of allowed and conditionally allowed uses to enhance neighborhood compatibility, compatibility of uses within the proposed project, to allow for the proposed known uses (such as hotel uses), and provide flexibility in commercial tenant space fulfillment while preserving the design concept and enhancing neighborhood compatibility.

**Proposed Land Use List with PD Zoning:**

- (f) All uses shall comply with the listed uses for the CPK zone, with the following modifications:
  - 1. The following uses shall be allowed by right
    - i. Bar/Tavern
    - ii. Hotels, Motels
  - 2. The following uses shall be allowed with the approval of a conditional use permit
    - i. Social and Service Organizations
  - 3. The following uses shall not be permitted
    - i. Accessory Storage
    - ii. Auto Dealers (New and Used) and Supplies
    - iii. Auto Repair and Services
    - iv. Bed and Breakfast
    - v. Building Materials and Hardware with Outdoor Storage Areas
    - vi. Collection Stations



- vii. Drive-through Sales or Services
- viii. Farm Equipment and Supplies with Outdoor Storage Areas
- ix. Financial Services and Banks
- x. Fuel Dealer
- xi. Health Care Services
- xii. Horticultural Specialties
- xiii. Laundries and Dry-cleaning Plants
- xiv. Medical Extended Care Services
- xv. Mini Storage
- xvi. Retail Sales – Restricted
- xvii. Sales Lots
- xviii. Small Family Day Care
- xix. Transit Stations
- xx. Vehicle and Equipment Storage

Approval of a Planned Development Overlay Zone also requires findings of community benefit as outlined in the Planned Development Benefit Policy established by the City Council in 2004. The policy requires that planned development projects offer community benefits in exchange for modified development standards. The benefit chart is shown below. All Tier 1 benefits are considered mandatory.

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

**The projects include the following benefits:**

1. Compliance with the City's interim affordable housing policy (see discussion below)
2. High-quality design
3. Buffering between existing and proposed land uses through project uses and landscaping
4. Higher density housing opportunities
5. Pocket parks and recreation opportunities
6. Pedestrian connections

In addition to the benefits outlined in the policy above, the project site was previously identified as a key opportunity site for economic development and will provide for the expansion and development of a key commercial node, bringing opportunities for increased tourism, residential serving uses, and retail.

### **Tentative Tract Map**

The project relies upon a new map that would create 43 lots:

- 20 single-family lots for the units nearest Del Rio Road
- 4 parcels within the multi-family area allowing each 10-unit building to be owned individually
- Individual commercial parcels to allow ownership of each commercial building
- 1 parcel for the proposed “cottage motel/hotel” site
- 5 lots for stormwater/drainage purposes
- 2 road/parking parcels (one in the residential area and one for the commercial area)
- 2 parcels adjacent to the freeway that may allow for the future development of signs

Establishment of the PD zoning district allows for flexibility in the lot sizes and allows for provisions for shared parking, access, and amenity areas. Lot sizes for the proposed single-family portion of the project range between 0.09 and 0.19 acres. Lot sizes for the commercial buildings range from 0.34 to 0.86 acres. Staff has conditioned that easements and covenants be recorded concurrently with the final map to ensure access is provided to all lots and shared facilities are maintained to function as one integrated development.

Lot 39 is intended to contain the water tower sign with lot 40 intended for a future digital billboard. As neither billboards nor digital/changeable signage are permitted by code, any such signage would require special approval by the Council through a development agreement that provides City benefit in exchange for the allowance. Staff has conditioned that this lot be removed from the map prior to recordation unless the City Council approves a separate development agreement for the proposed signs.

### **Facility and Frontage Maintenance**

The map has been conditioned to provide a maintenance mechanism for all shared facilities, including landscaping, parking areas, drainage facilities, retaining walls, and park features. The map has been designed to allow for the commercial and single-family residential portions of the project to maintain authority and responsibility over their individual facilities, but an overall document guiding frontage maintenance and shared infrastructure will be required. Conditions, covenants, and restrictions (CC&Rs) will also be required for the project site to detail areas of responsibility and standards related to ongoing maintenance and upkeep.

### **Environmental Analysis:**

An Initial Study was prepared for the project which recommends specific mitigation measures for changes to aesthetics, noise, air quality, cultural resources, utility systems, and traffic. Based on analysis and supplemental documentation submitted by the applicants, mitigation measures would reduce the impacts to a level of insignificance.

A Draft Mitigated Negative Declaration was circulated to public agencies and interested members of the public starting December 28, 2022. Prior to and during the January 17, 2023 Planning Commission meeting, staff received inquiries and input from the public related to discussion and impacts addressed in the document. Based on this input, the City updated the analysis to include additional information and clarification related to items of discussion and reposted the document for an additional 20-day public review period on February 2, 2023. Primary topics of discussion are summarized below:

*Traffic:*

A traffic analysis for the project was prepared by Central Coast Transportation Consulting. The analysis included multiple scenarios to determine the level of impact and appropriate mitigation. The existing and approved project scenario included development within the Del Rio Road Commercial Area Specific Plan to ensure that the interchange and surrounding roads and intersections would continue to function at acceptable levels of service and queuing. The approved projects analyzed under this scenario include:

- Taco Bell retail center
- The Pit Stop gas station (approved, not yet constructed)
- “Tiny Home” Hotel (approved, not yet constructed)
- Del Rio Ridge (People’s Self-help Housing; approved, not yet constructed)
- Emerald Ridge build-out (several additional phases approved, not yet constructed)
- The Edge (approved, not yet constructed)
- Del Rio Marketplace (approved, not yet constructed)

The analysis also included a cumulative scenario that included build-out of Del Rio Ranch (vacant former Walmart site) as currently proposed and estimated growth through 3035 (SLOCOG Model).

The Barrel Creek Project will have the greatest impact at Del Rio Road and San Ramon Road. The proposed project includes modifications to this intersection including:

1. Addition of a crosswalk on the eastern leg of the intersection
2. Added crosswalk safety features including a flashing beacon and signage
3. Added lighting as conditioned
4. Widening to accommodate a westbound bike lane

*The project includes conditions of approval that require completion of these improvements prior to the occupancy of any use within the Barrel Creek Project. These improvements will need to be completed or guaranteed to be completed with a bond prior to recordation of the final map.*

The traffic analysis recommends the following improvements be completed to reduce traffic impacts assuming completion of the Barrel Creek Project in addition to existing and approved development in the area:

1. Should Ramona Road realignment not be completed prior to initial project occupancy, “do not block” intersection markings would need to be added to the existing intersection to allow for unobstructed turning movements onto and from Ramona Road.

2. Improvements slated to be completed by the Del Rio Marketplace at the intersection of El Camino Real and Del Rio would need to be completed prior to initial project occupancy, including signal equipment replacement and timing adjustments, in addition to lane restriping. Permits are currently under review by the City for these improvements and it is anticipated that these improvements will be complete by 2024. However, should construction of the Marketplace halt and improvements not be completed, Barrel Creek would need to complete these improvements prior to initial occupancy. A condition has been included in attached Draft Resolution E requiring fair share payment toward these improvements and, if improvements are not completed as anticipated, construction of the outlined improvements.

*The project has been conditioned to add “do not block” markings to the intersection of Ramona Road and Del Rio should the realignment of Ramona Road not be completed prior to project occupancy. The project has also been conditioned to ensure that the improvements described in measure 2 above are complete prior to occupancy. Should these not be complete, the project developer will be required to complete them but will be eligible for credit and/or reimbursement based on a fair share analysis of each project’s impact.*

Under the **cumulative** (including existing development, approved development, and full build out of development allowed based on existing zoning) scenario, the following improvements are recommended in addition to those measures outlined above:

1. Realignment of Ramona Road westward
2. Addition of a westbound right turn lane onto US 101 northbound. This is currently a condition of the Del Rio Road Commercial Area Specific Plan.

The traffic analysis also included an option to add a dedicated right turn lane onto 101 southbound. The turn land would have room for one vehicle slightly reducing the queuing for vehicles waiting to go east over the freeway bridge. As this vehicular diversion is minimal, staff is not recommending that this improvement be conditioned. This improvement would provide minimal benefit while creating impacts to the adjacent parcel once the Ramona Road realignment is complete.

The two listed cumulative improvements above have been identified in other traffic studies completed for projects in the vicinity. The Barrel Creek adds traffic to these intersections but does not in and of itself trigger the need for the improvements.

*Therefore, the project is conditioned to provide their fair share contribution towards these improvements. As conditioned, the fair share fee will be based on current estimates for the full cost of the improvements at the time of permit issuance ensuring that the city captures reimbursement as close as possible to actual costs.*

#### **Sewer Capacity**

The Barrel Creek Project will construct a sewer in Del Rio Road and connect to the Apple Valley Lift Station (Lift Station 13) which connects to a force main that crosses Highway 101 to El Camino Real and flows north to Lift Station 14. A sewer capacity analysis was completed by MKN Associates, which analyzed the capacity of both Lift Station 13 and the line connecting to Lift Station 14. The analysis concluded that

upgrades would be needed at Lift Station 13 to accommodate future flows from the Barrel Creek project. Upgrades include installing new higher flow pumps and a back-up generator. To ensure that future flows don't exceed capacity in the El Camino Real main line, a variable frequency drive will also be required to be installed to meter peak flows. Conditions have been included in Draft Resolutions E to ensure that these improvements are completed prior to any occupancy in the Barrel Creek Project.

In addition, the sewer analysis also examined cumulative flows for potential future impacts on Lift Station 14. If development intensity increased in the general vicinity, additional upgrades to pumps may be required. As we cannot guarantee when Barrel Creek might be built, and to ensure proper function of the system under multiple future development scenarios, a condition has been added to provide additional upgrades should flows exceed the anticipated existing, approved, and project quantities.

### *Noise*

At the January 17 Planning Commission meeting, concerns were raised regarding noise impacts from the intensification of uses in addition to potential impacts from outdoor amplified sound.

#### *Outdoor Amplified Sound:*

Based on community feedback, the applicants have decided to withdraw the request for outdoor amplified sound at this time. Should a new tenant wish to have outdoor amplified sound some years from now when the project is completed, they could pursue a conditional use permit to review such a proposal. This will result in a greater level of analysis and provide an opportunity for specific location and hours of operation conditions to be identified, ensuring that the full range of impacts are known and can be addressed.

#### *General Noise from Intensified Uses:*

The project site is located adjacent to Highway 101 and is within the area subject to higher levels of freeway noise. The majority of the site resides in the 65-decibel noise contour with a portion of the proposed single-family neighborhood within the 60-decibel contour. As such, this site provides a transition area between the highway and existing residential neighborhoods.

A majority of the increase in noise with site development will be from the Commercial portion of the project. The Commercial area has been designed around a central pedestrian paseo with the intent of limiting outdoor activity to the area bordered by buildings, thus reducing noise intrusion outside of this zone. The commercial tenant spaces also lack traditional loading zones at the rear, limiting the size and scope of delivery vehicles. In addition, the multi-family buildings have been positioned between the rear of the commercial buildings and the adjacent existing residential properties to the west. These buildings will act as a partial sound barrier for some noise generated by the operation of the commercial uses.

### Neighborhood Character

During the April 28, 2020 City Council authorization meeting, neighbors expressed concerns about the density of the residential portion of the project. The original proposal

included 80 apartments and 52 townhome units on the residential portion of the project (correlated with the City's high-density residential zoning designation). The proposal included 2- and 3-story buildings in addition to a community building. The applicant's current proposal responds to neighborhood and Council concerns and significantly reduces the scale and density of the project by including a single-family residential subdivision at the corner of Del Rio Road and San Ramon Road with a total of 20 parcels, providing a compatible neighborhood lot pattern. The parcels are slightly smaller than the lots in the Apple Valley subdivision but continue the single-family concept. The current project proposal also includes a 16-unit cottage hotel to the east of the project entry road. This concept is similar to the adjacent approved commercial project and provides a low-intensity commercial use along Del Rio Road.

The original proposal also included short-term hotel units within the commercial portion of the project along the westerly property line. Each of these units was designed with a private parking area and had a full kitchen. Concerns were expressed at the authorization meeting related to management of these units and assurances that they would not be converted easily to long-term residential units. With the reduction in density within the single-family residential portion of the project, the current proposal includes 40 multi-family units in this location, reducing the number of units and providing a buffer between the existing neighborhood properties and the proposed commercial development.

The current proposal aligns with the City's medium density residential designation providing for a combined residential density of 10-units/acre with 6 acres of the project site designated as RMF-10.

#### *Residential Single-Family Neighborhood*

The proposed project includes design guidelines for the residential subdivision and does not include specific designs for each unit. The design guidelines regulate height, setbacks, and building articulation to ensure compatibility with the surrounding neighborhood. The proposed guidelines also detail potential site locations and design options for accessory dwelling units in accordance with State law.

Under the provisions of the Planned Development, garages or required parking must be setback a minimum of 20 feet from the back of sidewalk to allow for guest parking in the driveways. Additional standards include architectural features and lot coverage maximums. The PD language also prohibits Urban Dwelling Units and further subdivision as allowed by State law.

The Planning Commission added 2 conditions related to neighborhood compatibility. The first requires that a deed notification be recorded on all residential parcels notifying any future buyers of the possibility of odors and/or noise associated with the adjacent rural properties. The notification would detail the possibility for adjacent properties to use farm equipment or keep farm animals.

The Planning Commission also included modifications to the rear yard setback requiring an additional 5-foot setback for any second floor. Such a setback would require this development to be reduced in scale and mass, compared to existing rural residential properties to the west.

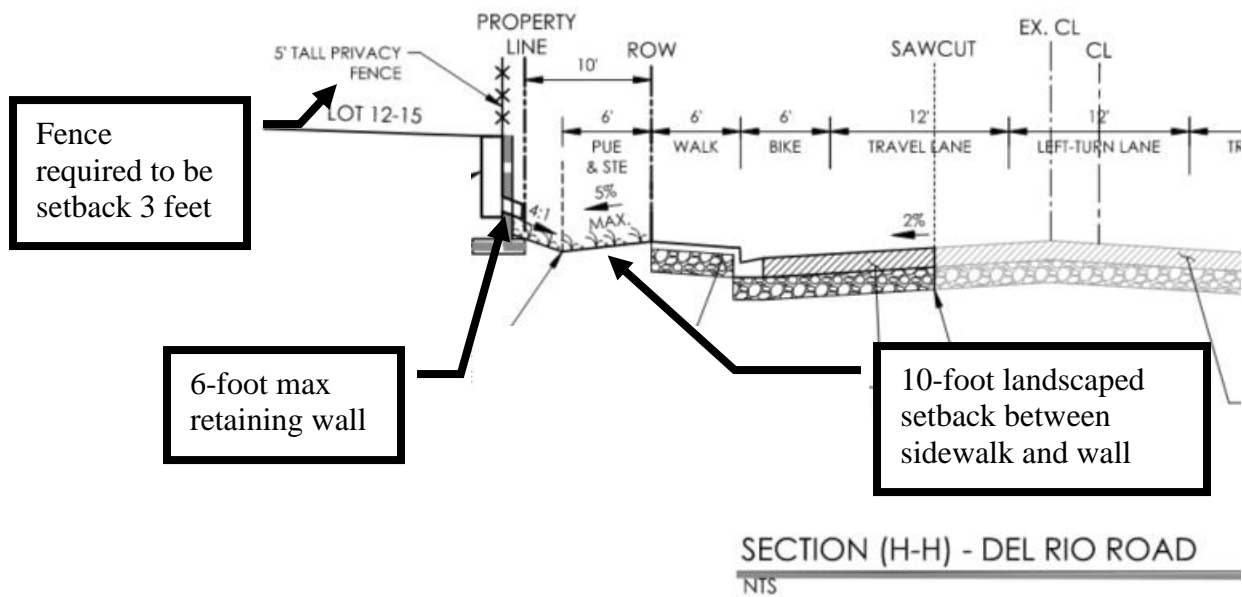
As drafted, this requirement would:

- Require an additional 5-foot setback on the upper floor regardless of lower floor setback. If the primary residence was setback 20 feet from the rear property line, the upper floor would be required to be setback 25 feet. The applicants have expressed concerns related to construction costs with this approach and planning staff does not support the additional upstairs setback as it restricts development in a way that is more substantial than rural development to the west.
  - An alternative would be to incorporate a minimum setback from the property line allowing for the entire structure to be setback 15 feet at the builder’s discretion.

It is important to note that the adjacent rural property on San Ramon to the north of the single-family subdivision have a permitted 5-foot setback along the shared property line as this is considered their side setback.

*Del Rio Road Interface*

The Planned Development standards include a required setback from the back of sidewalk to the private rear yards of the adjacent lots to ensure that landscape is provided between the sidewalk and fence consistent with the Apple Valley development frontage.



Staff has added a condition, consistent with the intent of the Municipal Code, to setback the privacy fence 3 feet from the top of the retaining wall. While the fencing standards listed in the Municipal Code require a setback for privacy yard fencing on top of retaining walls that exceed 2 feet, the council may modify this requirement through the Planned Development standards. The proposed parcels are small and a 3-foot setback for fencing will reduce the rear yard areas for adjacent parcels.

## **Project Phasing**

The project is proposed to be constructed in multiple phases.

- Conditions have been added to ensure that the main commercial portion (excluding the hotels) is constructed prior to any residential units.

Phasing includes improvement phasing, summarized as follows:

### ***Phase I (commercial):***

- Commercial loop Road A in its entirety
- All associated drainage facilities
- All frontage improvements on Del Rio Road and at the intersection of Del Rio Road and San Ramon
- All landscaping within the commercial portion of the project including north edge landscaping
- All associated public utilities including extension of the sanitary sewer main in Del Rio Road
- Upgrades to Lift Station 14

### ***Phase 2 (multi-family)***

- Street B and adjacent parking
- All associated drainage facilities
- All associated landscaping
- All associated public utilities
- Any needed additional upgrades to Lift Station 14

### ***Phase 2 (single-family):***

- Streets C and D
- All frontage improvements along San Ramon Road
- All associated drainage facilities
- All associated landscaping
- All associated public utilities
- Any needed additional upgrades to Lift Station 14

A condition is included requiring a deed notification on the residential portion of the project of the requirement for the commercial buildings to be constructed prior to occupancy of any residential unit. This will ensure that potential developers of the residential portion are aware of the required commercial component.

## **Affordable Housing**

As approval of this project is a legislative act, the project is required to provide affordable units in compliance with the City's *Interim Inclusionary Housing Policy*. The City's current policy requires a minimum of 20% of the units to be affordable units. The City's current policy allows "for sale" units to be restricted at the moderate-income level and rental units at the low- and very low-income levels. The policy allows projects of 10 units or fewer to automatically qualify for an in-lieu payment option. Projects with more than 10 units must build the units or receive Council approval to pay in-lieu fees.



The current policy requires the following:

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:
  - a. 100% Moderate-income
3. The distribution of affordable units in multi-family and mixed-use commercial land use areas shall be as follows:
  - a. 20% Very Low-income
  - b. 37% Low-income
  - c. 43% Moderate-income
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.

The proposed project contains both single-family for-sale units and rental units. Based on this scenario, the following deed restrictions would be required:

*Single-family subdivision:*

- 2 moderate-income units within the single-family subdivision.

*Multi-family apartments:*

- 3 moderate-income units (3.44 rounded down)
- 2 low-income units (2.16 rounded down)
- 2 very low-income units (1.6 rounded up)
- In-lieu fees collected for the missing fractions

Under City policy, these units can be constructed as bonus units; however, based on the mixed-use nature of this project and the design intent to focus on commercial uses and utilize residential uses as a transition to existing neighborhoods, bonus units would not apply in this case as they are most applicable to housing-only projects with a defined maximum density. Based on this, affordable units would need to be accommodated within the 20 single-family and 40 multi-family units proposed, eliminating the bonus incentive.

The City generally meets our Regional Housing Need Allocation (RNHA) for moderate income units. During this next 8-year RHNA cycle (2020-2028), the City can also count 50% of accessory dwelling units (ADUs) constructed toward the low-income level. Low- and very low-income units generally require more heavy subsidies, hence the allowance for a density bonus should affordable units be constructed in a project.

In compliance with the City's interim policy, the project has been conditioned to provide the number of units listed above (Condition #16). The applicant, however, is requesting full in-lieu fee payment per the provisions of the interim policy rather than the provision of affordable units.

Community Facilities District (CFD)

Based on findings from the 2003 Taussig Study, revenue from new residential development, including property tax revenues, vehicle licensing fees, sales taxes, and other revenues are insufficient to cover the maintenance and emergency services costs of new development. Based on the revenue projections from the Taussig Study and consistent with adopted Council financial policies, the City has developed standard conditions of approval for new development projects that require the cost of maintenance and emergency services to be funded by the project through annexation into the existing community facilities district (CFD).

As this project contains a residential component, a condition has been included to annex into the citywide CFD. The applicant will be required to annex into the district prior to, or concurrently with, final map recordation.

**ENVIRONMENTAL DETERMINATION:**

As previously identified, a Draft Mitigated Negative Declaration was circulated to public agencies and interested members of the public per the requirements of CEQA. The environmental analysis identified concerns regarding potential impacts to aesthetics, noise, air quality, cultural resources, utility systems, and traffic. Mitigation measures pertaining to these resources are included in the project approvals. Mitigation measures are also included as conditions of approval. A finding is proposed that this project would not have a significant effect on the environment based upon the implementation of the identified mitigation measures.

**CONCLUSION:**

The Barrel Creek project is a request for a General Plan Amendment, Zone Change, and associated entitlements to establish a mixed commercial and residential development on a 15.2-acre site west of Highway 101 at Del Rio Road. The project site was previously identified by City Council as a key opportunity site for commercial and residential development based on freeway visibility, interchange proximity, and the size of land available to provide for a consolidated and integrated development plan with residential areas acting as a transition to existing neighborhoods. Staff recommends that the City Council make the required findings to approve the project as proposed, with conditions and mitigation measures.

**ALTERNATIVE(S):**

1. The City Council may recommend modifications to the proposed amendments and/or conditions of approval for the project.
2. The City Council may determine more information is needed on some aspect of the amendments and may refer the item back to the applicant and staff to provide the additional information. The Council should clearly state the type of information required and move to continue the item to a future date.
3. The City Council may deny the project. The Council should specify the reasons and identify a finding or findings for denial of the project.

**ATTACHMENTS:**

1. Draft Resolution A
2. Draft Resolution B
3. Draft Ordinance A
4. Draft Ordinance B
5. Draft Resolution C

**DRAFT RESOLUTION A**

**RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF ATASCADERO, CALIFORNIA,  
CERTIFYING THE PROPOSED MITIGATED NEGATIVE  
DECLARATION AND ADOPTING THE MITIGATION MONITORING  
PROGRAM FOR THE BARREL CREEK PROJECT**

**BARREL CREEK  
(DEV21-0066)  
6010, 6020, 6030 DEL RIO RD AND 1505, 1855 SAN RAMON RD  
APNs 049-131-043, 044, 052, 058, AND 066**

**WHEREAS**, an application has been received from Legacy Realty and Development, LLC (5390 E. Pine Avenue, Fresno, CA 93727), Applicant and First Assembly of God Church (5545 Ardilla Ave, Atascadero, CA 93422) Owner, to consider a General Plan Amendment, Zone Change, Vesting Tentative Tract Map, Tree Removal Permit, and Master Plan of Development (Conditional Use Permit) including a Commercial Sign Program and height exception; and

**WHEREAS**, the site's current General Plan Land Use Designation is Suburban Estates (SE); and

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

**WHEREAS**, the site has previously been identified by the City Council as a key development opportunity site based on the site's adjacency to Highway 101 and proximity to the key commercial node at El Camino Real and Del Rio Road; and

**WHEREAS**, the City Council reviewed the request for General Plan Amendment and Zone Change at their regularly scheduled meeting on April 28, 2020 at which time the Council authorized the applicants to submit a formal application; and

**WHEREAS**, an Initial Study and Proposed Mitigated Negative Declaration 2022-0005 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 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 application; and

**WHEREAS**, the Planning Commission heard the item at their January 17 meeting and February 7 meeting and recommended that the City Council certify the proposed Mitigated Negative Declaration prepared for the Barrel Creek project, and

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

**NOW, THEREFORE BE IT RESOLVED**, by the City Council of the City of Atascadero:

**SECTION 1. Recitals:** The above recitals are true and correct.

**SECTION 2. Public Hearing.** The City Council of the City of Atascadero, at Public Hearings held on March 14, 2023, considered testimony and reports from staff, the applicants, and the public.

**SECTION 3. CEQA.** An Initial Study was prepared to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that the project results in no significant impacts with mitigation measures incorporated. Consequently, a Mitigated Negative Declaration was prepared and circulated for public review on December 28, 2022. Based on testimony from the public, the document was revised and re-circulated for public review on February 2, 2023.

**SECTION 4. Certification.** The City Council of the City of Atascadero, California, resolved to certify the proposed Mitigated Negative Declaration prepared for the Barrel Creek project as shown in Exhibit A and adopt the mitigation monitoring program as shown in Exhibit B.

**PASSED AND ADOPTED** at a regular meeting of the City Council held on the \_\_\_th day of March, 2023.

CITY OF ATASCADERO

\_\_\_\_\_  
Heather Moreno, Mayor

ATTEST:

\_\_\_\_\_  
Lara K. Christensen, City Clerk



**CITY OF ATASCADERO**  
 COMMUNITY DEVELOPMENT DEPARTMENT

**Notice of Intent to Adopt  
 Mitigated Negative Declaration**

|  |  |                                   |   |
|--|--|-----------------------------------|---|
| <b>PLN NO.</b>                           | DEV21-0066   | <b>Environmental Document No.</b> | 2022-0005   |
| <b>PROJECT TITLE</b>                     | Barrel Creek Planned Development                           |                                   |   |
| <b>APPLICANT NAME &amp; PHONE NUMBER</b> | Legacy Realty and Development, LLC<br>(805) 470-3446       | <b>Email</b>                      | kgleason@atascadero.org                               |
| <b>MAILING ADDRESS:</b>                  | 6500 Palma Ave   | Atascadero, CA                    | 93422   |
| <b>STAFF CONTACT:</b>                    | Kelly Gleason  | (805) 470-3446                    | kgleason@atascadero.org                               |
| <b>PROJECT ADDRESS:</b>                  | 6010, 6020, 6030 Del Rio Rd<br>and 1505, 1855 San Ramon Rd | Atascadero, CA 93422              | <b>APN:</b> 049-131-043,<br>044, 052,<br>058, and 066 |

**PROJECT DESCRIPTION:**

The Barrel Creek project proposes a mixed-use development at the intersection of Del Rio Road and San Ramon Road in the City of Atascadero. The project site is bordered on the east by the 101 freeway. The project includes a request for General Plan Amendment, Zone Map Amendment, creation of a Planned development Overlay Zone, Master Plan of Development for the site, Tentative Tract Map, and Tree Removal Permit. The project also includes a Master Sign Program that includes exceptions to the standard sign regulations and a height exception.

The project includes a proposal for 48,000 sf of commercial/light industrial space, a 120-room hotel, 40 multi-family apartment units, 5,000 sf of restaurant or brewery space, 16 short-term stay cottages, and a 20-lot single family subdivision.

**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:** 02/02/2023 **REVIEW PERIOD ENDS:** 02/22/2023

**PUBLIC HEARING REQUIRED:**  No  Yes Tentative: Planning Commission - Jan 17, 2023, 6:00pm, City Council Feb 21, 2023, 6:00pm

**PUBLIC NOTICE:** The City of Atascadero is releasing a draft Initial Study and Mitigated Negative declaration at the above project address 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

PLN NO. DEV21-0066 Environmental Document No. 2022-0005

PROJECT TITLE: Barrel Creek Planned Development

|  |  |   |
|--|--|---|
| <b>Environmental Factors Potentially Affected:</b> The proposed project could have a "Potentially Significant Impact" for at least one of the environmental factors checked below. Please refer to the attached pages for discussion on mitigation measures or project revisions to either reduce these impacts to less than significant levels or require further analysis. |  |   |
| <input checked="" type="checkbox"/> Aesthetics   | <input type="checkbox"/> Agricultural Resources              | <input checked="" type="checkbox"/> Air Quality               |
| <input type="checkbox"/> Biological Resources  | <input checked="" type="checkbox"/> Cultural Resources       | <input type="checkbox"/> Energy                               |
| <input type="checkbox"/> Geology and Soils   | <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards / Hazardous Materials        |
| <input type="checkbox"/> Hydrology / Water Quality   | <input checked="" type="checkbox"/> Land Use / Planning      | <input type="checkbox"/> Mineral Resources                    |
| <input checked="" type="checkbox"/> Noise  | <input type="checkbox"/> Population / Housing                | <input type="checkbox"/> Public Services                      |
| <input type="checkbox"/> Recreation  | <input checked="" type="checkbox"/> Transportation           | <input checked="" type="checkbox"/> Tribal Cultural Resources |
| <input checked="" type="checkbox"/> Utilities / Service Systems  | <input type="checkbox"/> Wildfire                            | <input type="checkbox"/> Mandatory Findings of Significance   |

**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.

|                               |  |             |
|-------------------------------|--|-------------|
| Kelly Gleason, Senior Planner |  | 02/02/2023  |
| <b>Prepared by (Print)</b>    | <b>Signature</b>   | <b>Date</b> |
| Phil Dunsmore, Director       |  | 02/02/2023  |
| <b>Reviewed by (Print)</b>    | <b>Signature</b>   | <b>Date</b> |

**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 Barrel Creek project proposes a mixed-use development at the intersection of Del Rio Road and San Ramon Road in the City of Atascadero. The project site is bordered on the east by the 101 freeway. The project includes a request for General Plan Amendment, Zone Map Amendment, creation of a Planned development Overlay Zone, Master Plan of Development for the site, Tentative Tract Map, and Tree Removal Permit. The project also includes a Master Sign Program that includes exceptions to the standard sign regulations and a height exception.

The project includes a proposal for 48,000 sf of commercial/light industrial space, a 120-room hotel, 40 multi-family apartment units, 5,000 sf of restaurant or brewery space, 16 short-term stay cottages, and a 20-lot single family subdivision.

**Assessor parcel number(s):** 049-131-043, 044, 052, 058, and 066  
**Latitude:** 120°42'7.055"W **Longitude:** 35°30'52.153"N  
**Other public agencies whose approval is required:** None

**B. EXISTING SETTING**

**Land use designation:** Suburban Estates (2.5 to 10-acre minimum lot size)  
**Zoning district:** Residential Suburban  
**Development size:** 15.3 acres  
**Topography:** Gently sloped with a bisecting drainage **Average Slope:** <10%  
**Vegetation:** Annual Grasses  
**Existing use:** Vacant / Food Pantry  
**Surrounding land use:** Single-family Residential

| North: | South:     | East:        | West: |
|--------|------------|--------------|-------|
| RS     | RSF-Y / CT | CT / HWY 101 | RS    |





**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 – Except as provided in Public Resources Code Section 21099, would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect on a 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) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality? | <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 existing project site consists of 5 existing parcels all currently zoned residential Suburban, allowing for a maximum base development potential of 6 single-family residences. The property is bordered to the East by the 101 freeway and a small commercially zoned property at the corner of Del Rio Road and the US 101 southbound offramp. An existing drainage culvert originating on the east side of the 101 outfalls onto the adjacent commercial property and continues through the project site and ultimately into Graves Creek approximately 400-feet to the west. The property is largely undeveloped with an existing Quonset hut used as a food pantry distribution point.

The property is bordered to the north and west by large lot single-family parcels and a smaller lot single-family subdivision to the south. Four of the 5 parcels are within the designated Urban Services Line with the northernmost parcel outside of this boundary.

The US 101 is not designated as a scenic corridor however Atascadero remains a semi-rural city and the west side contains dense oak woodland and sparse single-family development patterns. The City's current height limits are 45-feet in the Commercial Park district.

**PROPOSED PROJECT:** The proposed development plan includes a mix of commercial and residential uses. The commercial uses are positioned adjacent to highway 101 allowing the planned small lot single-family subdivision to transition to existing single-family residential uses surrounding the project site. A 4-story hotel is proposed along the northern portion of the development site, setback approximately 75-feet from the adjacent single-family property line. The hotel is part of the Height exception request to allow the top floor at a height of 46.5-feet and architectural features to extend to 56-feet with a minor roof feature extension to 60-feet.

The proposed single-family subdivision will have rear yard fencing along del Rio Road and San Ramon Road. A 6-foot retaining wall is proposed along Del Rio Road with an additional 6-feet on fencing atop that wall for rear yard privacy.

**MITIGATION / CONCLUSION:** As the proposal adds more intense development, both commercial and residential, to a semi-rural area of the City, visual impacts could occur. Some impacts will be mitigated by the placement of the commercial uses along the freeway frontage, however, some visual impacts from site lighting and intensification of buildings will occur. The following mitigation measures will reduce the impact to less than significant.

**MM AES-01:** Landscaping shall be included along the San Ramon and Del Rio frontages to buffer higher density residential lots from surrounding existing rural residences. Landscaping shall include small shrubs and grasses along with street trees. Street trees along San Ramon shall be installed in a natural grouped pattern and shall include native species. Landscaping along Del Rio shall include shrubs and grasses as well as London plan trees at a spacing of 30-feet on-center consistent with the adjacent Apple Valley development. A minimum of 8 feet of landscaped area shall be provided along each frontage.

**MM AES-02:** Columnar landscaping and canopy shade trees shall be provided along the northern property line to provide visual screening of the 4-story hotel from the adjacent residential parcel. Landscaping shall include evergreen species and shall be designed to block visual impacts to the greatest extent possible.

**MM AES-03:** Site lighting shall be low-level safety lighting for the parking lot areas. Lighting shall be on motion sensors to minimize lighting when areas are not in use. All pole lighting shall be a maximum of 14-feet in height and shall be shielded and directional.

**MM AES-04:** Low level lighting shall be placed at the intersection of San Ramon and Del Rio Road for safety. Additional lighting at the Apple Valley frontage shall be installed as needed to facilitate safe lighting levels at the intersection.

**MM AES-05:** All site walls visible from the exterior of the site shall be decorative walls and shall include decorative veneer.

**MM AES-06:** Lighting at the north hotel façade and west facing portion of the façade closest to the proposed multi-family units shall include pedestrian scale bollard lighting only. No architectural

feature lighting is permitted. Fully shielded directional lighting shall be permitted where needed for egress safety.

**2. AGRICULTURE RESOURCES – Would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 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"/> |
| 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 project site is comprised of 5 vacant parcels currently zoned for single-family use. One site currently houses a church run food pantry. A drainage originating from a culvert running under the 101 freeway runs through a portion of the property. Single-family residential development surrounding the property with Highway 101 bordering the site to the east. The site contains native annual grasses with minimal trees. Minimal vegetation exists in the swale on the project site. The project site is not designated as prime farmland by the California Department of Conservation. (refer to mapping in Figure 6). The site is designated “Other Land” and is bordered by land designated “Urban and Built-Up Land”.

**PROPOSED PROJECT:** The proposed project consists of a mixed commercial and residential development over 5 vacant or underutilized parcels. The commercial portion of the development is located adjacent to Highway 101 with residential uses bordering the surrounding single-family residential parcels. The proposal includes removal of same native and non-native trees scattered through the 15-acre area. The landscape plan includes enhancement of the drainage feature with native species and added tree canopy cover.

**MITIGATION / CONCLUSION:** The project site is not located in an area designated as prime farmland by the State of California. The site is surrounded by large lot single-family development to the west and north and small-lot single-family development to the south. The eastern edge of the project site is bordered by HWY 101 and a currently undeveloped commercial property. The

parcel has not been used as local farmland or grazing land in the recent past. Based on this evidence, there is no impact.

**3. AIR QUALITY – Would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) 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? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**EXISTING SETTING:** The project site is comprised of five individual parcels directly adjacent to highway 101, Del Ro Road, and San Ramon Road. The site is currently zoned for rural residential uses with a maximum development potential of 6 primary units. The site is sparsely vegetated with a majority of the site covered in annual grasses. There is a natural drainage that runs from a culvert under the freeway through the site to the west.

The U.S. Environmental Protection Agency (US EPA) has set primary national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), nitrogen dioxide (NO2), sulfur dioxide (SO2), particulate matter with a diameter of 10 microns or less (PM10), particulate matter with a diameter of 2.5 microns or less (PM2.5), and lead (Pb). Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, California has established the California ambient air quality standards (CAAQS) for these and other pollutants, some of which are more stringent than federal standards.

If the standards are met, the Basin is classified as being in “attainment.” If the standards are not met, the Basin is classified as being in “nonattainment,” and the local air pollution control district is required to develop strategies to meet the standards. The project site is located in a region identified as being in nonattainment for ozone and PM10 (SLOAPCD 2019). In November 2012, the SLOAPCD adopted the 2013-2017 SAP Update, which provides a strategy for the attainment of federal ozone standards (SLOAPCD 2012). In addition, SLO APCD published a clarification memo in 2017. In addition, SLO APCD provided an interim Greenhouse Gas Guidance document in 2021.

In addition, the California Building Code required integration of solar and electric vehicle charging spaces into all new commercial and residential projects.

**PROPOSED PROJECT:** The proposed project consists of a mixed commercial and residential development over 5 vacant or underutilized parcels. The commercial portion of the development is located adjacent to Highway 101 with residential uses bordering the surrounding single-family residential parcels. The residential portion of the project has been located as far as possible from Highway 101, the most notable source of potential pollutants in proximity to the project site. The proposal includes removal of some native and non-native trees scattered through the 15-acre area. The landscape plan includes enhancement of the drainage feature with native species and added tree canopy cover. Trees will be provided throughout the parking area and pedestrian paseo.

The project will be phased over multiple years with the commercial/light industrial portion constructed first and the residential portion constructed later in the phasing. Landscaping is proposed to be installed with each phase with the riparian enhancements along the existing drainage way occurring with the first phase.

Criteria pollutant emissions for project construction and operation were estimated using CalEEMod version 2020.4.0. The model calculates criteria pollutant emissions of CO, PM10, PM2.5, SO2, and the ozone precursors, ROG and NOX. The land use categories applied to the project CalEEMod files included General Light Industry for the proposed commercial paseo; Apartments Low Rise for the 3-story residential buildings; Single Family Housing for the detached single-family subdivision; Hotel for the 120 room 4-story Hotel; and Hotel for the cottage hotel. Inputs were taken from the project plans for each of these areas as applicable. In other cases, default values were used.

The project will be constructed in 2 phases: the commercial portion first and the residential portion second. While the project will likely take 5-8 years for build out, parameters were set for the commercial portion to be operational by 2026 and the residential operational by 2027 to provide a conservative analysis. The hotels were included with phase 1, although these may be delayed until an operator is identified. This provides a conservative and “worst case” scenario to ensure adequate mitigation is included.

Grading and paving were assumed to occur with Phase 1 as the current development plan includes rough grading of both the commercial and residential portions of the project based on share utility and drainage improvement placement.

*Construction Emissions:*

Project construction would primarily generate temporary criteria pollutant emissions from construction equipment operation on-site, construction worker vehicle trips to and from the site, and transport of materials. Construction input data for CalEEMod include, but are not limited to: (1) the anticipated start and finish dates of construction activity; (2) inventories of construction equipment to be used; (3) areas to be excavated and graded; and (4) volumes of materials to be exported from and imported to the project site. The analysis assessed maximum daily emissions from individual construction activities, including site preparation, grading, building construction, paving, and architectural coating. Construction would require heavy equipment during site preparation, grading, building construction, and paving.

Phase 1 includes the construction of the main commercial paseo and associated buildings. Hotel construction would begin once an operator is identified. This construction is expected to occur concurrently with or after construction of the main commercial paseo. The residential portion of the development would occur during the second phase with the cottage hotel occurring last,

although this portion has been included in the Phase 1 analysis to provide a conservative mitigation strategy. Rough grading of all portions of the site is expected to occur with Phase 1.

Development of the site would result in approximately 54,525 CY of cut with an estimated 29,150 CY of fill, resulting in an export of approximately 25,375 CY of soils off-site. These estimates consider excavation required to accommodate underground stormwater chambers and utility trenching. SLOAPCD sets thresholds for construction emissions as follows:

| Pollutant                                       | Threshold <sup>1</sup> |                       |                  |
|---|------------------------|-----------------------|------------------|
|   | Daily                  | Quarterly Tier 1      | Quarterly Tier 2 |
| ROG + NOx (combined)                            | 137 lbs                | 2.5 tons              | 6.3 tons         |
| Diesel Particulate Matter (DPM <sub>2.5</sub> ) | 7 lbs                  | 0.13 tons             | 0.32 tons        |
| Fugitive Particulate Matter (PM <sub>10</sub> ) |                        | 2.5 tons <sup>2</sup> |                  |

1. Daily and quarterly emission thresholds are based on the California Health & Safety Code and the CARB Carl Moyer Guidelines.
2. Any project with a grading area greater than 4.0 acres of worked area can exceed the 2.5 ton PM<sub>10</sub> quarterly threshold.

Phase 1 of the project is estimated to result in a maximum of 17.37 lb/day of ROG + NOx combined during the conservative 2-year defined construction period and with mitigation included, bringing the project below the established APCD threshold. Mitigation measures are included below to mitigate impacts to at or below the established threshold. The majority of the particulate matter impacts are expected to occur during the first year of the project when a majority of the grading will occur. PM<sub>2.5</sub> exhaust is estimated at 0.13 tons per year, below the APCD threshold and PM<sub>10</sub> is below the established thresholds when analyzed on an annual basis. The City, in conjunction with APCD has strict dust control policies with a zero tolerance to on-site dust during grading. Mitigation measures are included to ensure appropriate dust management during over the entirety of the construction phase of the project with an emphasis on early grading activities.

Phase 2 of the project is estimated to result in a maximum of 11.24 lb/day of ROG + NOx combined during the conservative 1-year defined construction period and with mitigation included, bringing the project below the established APCD threshold. Mitigation measures are included below to mitigate impacts to at or below the established threshold. The majority of the particulate matter impacts are expected to occur during the first year of the project when minor grading will occur to formalize the house site pads. PM<sub>2.5</sub> exhaust is estimated at less than 0.1 tons per year, below the APCD threshold and PM<sub>10</sub> is below the established thresholds when analyzed on an annual basis. The City, in conjunction with APCD has strict dust control policies with a zero tolerance to on-site dust during grading. The mitigation measures identified for the commercial phase similarly apply to the residential phase, unless otherwise specified in the measure.

**Operational Emissions:**

In CalEEMod, operational sources of criteria pollutant emissions include area, energy, and mobile sources. Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates.

Mobile source emissions are generated by vehicle trips to and from the project site associated with operation of onsite development. The project would result in a net decrease in regional and residential VMT, however, the project would result in a local project-specific increase in traffic to and from the site. To provide a conservative evaluation of the project's potential mobile source emissions, this CalEEMod standard inputs were used in the Air Quality Analysis.

Per the CalEEMod User Guide, the inputs for road dust were modified as follows: 9.3 percent for material silt content, 0.1 percent for material moisture content, and 32.4 mile per hour for mean vehicle speed. This modification is recommended for projects in the San Luis Obispo region (CAPCOA 2017).

The analysis was done separately for phase 1 and 2 of the proposed project to capture individual construction impacts, and thus, the operational impacts were combined to provide the total impact of the project under operational years.

SLOAPCD establishes thresholds related to construction level impacts as follows:

| Pollutant                                       | Threshold <sup>1</sup>    |              |
|---|---------------------------|--------------|
|   | Daily                     | Annual       |
| ROG + NOx (combined)                            | 25 lbs/day <sup>2</sup>   | 25 tons/year |
| Diesel Particulate Matter (DPM <sub>2.5</sub> ) | 1.25 lbs/day <sup>2</sup> |              |
| Fugitive Particulate Matter (PM <sub>10</sub> ) | 25 lbs/day                | 25 tons/year |

1. Daily and annual emission thresholds are based on the California Health & Safety Code Division 26, Part 3, Chapter 10 Section.

2. CalEEMod winter report should be used to compare with these thresholds.

Based on the analysis in CalEEMod, the project is expected to result in 5.66 tons per year of ROG + NOx and 1.85 tons per year of PM10 with negligible daily PM2.5.

**MITIGATION / CONCLUSION:** The project includes construction of a mixed commercial and residential development on a 15.2-acre site. The site is adjacent to the 101 freeway and includes intensive construction over a short period of time (estimated at 5-years). During this time, construction equipment and grading will occur that may generate air pollution and dust. While the City has a jobs-housing imbalance with too much residential and too much commercial resulting in reductions in vehicle miles traveled as part of this project, the continued use of the development will contribute to some added impacts due to travel to and from the site as well as potential impacts from potential future light manufacturing uses. Based on these factors, the following mitigation measures are needed to reduce construction and operation impacts to a level of insignificance:

**AQ-01:** Water exposed soil during active construction at a specific frequency to achieve dust suppression.

**AQ-02:** Apply water at a specific frequency during active demolition to achieve dust suppression.

**AQ-03:** Water construction roads a minimum of twice daily.

**AQ-04:** Maintain a 25 mile per hour speed limit for all vehicles during construction

**AQ-05:** Zero or low-VOC paints shall be used throughout the project.

**AQ-06:** Limit heavy equipment idling to no greater than 5 minutes at a single location

**4. BIOLOGICAL RESOURCES – Would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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 type="checkbox"/>                           | <input checked="" 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 type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" 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 type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Conflict with policies or ordinances protecting biological resources, such as the native tree ordinance?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" 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:** The existing development site is comprised of 5 individual parcels, mostly undeveloped. One parcel contains an existing structure used as a food bank location. The existing vegetation consists of native grasses with some small groupings of native and non-native trees. There is an existing drainage that runs through a portion of the site originating from a culvert that runs under Highway 101. The drainage does not carry enough water to support riparian vegetation on the project site. The drainage flows to Graves Creek to the west. Riparian vegetation occurs along the drainage off-site.



A biological survey was completed on the development site by Sierra Delta Consultants LLC in December of 2019. The report concluded, based on a site visit, a search of floral and faunal databases and review of historical Atascadero wildlife and natural communities, that no direct impacts to sensitive plant or animal species would likely occur within the Project Area. No critical habitat, sensitive plant or animal species were found within the Project Area during the research and development of the report. The report did however recognize that an additional site survey may be beneficial in the spring months to confirm findings for plant species that flower during this time. The biological evaluation was not conducted during the spring months when plants are flowering and the IPAC Database identified five special status plants as potentially impacted by the Project Site. However, the assessment concluded that, due to the habitat requirements and known extant of populations, and the marginal habitat located on the Project Site, it is unlikely the project will directly or indirectly affect the five special status species, as follows:

- California Jewelflower (*Caulanthus californicus*) Known Extant: Eastern San Luis Obispo County and Carrizo Plains.
- Chorro Creek Bog Thistle (*Cirsium fontinales* var *obispoense*) Lack of suitable habitat.
- Marsh Sandword (*Arenaria paludicola*) Lack of suitable habitat. Only known location in southwestern San Luis Obispo County near Oso Flaco Lake.
- Purple Amole (*Chlorogalum purpureum*) Known Extant: Fort Hunter Liggett / Camp Roberts
- Spreading Navarrentia (*Navarrentia fossalis*) Lack of suitable habitat.

The project biologist, SDC, determined that the special status species identified with the potential to be within the Project Area are unlikely to be affected directly or indirectly by the development of the project site and therefore, no further investigation is warranted.

The City of Atascadero has a native tree ordinance which sets forth standards and mitigation for native tree removal. All projects proposing native tree removals must adhere to the ordinance and provide mitigation in the form of on-site replanting or payment into the tree mitigation fund. The City's General Plan also includes a policy to maintain natural bottom for drainage crossings.

**PROPOSED PROJECT:** The proposed project includes development of a mixed-use project including commercial/light industrial tenant spaces, multi-family residential, visitor serving uses, and single-family residential lots. The proposal designs the commercial/light industrial and visitor serving uses around a pedestrian oriented paseo. The existing drainage is proposed to be incorporated into the project design and will include two culverted bridge vehicular and pedestrian crossings. Plans include revegetation of the drainage area to encourage native tree and shrubs as well as enhance water quality during more significant storm events.

The project, as designed, will necessitate the removal of 6 native trees. The project concept landscape plan shows replanting of native trees within the open space and drainage areas of the site.

**MITIGATION / CONCLUSION:** The proposed project will be constructed on a mostly vacant site with minimal existing vegetation. The existing drainage that flows through a portion of the site has been determined to not fall under the jurisdiction of any State or Federal agencies but will include design features that enhance vegetation and appearance. The site has been surveyed for

sensitive species and it has been determined that none are likely to exist. Any native trees removed for the project development will be mitigated in accordance with existing local regulation. Based on the project design and biological survey, in concern with existing local ordinances related to native tree impacts, no mitigation measures are required.

**5. CULTURAL RESOURCES – Would the project:**

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?      | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries?                        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**EXISTING SETTING:** The existing development site is comprised of 5 individual parcels, mostly undeveloped. One parcel contains an existing Quonset Hut structure used as a food bank location. The existing vegetation consists of native grasses with some small groupings of native and non-native trees. There is an existing drainage that runs through a portion of the site originating from a culvert that runs under Highway 101. The drainage does not carry enough water to support riparian vegetation on the project site. The drainage flows to Graves Creek to the west. Riparian vegetation occurs along the drainage off-site. The site is directly adjacent to Highway 101 and is bordered on 2 other sides by City Roads (Del Rio Road and San Ramon Road). The site has been used by the church as a food bank distribution location as well as to host outdoor activities. Portions of this site were disturbed and/or graded to facilitate the constriction of Highway 101 in the 1950s. However, the presence of a drainage path as well as proximity to Graves Creek makes this site a candidate for potential historical Native American use.

The Quonset hut was likely relocated to the site from one of the local military bases after WWII. The structure is greater than 50-years old but is not original to the site and does not represent a structural of historical significance within the City. However, due to the age of the structure and unknown details related to the relocation of the structure to the site, mitigation is included to document details and history of the structure for City records.

A phase I archeological survey was completed by Sierra Delta Consultants, Inc. The report included a review of cultural records in addition to an on-site surface survey. Based on the information provided in the report, the consulting archeologist recommended that an Archeological monitoring plan be prepared and approved by the City prior to commencing any grading or construction activities on the site. The City also consulted with local tribal representatives who requested that a tribal monitor also be present based on the proximity of the site to potential resource areas.

The County coroner’s office, in conjunction with the local police department, work in concert with local tribal representatives if and when any human remains are discovered to ensure proper identification and treatment of the remains.

**PROPOSED PROJECT:** The proposed project includes a mixed-use development consisting of commercial/light industrial tenant spaces, multi-family residential, visitor serving uses, and single-family residential lots. The proposal designs the commercial/light industrial and visitor serving uses around a pedestrian oriented paseo. This portion of the project is located adjacent to Highway 101 with the multi- and single-family uses located toward the more western portions of the site. The existing drainage is proposed to be incorporated into the project design and will include two culverted bridge vehicular and pedestrian crossings.

**MITIGATION / CONCLUSION:** The project site is largely vacant and has been altered in the past, most notably to accommodate the construction of Highway 101. However, as this project site has proximity to Graves Creek (approximately 800-feet from the multi-family/commercial area and 375-feet from the single-family residential portion) the consulting archeologist has recommended that an Archeological Monitoring Plan be prepared and approved prior to any grading or construction activities on-site and that monitoring occur as determined by that plan.

**MM CUL-01:** Prior to the issuance of any permits on-site, an Archeological Monitoring Plan shall be prepared by a qualified archeologist and shall be approved by the City of Atascadero. All recommendations of the plan shall be implemented as directed.

**MM CUP-02:** All grading and site disturbance activities shall be monitored by a qualified archeologist and a monitor from a local tribal representative.

**MM CUL-03:** Prior to demolition of the Quonset hut, the applicant shall provide documentation that includes floor plans, elevations, photographs and historical facts related to the structure. The report shall be approved and filed by the City prior to permit issuance for demolition.

**6. ENERGY – Would the project:**

|   | <b>Potentially Significant Impact</b> | <b>Less Than Significant with Mitigation Incorporated</b> | <b>Less Than Significant Impact</b> | <b>No Impact</b>                    |
|---|---------------------------------------|---|-------------------------------------|-------------------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/>              | <input type="checkbox"/>                                  | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?   | <input type="checkbox"/>              | <input type="checkbox"/>                                  | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**EXISTING SETTING:** The project site is comprised of 5 parcels that are mostly vacant. The project site abuts Highway 101 and continues to the west adjacent to a developed rural and small-lot residential neighborhood. The site borders a vacant commercial property currently approved for a small boutique hotel and is across Del Rio Road from a commercially zoned property yet to be proposed for development. The project site is not identified within any state or local plan for the provision of renewable energy nor will the project conflict with any stated goals of such plans.

**PROPOSED PROJECT:** The proposed project includes a mixed-use development consisting of commercial/light industrial tenant spaces, multi-family residential, visitor serving uses, and single-family residential lots. The proposal designs the commercial/light industrial and visitor serving uses around a pedestrian oriented paseo. This portion of the project is located adjacent to Highway 101 with the multi- and single-family uses located toward the more western portions of the site. The project sites would need to be rezoned to accommodate the proposed uses. The City recognizes this site as an opportunity site based on its proximity to the highway and key commercial node at del Rio Road and El Camino Real. Anticipated uses include small-scale brewery, restaurant, retail, and artisan manufacturing/processing in addition to residential uses and transient lodging.

**MITIGATION / CONCLUSION:** The proposed project is located on a mostly vacant opportunity site within the urban services line and adjacent to Highway 101 which will provide key services, jobs, lodging, and entertainment opportunities for existing residents and work to correct the City's jobs/housing/commercial imbalance. None of the proposed uses are expected to result in wasteful energy use and all buildings and operations will be required to meet current California energy code requirements, thus, no mitigation is required.

**7. GEOLOGY AND SOILS – Would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input type="checkbox"/> |
| (i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (ii) Strong seismic ground shaking?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (iii) Seismic-related ground failure, including liquefaction?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| (iv) Landslides?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion, the loss of topsoil or significant topographic changes?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?  | <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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**EXISTING SETTING:** The project site is located adjacent to Highway 101, Del Rio Road, and San Ramon Road. The site is comprised of 5 total parcels that are mostly vacant with the exception of an existing Quonset hut used as a food bank distribution center by the current church owners. The site consists of mainly native grasses with scattered native and non-native trees. An existing drainage, originating from a culvert under the freeway, runs through the site toward the west, eventually outfalling into Graves Creek off-site approximately 1,300 feet to the north-west. Based on USDA mapping, the site consists mostly of Gazos shaly clay loam with a small portion consisting of Arbuckle fine sandy loam. Slopes over the site are minimal with greater slopes at the edge of the drainage channel. The site has low to moderate shrink/swell potential with moderate erodibility and low to moderate liquefaction potential. The site is well drained with the exception of the drainage channel which historically has some standing water in heavy rainfall periods.

The City of Atascadero is within the Nacimiento Fault Zone comprised of small minor fault lines. The Riconada fault line is approximately 3 miles inland from the project site with the larger San Andres Fault approximately 30 miles to the east.

The City of Atascadero follows all standards listed in the California Building Code and requires soils reports and engineered foundation systems for all new development. The city also enacts and enforces erosion control measures and State and regional stormwater management requirements for both construction and post construction site conditions.

**PROPOSED PROJECT:** The proposed project includes a general plan amendment to allow for a mix of commercial and residential uses on the 15+ acre site. The design includes culverting and bridging the existing drainage to provide vehicular and pedestrian access the north-east portion of the site. Specific site uses include a 4-story hotel, 48,000 sf of commercial/light industrial space, 40 multi-family apartment units within four 3-story buildings, 5,000 sf of restaurant or brewery space, 16 short-term stay cottages, and a 20-lot single family subdivision. The drainage is proposed to be revegetated and enhanced to provide greater aesthetics and function. The site will also include numerous at ground and below ground stormwater facilities engineered and sized to accommodate addition runoff and eliminate downstream erosion and/or flooding impacts.

**MITIGATION / CONCLUSION:** The construction of all roads, stormwater management facilities, and buildings is required to meet the building code. Provisions in State and local codes ensure that soil type and stability are considered in building and foundation design. The City of Atascadero also enforces provisions of the Local Area Management Plan and erosion control measures to ensure that both construction and post construction impacts are minimized. With local and State codes in place, the project will not have a significant impact on geology and soils, thus, no mitigation is needed.

**8. GREENHOUSE GAS EMISSIONS – Would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                |
|---|--------------------------------|--|------------------------------|--------------------------|
| a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?   | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input 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? b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>     | <input type="checkbox"/> |

**EXISTING SETTING:** The project site is located just west of Highway 101 at Del Rio Road. The site is currently vacant with the exception of a Quonset hut used as a weekly food bank. The site is currently zoned for rural residential uses with a maximum development potential of 6 primary units and associated accessory uses. The project site is located within San Luis Obispo County and is under the jurisdiction of the SLO County Air Pollution Control District, the agency responsible for the implementation of certain state regulations pertaining to Greenhouse Gas Emissions.

*State Regulatory Framework*

On September 8, 2016, the governor signed Senate Bill (SB) 32 into law, extending the California Global Warming Solutions Act of 2006 by requiring the state to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB (California Air Resources Board) adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, and implementation of recently adopted policies and legislation, such as SB 1383 and SB 100. The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of

existing technology, and strategic investment to support its strategies. As with the 2013 Scoping Plan update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with statewide per capita goals of six MT CO<sub>2</sub>e by 2030 and two MT CO<sub>2</sub>e by 2050 (CARB 2017). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub-regional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017). To be consistent with the 2017 Scoping Plan a project must demonstrate it is consistent with the transportation GHG reduction assumptions in the 2017 Scoping Plan if it can show 15% vehicle miles traveled (VMT) reduction.

#### *SLO County APCD Regulatory Framework*

SLOAPCD first adopted the Clean Air Plan in January 1992; the Clean Air Plan was updated in 1998, and again in 2001. The Clean Air Plan is a comprehensive planning document designed to reduce emissions from traditional industrial and commercial sources. The Clean Air Plan also aims to reduce emissions from motor vehicles by establishing goals and targets for reducing personal vehicle trips and trip lengths, such as encouraging or promoting multimodal alternatives. The purpose of the Clean Air Plan is to address the attainment and maintenance of state and federal ambient air quality standards by following a comprehensive set of emission control measures within the plan.

As a Commenting Agency under the California Environmental Quality Act (CEQA), the San Luis Obispo County Air Pollution Control District (SLOAPCD) developed a CEQA Air Quality Handbook to assist lead agencies, planning consultants, and project proponents in assessing the potential air quality impacts from residential, commercial, and industrial development. The SLOAPCD Handbook (updated and approved by the SLO County APCD Board in 2012) is designed to provide uniform procedures for preparing the air quality analysis and greenhouse gas (GHG) emission sections of environmental documents for projects subject to CEQA. The SLOAPCD Handbook defines the criteria used by the SLO County APCD to determine when an air quality analysis is necessary, the type of analysis that should be performed, the significance of the impacts predicted by the analysis, and the mitigation measures to reduce overall air quality impacts.

SLO County APCD Handbook Section 3.5.6 “Greenhouse Gas Emissions” defines thresholds of significance for GHG emissions for projects in San Luis Obispo County. The SLO County APCD’s 10,000 metric tons of carbon dioxide equivalent per year (MT CO<sub>2</sub>e /yr) GHG threshold for stationary (industrial) sources was based on actual San Luis Obispo County emission inventories and the emission reductions necessary to meet the goals of the governor’s Executive Order (EO) S-3-05 (80% below 1990 levels by 2050). This threshold remains applicable to stationary sources in San Luis Obispo County that are required to have a SLO County APCD permit. The SLO County APCD’s bright-line threshold of 1,150 MT CO<sub>2</sub>e /yr and the efficiency threshold of 4.9 MT CO<sub>2</sub>e /yr per service population were applicable to residential and commercial projects. These thresholds were based on a gap analysis and were used in CEQA evaluations for projects to demonstrate their consistency with the state’s 2020 GHG emission reduction goal from the Global Warming Solutions Act (AB 32) and the 2008 California Air Resources Board’s (CARB) Climate Change Scoping Plan. In 2015, the California Supreme Court issued an opinion in the Center for Biological Diversity vs California Department of Fish and Wildlife (Newhall Ranch) which determined that AB 32 based thresholds derived from a gap analysis are invalid for projects with a planning horizon beyond 2020.

In lieu of these thresholds the following can be considered:

- Consistency with a Qualified Climate Action Plan (CAP)
- No-net Increase relative to baseline conditions
- Lead Agency Adopted Defensible CEQA GHG Thresholds which includes projects that can demonstrate consistency with the transportation GHG reduction assumptions in the 2017 Scoping Plan of a reduction of 15% vehicle miles traveled (VMT).
- Implementation of all feasible measures to reduce GHG emissions in consultation with our local Air Pollution Control District

**PROPOSED PROJECT:** The proposed project consists of a mixed commercial and residential development over 5 vacant or underutilized parcels. The commercial portion of the development is located adjacent to Highway 101 with residential uses bordering the surrounding single-family residential parcels. The proposal includes removal of some native and non-native trees scattered through the 15-acre area. The landscape plan includes enhancement of the drainage feature with native species and added tree canopy cover. Trees will be provided throughout the parking area and pedestrian paseo.

The site also includes a developed park area providing active recreation opportunities to site residents and visitors. In addition to the developed park, the site also features numerous passive recreation areas that provide shade and natural play or use opportunities. A 5-acre public park is located in the apple valley development across Del Rio Road.

The project will be phased over multiple years with the commercial/light industrial portion constructed first and the residential portion constructed later in the phasing. Landscaping is proposed to be installed with each phase with the riparian enhancements along the existing drainage way occurring with the first phase.

**MITIGATION / CONCLUSION:** The project includes construction of a mixed commercial and residential development on a 15.2-acre site. The site is adjacent to the 101 freeway which is an existing source of pollution. This project will also include intensive construction over a short period of time (estimated at 4-years) which will add to temporary increases in GHG. Based on CalEEMod estimates, the project will have estimated operational GHG emissions of 2,437 MT/yr with no mitigation applied. This number includes both the impact from the commercial center and the residential units. While a brightline threshold has not yet been established, the above listed strategies to determine significance of impact and mitigation were used in concern with coordination with local SLO County APCD staff. The project includes a number of components that aim to reduce GHG emissions over the life of the project. Many of these measures are qualitative and do not provide a numerical comparison but do reduce emissions in an effort to meet state target goals. The project residential VMT/capita and office VMT/employee are below the 15 percent under the regional average threshold, which is consistent with the 2017 scoping plan. The provision of commercial uses in a predominantly residential area improves the jobs:housing balance which shortens commute trips lengths. The mix of uses on the project site provides destinations serving project residents as well as other residents nearby. This is consistent with SB 743 goals to encourage mixed-use infill developments.

The project will also include significant vegetation enhancement of the site. The site is currently comprised of annual grasses with some scattered trees. While the project proposed to remove some trees that conflict with the proposed development, mature existing trees have been incorporated into the project design to the greatest extent feasible. The project will plant a minimum of 200 new trees each with carbon sequestration benefits. The i-Tree Planting



Calculator version 2.2.0 was used to determine the tree benefits. Over the estimated lifetime of the project site, these trees are estimated to sequester 2,050,330.30 pounds of CO2.

The proposed project is consistent with SLOCOG’s 2019 Regional Transportation Plan’s preferred land use scenario which increases jobs in the North County to improve the jobs:housing balance in the region. The project is located inside the urban reserve line and is adjacent to existing and planned goods and services, creating opportunities for alternative modes of transportation, especially biking and walking. The project includes a focus on pedestrian access offering a connected sidewalk and access plan to and from the project with links to surrounding neighborhoods as well as to the del Rio Freeway overpass, connecting residents and visitors to housing, jobs, and shopping in close proximity to the project site.

Because the commercial portion of the site is designed around a pedestrian paseo, the pedestrian experience is enhanced and encouraged, minimizing conflicts with vehicles and reducing vehicle queuing related to pedestrian interactions.

While the City has a jobs-housing imbalance with too much residential and too much commercial resulting in reductions in vehicle miles traveled as part of this project, the continued use of the development will contribute to some added impacts due to travel to and from the site as well as potential impacts from potential future light manufacturing uses. In addition to the measures incorporated into the project design, the following mitigation measures are needed to reduce construction and operation impacts, consistent with guidance and best practices, to a level of insignificance:

**GHG-01:** Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users to make alternative transportation more convenient, comfortable and safe

**GHG-02:** Provide large canopy shade trees throughout the parking areas to reduce evaporative emissions from parked vehicles.

**GHG-03:** The multi-family portion of the development shall meet or exceed CALGreen Tier 2 standards.

**GHG 04:** See also AQ Mitigation Measures

**9. HAZARDS AND HAZARDOUS MATERIALS – Would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 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"/> |

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| 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"/> |
| 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 or excessive noise for people residing or working in the project area? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

**EXISTING SETTING:** The project site is located directly adjacent to the 101 freeway at the northern end of the City. The site is comprised of five individual parcels, all but one of which are vacant. The developed parcel contains a Quonset hut used as a food pantry by the current owner. The parcels have minimal vegetation with a drainage running through a portion of the site. The drainage originates from a culvert under the adjacent freeway and continues to the north west toward Graves Creek. The parcels have not been the site of any previous development.

The Regional Water Quality Control Board (RWQCB) sets standards for post construction stormwater management and treatment prior to release onto adjacent properties. Standards include treatment of water out falling from parking areas. The City also requires wastewater released into the City's wastewater system to include pre-treatment if manufacturing or

processing practices result in elevated constituents in waste flows that exceed the capabilities of the City's treatment plant operations.

The project site is outside the City's WUI (Wildland Urban Interface) zone, approximately 400-feet from the nearest point to the zone on the other side of Graves Creek. The site is also located at a key freeway interchange, designated as a component and area of community egress during an emergency evacuation.

**PROPOSED PROJECT:** The proposed project includes a mixed-use development with both commercial, tourist serving, residential, and artisan industrial uses. The commercial/artisan industrial portion of the site is located directly adjacent to the freeway with the single-family residential uses along Del Rio Road and San Ramon Rd. Multi-family residences are located at the eastern edge of the commercial area with a 120-room hotel planned for the northern portion of the site. The site is designed to manage stormwater runoff per the requirements of the regional water Control Board and future uses with wastewater impacts due to processing or manufacturing use will be required to include pre-treatment per the City's sewer connection requirements.

**MITIGATION / CONCLUSION:** The project is required to meet all City and RWQCB standards. No hazardous materials are proposed to be transported to or from the site based on the proposed uses. The City has developed an emergency response and excavation plan that designated key routes to the 101 and other Highways should an emergency occur. Highway 101 is designated as the main emergency access route. As the Del Rio Road interchange is one of 8 freeway interchanges in the City, this is identified as an evacuation route. The proposed project is located directly adjacent to the 101 interchange and, which some increase in traffic is expected to occur with this project in the case of an emergency evacuation, the proximity to the freeway and clear egress points from the project will not hinder western neighborhood evacuation.

Furthermore, the site is located outside the city's WUI (Wildland Urban Interface) zone and is at lower risk for fire. However, the project site, measured at the nearest point, is approximately 400-feet from the zone. While this zone takes into account a number of factors such as slope, tree cover, fuel load, access, and wind pattern, this areas in particular transitions to substantial slope and tree cover almost immediately. This does put the property at risk of wildfire should a fire travel from this heavily sloped area across the creek and San Ramon Road. This risk is minimal and the project includes roads and irrigated landscaping to minimize fire transference risks.

The site is previously undeveloped and no existing contamination is known to exist, thus, no mitigation is required.

**10. HYDROLOGY AND WATER QUALITY – Would the project:**

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|--|--------------------------------|--|-------------------------------------|-------------------------------------|
| b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?                                  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" 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, or through the addition of impervious surfaces, in a manner that would: | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (i) result in substantial erosion or siltation on- or off-site;  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site;  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (iii) 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; or                           | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| (iv) Impede or redirect flood flows?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**EXISTING SETTING:** The project site is located west of the 101-freeway adjacent to Del Rio Road. The site is currently undeveloped and has not contained development in the recent past with the exception of an existing structure used as a weekly food pantry by the current owner. The site contains a drainage that runs from east to west originating from a culvert under the freeway and out falling toward to North-west eventually joining with Graves Creek. Once the drainage leaves the project site, it meanders through a rural residential area and across san Ramon Road north of the project site.

The RWQCB and the City have construction related and post-construction stormwater and flood control management requirements that include treatment of on-site water from parking areas, retention and infiltration of run-off waters due to increases in impervious surfaces, and outlet requirements based on historic water flow paths and rates. These standards are designed to protect water quality, provide on-site infiltration, and reduce flooding risk to downstream properties.

**PROPOSED PROJECT:** The proposed project includes a mix of residential and commercial uses on a 15.2-acre site. The commercial portion of the site borders Highway 101 and the concept design includes numerous above and below ground retention and infiltration basins to manage on-site stormwater. The proposal also includes enhancement of the existing drainage with greater vegetation and shade cover to support a more riparian environment. The existing drainage includes two (2) proposed vehicular crossings utilizing 60-inch culverts. The preliminary grading and drainage plan is designed to release water from the site along the path of existing flows, utilizing the existing drainage for a majority of the commercial site water and the San Ramon frontage for the single-family residential development area.

**MITIGATION / CONCLUSION:** The proposed project is required to meet all requirements for stormwater management and flood control. A preliminary grading and drainage plan, in addition to preliminary hydrology calculations have been reviewed and the plan can meet all standards, thus, no mitigation is required.

**11. LAND USE & PLANNING – Would the project:**

|  | <b>Potentially<br/>Significant<br/>Impact</b> | <b>Less Than<br/>Significant<br/>with<br/>Mitigation<br/>Incorporated</b> | <b>Less Than<br/>Significant<br/>Impact</b> | <b>No Impact</b>                    |
|--|---|---|---|-------------------------------------|
| a) Physically divide an established community?   | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |

**EXISTING SETTING:** The project site is comprised of 5 parcels that are mostly vacant. The project site abuts Highway 101 and continues to the west adjacent to a developed rural and small-lot residential neighborhood. The site borders a vacant commercial property currently approved for a small boutique hotel and is across Del Rio Road from a commercially zoned property yet to be proposed for development. The project site has been identified by City Council as an opportunity area for increased development and potential commercial uses due to the freeway visibility and proximity.

**PROPOSED PROJECT:** The proposed project includes development of a mixed-use development including commercial/light industrial tenant spaces, multi-family residential, visitor serving uses, and single-family residential lots. The project site includes single-family uses adjacent to existing residential neighborhoods as a transition between the commercial uses on-site and the surrounding neighborhood. The commercial area is designed around a pedestrian paseo and includes numerous gathering spaces intended to foster outdoor use. The project includes bicycle connections to Del Rio Road and integrates the existing drainage into a project

feature. The project compliments developments to the west including a larger retail/office/light industrial/residential center and a tourist serving RV park and community entertainment center.

**MITIGATION / CONCLUSION:** The project is designed to bring community serving commercial uses to the Del Rio Road commercial node. The site is located directly adjacent to the 101-freeway and includes residential uses as a transition to existing adjacent neighborhoods. The project site will provide commercial, entertainment, and tourist-serving uses in an area currently dominated by residential development, providing jobs and services to existing and future residents. The development does not divide an existing community or neighborhood nor does it conflict with any environmental land use plan or policy, thus, no mitigation is needed.

**12. MINERAL RESOURCES – Would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                           |
|---|--------------------------------|--|------------------------------|-------------------------------------|
| 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 site is an approximately 15.2-acre site just west of the 101 freeway at the intersection of Del Rio Road. The site is comprised of 5 individual parcels that are currently vacant except for a small structure used as a weekly community food pantry. No known mineral resources exist within the vicinity of the project site.

**PROPOSED PROJECT:** The project proposed a mixed-use development consisting of commercial and residential uses. Commercial uses are concentrated on the eastern portion of the site adjacent to Highway 101 with residential uses adjacent to existing neighborhoods.

**MITIGATION / CONCLUSION:** No known mineral resources exist on or adjacent to the project site, therefore, no mitigation is required.

**13. NOISE – Would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact                |
|---|--------------------------------|--|------------------------------|--------------------------|
| a) Result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project 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"/> |

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| b) Result in generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) For a project located within the vicinity of a private airstrip or 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"/> |

**EXISTING SETTING:** The project site is an approximately 15.2-acre site that parallels Highway 101 along adjacent to at the intersection of Del Rio Road. The site is comprised of 5 individual parcels that are currently vacant except for a small structure used as a weekly community food pantry. The site is not within the vicinity of a private airstrip or airport. The majority of the site is within an area subject to freeway traffic noise that averages 65db. A smaller portion of westerly corner of the site is exposed to 60 db as a result of freeway traffic noise. The project site acts as a transition zone from the Highway 101 corridor, to more rural land uses west of the site. Properties to the south of the site along Del Rio Road are developed with small lot single family residential, similar in character to the residential lots proposed as part of the Barrel Creek project. Parcels to the west are developed with single family residences in a large lot rural residential pattern.

**PROPOSED PROJECT:** The proposed project includes a mix of commercial, tourist serving, and residential uses on a 15.2-acre site. The commercial uses are concentrated on the eastern portion of the site adjacent to Highway 101. Three story Multi-family apartments are proposed between the commercial area and the adjacent rural residential parcels. A 4-story hotel is located in the north-east corner of the site adjacent to the 101 Freeway and a rural residential parcel developed with a residence and large accessory structure adjacent to the areas of development. The hotel is setback approximately 75-feet from the northern property line.

The single-family residential portion of the development is located adjacent to Del Rio Road and San Ramon Road, bordered by existing single-family parcels. This portion of the project is within a 60db noise contour that is established by the City's General Plan Noise Element. The main entrance to the commercial and multi-family portion of the site is located off Del Rio Road with a secondary entrance serving the single-family lots off San Ramon Road. This portion of the project is within a 65db noise contour.

The commercial area is designed around a pedestrian paseo, with tenant spaces facing the paseo. Outdoor use areas and gathering spaces are located along the paseo, internal to the site, using the commercial buildings to buffer commercial activity. The multi-family apartment buildings are located to the east of the site between existing rural residential parcels and the commercial area, providing a visual and noise barrier between the commercial center and existing parcels.

**MITIGATION / CONCLUSION:** Individual tenants are not known at this time; however, the spaces are designed to accommodate typical neighborhood and community serving uses such as retail,

restaurant, brewery, artisan manufacturing, offices, and entertainment uses. Due to the design of the project, and the fact that the proposed pedestrian paseo is surrounded by commercial buildings, the project design self-mitigates potential noise impacts to surrounding neighborhoods. Furthermore, development of this site with buildings is very likely to provide a buffer between existing freeway noises to the east from existing rural residential to the west. Rural residential properties to the west are also at a lower elevation than the proposed project site, reducing the potential for noise travel. While construction of the site will result in an increase in temporary ambient noise levels, the long-term occupancy of the sites are not expected to increase ambient levels above those specified in the General Plan. The Atascadero Municipal Code permits construction 7 days/week between the hours of 7am and 9pm. As this site is adjacent to residential neighborhoods, hours should be limited on weekends to reduce impacts, thus, the following mitigation measure has been identified:

**MM NOI-01:** Construction activities shall be limited to 9am to 7pm on Saturdays and shall not occur on Sundays.

**14. POPULATION & HOUSING – Would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                           |
|---|--------------------------------|--|-------------------------------------|-------------------------------------|
| a) Induce substantial unplanned 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 people or housing, 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 an approximately 15.2-acre site just west of the 101 freeway at the intersection of Del Rio Road. The site is comprised of 5 individual parcels that are currently vacant except for a small structure used as a weekly community food pantry. Existing residential parcels along Del Rio Road are within the Apple Valley neighborhood and are of similar size to the parcels proposed within this Barrel Creek development. The residences bordering the project on San Ramon Road and larger in size and more rural.

In general, the City of Atascadero currently has a jobs-housing imbalance with substantially more housing than jobs or services. Many residents commute to Paso Robles or San Luis obispo for work and shopping. The existing site is located at a key commercial node, resting at the intersection of Highway 101 and Del Rio Road. To the east of the freeway, at the intersection of El Camino Real and Del Rio Road, is identified as a key commercial development area with plans for a major shopping and office center anchored by a grocery store and tourist serving RV park with community entertainment center.

**PROPOSED PROJECT:** The proposed project includes a mixed-use development consisting of commercial/light industrial tenant spaces, multi-family residential, visitor serving uses, and single-family residential lots. The proposal designs the commercial/light industrial and visitor serving uses around a pedestrian oriented paseo. This portion of the project is located adjacent to



Highway 101 with the multi- and single-family uses located toward the more western portions of the site. The project sites would need to be rezoned to accommodate the proposed uses. The City recognizes this site as an opportunity site based on its proximity to the highway and key commercial node at del Rio Road and El Camino Real. Anticipated uses include small-scale brewery, restaurant, retail, and artisan manufacturing/processing in addition to residential uses and transient lodging.

**MITIGATION / CONCLUSION:** Development of the Del Rio area will provide services and commercial uses within the City, building a stronger commercial base and providing greater shopping, entertainment, and service opportunities for existing and future residents. The proposed project is adjacent to the 101-freeway and in the area of existing development. The site has been identified by Council policy as a prime opportunity site for expanded commercial development based on the proximity to the freeway and existing infrastructure. The site can be served by City sewer and will not extend or increase infrastructure in a manner that would induce added commercial or residential growth within the surrounding neighborhoods beyond the capacity of the City’s planned service boundaries, thus, no mitigation is required.

**15. PUBLIC SERVICE – Would the project:**

|   | <b>Potentially<br/>Significant<br/>Impact</b> | <b>Less Than<br/>Significant<br/>with<br/>Mitigation<br/>Incorporated</b> | <b>Less Than<br/>Significant<br/>Impact</b> | <b>No Impact</b>         |
|---|---|---|---|--------------------------|
| a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: |   |   |   |                          |
| Fire Protection (Atascadero Fire)?  | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |
| Police protection (Atascadero Police)?  | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |
| Public Schools?   | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |
| Parks?  | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |
| Other public facilities?  | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input checked="" type="checkbox"/>         | <input type="checkbox"/> |

**EXISTING SETTING:** The project site is an approximately 15.2-acre site just west of the 101 freeway at the intersection of Del Rio Road. The site is comprised of 5 individual parcels that are currently vacant except for a small structure used as a weekly community food pantry. Existing residential parcels along Del Rio Road are within the Apple Valley neighborhood and are of similar size to the parcels proposed within this Barrel Creek development. The residences bordering the project on San Ramon Road and larger in size and more rural. Apple Valley contains a 5+ acre

passive public park that is partially maintained by the City. The City has numerous other community parks located between 1.8 and 6 miles from the project site. Heilman park, owned by the County is also located within the City limits.

In general, the City of Atascadero has a jobs-housing imbalance with substantially more housing than jobs or services. Many residents commute to Paso Robles or San Luis Obispo for work and shopping. The existing site is located at a key commercial opportunity site, resting at the intersection of Highway 101 and Del Rio Road. To the east of the freeway, at the intersection of El Camino Real and Del Rio Road, is identified as a key commercial development area with plans for a major shopping and office center anchored by a grocery store and tourist serving RV park with community entertainment center.

The City has an adopted development impact fee program that covers a portion of the costs burden of new residents and commercial businesses on City and County facilities. Facilities include police and fire facilities, parks, storm drain systems, library expansion, transportation infrastructure, and government facilities. All residential and commercial use permits are required to pay into the City's development impact fee fund. In addition, the City has an adopted sewer connection fee to accommodate upgrades required due to increased development.

**PROPOSED PROJECT:** The proposed project includes a general plan amendment to allow for a mix of commercial and residential uses on the 15+ acre site. Specific site uses include a 4-story hotel, 48,000 sf of commercial/light industrial space, 40 multi-family apartment units within four 3-story buildings, 5,000 sf of restaurant or brewery space, 16 short-term stay cottages, and a 20-lot single family subdivision.

The project includes multiple open space parcels within the single-family portion of the project (13,500 sf total) that are designed for recreation. One parcel offers passive recreation with a path and benches. The other is designed as a more active park area with play equipment, a shade structure, and multiple benches and tables. There are also numerous passive open areas throughout the project site that are accessible to residents and visitors. The multi-family portion also has rear and side yard areas adjacent to the creek. The commercial portion of the project includes an outdoor paseo and passive amphitheater area that is accessible to both residents and commercial visitors.

**MITIGATION / CONCLUSION:** The project is located at a key commercial opportunity node within the City. The City has an adopted development impact fee program in addition to adopted sewer capacity charges that go toward mitigating the impact of new residential and commercial uses on City and County infrastructure and parks. While the Apple Valley park is the closest park to the project, the park is a public park intended for neighborhood users beyond Apple Valley residents and partially maintained by the City. The project includes a number of passive open space features in addition to a small amphitheater and outdoor paseo integrated into the commercial portion of the project to accommodate residents and business patrons, thus, no mitigation is required.

**16. RECREATION:**

|  | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                           |
|--|--------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/>             | <input type="checkbox"/>                                       | <input checked="" 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 type="checkbox"/>            | <input checked="" type="checkbox"/> |

**EXISTING SETTING:** The project site is an approximately 15.2-acre site just west of the 101 freeway at the intersection of Del Rio Road. The site is comprised of 5 individual parcels that are currently vacant except for a small structure used as a weekly community food pantry. Existing residential parcels along Del Rio Road are within the Apple Valley neighborhood and are of similar size to the parcels proposed within this Barrel Creek development. The residences bordering the project on San Ramon Road and larger in size and more rural. Apple Valley contains a 5+ acre passive public park that is partially maintained by the City. The City has numerous other community parks located between 1.8 and 6 miles from the project site. Heilman park, owned by the County is also located within the City limits.

**PROPOSED PROJECT:** The proposed project includes a general plan amendment to allow for a mix of commercial and residential uses on the 15+ acre site. Specific site uses include a 4-story hotel, 48,000 sf of commercial/light industrial space, 40 multi-family apartment units within four 3-story buildings, 5,000 sf of restaurant or brewery space, 16 short-term stay cottages, and a 20-lot single family subdivision. The project is assumed to accommodate approximately 160 new residents.

The project includes 2 open space parcels within the single-family portion of the project (13,500 sf total) that are designed as passive usable parklets and rear and side yard areas adjacent to the creek for the multi-family residential units. The commercial portion of the project also includes an outdoor paseo and passive amphitheater area that is accessible to both residents and commercial visitors.

**MITIGATION / CONCLUSION:** The project is located at a key commercial opportunity node within the City. The City has an adopted development impact fee program in addition to adopted sewer capacity charges that go toward mitigating the impact of new residential and commercial uses on City and County infrastructure and parks. While the Apple Valley park is the closest park to the project, the park is a public park intended for neighborhood users beyond Apple Valley residents and is partially maintained by the City. The project includes a number of passive open space features in addition to a small amphitheater and outdoor paseo integrated into the commercial portion of the project to accommodate residents and business patrons, thus, no mitigation is required.

**17. TRANSPORTATION – Would the project:**

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|--|--------------------------------|--|-------------------------------------|--------------------------|
| a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?          | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (criteria for analysis of vehicle miles traveled)?        | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| d) Result in inadequate emergency access?  | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |

**EXISTING SETTING:** The proposed project is located on five parcels in close proximity to the northwest corner of Del Rio Road and Highway 101 southbound offramp. The existing parcels are fronted by Highway 101 right of way on the west, Del Rio Road on the south, and San Ramon Road on the east.

The existing roadways adjacent to the proposed project are described below. Roadways in the vicinity of the project include:

- US 101 is a four-lane freeway serving intercity and regional travel. There is a full access interchange at Del Rio Road.
- El Camino Real is a major arterial paralleling US 101. There are two to four travel lanes, Class II bikeways, and intermittent sidewalks.
- Del Rio Road is a minor arterial west of El Camino Real and a collector east of El Camino Real. There are two travel lanes, intermittent Class II bikeways, and intermittent sidewalks.
- San Ramon Road is a collector north of Del Rio Road with two travel lanes and no sidewalks.
- South of Del Rio Road it is a local street with two travel lanes and sidewalks. There are no bikeways.
- Ramona Road is a local street with two travel lanes, no bikeways, and no sidewalks

The closest bus stops to the project site are approximately one-quarter mile away on El Camino Real near Del Rio Road at Mission Oaks Plaza.

The project site is currently zoned Residential Suburban, which has a maximum development potential of 6 single-family residences and associated accessory uses.

The Traffic Impact Study provided by Central Coast Transportation Planning notes existing operations of all nearby intersections at a levels of service (LOS) A and B, as this area is currently underdeveloped. However, there are multiple other approved development projects within the Del Rio Specific Plan Area and surroundings that will affect the existing intersections if they are to develop before Barrel Creek, so they are required to be considered in traffic modeling for the proposed project. Those projects include:

- Taco Bell 1,900 square feet
- Gas Station 12 fueling stations
- Retail Pad 2,000 square feet
- Sit-Down Restaurant 2,000 square feet
- Tiny Hotel 22 sites/units
- Emerald Ridge 208 dwelling units
- Del Rio Ridge 42 dwelling units
- The Edge 15,000 square feet
- Del Rio Marketplace 203,700 square feet

A portion of the above listed approved projects have been completed and will be built out over the coming years. The Barrel Creek Project will therefore be contributing even more traffic impacts to those projects already approved.

**PROPOSED PROJECT:** The proposed Barrel Creek project is a request for General Plan Amendment and Rezone from Residential Suburban to Medium Density residential and Commercial Park. The concept plans include 48,000 square feet of light industrial space, 20 single-family residential dwelling units, 40 multifamily residential dwelling units, a 120-room hotel, 10,000 sf of restaurant space, 5,000 sf of winery/brewery space, and 16 cottage hotel units.

The project will have two primary access points from surrounding roads. The first is from San Ramon Road for the tract of 20-single-family residential dwelling units, and the second from Del Rio Road which will access the commercial and multi-family residential uses. Improvements are proposed the length of both the Del Rio Road and San Ramon Road frontages with road widening, sidewalk, curb and gutter and improvements to the San Ramon Road and Del Rio Road intersection. The proposed onsite private roads are designed to accommodate those visiting the site along with emergency and service vehicles such as fire and trash trucks.

**MITIGATION / CONCLUSION:** The project proposes to increase the intensity of uses on the project site by changing the zoning from rural residential to commercial and multi-family uses. While the project site is located adjacent to Highway 101 at an existing interchange, the project is expected to contribute to an increase in traffic in the vicinity. The traffic report concluded that PM Peak Hour LOS at most intersections will be reduced to a level of service of B, except El Camino Real and Del Rio Road would be operating at LOS F.

The following LOS and queuing deficiencies are reported:

- Del Rio Road/US 101 Southbound Ramps: The project would worsen the eastbound through movement queue length blocking the Ramona Road intersection. In addition, the project would cause the westbound through movement to exceed the storage length on the US 101 overpass. The southbound offramp approach queues would not affect US 101 freeway operations.

- Del Rio Road/US 101 Northbound Ramps: The project would worsen the westbound through movement reaching the El Camino Real intersection. The addition of project traffic would also cause the eastbound through movement queue to exceed the storage length on the US 101 Overpass. The northbound offramp approach would not affect US 101 freeway operations.
- Del Rio Road/El Camino Real: The intersection operates unacceptably with and without the addition of project traffic and the project would worsen the northbound left turn and eastbound left/through queue length further exceeding the available storage.

The traffic analysis also concluded that the project residential VMT/capita and office VMT/employee are below the 15 percent under the regional average threshold, which indicates a less-than-significant impact to VMT. The provision of commercial uses in a predominantly residential area improves the jobs:housing balance which shortens commute trips lengths. The mix of uses on the project site provides destinations serving project residents as well as other residents nearby. This is consistent with SB 743 goals to encourage mixed-use infill developments.

The proposed project is consistent with SLOCOG's 2019 Regional Transportation Plan's preferred land use scenario which increases jobs in the North County to improve the jobs:housing balance in the region.

While the City has a jobs-housing imbalance with too much residential and too much commercial resulting in reductions in vehicle miles traveled as part of this project, the continued use of the development will contribute to some added impacts due to travel to and from the site as well as potential impacts from potential future light manufacturing uses.

Based on the above, the following mitigations are recommended:

**MM TRANS-01:** The Crosswalk at Del Rio Road shall include ladder striping for the crosswalk at the eastern leg of the intersection. The crosswalk shall be supplemented with pedestrian warning signage and rectangular rapid flashing beacon (RRFB) on both sides of the road. The crosswalk across the northern side San Ramon Road shall not be included.

**MM TRANS-02:** The intersection of San Ramon Road and Del Rio Road shall be illuminated with down lighting sufficient for pedestrian and vehicular safety. Light shall be provided both on the north and south side of the intersection.

**MM TRANS-03:** A contiguous pedestrian path of travel shall be provided along Del Rio Road to the existing sidewalk on the south side of the freeway overpass prior to occupancy of any residential units.

**MM TRANS-04:** Prior to occupancy of any use on the project, the following improvements shall be completed at the Del Rio and El Camino Real intersection:

- Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,
- Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,
- Modify the southbound and northbound left turns to protected-permissive phasing,
- Add overlap phasing to the southbound right turn pocket currently under construction,

- Replace eight-inch traffic signal heads with 12-inch heads,
- Install yellow reflective tape on all backplates,
- Install new signage and replace non-reflective signs, and
- Optimize signal timings for all coordinated signals including updating pedestrian and yellow clearance times at Del Rio and El Camino Real.

It is anticipated that these improvements will be completed by the Marketplace Project prior to commencement of the Barrel Creek Project. This project shall pay their fair share toward these improvements. Fair share shall be based on current cost estimates. Should the developer construct the improvements, any costs of the installed improvements in excess of the project’s proportional share may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other development conditioned to construct these specified improvements.

**MM TRANS-05:** The applicant shall pay their fair share towards improvements at the US101/Del Rio interchange as specified in the Del Rio Road Commercial Area Specific Plan including the addition of a westbound right-turn lane to the intersection of Del Rio Road/US 101, such that there would be two westbound lanes on Del Rio Road from El Camino Real to the US 101 North ramp with a dedicated right turn lane onto US 101 northbound.

**MM TRANS-06:** The project shall pay their fair share toward the realignment of Ramona Road and associated frontage improvements along Del Rio Road between San Ramon and US 101. Cost estimates for the fair share payment shall be based on a current cost estimate or the actual costs if the project is completed prior to permit issuance. It is anticipated that the City will complete these improvements prior to commencement of the project. If these improvements are not completed, Do Not Block Intersection Markings per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 3B.17 shall be completed at the Ramona Road intersection prior to occupancy of any commercial or residential use.

**MMTRANS-07:** A striped crosswalk shall be provided across “Street A” (project entry street at Del Rio Road) to connect the pedestrians from the commercial portion of the project to the Del Rio Road sidewalk and crossing at San Ramon.

**18. TRIBAL CULTURAL RESOURCES – Would the project:**

|  | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------|--|------------------------------|-----------|
| 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 that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: |                                |  |                              |           |

|   | <b>Potentially<br/>Significant<br/>Impact</b> | <b>Less Than<br/>Significant<br/>with<br/>Mitigation<br/>Incorporated</b> | <b>Less Than<br/>Significant<br/>Impact</b> | <b>No Impact</b>                    |
|---|---|---|---|-------------------------------------|
| (i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or   | <input type="checkbox"/>                      | <input type="checkbox"/>  | <input type="checkbox"/>                    | <input checked="" type="checkbox"/> |
| (ii) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/>                      | <input checked="" type="checkbox"/>                                       | <input type="checkbox"/>                    | <input type="checkbox"/>            |

**EXISTING SETTING:** The existing development site is comprised of 5 individual parcels, mostly undeveloped. One parcel contains an existing structure used as a food bank location. The existing vegetation consists of native grasses with some small groupings of native and non-native trees. There is an existing drainage that runs through a portion of the site originating from a culvert that runs under Highway 101. The drainage does not carry enough water to support riparian vegetation on the project site. The drainage flows to Graves Creek to the west. Riparian vegetation occurs along the drainage off-site. The site is directly adjacent to Highway 101 and is bordered on 2 other sides by City Roads (Del Rio Road and San Ramon Road). The site has been used by the church as a food bank distribution location as well as to host outdoor activities. Portions of this site were disturbed and/or graded to facilitate the constriction of Highway 101 in the 1950s. However, the presence of a drainage path as well as proximity to Graves Creek makes this site a candidate for potential historical Native American use.

The City consulted with local tribal members and a phase I archeological survey was completed by Sierra Delta Consultants, Inc. The report included a review of cultural records in addition to an on-site surface survey. Based on the information provided in the report, the consulting archeologist recommended that an Archeological monitoring plan be prepared and approved by the City prior to commencing any grading or construction activities on the site.

The County coroner's office, in conjunction with the local police department, work in concert with local tribal representatives if and when any human remains are discovered to ensure proper identification and treatment of the remains.

**PROPOSED PROJECT:** The proposed project includes a mixed-use development consisting of commercial/light industrial tenant spaces, multi-family residential, visitor serving uses, and single-family residential lots. The proposal designs the commercial/light industrial and visitor serving uses around a pedestrian oriented paseo. This portion of the project is located adjacent to Highway 101 with the multi- and single-family uses located toward the more western portions of



the site. The existing drainage is proposed to be incorporated into the project design and will include two culverted bridge vehicular and pedestrian crossings.

**MITIGATION / CONCLUSION:** The project site is largely vacant and has been altered in the past, most notably to accommodate the construction of Highway 101. However, as this project site has proximity to Graves Creek (approximately 800-feet from the multi-family/commercial area and 375-feet from the single-family residential portion) the consulting archeologist has recommended that an Archeological Monitoring Plan be prepared and approved prior to any grading or construction activities on-site and that monitoring occur as determined by that plan.

**MM TCR-01:** See mitigation measure CUL-01.

**19. UTILITIES AND SERVICE SYSTEMS – Would the project:**

|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities or expansion of existing facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/>       | <input checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) 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 checked="" type="checkbox"/>                | <input type="checkbox"/>            | <input type="checkbox"/> |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?   | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input type="checkbox"/>            | <input type="checkbox"/> |
| e) Conflict with federal, state, and local management and reduction statutes and regulations related to solid waste?  | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**EXISTING SETTING:** The existing project is fronted by Del Rio Rd and San Ramon Rd, both of which do not currently have gravity sewer. The sewer system serving the Apple Valley Development begins at a manhole in the intersection of San Ramon Rd. and Del Rio Rd. This system leads to Lift Station 13 which is maintained by the City. This lift station includes two 5 HP

pumps designed to serve the tract development and minor anticipated growth. A 4" force main leaves Lift Station 13 with an alignment leading back up San Ramon, turning to Del Rio eastbound towards Highway 101, which continues under the freeway towards the intersection of El Camino Real and Del Rio, where it empties into 8" gravity sewer. That 8" sewer empties into a 12" gravity sewer main trunkline which flows north to the City's Lift Station 14.

The Del Rio area is currently underdeveloped and has a number of vacant commercial parcels on the east side of the freeway. The city has a number of approved commercial and mixed-use developments that will feed into the 12" sewer main (Marketplace, Taco Bell retail, Pit Stop gas station, Emerald Ridge multi-family, Del Rio Ridge multi-family, Emerald Court multi-family).

The existing El Camino Real sewer main with approved and future projects, including Barrel Creek is expected to range between 40% and 81% (peak hourly flow) depending on segment. Barrel Creek will increase flows and segments of the sewer main in El Camino Real will remain under "full pipe" capacity of 85%.

**PROPOSED PROJECT:** The Barrel Creek project proposes a mixed-use development at the intersection of Del Rio Road and San Ramon Road in the City of Atascadero. The project site is bordered on the east by the 101 freeway. The project includes a proposal for 48,000 sf of commercial/light industrial space, a 120-room hotel, 40 multi-family apartment units, 5,000 sf of restaurant or brewery space, 16 short-term stay cottages, and a 20-lot single family subdivision. The project proposes to install an 8" sewer main into Del Rio Road to tie into the Apple Valley Sewer System at the manhole in the intersection of San Ramon Rd. and Del Rio Rd. There are two private main sewer lines proposed to feed into the sewer main in Del Rio, both 8" lines. One private sewer main will serve the tract development, and the second main will serve the commercial/ industrial / mixed use development.

A sewer capacity and lift station analysis has been provided by MKN Associates. The analysis showed that the Barrel Creek Development will contribute approximately 9% of the future wastewater flow to the existing collection system along El Camino Real, with the following conclusions regarding the system as a whole:

- The existing lift station will require capacity improvements to accommodate the Barrel Creek Mixed-Use Project and other planned developments that will flow to the facility. The following are the conclusions from this analysis:
- The Barrel Creek Mixed-Use Project will contribute approximately 33% of the total future wastewater flow to LS14
- The existing LS14 pumping capacity will be deficient when development associated with Flow Scenario 3 (Barrel Creek Mixed-Use Phase 1) connects to the collection system
- The existing wet well can accommodate submersible pumps up to 30 HP
- 30 HP pumps will accommodate future flows up to Flow Scenario 5 (Barrel Creek Mixed-Use Phases 2 and 3)
- Larger (40 HP) pumps and a new 8-foot diameter wet well (minimum) will be required to serve build out of the LS14 sewershed (Flow Scenario 6)
- There is sufficient capacity within the existing Apple Valley collection system to serve the anticipated future flows to LS14 (Table 5-1)
- Adding a Variable Frequency Drive (VFD) to the LS14 motor and pump controls would allow wastewater flows to be metered over a longer period of time and lessen impacts to the sewer main capacity downstream.

**MITIGATION / CONCLUSION:** The project will contribute approximately 9% of the future (existing plus approved projects) sewer flows to existing infrastructure in El Camino Real, and 33% of the



|   | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact        | No Impact                |
|---|--------------------------------|--|-------------------------------------|--------------------------|
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/>       | <input type="checkbox"/>                           | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**EXISTING SETTING:** The project site is located adjacent to the 101-freeway and Del Rio Road within the identified urban core area of the City. The site is currently undeveloped and has not contained development in the recent past with the exception of an existing structure used as a weekly food pantry by the current owner. The site is bordered by the 101-freeway to the east, San Ramon Road to the west, and Del Rio Road to the south. The site is gently sloping and contains minimal vegetation, mostly comprised native grasses with sparse trees. The site contains a drainage that runs from east to west originating from a culvert under the freeway and out falling toward to north-west eventually joining with a more heavily treed drainage and then Graves Creek. Once the drainage leaves the project site, it meanders through a rural residential area and across san Ramon Road north of the project site. The site is surrounded by commercial, urban small-lot residential units, and semi-rural residential properties.

The project site is located outside of the Wildland Urban Interface (WUI) zone and is not located within an area subject to significant wildfire risk. The site does is not surrounded by significant wildfire fuels such as brush or trees and is bordered by roads and Highway 101.

**PROPOSED PROJECT:** The proposed project includes a mix of residential and commercial uses on a 15.2-acre site. The commercial portion of the site borders Highway 101, del Rio Road, and San Ramon Road. Access for the main commercial and multi-family portion of the site is via Del Rio while access to the single-family subdivision is from San Ramon Road. Del Rio Road is a primary evacuation route for the neighborhoods west of the project site as it is a key connection point to the 101-freeway which runs north-south through the City.

**MITIGATION / CONCLUSION:** While the added residents and business patrons will add some volume the Del Rio Road in case of evacuation, the project sites proximity to the Del Rio Road / Highway 101 interchange in addition to proximity to multiple other local road routes will not create a significant impact. All new structures on the site will be required to include fire sprinklers, and new fire hydrants and fire access routes would be included within the project in accordance with the 2022 Fire Code and Building Code. Thus, no mitigation is required.

**21. MANDATORY FINDINGS OF SIGNIFICANCE:**

|  | Potentially<br>Significant<br>Impact | Less Than<br>Significant<br>with<br>Mitigation<br>Incorporated | Less Than<br>Significant<br>Impact  | No Impact                |
|--|--------------------------------------|--|-------------------------------------|--------------------------|
| 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 checked="" type="checkbox"/> | <input 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 checked="" type="checkbox"/> | <input type="checkbox"/> |

**EXISTING SETTING:** The project site is an approximately 15.2-acre site just west of the 101 freeway at the intersection of Del Rio Road. The site is comprised of 5 individual parcels that are currently vacant except for a small structure used as a weekly community food pantry. Existing residential parcels along Del Rio Road are within the Apple Valley neighborhood and are of similar size to the parcels proposed within this Barrel Creek development. The residences bordering the project on San Ramon Road and larger in size and more rural.

In general, the City of Atascadero currently has a jobs-housing imbalance with substantially more housing than jobs or services. Many residents commute to Paso Robles or San Luis obispo for work and shopping. The existing site is located at a key commercial opportunity site, resting at the intersection of Highway 101 and Del Rio Road. To the east of the freeway, at the intersection of El Camino Real and Del Rio Road, is identified as a key commercial development area with plans for a major shopping and office center anchored by a grocery store and tourist serving RV park with community entertainment center.

**PROPOSED PROJECT:** The Barrel Creek project proposes a mixed-use development at the intersection of Del Rio Road and San Ramon Road in the City of Atascadero. The project site is bordered on the east by the 101 freeway. The project includes a request for General Plan Amendment, Zone Map Amendment, creation of a Planned development Overlay Zone, Master Plan of Development for the site, Tentative Tract Map, and Tree Removal Permit. The project

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**Barrel Creek | Legacy**

also includes a Master Sign Program that includes exceptions to the standard sign regulations and a height exception.

The project includes a proposal for 48,000 sf of commercial/light industrial space, a 120-room hotel, 40 multi-family apartment units, 5,000 sf of restaurant or brewery space, 16 short-term stay cottages, and a 20-lot single family subdivision.

**MITIGATION / CONCLUSION:** The project site is adjacent to the highway 101 corridor and is relatively flat. Major commercial development is planned for the east side of the 101 freeway at del Rio Road and this project will provide added residential and tourist serving uses in addition to providing light industrial spaces for local artisans. The project site does contain a drainage originating from a culvert under highway 101. The drainage continues onto adjacent properties and borders the project site to the west before merging with Graves Creek. Based on the proximity of the site to Graves Creek and areas of known potential cultural significance, however mitigation has been included to ensure that impacts remain less than significant.

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](http://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 an ☒) 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 checked="" type="checkbox"/> HEAL SLO – Healthy Communities Workgroup        |
| <input 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 type="checkbox"/> Charter Communications                                     |
| <input type="checkbox"/> Upper Salians – 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:   |
| <input type="checkbox"/> CA Air Resources Board   | <input type="checkbox"/> Other:   |
| <input type="checkbox"/> Address Management Service   | <input type="checkbox"/> Other:   |

**DEV21-0066**  
**Barrel Creek | Legacy**

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 type="checkbox"/> Atascadero General Plan 2025 / Final EIR                   | <input type="checkbox"/> Atascadero Inclusionary Housing Policy                         |
| <input checked="" type="checkbox"/> Atascadero Municipal Code                       | <input checked="" type="checkbox"/> SLO APCD Handbook                                   |
| <input type="checkbox"/> Atascadero Appearance Review Manual                        | <input checked="" type="checkbox"/> Regional Transportation Plan                        |
| <input checked="" 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 type="checkbox"/> Atascadero Climate Action Plan (CAP)                       | <input checked="" type="checkbox"/> Archeological Resources Map                         |
| <input type="checkbox"/> Atascadero Downtown Revitalization Plan                    | <input type="checkbox"/> Atascadero Mutual Water Company Urban Water Management Plan    |
| <input 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**

**Barrel Creek  
 DEV21-0066**

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, are responsible to verify compliance with these COAs.

|                   | <b>MITIGATION MEASURE</b>   | <b>TIMING</b>                                     |
|-------------------|---|---|
| <b>Aesthetics</b> |   |   |
| AES-1             | Landscaping shall be included along the San Ramon and Del Rio frontages to buffer higher density residential lots from surrounding existing rural residences. Landscaping shall include small shrubs and grasses along with street trees. Street trees along San Ramon shall be installed in a natural grouped pattern and shall include native species. Landscaping along Del Rio shall include shrubs and grasses as well as London plan trees at a spacing of 30-feet on-center consistent with the adjacent Apple Valley development. A minimum of 8 feet of landscaped area shall be provided along each frontage. | Prior to Building Permit Issuance / Project Final |
| AES-2             | Columnar landscaping and canopy shade trees shall be provided along the norther property line to provide visual screening of the 4-story hotel from the adjacent residential parcel. Landscaping shall include evergreen species and shall be designed to block visual impacts to the greatest extent possible.   | Prior to Building Permit Issuance / Project Final |
| AES-03            | Site lighting shall be low-level safety lighting for the parking lot areas. Lighting shall be on motion sensors to minimize lighting when areas are not in use. All pole lighting shall be a maximum of 14-feet in height and shall be shielded and directional.  | Prior to Building Permit Issuance / Project Final |
| AES-04            | Low level lighting shall be placed at the intersection of San Ramon and Del Rio Road for safety. Additional lighting at the Apple Valley frontage shall be installed as needed to facilitate safe lighting levels at the intersection.  | Prior to Building Permit Issuance / Project Final |
| AES-05            | All site walls visible from the exterior of the site shall be decorative walls and shall include decorative veneer.   | Prior to Building Permit Issuance / Project Final |
| AES-06            | Lighting at the north hotel façade and west facing portion of the façade closest to the proposed multi-family units shall include pedestrian scale bollard lighting only. No architectural feature lighting is permitted. Fully shielded directional lighting shall be permitted where needed for egress safety.  | Prior to Building Permit Issuance / Project Final |



|                                 | <b>MITIGATION MEASURE</b>   | <b>TIMING</b>                                     |
|---------------------------------|---|---|
| <b>Air Quality</b>              |   |   |
| AQ-01                           | Water exposed soil during active construction at a specific frequency to achieve dust suppression.  | Ongoing during Construction                       |
| AQ-02                           | Apply water at a specific frequency during active demolition to achieve dust suppression.   | Ongoing during Construction                       |
| AQ-03                           | Water construction roads a minimum of twice daily.  | Ongoing during Construction                       |
| AQ-04                           | Maintain a 25 mile per hour speed limit for all vehicles during construction  | Ongoing during Construction                       |
| AQ-05                           | Zero or low-VOC paints shall be used throughout the project.  | Prior to Building Permit Issuance / Project Final |
| AQ-06                           | Limit heavy equipment idling to no greater than 5 minutes at a single location  | Ongoing during Construction                       |
| <b>Cultural Resources</b>       |   |   |
| CUL-01                          | Prior to the issuance of any permits on-site, an Archeological Monitoring Plan shall be prepared by a qualified archeologist and shall be approved by the City of Atascadero. All recommendations of the plan shall be implemented as directed.                                 | Prior to Building Permit Issuance                 |
| CUL-02                          | All grading and site disturbance activities shall be monitored by a qualified archeologist and a monitor from a local tribal representative.  | Ongoing during Construction                       |
| CUL-03                          | Prior to demolition of the Quonset hut, the applicant shall provide documentation that includes floor plans, elevations, photographs and historical facts related to the structure. The report shall be approved and filed by the City prior to permit issuance for demolition. | Prior to Building Permit Issuance                 |
| <b>Greenhouse Gas Emissions</b> |   |   |
| GHG-01                          | Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users to make alternative transportation more convenient, comfortable and safe.  | Prior to Building Permit Issuance                 |
| GHG-02                          | Provide large canopy shade trees throughout the parking areas to reduce evaporative emissions from parked vehicles.   | Prior to Building Permit Issuance                 |
| GHG-03                          | The multi-family portion of the development shall meet or exceed CALGreen Tier 2 standards.   | Prior to Building Permit Issuance                 |

|                       | <b>MITIGATION MEASURE</b>   | <b>TIMING</b>                                     |
|-----------------------|---|---|
| GHG-04                | See AQ mitigation measures  |   |
| <b>Noise</b>          |   |   |
| NOI-01                | Construction activities shall be limited to 9am to 7pm on Saturdays and shall not occur on Sundays.   | Ongoing during construction                       |
| <b>Transportation</b> |   |   |
| TRANS-01              | The Crosswalk at Del Rio Road shall include ladder striping for the crosswalk at the eastern leg of the intersection. The crosswalk shall be supplemented with pedestrian warning signage and rectangular rapid flashing beacon (RRFB) on both sides of the road. The crosswalk across the northern side San Ramon Road shall not be included.  | Prior to Building Permit Issuance / Project Final |
| TRANS-02              | The intersection of San Ramon Road and Del Rio Road shall be illuminated with down lighting sufficient for pedestrian and vehicular safety. Light shall be provided both on the north and south side of the intersection.   | Prior to Building Permit Issuance / Project Final |
| TRANS-03              | A contiguous pedestrian path of travel shall be provided along Del Rio Road to the existing sidewalk on the south side of the freeway overpass prior to occupancy of any residential units.   | Prior to Building Permit Issuance / Project Final |
| TRANS-04              | <p>Prior to occupancy of any use on the project, the following improvements shall be completed at the Del Rio and El Camino Real intersection:</p> <ul style="list-style-type: none"> <li>• Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,</li> <li>• Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,</li> <li>• Modify the southbound and northbound left turns to protected-permissive phasing,</li> <li>• Add overlap phasing to the southbound right turn pocket currently under construction,</li> <li>• Replace eight-inch traffic signal heads with 12-inch heads,</li> <li>• Install yellow reflective tape on all backplates,</li> <li>• Install new signage and replace non-reflective signs, and</li> <li>• Optimize signal timings for all coordinated signals including updating pedestrian and yellow clearance times at Del Rio and El Camino Real.</li> </ul> | Prior to Occupancy                                |

It is anticipated that these improvements will be completed by the Marketplace Project prior to

**MITIGATION MEASURE**

**TIMING**

commencement of the Barrel Creek Project. This project shall pay their fair share toward these improvements. Fair share shall be based on current cost estimates. Should the developer construct the improvements, any costs of the installed improvements in excess of the project's proportional share may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other development conditioned to construct specified improvements.

- |          |  |   |
|----------|--|---|
| TRANS-05 | The applicant/developer shall pay their fair share towards improvements at the US101/Del Rio interchange as specified in the Del Rio Road Commercial Area Specific Plan including the addition of a westbound right-turn lane to the intersection of Del Rio Road/US 101, such that there would be two westbound lanes on Del Rio Road from El Camino Real to the US 101 North ramp with a dedicated right turn lane onto US 101 northbound.   | Prior to Building Permit Issuance                 |
| TRANS-06 | The applicant/developer shall pay their fair share toward the realignment of Ramona Road and associated frontage improvements along Del Rio Road between San Ramon and US 101. Cost estimates for the fair share payment shall be based on a current cost estimate or the actual costs if the project is completed prior to permit issuance. It is anticipated that the City will complete these improvements prior to commencement of the project. If these improvements are not completed, Do Not Block Intersection Markings per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 3B.17 shall be completed at the Ramona Road intersection prior to occupancy of any commercial or residential use. | Prior to Building Permit Issuance                 |
| TRANS-07 | A striped crosswalk shall be provided across "Street A" (project entry street at Del Rio Road) to connect the pedestrians from the commercial portion of the project to the Del Rio Road sidewalk and crossing at San Ramon.   | Prior to Building Permit Issuance / Project Final |

**Tribal and Cultural Resources**

TCR-01 See mitigation measure CUL-01.

**Utility and Service Systems**

USS-01 Prior to occupancy for any use, the developer shall upgrade Building Permit Lift Station 14 with the following:

**MITIGATION MEASURE**

**TIMING**

- Install new 30 HP submersible pumps and associated piping improvements
- Install new wet well roof and hatch
- Install new Motor Control Center (MCC), Variable Frequency Drives (VFDs), and upgrade controls
- Install emergency generator, propane tank and associated piping
- Bypass pumping during construction

USS-02

Prior to occupancy of any use that exceeds 196 gallons per minute at peak hour flow at Lift Station 14, the developer shall upgrade Lift Station 14 with the following:

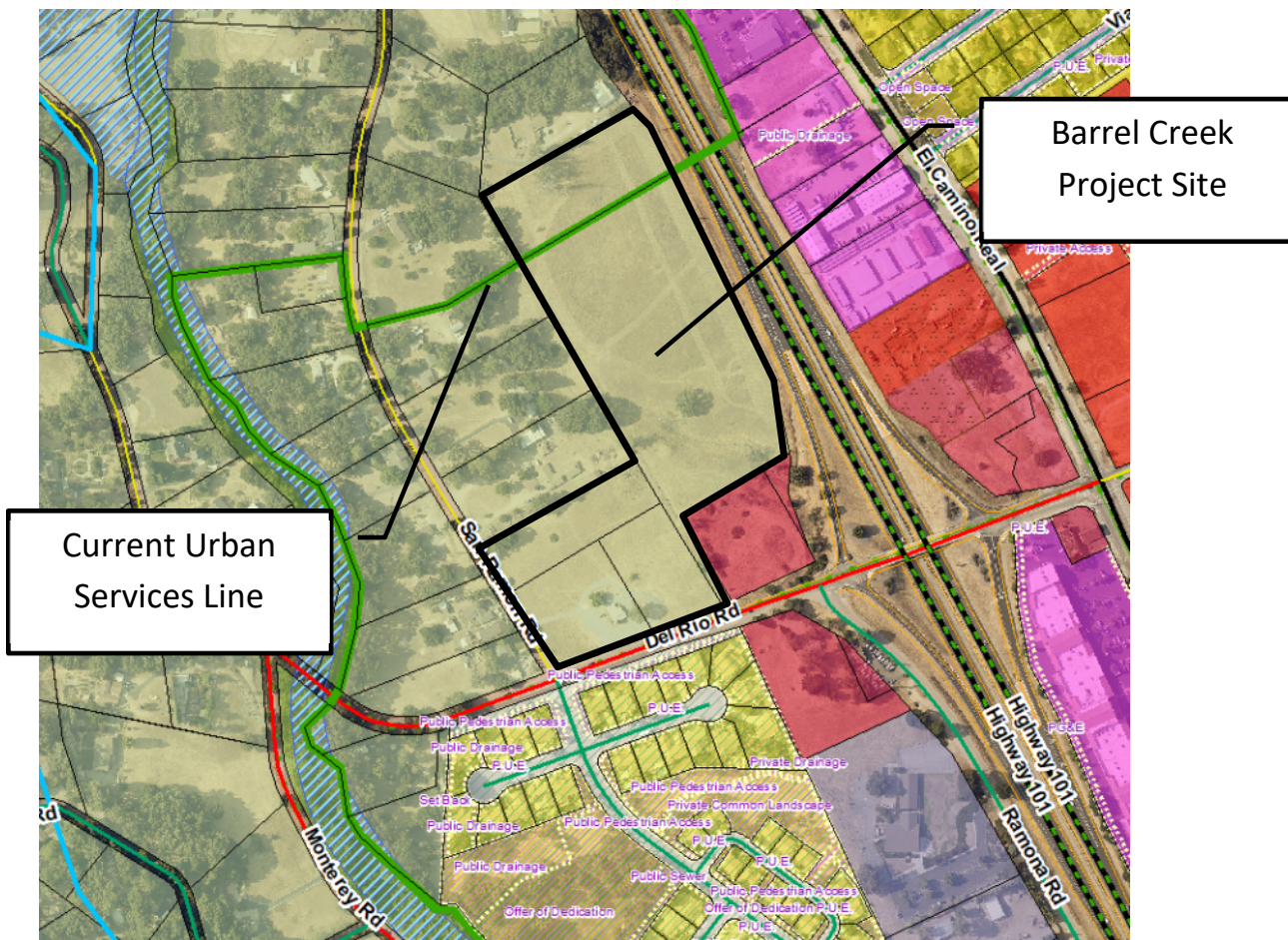
Building Permit

- Replacement of 30-Hp submersible pumps with 40-Hp pumps and associated piping upgrades
- Remove and replaced existing wet well with minimum 8' diameter wet well
- Pipeline connection improvements
- Install new MCC, VFDs, and upgrade controls
- Upsize the emergency generator
- Bypass pumping during construction

The applicant agrees to incorporate the above measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the above mitigation measures. The measures shall be perpetual and run with the land. These measures are binding on all successors in interest of the subject property.

**EXHIBIT C – PROJECT FIGURES & SUPPLEMENTS**

**Figure 1 – Location Map / General Plan & Zoning**





**Figure 2 – Aerial Mapping**



**Figure 3 – Project Plans**

See Following





# Vesting Tentative Tract Map No. 3177

IN THE CITY OF ATASCADERO, CALIFORNIA

**OWNER**  
 ERIC THOMSEN  
 BARREL CREEK MANAGEMENT, LLC  
 5390 E. PINE AVE., FRESNO, CA 93727

**REPRESENTATIVE**  
 RRM DESIGN GROUP  
 3765 S. FIGUERA STREET  
 ATASCADERO, CA 93820  
 (805) 545-1774

**SHEET INDEX**

- C1.....TITLE SHEET
- C2.....EXISTING CONDITIONS MAP
- C3.....SITE LOCATION MAP
- C4.....GRADING AND DRAINAGE
- C5.....GRADING AND DRAINAGE
- C6.....GRADING AND DRAINAGE DETAILS
- C7.....COMPOSITE UTILITIES
- C8.....COMPOSITE UTILITIES
- C9.....SITE SECTIONS
- C10.....SITE SECTIONS
- C11.....SITE SECTIONS
- C12.....SITE SECTIONS
- C13.....STORMWATER MANAGEMENT PLAN

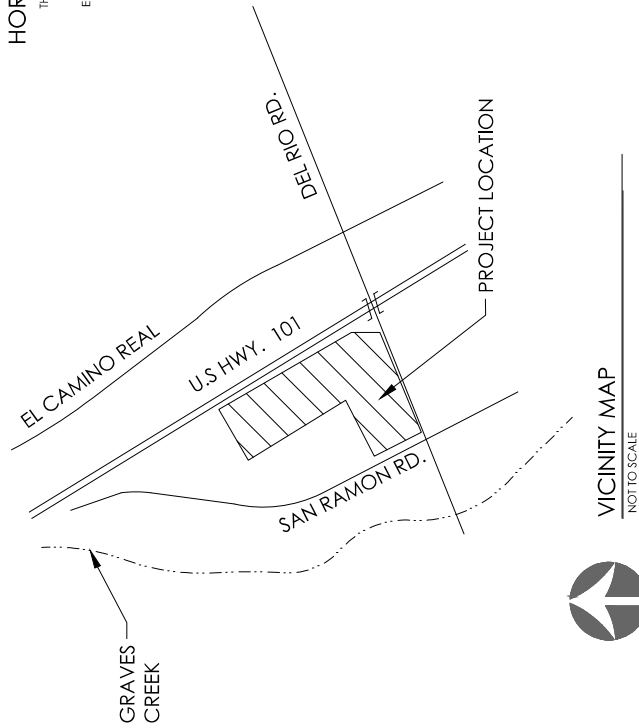
**UTILITIES**

- ELECTRIC.....PACIFIC GAS & ELECTRIC
- TELEPHONE.....AT&T
- CABLE.....CHARTER COMMUNICATIONS
- WATER.....CITY OF ATASCADERO
- SEWER.....CITY OF ATASCADERO
- WATER.....ATASCADERO MUNICIPAL WATER COMPANY

**HORIZONTAL & VERTICAL CONTROL**  
 THE BASIS OF BEARING IS BETWEEN TWO FOUND MONUMENTS ON DEL RIO ROAD TAKEN AS NORTH 70°00'23" EAST  
 ELEVATIONS ARE BASED ON NAVD-88 USING GPS OBSERVATIONS AND PROCESSED BY NGS ONLINE POSITIONING USER SERVICE

**TOPOGRAPHY**  
 TOPOGRAPHY AND MAPPING UNDER THE DIRECTION OF RRM DESIGN GROUP, JANUARY 2019

**LAND USE**  
 THE PROPOSED LAND USES ARE CONSISTENT WITH THE ZONING DISTRICT MAP (ZDM) FOR THE CITY OF ATASCADERO (RMF-10) ZONING DISTRICT WITH PLANNED DEVELOPMENT OVERLAY (PDL) FOR 16 PARCELS AND RESIDENTIAL MULTIFAMILY DEVELOPMENT OVERLAY (PDL) FOR 28 PARCELS.



ITEM NUMBER: B-1  
 DATE: 03/14/23  
 ATTACHMENT: 1A

GRAPHIC SCALE: 1" = 40.00'  
 0' 10' 20' 40'

11/14/2024 9:51 AM  
 SOPHIE K. 2022

C1  
 CIVIL TITLE SHEET

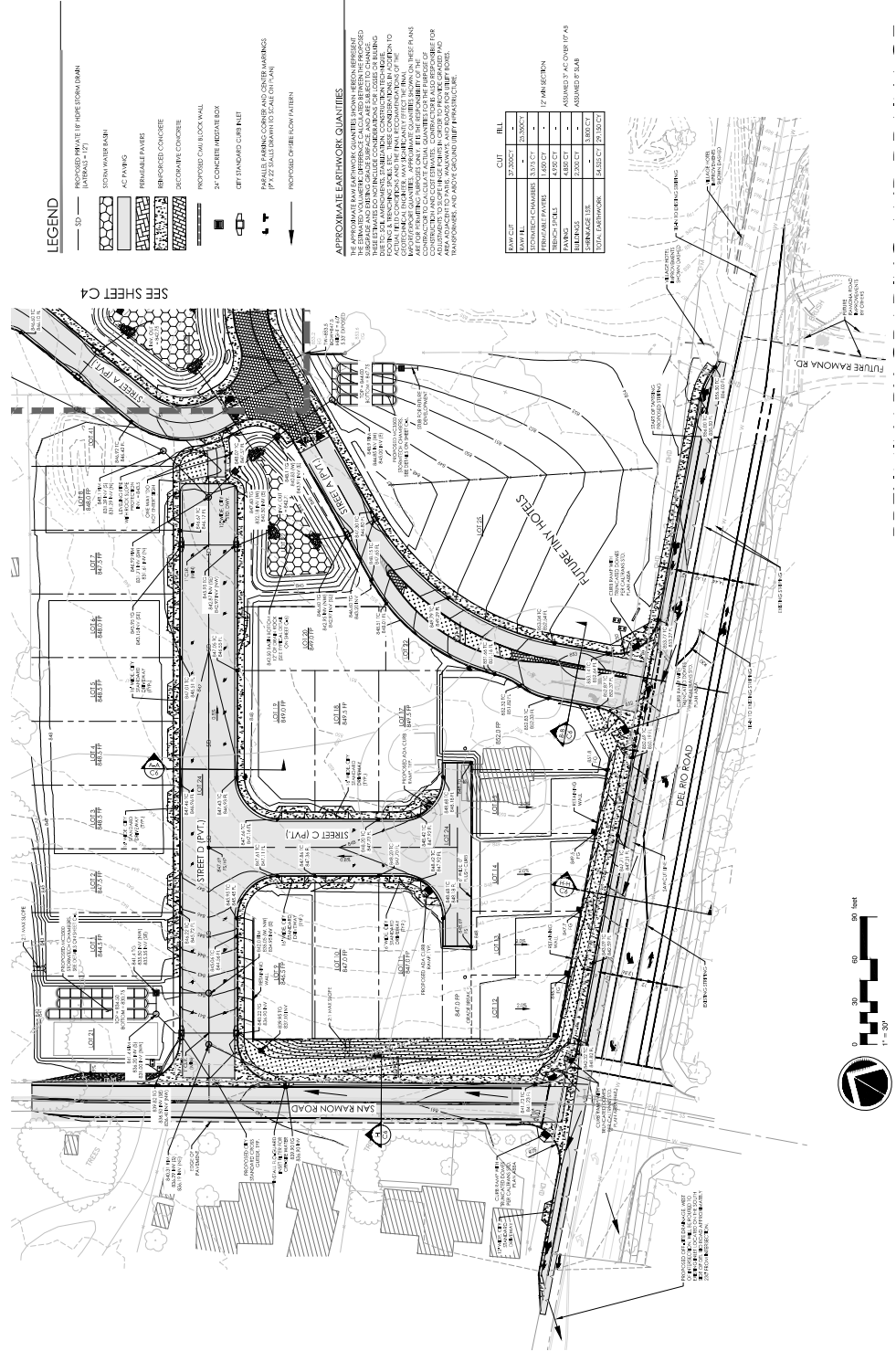
LEGACY VALLEY ENGINEERING  
 RRM design group











**LEGEND**

- 3D
- PROPOSED FINISH ELEVATION (FROM 100MNA INVERTS @ 12')
- EXISTING WATER MAIN
- AS PAVED
- REINFORCED CONCRETE
- STRUCTURAL CONCRETE
- PROPOSED CMU BLOCK WALL
- 34" CONCRETE WASTEBASE BOX
- OPEN STANDING CURB FINIT
- PARALLEL PARKING CORNER AND CENTER MARKINGS (PER SPECIAL DRAWING TO SCALE ON PLAN)
- PROPOSED CURB-FREE CORNER PATTERN

**APPROXIMATE EARTHWORK QUANTITIES**

THE INFORMATION IS BASED ON THE QUANTITIES LISTED IN THESE EARTHWORK QUANTITIES. THE EARTHWORK QUANTITIES LISTED ARE APPROXIMATE AND SHOULD BE USED AS A GUIDE ONLY. THESE QUANTITIES DO NOT INCLUDE THE QUANTITIES FOR THE REMOVAL OF EXISTING MATERIALS OR THE QUANTITIES FOR THE CONSTRUCTION OF NEW STRUCTURES. THE QUANTITIES FOR THE CONSTRUCTION OF NEW STRUCTURES ARE LISTED IN THE QUANTITIES LISTED IN THESE EARTHWORK QUANTITIES. THE QUANTITIES FOR THE CONSTRUCTION OF NEW STRUCTURES ARE LISTED IN THE QUANTITIES LISTED IN THESE EARTHWORK QUANTITIES. THE QUANTITIES FOR THE CONSTRUCTION OF NEW STRUCTURES ARE LISTED IN THE QUANTITIES LISTED IN THESE EARTHWORK QUANTITIES.

| ITEM            | QTY       | UNIT  |
|-----------------|-----------|-------|
| PAVING ASPHALT  | 28,200.00 | SQ YD |
| PAVING CONCRETE | 2,500.00  | SQ YD |
| PAVING GRANULAR | 4,000.00  | SQ YD |
| PAVING SAND     | 2,000.00  | SQ YD |
| PAVING GRAVEL   | 4,000.00  | SQ YD |
| TOTAL PAVING    | 40,200.00 | SQ YD |

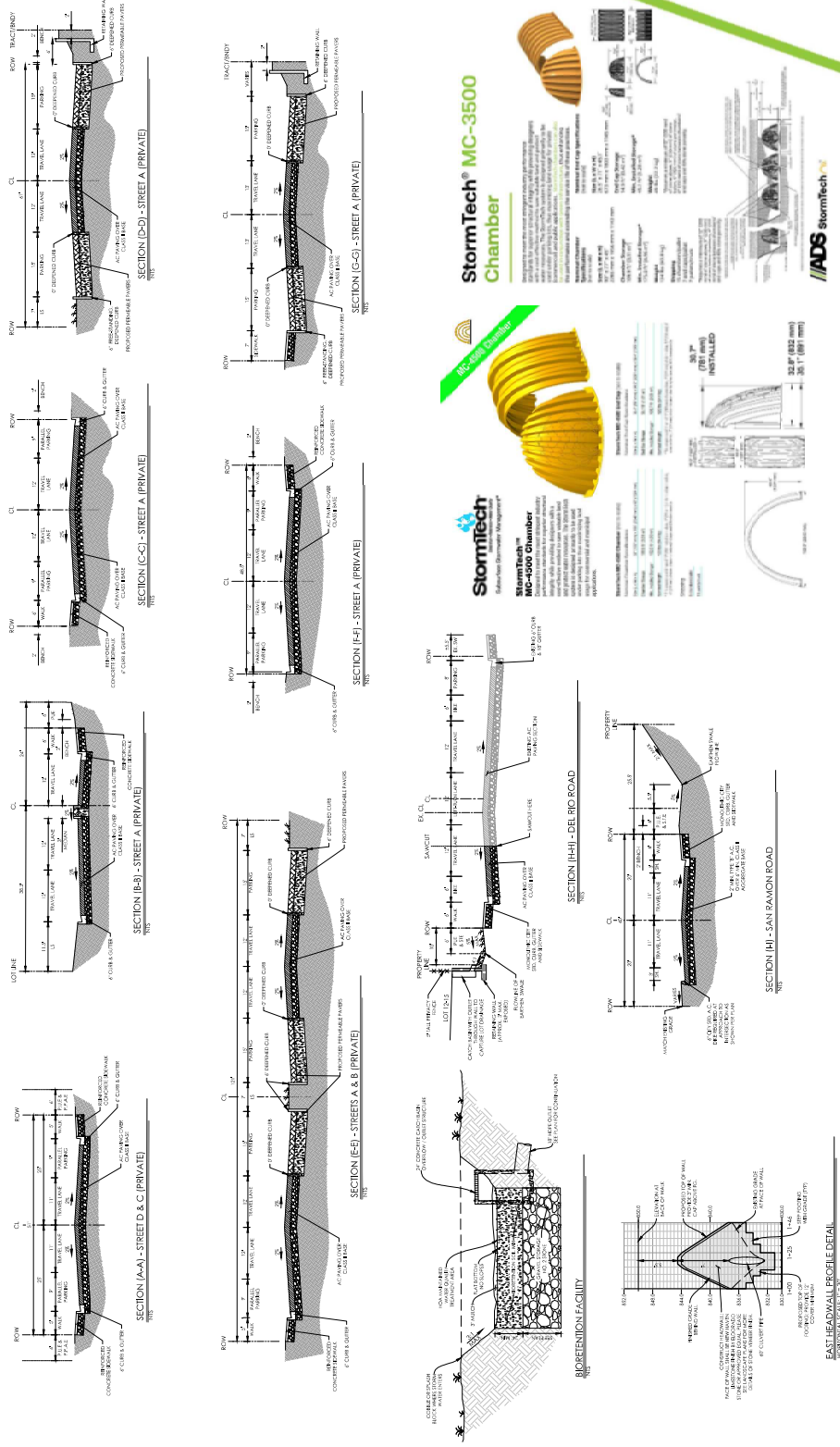
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15150049-9  
 SEPTEMBER 1, 2022



**BARREL CREEK MIXED-USE  
 CIVIL GRADING & DRAINAGE**





**RRM design group**  
**BARREL CREEK MIXED-USE CIVIL GRADING & DRAINAGE DETAILS**

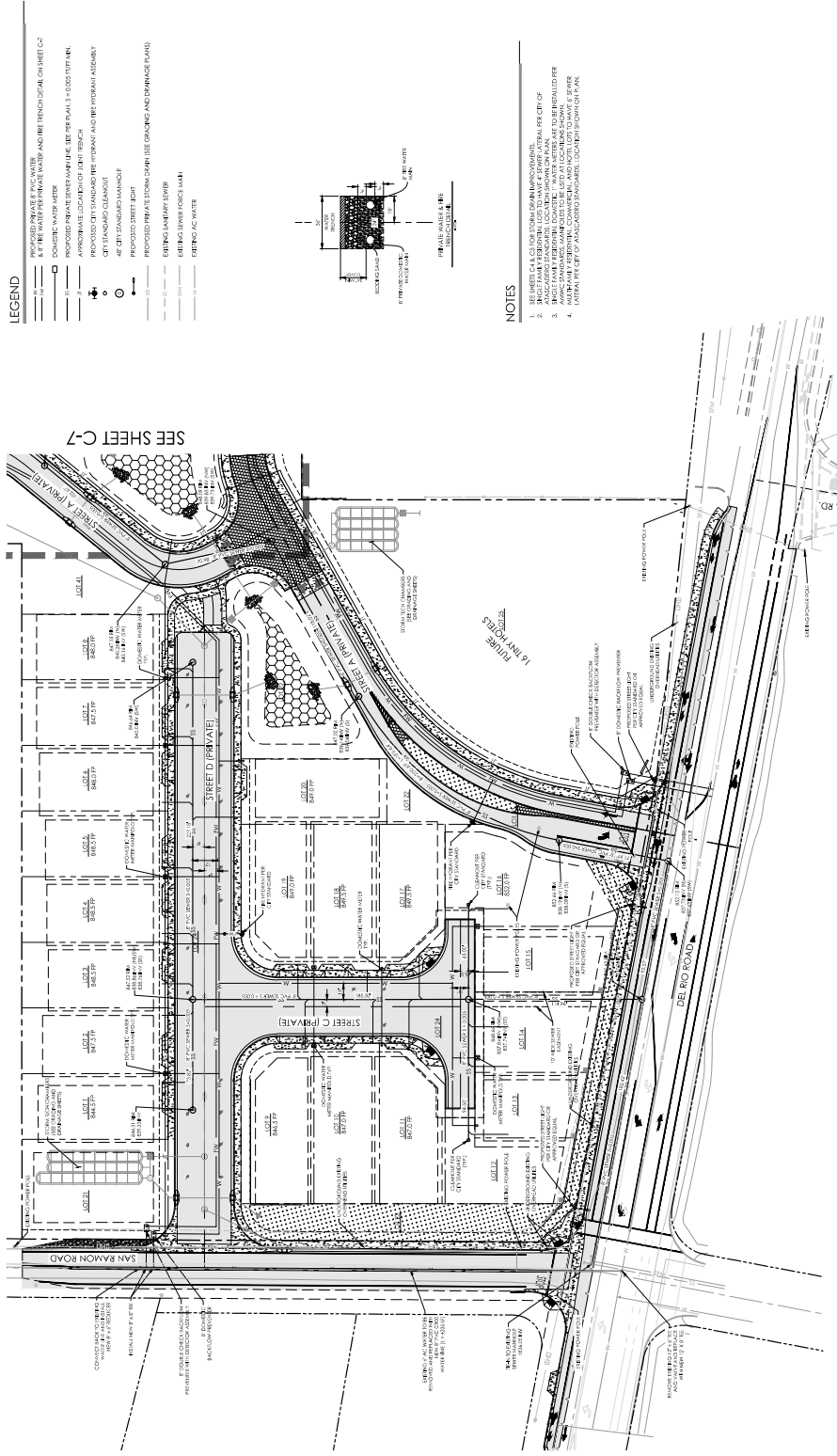


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 SEPTEMBER 7, 2022  
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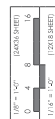
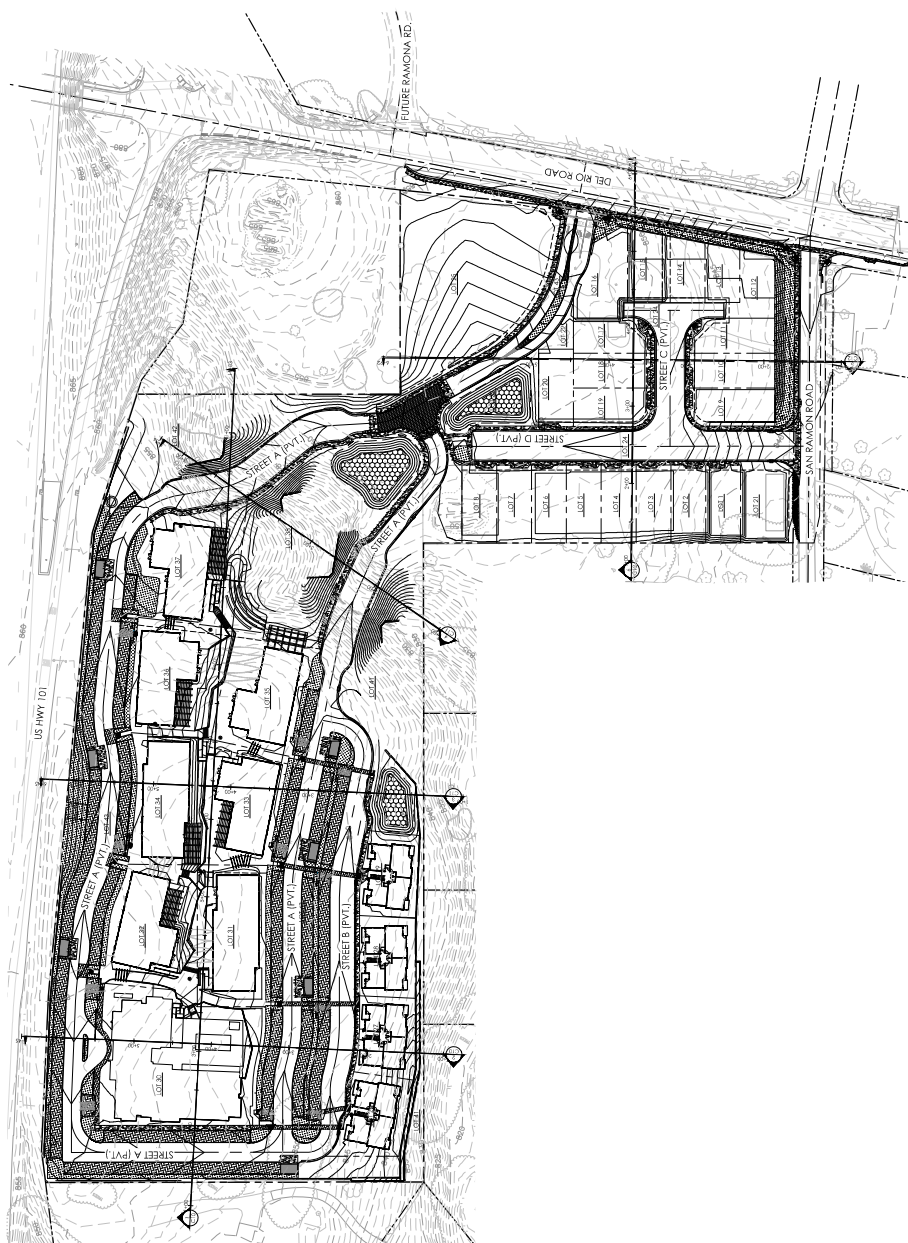


**RRM** | **BARREL CREEK MIXED-USE**  
**design group** | **CIVIL COMPOSITE UTILITIES**



**C8**  
CIVIL ENGINEERING GROUP  
LVA & VTN

15/2024/19  
10/16/2022



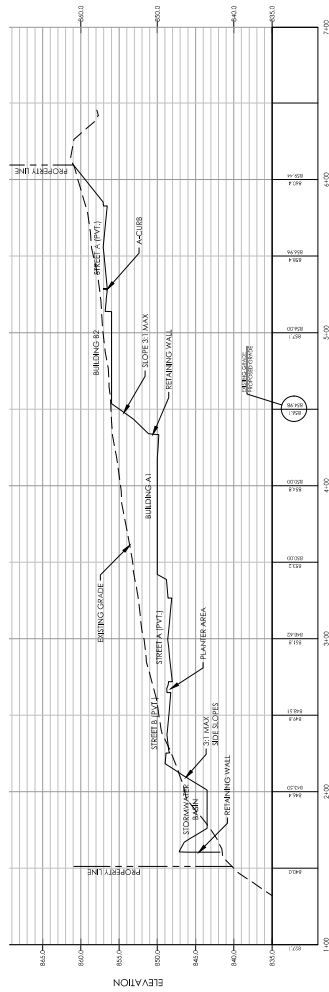
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09 FEBRUARY 2023

C9  
GRANDVIEW/CO/09-  
1A 1/17/23

# BARREL CREEK MIXED-USE SITE SECTION PLAN

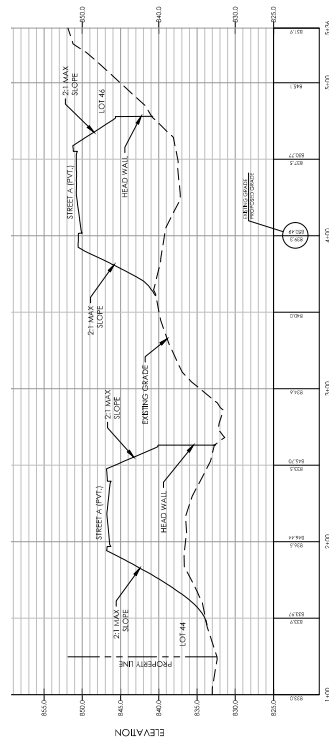






SECTION 3

1" = 30' HORIZONTAL SCALE  
1" = 6' VERTICAL SCALE

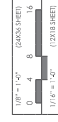


SECTION 4

1" = 30' HORIZONTAL SCALE  
1" = 6' VERTICAL SCALE



**rrm design group**  
**BARREL CREEK MIXED-USE**  
**SITE SECTIONS**



**C11**  
C:\PROJECTS\B03-2023\B03-2023.dwg  
LVA 1/1/23









**KEY**

1. Monument Signage
2. Entry Landscape
3. Single Family Lots
4. Bioretention Basin
5. Multi-family Bldgs: C1-C4
6. Specialty Paving
7. Permeable Paving
8. Trash Enclosure
9. Existing Seasonal Creek
10. Culvert and Headwalls
11. Water Tower/Signage
12. Pedestrian Access/Speed Table
13. Pedestrian Crossing
14. Covered Solar Carport (20 spaces)
15. 6-foot wide Public Utility Easement



L1

03/14/2023  
 11:20:49 AM  
 10/10/2022



**KEY**

1. Amphitheater with Stage
2. Existing Tree - Protect in Place
3. Mural/Signage Opportunities - See Signage Program, Separate Submittal
4. Walkway Trellis
5. Seating Area
6. Patio Dining with Shade Structure
7. Informal Gathering Areas
8. Pedestrian Promenade (Accommodates Food Trucks)
9. Art Feature
10. Entertainment/Games
11. Water Feature
12. Not Used
13. Hotel Signage
14. Outdoor Fireplace
15. Permeable Paving
16. Trash Enclosure
17. Outdoor Dining
18. Pedestrian Connections
19. Hotel Entrance with Specialty Paving
20. Covered Solar Carport (20 spaces)
21. Bioretention Basin



L2

CONCEPTUAL ONLY  
 LAY 1A.VTM

11/20/2019  
 10/15/2022

**rrm** | **design group**  
**LEGACY** UNIVERSITY  
**LEGACY** UNIVERSITY  
**LEGACY** UNIVERSITY  
**BARREL CREEK MIXED-USE LANDSCAPE CONCEPTUAL SITE PLAN - ENLARGED**





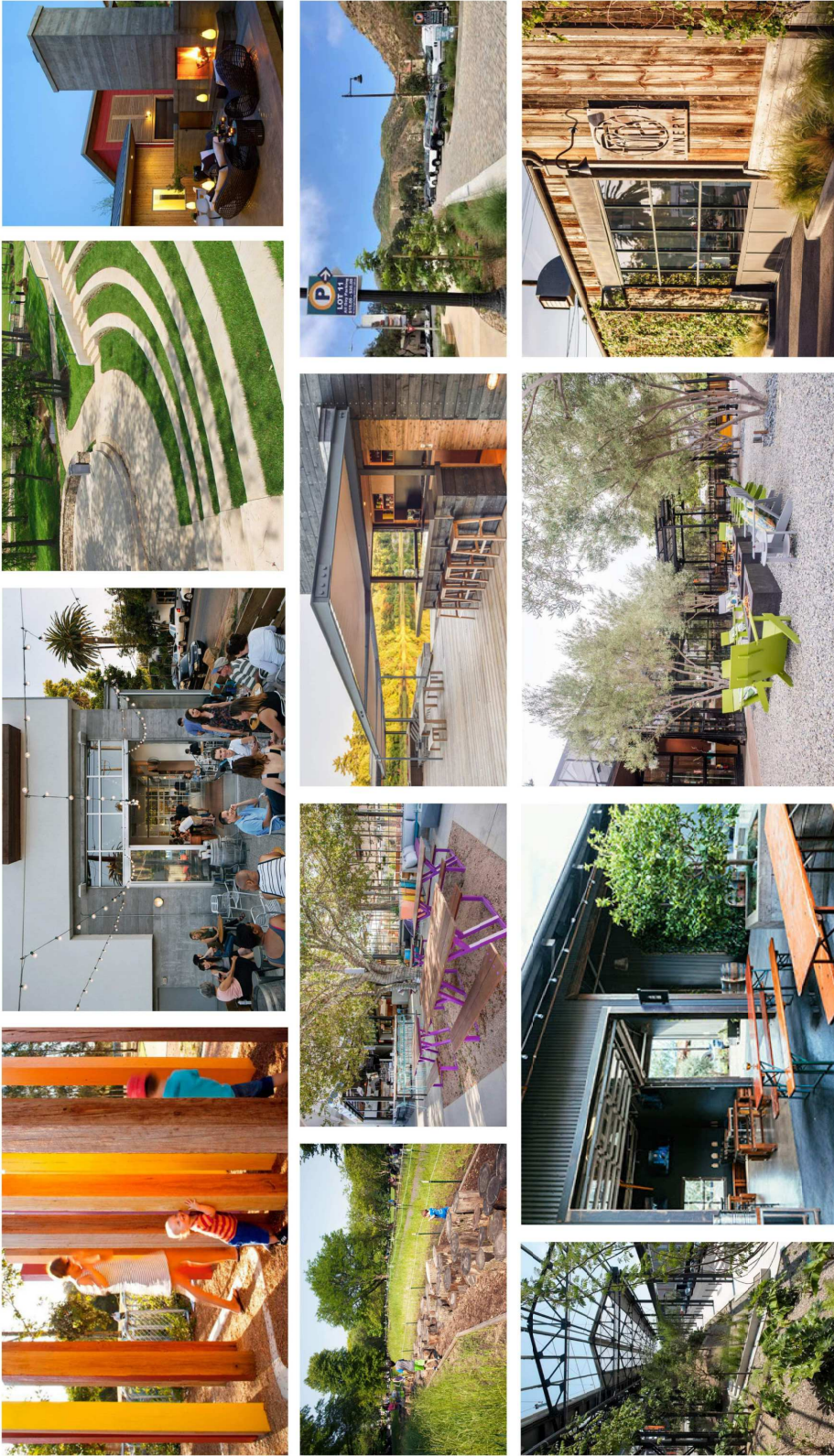
L3  
CIVIL AND LANDSCAPE ARCHITECTURE  
LVA & VTM

1115004479  
SEPTEMBER 4, 2022

# RRM | BARREL CREEK MIXED-USE LANDSCAPE SITE INSPIRATION





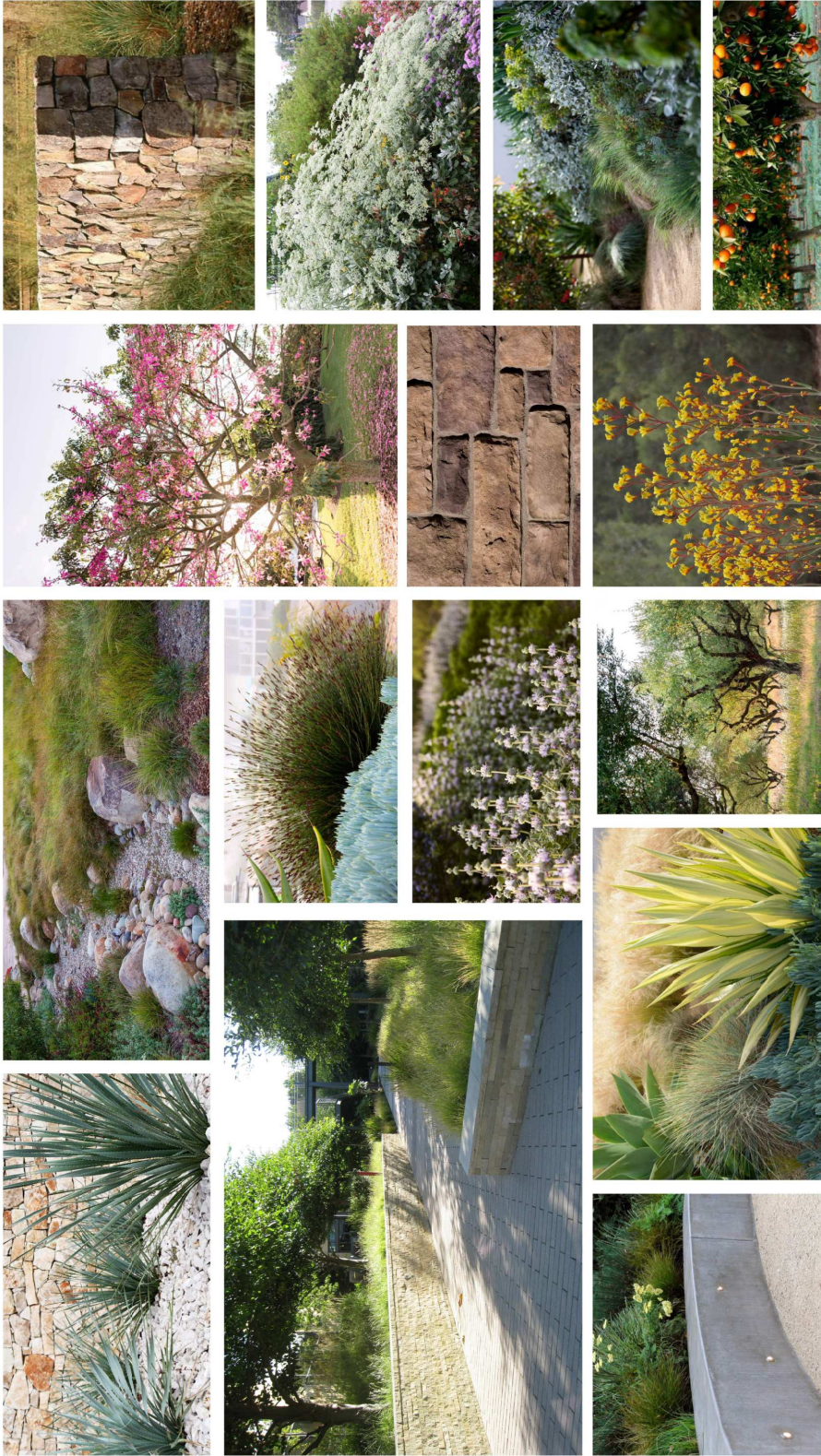


L4  
11/20/2021  
SEPTEMBER 1, 2022  
COURTESY OF LEGACY  
UNIVERSITY

# RRM | BARREL CREEK MIXED-USE LANDSCAPE SITE INSPIRATION







L5

03/14/2023 11:52 AM  
L5 V1.MXD

**RRM** | **BARREL CREEK MIXED-USE**  
**design group** | **LANDSCAPE MATERIALS**







L6  
11/20/2019  
09/15/2022  
03/14/2023  
L6 V1

- CONCEPTUAL PLANT PALETTE**
- TREES**
- ARBUTUS X 'MARINA'
  - ARCHONTOPEON CUNNINGHAMIANA
  - BRAHEA DISCOLOR
  - BRAHEA ARMATA
  - CEIBA SPECIOSA
  - CERCIDIUM X 'DESERT MUSEUM'
  - CHAMAEROPS HUMILIS
  - CHILOPS LINEARIS
  - CINNAMOMUM CAMPHORA
  - CITRUS X LIMON
  - CITRUS X 'DWARF VALENCIA'
  - COTINUS COGGYRIA 'ATROPURPUREA'
  - FEJOA SELLOWIANA
  - FREMONTODENDRON X 'CALIFORNIA GLORY'
  - JACARANDA MIMOSIFOLIA
  - OLEA EUROPAEA 'SWAN HILL'
  - PHEONIX DACTYLIFERA
  - PINUS PINEA
  - PLATANUS RACEMOSA
  - QUERCUS SPP
  - RUPEA HUMILIS
  - X CHITALPA TASHKENTENSIS
- BOSWALE SHRUBS**
- ACHILLEA MILLEFOLIUM
  - AGROSTIS PALLENS
  - CHONDROPETALUM TECTORUM 'EL CAMPO'
  - JUNCUS EFFRUSUS
  - JUNCUS PATENS
  - LEMNUS CONDENSATUS 'CANYON PRINCE'
  - EYMUS TRITICOIDES 'LAGUNITA'
  - MUHLENBERGIA RIGENS
  - SOLIDAGO CALIFORNICA
- SHRUBS**
- ACHILLEA FILIPENDULINA
  - ADENANTHOS X CANNINGHAMII
  - AGAVE AMERICANA 'VARIEGATA'
  - AGAVE X 'BLUE FLAME'
  - ALOE ARBORESCENS
  - ALOE PUCATILIS
  - ANIGOZANTHOS X 'HARMONY'
  - ARCTOSTAPHYLOS SPP
  - ASTERISCUS MARITIMUS
  - BANKSIA BLECHNIIFOLIA
  - BANKSIA SPECIOSA
  - BOUTELOUSA GRACILIS 'BLONDE AMBITION'
  - BULBINE FRUTESCENS 'HALLMARK'
  - CARPINTERIA CALIFORNICA
  - CEANOOTHUS X 'DARK STAR'
- DIANELLA**
- DIANELLA REVOLUTA 'VARIEGATED'
  - DODONAEA VISCOSA 'PURPUREA'
  - ERIOGONUM FASCICULATUM 'THEODORE PAYNE'
  - EUPHORBIA CHARACIAS WULFENII
  - EUPHORBIA MYRINITES
  - FESTUCA CALIFORNICA 'RIVER HOUSE BLUES'
  - FESTUCA IDAHOENSIS
  - GREVILLEA X 'MOONLIGHT'
  - HEUCHERA MAXIMA
  - HYDRANGEA QUERCIFOLIA
  - KNIPHOFIA X 'MANGO POPSICLE'
  - LAVANDULA ANGUSTIFOLIA
  - LEPECHINIA FRAGRANS
  - LOMANDRA LONGIFOLIA 'BREEZE'
  - LOROPETALUM CHINENSE
  - MELIANTHUS MAJOR
  - MISCANTHUS SINENSIS 'ADAGIO'
  - MUHLENBERGIA CAPILLARIS
  - MUHLENBERGIA DURBA
  - PENNISETUM MESSIAECUM 'RED BUNNY TAILS'
  - PENNISETUM SPATHIOLATUM
  - PENSTEMON PALMERI
  - PHORLIUM TENAX
  - POLYSTICHUM CALIFORNICUM
  - POLYSTICHUM MUNITUM
  - RHAMNUS CALIFORNICA
  - RHUS OVATA
  - RIBES VIBURNIFOLIUM
  - ROHNEYA COULTERI
  - ROSMARINUS OFFICINALIS 'TUSCAN BLUE'
  - SALVIA SPP
  - SANTOLINA CHAEREAECYPARISSUS
  - SARCOCCA RUSCIFOLIA
  - SEDUM X 'AUTUMN JOY'
  - VERBENA LILACINA 'DE LA MINA'
  - WESTRINGIA FRUTICOSA
  - YUCCA FILAMENTOSA
- WINES**
- CLEMATIS ARMANDII
  - CLYTOSTOMA CALLISTEGODES
  - DISTICTUS BUCCINATORIA
  - FICUS FUMILIA
  - MACFADYENA UNGUIS-CATI
  - PARTHENOCISSUS X 'HACIENDA CREEPER'
  - PASSIFLORA INCARNATA
  - VITIS CALIFORNICA 'ROGER'S RED'
- SHRUBS**
- MARINA STRAWBERRY TREE
  - KING PALM
  - QUEENSLAND LACEBARK
  - MEXICAN BLUE PALM
  - DECODAR CEDAR
  - FLOSS SILK TREE
  - DESERT MUSEUM PALO VERDE
  - MEDITERRANEAN FAN PALM
  - DESERT WILLOW
  - CAMPFOR TREE
  - LEMON
  - DWARF VALENCIA ORANGE
  - PURPLE SMOKE TREE
  - PINEAPPLE GUAVA
  - FLANNEL BUSH
  - JACARANDA MULTI-TRUNK
  - SWAN HILL OLIVE
  - DATE PALM
  - ITALIAN STONE PINE
  - CALIFORNIA SYCAMORE
  - OAK
  - LADY PALM
  - CHITALPA
- COMMON YARROW**
- SEASHORE BENTGRASS
  - SMALL CAPE RUSH
  - SOFT RUSH
  - CALIFORNIA GREY RUSH
  - GIANT WILD RYE
  - WILD RYE
  - DEER GRASS
  - CALIFORNIA GOLDENROD
- FERNLEAF YARROW**
- WOOLY BUSH
  - CENTURY PLANT
  - BLUE FLAME AGAVE
  - TORCH ALOE
  - FAN ALOE
  - YELLOW KANGAROO PAW
  - MANZANITA
  - GOLD COIN DAISY
  - GROUND BANKSIA
  - SHOWY BANKSIA
  - BLUE GRAMA GRASS
  - BULBINE FRUTESCENS 'HALLMARK'
  - BUSH ANEMONE
  - CALIFORNIA WILD LILAC
- SHRUBS**
- EVERGREEN CLEMATIS
  - VIOLET TRUMPET VINE
  - TRUMPET VINE
  - CREeping FIG
  - CAT CLAW VINE
  - HACIENDA CREEPER
  - PASSION FLOWER VINE
  - CALIFORNIA WILD GRAPE
- SHRUBS**
- PURPLE HOP BUSH
  - CALIFORNIA BUCKWHEAT
  - EVERGREEN SPURGE
  - MYRTLE SPURGE
  - CALIFORNIA FESCUE
  - IDAHO FESCUE
  - MOONLIGHT GREVILLEA
  - ISLAND ALUM ROOT
  - OAKLEAF HYDRANGEA
  - HOT POKER
  - ENGLISH LAVENDER
  - ISLAND PITCHER SAGE
  - BREEZE MAT RUSH
  - CHINESE FRINGE FLOWER
  - HONEY BUSH
  - ADAGIO EULALIA GRASS
  - PINK MUHLY GRASS
  - PINE MUHLY
  - FOUNTAIN GRASS
  - RYE RUFES
  - PALMER'S PENSTEMON
  - NEW ZEALAND FLAX
  - CALIFORNIA FERN
  - WESTERN SWORD FERN
  - CALIFORNIA COFFEBERRY
  - SUGAR BUSH
  - EVERGREEN CURRANT
  - MATILUJA POPPY
  - ROSEMARY
  - SAGE
  - LAVENDER COTTON
  - FRAGRANT SARCOCCO
  - AUTUMN JOY SEDUM
  - LILAC VERBENA
  - COAST ROSEMARY
  - ADAM'S NEEDLE
- SHRUBS**
- FLAX LILY
  - PURPLE HOP BUSH
  - CALIFORNIA BUCKWHEAT
  - EVERGREEN SPURGE
  - MYRTLE SPURGE
  - CALIFORNIA FESCUE
  - IDAHO FESCUE
  - MOONLIGHT GREVILLEA
  - ISLAND ALUM ROOT
  - OAKLEAF HYDRANGEA
  - HOT POKER
  - ENGLISH LAVENDER
  - ISLAND PITCHER SAGE
  - BREEZE MAT RUSH
  - CHINESE FRINGE FLOWER
  - HONEY BUSH
  - ADAGIO EULALIA GRASS
  - PINK MUHLY GRASS
  - PINE MUHLY
  - FOUNTAIN GRASS
  - RYE RUFES
  - PALMER'S PENSTEMON
  - NEW ZEALAND FLAX
  - CALIFORNIA FERN
  - WESTERN SWORD FERN
  - CALIFORNIA COFFEBERRY
  - SUGAR BUSH
  - EVERGREEN CURRANT
  - MATILUJA POPPY
  - ROSEMARY
  - SAGE
  - LAVENDER COTTON
  - FRAGRANT SARCOCCO
  - AUTUMN JOY SEDUM
  - LILAC VERBENA
  - COAST ROSEMARY
  - ADAM'S NEEDLE
- SHRUBS**
- EVERGREEN CLEMATIS
  - VIOLET TRUMPET VINE
  - TRUMPET VINE
  - CREeping FIG
  - CAT CLAW VINE
  - HACIENDA CREEPER
  - PASSION FLOWER VINE
  - CALIFORNIA WILD GRAPE

**RRM | BARREL CREEK MIXED-USE LANDSCAPE SINGLE FAMILY RESIDENCE TYPICALS**



**SINGLE FAMILY LOT - NORTH FACING**  
 CONCEPTUAL PLANT PALETTE

**TREES**  
 QUERCUS LAEVEBARK  
 QUERCUS CEDAAR  
 CALIFORNIA SYCAMORE  
 OAK  
 CHITALPA

QUERCUS LAEVEBARK  
 QUERCUS CEDAAR  
 CALIFORNIA SYCAMORE  
 OAK  
 CHITALPA

**SHRUBS**  
 BANKSIA BLECHNIIFOLIA  
 BULBINE FRUTESCENS 'HALLMARK'  
 CARPINTERIA CALIFORNICA  
 CEANOTHUS X 'DARK STAR'  
 CHONDROPETALUM TECTORUM 'EL CAMPO'  
 DANIELA REVOLUTA 'VAREGATED'  
 HYDRANGEA QUERCIFOLIA  
 JUNCUS PATENS  
 KNIPHOFIA UVARIA  
 LOMANDRA LONGIFOLIA 'BREEZE'  
 MUEHLENBERGIA DUBIA  
 POLYSTICHUM CALIFORNICUM  
 POLYSTICHUM HUNTING

GROUND BAKSIA  
 STALKED BULBINE  
 BUSH ANEMONE  
 CALIFORNIA WILD LILAC  
 SMALL CAPE RUSH  
 FLAX LILY  
 LILY ROOT  
 OAK LEAF HYDRANGEA  
 CALIFORNIA GREY RUSH  
 TORCH LILY  
 BREEZE MAT RUSH  
 PINE NUHLIY  
 CALIFORNIA FERN  
 WESTERN SWORD FERN



**SINGLE FAMILY LOT - SOUTH FACING**  
 CONCEPTUAL PLANT PALETTE

**TREES**  
 MARINA STRAWBERRY TREE  
 DESERT MUSEUM PALO VERDE  
 MUSEUM PALM  
 DESERT WILLOW  
 LEMON  
 SWAN HILL OLIVE

MARINA STRAWBERRY TREE  
 DESERT MUSEUM PALO VERDE  
 MUSEUM PALM  
 DESERT WILLOW  
 LEMON  
 SWAN HILL OLIVE

**SHRUBS**  
 ACHILLEA FILIPENDULINA  
 AGAVE X 'BLUE FLAME'  
 ALOE ARBORESCENS  
 ALOE PULCATILIS  
 ANIGOSANTHOS X 'HARMONY'  
 CALYPTROSE  
 ERGONUM FASCICULATUM 'THEODORE PAYNE'  
 EUPHORBIA CHARACIAS 'VULFENI'  
 EUPHORBIA MYRSINITES  
 FESTUCA CALIFORNICA RIVER HOUSE BLUES  
 GREVILLEA X 'LITTLE HONEY'  
 KNIPHOFIA UVARIA  
 LOMANDRA LONGIFOLIA 'BREEZE'  
 ROSMARINUS OFFICINALIS 'TUSCAN BLUE'  
 SALVIA 'BEE'S BLISS'  
 SANTOLINA CHAEMAECTYPARISSUS

FERNLEAF YARROW  
 BLUE FLAME AGAVE  
 TORCH ALOE  
 FAN ALOE  
 YELLOW KANGAROO PAW  
 CALYPTROSE  
 CALIFORNIA BUCKWHEAT  
 EVERGREEN SPURGE  
 MYRTLE SPURGE  
 CALIFORNIA FESCUE  
 LITTLE HONEY GREVILLEA  
 TORCH LILY  
 LOMANDRA BREEZE  
 ROSMARY  
 BEE'S BLISS SAGE  
 LAVENDER COTTON



**RRM design group**  
**BARREL CREEK MIXED-USE**  
**LANDSCAPE MATERIALS**



L7

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**STORMWATER BASIN & CHAMBER PLANTING**  
 CONCEPTUAL PLANT PALETTE

**SHRUBS**

- ACHILLEA MILLEFOLIUM
  - AGROSTIS PALLENS
  - CHLOE DRYAS
  - CHLOE BERGII
  - JUNGLUS PATENS
  - LETYMLUS CONDENSATUS 'CANTON PRINCE'
  - ETYMUS TRITICOIDES 'LAGUNITA'
  - MULLENBERGIA RIGENS
  - SOLIDAGO CALIFORNICA
- COMMON YARROW
  - SEASHORE BENTGRASS
  - RAILFLE RUSH
  - SOFT BUCK
  - CALIFORNIA GREY RUSH
  - GIANT WILD RYE
  - WILD RYE
  - DEER GRASS
  - CALIFORNIA GOLDENROD



L8  
GRAPHIC SCALE ONLY  
 NOT TO SCALE

11/20/2019  
 03/14/2023

**LEGACY** LEGACY INSTITUTIONS  
**LEGACY** LEGACY INSTITUTIONS  
**rrm** design group  
**BARREL CREEK MIXED-USE**  
**LANDSCAPE LIGHTING AND STRUCTURES**



LED ACCENT STRING LIGHTING



IN-GROUND ASPECT LED



POST LIGHT  
LIGMAN FORREY



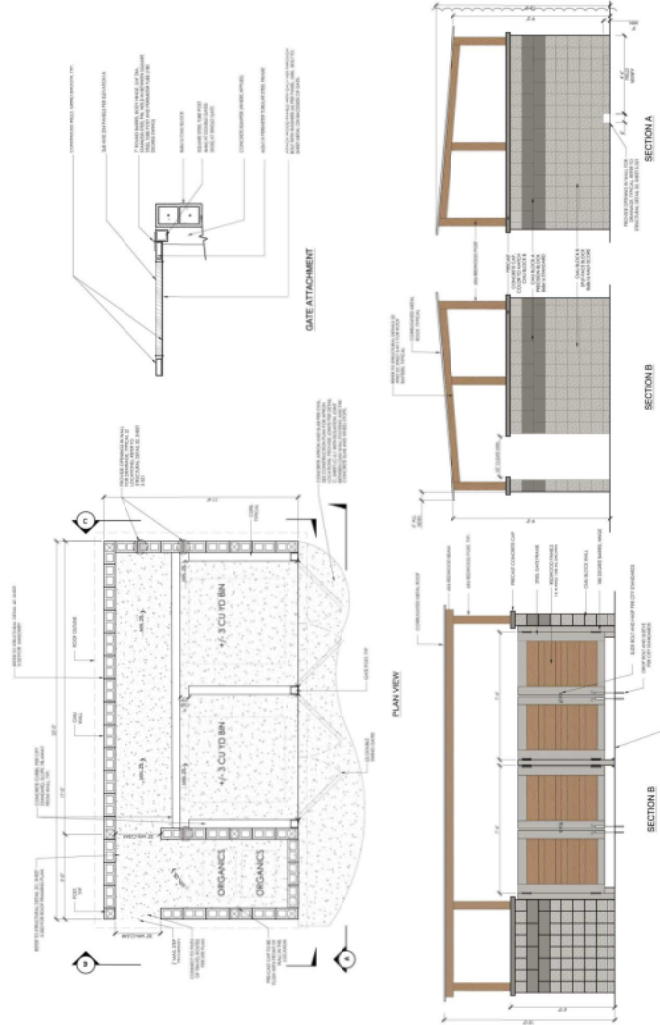
BOLLARD  
LIGMAN FORREY

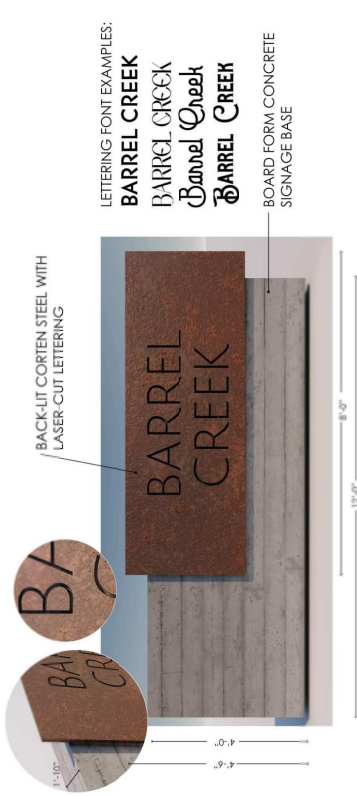


WATER TOWER

L9

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09/28/2022  
LVA & VTM





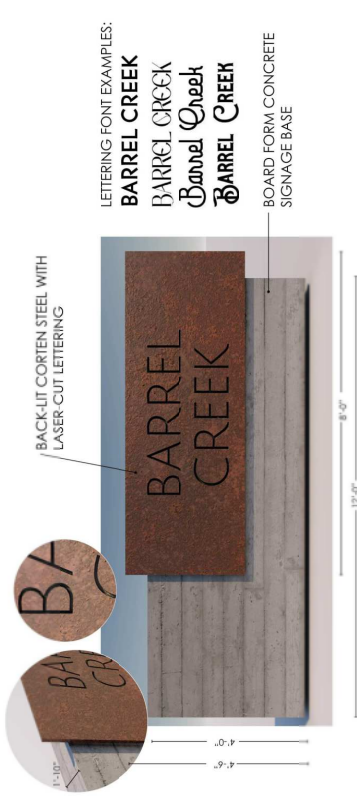
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**BARREL CREEK**  
**BARREL CREEK**  
**BARREL CREEK**  
**BARREL CREEK**  
 BOARD FORM CONCRETE SIGNAGE BASE

OPTION 1 A



LETTERING FONT EXAMPLES:  
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**BARREL CREEK**  
**BARREL CREEK**  
**BARREL CREEK**  
 STONE VENEER SIGNAGE BASE

OPTION 1 B



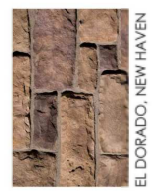
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**BARREL CREEK**  
**BARREL CREEK**  
**BARREL CREEK**  
 BOARD FORM CONCRETE SIGNAGE BASE

OPTION 2 A



LETTERING FONT EXAMPLES:  
**BARREL CREEK**  
**BARREL CREEK**  
**BARREL CREEK**  
**BARREL CREEK**  
 STONE VENEER SIGNAGE BASE

OPTION 2 B



RECLAIMED WOOD  
 BACK-LIT LASER-CUT LETTERING

BOARD FORM CONCRETE  
 CORTEN STEEL  
 STONE VENEER

RECLAIMED WOOD  
 POP-OUT LETTERING WITH INTERIOR LIGHT  
 EL DORADO, NEW HAVEN

L10  
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**RRM | design group**  
**BARREL CREEK MIXED-USE LANDSCAPE TREE PROTECTION PLAN**





**TREE PROTECTION KEY**

- TREE TO REMOVE
- TREE TO PROTECT IN PLACE
- DEAD OR DISEASED TREE TO REMOVE

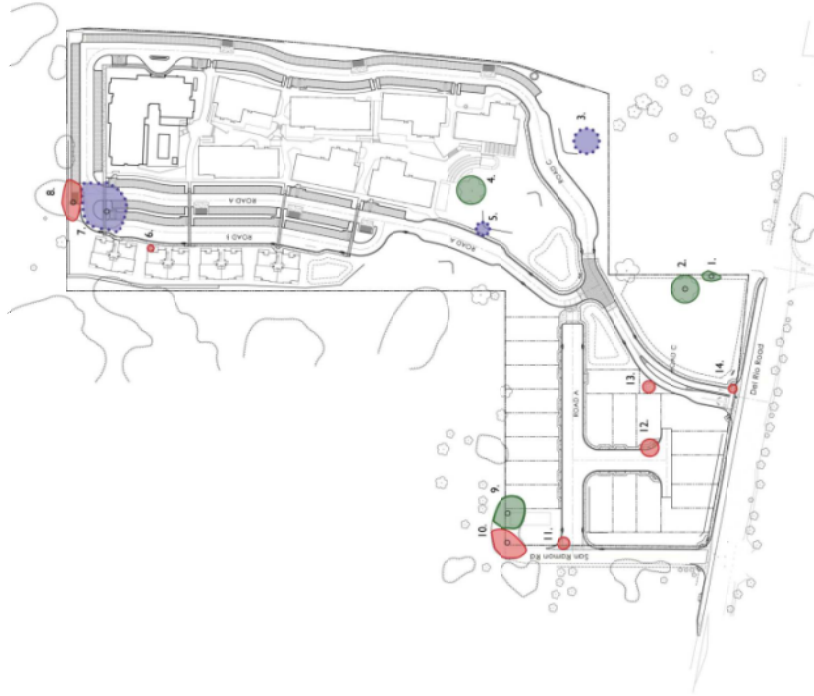
| TREE SPECIES:             | SIZE:              | ANALYSIS:        | NOTES:                  |
|---------------------------|--------------------|------------------|-------------------------|
| 1. QUERCUS AGRIFOLIA      | 3" DIA.            | PROTECT IN PLACE | RESPIRIT FROM DEAD TREE |
| 2. QUERCUS AGRIFOLIA      | 24" DIA.           | PROTECT IN PLACE |                         |
| 3. QUERCUS AGRIFOLIA      | 42" DIA.           | PROTECT IN PLACE |                         |
| 4. QUERCUS LOBATA         | DEAD               | REMOVE           |                         |
| 5. DEAD                   | MULTI-STEM 3" DIA. | REMOVE           | RESPIRIT FROM DEAD TREE |
| 6. SAMBUCUS SPP.          | 42" DIA.           | REMOVE           | HAZARDOUS LEANING       |
| 7. DEAD - EUCALYPTUS SPP. | 38" DIA.           | REMOVE           | HAZARDOUS DISEASE       |
| 8. EUCALYPTUS GLOBULUS    | 27" DIA.           | PROTECT IN PLACE | UTILITY PRUNING DAMAGE  |
| 9. QUERCUS AGRIFOLIA      | 3" DIA.            | PROTECT IN PLACE |                         |
| 10. QUERCUS LOBATA        | 27" DIA.           | REMOVE           |                         |
| 11. QUERCUS AGRIFOLIA     | MULTI-STEM 6" DIA. | REMOVE           |                         |
| 12. ACER NEGUNDO          | 3" DIA.            | REMOVE           |                         |
| 13. JUGLANS SPP.          |                    | REMOVE           |                         |
| 14. QUERCUS WISLIZNI      |                    | REMOVE           |                         |

NOTES:  
 1. ALL TREES ARE TO BE REMOVED ON SITE TO PREVENT SPREAD OF DISEASE. TREES TO BE REMOVED BY A CERTIFIED ARBORIST TO VERIFY NOTED CONDITIONS ARE APPROVED.

Site Preparation: All existing trees to be protected shall be fenced off along the extent of the drip line of the tree. Tree protection fencing shall be a minimum of four feet high, made of pig wire with steel stakes or any material superior in quality. A tree protection zone sign shall be affixed to the fencing at appropriate intervals as determined by the arborist on site. All contractors, subcontractors and other personnel shall be warned that encroachment within the fenced area is forbidden. All materials, equipment, vehicles, and other materials shall be stored outside the fenced area. All materials, disposal of paint, solvents or other hazardous materials, parked cars, grading equipment or other heavy equipment.

Grading/Excavating: All grading plans that specify grading within the drip line of any tree shall first be reviewed by a certified arborist. Provisions for aeration, drainage, pruning, tunneling beneath roots, root pruning or other necessary actions to protect the tree shall be outlined by an arborist.

Care shall be taken to protect mature oak trees on adjacent lots by following the above guidelines. Tree protection shall extend to existing trees on neighboring lots with a drip line that extends onto the site.











L11

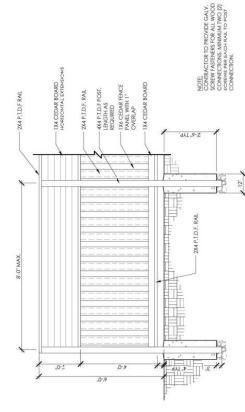
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**rrm** | **BARREL CREEK MIXED-USE**  
**design** | **TREE PROTECTION PLAN**  
**group**

**LEGACY** INSTITUTIONS  
**LEGACY** INSTITUTIONS  
 HEALTH & WELLNESS

- KEY**
-  PERIMETER WALL- HEIGHTS PER CIVIL
  -  RETAINING WALLS- HEIGHTS PER CIVIL
  -  DECORATIVE RETAINING WALLS- HEIGHTS PER CIVIL
  -  HEADWALLS- HEIGHTS PER CIVIL
  -  RESIDENTIAL FENCE - 6' HEIGHT VERTICAL WOOD FENCE
  -  \*FINAL LOCATIONS WILL COMPLY WITH SETBACK REQUIREMENTS
  -  RESIDENTIAL FENCE - 4' HEIGHT COURTYARD PRIVACY FENCE
  -  \*LOCATIONS TO BE DETERMINED BY ARCHITECTURE
- FOR SINGLE FAMILY RESIDENTIAL COURTYARD WALL MATERIALS, SEE ARCHITECTURE SHEETS

**SAMPLE WALL FINISHES:**



6' HEIGHT VERTICAL WOOD FENCE DETAIL

**L12**  
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**RRM design group** | **BARREL CREEK MIXED-USE**  
**WALL AND FENCING TYPICAL**

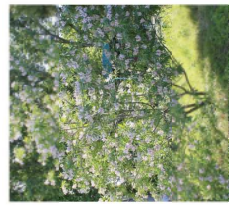
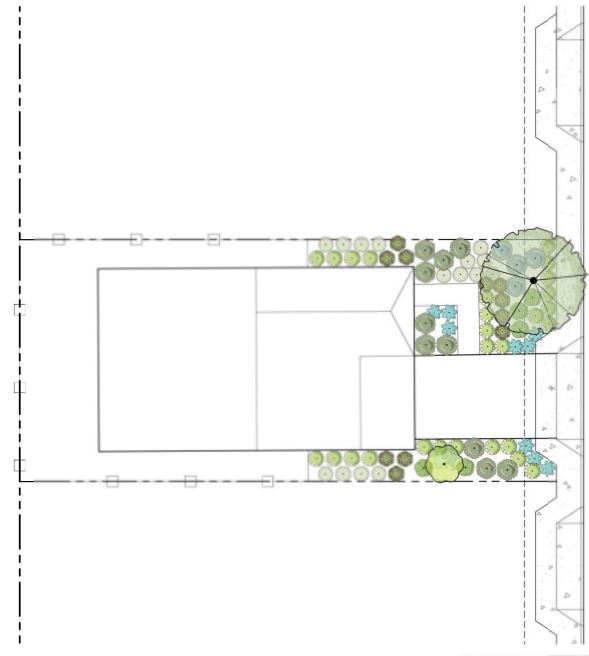




**PLANT SCHEDULE 2**

| SYMBOL | BOTANICAL NAME                     | COMMON NAME                | SIZE   |
|--------|------------------------------------|----------------------------|--------|
|        | CITRUS LIMON                       | LEMON                      | 15 GAL |
|        | X. CHIRAZIA VARIETENS              | CHIRAZIA                   | 2"PK   |
|        | ROSEMOON ROSE                      | ROSEMOON ROSE              | 5 GAL  |
|        | AGAVE X. BLUE FLAME                | BLUE FLAME AGAVE           | 5 GAL  |
|        | ANACARDIUM X. 'HAWKON'             | HAWKON YELLOH KANGAROO PAW | 5 GAL  |
|        | ROSEMOON GRACILE                   | ROSEMOON BLUE GRAMA        | 1 GAL  |
|        | LOMANERA LONGIFOLIA 'BREEZE' TM    | BREEZE RAY RUSH            | 1 GAL  |
|        | ROSEMOON OFFICINALIS 'TUSCAN BLUE' | TUSCAN BLUE ROSEMARY       | 5 GAL  |
|        | SAVIA CLEVELANDER                  | CLEVELAND SAGE             | 5 GAL  |
|        | SAVIA X. WENDY'S WHIP              | SAGE                       | 5 GAL  |

\*Each lot shall maintain a minimum of 1 street tree per frontage.



Inspiration Imagery

**RRM design group**  
**BARREL CREEK MIXED-USE**  
**SINGLE FAMILY RESIDENTIAL LANDSCAPE TYPICAL**



**L14**  
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L15  
ORLANDO, FLORIDA  
 LVA & VM

11/20/24/19  
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## RRM | BARREL CREEK MIXED-USE design group | AMPHITHEATER LANDSCAPE TYPICAL



Inspiration Imagery



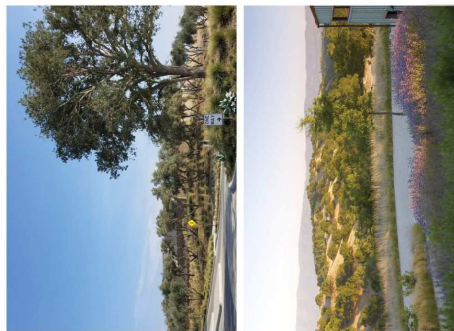
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**PLANT SCHEDULE 5**

| BOTANICAL NAME               | COMMON NAME              | SIZE    |
|------------------------------|--------------------------|---------|
| CERCIS OCCIDENTALIS          | WISSEIN REDBUD           | 15 GAL  |
| QUERCUS LAEFOLOIA            | COMB LIFE OAK WILD SWAMP | 24 INCH |
| X-CHALUFA INHIBENTENS        | CHALUFA                  | 24 INCH |
| BOTANICAL NAME               | COMMON NAME              | SIZE    |
| MAHLENBERGIA DUBIA           | PINE MABLE               | 1 GAL   |
| RHAPHIS CALIFORNICA          | CALIFORNIA COFFEEBERRY   | 5 GAL   |
| ROMARINUS OFFICINALIS        | TUSCAN BLUE ROSEMARY     | 5 GAL   |
| SALVIA JAPONICA              | WHITE SAGE               | 5 GAL   |
| SALVIA GREGGII LUTICE        | LUPINCK AUTUMN SAGE      | 1 GAL   |
| VERBENA LACINIA 'DE LA MANA' | ILAC VERBENA             | 1 GAL   |
| BOTANICAL NAME               | COMMON NAME              | SIZE    |
| CAREX PANSA                  | SANDWICH SEDGE           | PLUGS   |



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Inspiration Imagery

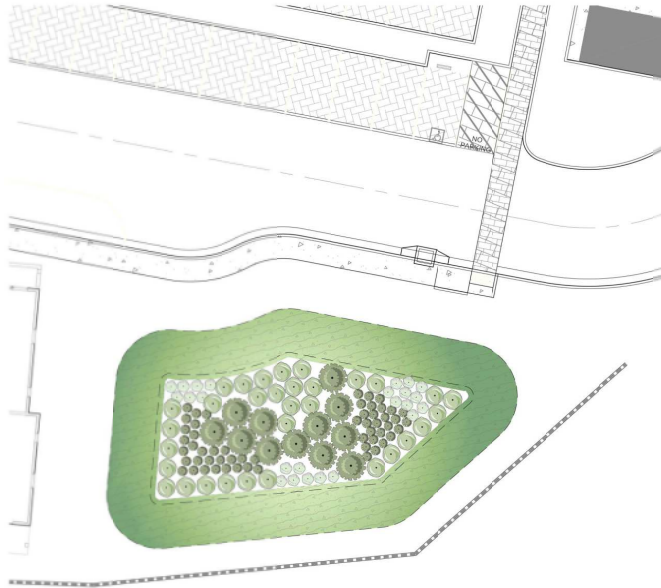
**LEGACY** MARKET INTELLIGENCE

**LEGACY** UNIVERSITY

**rrm** design group

**BARREL CREEK MIXED-USE  
 PARKING EDGE LANDSCAPE TYPICAL**





**PLANT SCHEDULE 6**

| SPERES        | SCIENTIFIC NAME                 | COMMON NAME              | CODE  |
|---------------|---------------------------------|--------------------------|-------|
|               | ACHILLEA MILLEFOLIUM            | COMMON YARROW            | 1 GAL |
|               | CHONDRILLUM ESPERANZUM          | LARGE CAPE BUSH          | 5 GAL |
|               | CHONDRILLUM TEGORIUM 'EL CAMPO' | EL CAMPO SMALL CAPE BUSH | 5 GAL |
|               | JUNCUS PABENS                   | CALIFORNIA GRAY BUSH     | 1 GAL |
| GROUND COVERS | SCIENTIFIC NAME                 | COMMON NAME              | CODE  |
|               | LEPIS TRICODON                  | WILD RYE                 | PLUGS |

SEE SHEET L7 FOR FULL LIST OF STORWATER BASIN AND CHAMBER PLANT MATERIALS.



Inspiration Imagery

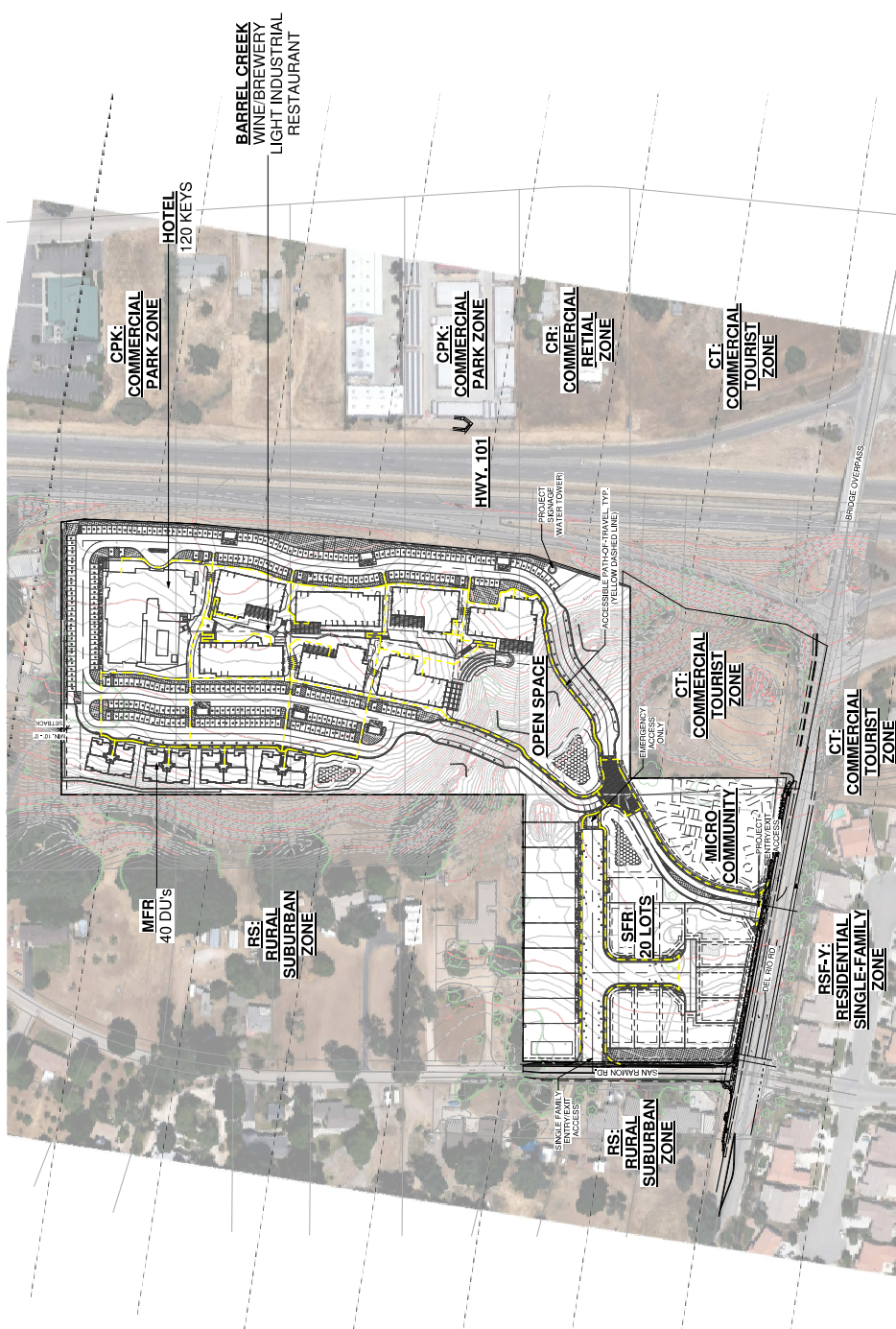


**rrm** | **BARREL CREEK MIXED-USE**  
**design** | **CHAMBER AND BASIN LANDSCAPE TYPICAL**  
**group**



**L18**

03/14/23  
 L18.V18M



PROJECT NORTH

TRUE NORTH

0 10 20 40  
 FEET  
 0 10 20 40  
 METERS  
 1" = 40.0'

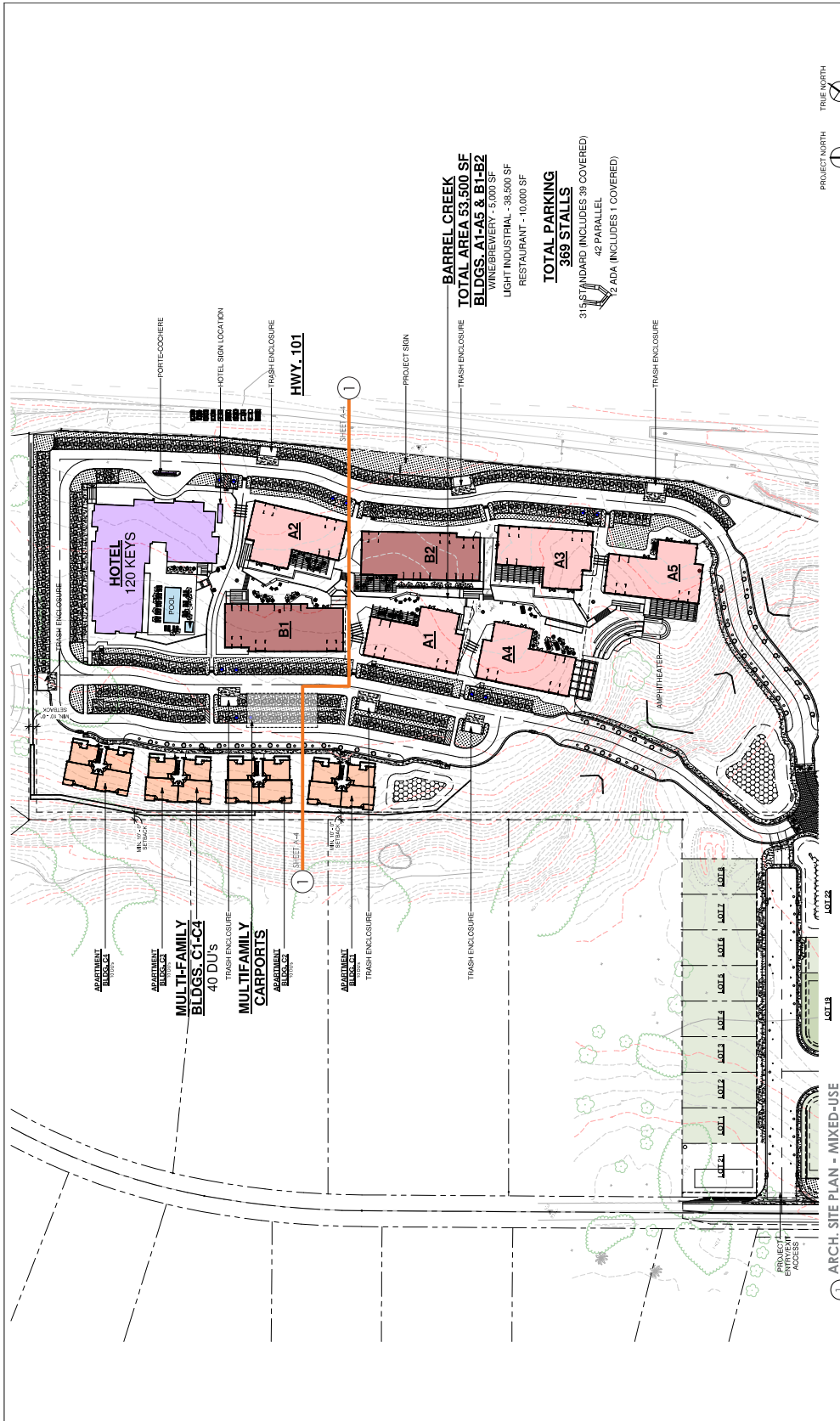
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 SEPTEMBER 2, 2022

**A1**  
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01-(E) TOPO/AERIAL  
 SCALE: 1" = 80'-0"

**rrm design group**  
**BARREL CREEK MIXED-USE ARCHITECTURAL MASTER SITE MAP**





**BARREL CREEK**  
**TOTAL AREA 53,500 SF**  
**BLDG. A1, A5 & B1, B2**  
 WAREHOUSE - 5,000 SF  
 LIGHT INDUSTRIAL - 38,500 SF  
 RESTAURANT - 10,000 SF

**TOTAL PARKING**  
**369 STALLS**  
 315 STANDARD (INCLUDES 38 COVERED)  
 42 PARALLEL  
 12 ADA (INCLUDES 1 COVERED)

TRUE NORTH  
 PROJECT NORTH

**A2**

1515000419  
 03/14/23 (REV)  
 12/13/22 (REV)

1" = 40'-0"  
 0" 10' 20' 40'

0 10 20 40  
 (12X13) (MET)

0 10 20 40  
 (12X13) (FEET)

ARCH. SITE PLAN - MIXED-USE

SCALE: 1" = 40'

**rrm** design group

**LEGACY** LEGACY INSTITUTIONS

**BARREL CREEK MIXED-USE**  
**ARCHITECTURAL SITE PLAN - MFR & COMMERCIAL**







① CROSS SECTION LOOKING NORTH  
 (1" = 20'-0" FOR A 36 SHEET)

GRAPHIC SCALE  
 0 4 8 12  
 0' 4' 8' 12'  
 1:16 (1" = 16')

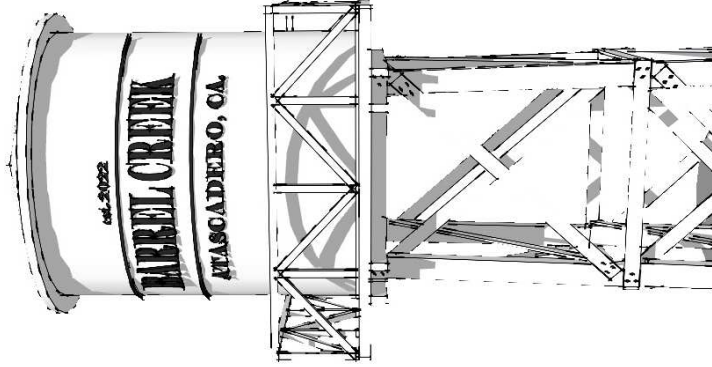
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**A4**  
 (SEE SHEET)

**LEGACY** REALTY PARTNERSHIP  
 QUALITY. PARTNERSHIP. INTEGRITY.

**rrm** design group

**BARREL CREEK MIXED-USE  
 ARCHITECTURAL SITE SECTION**

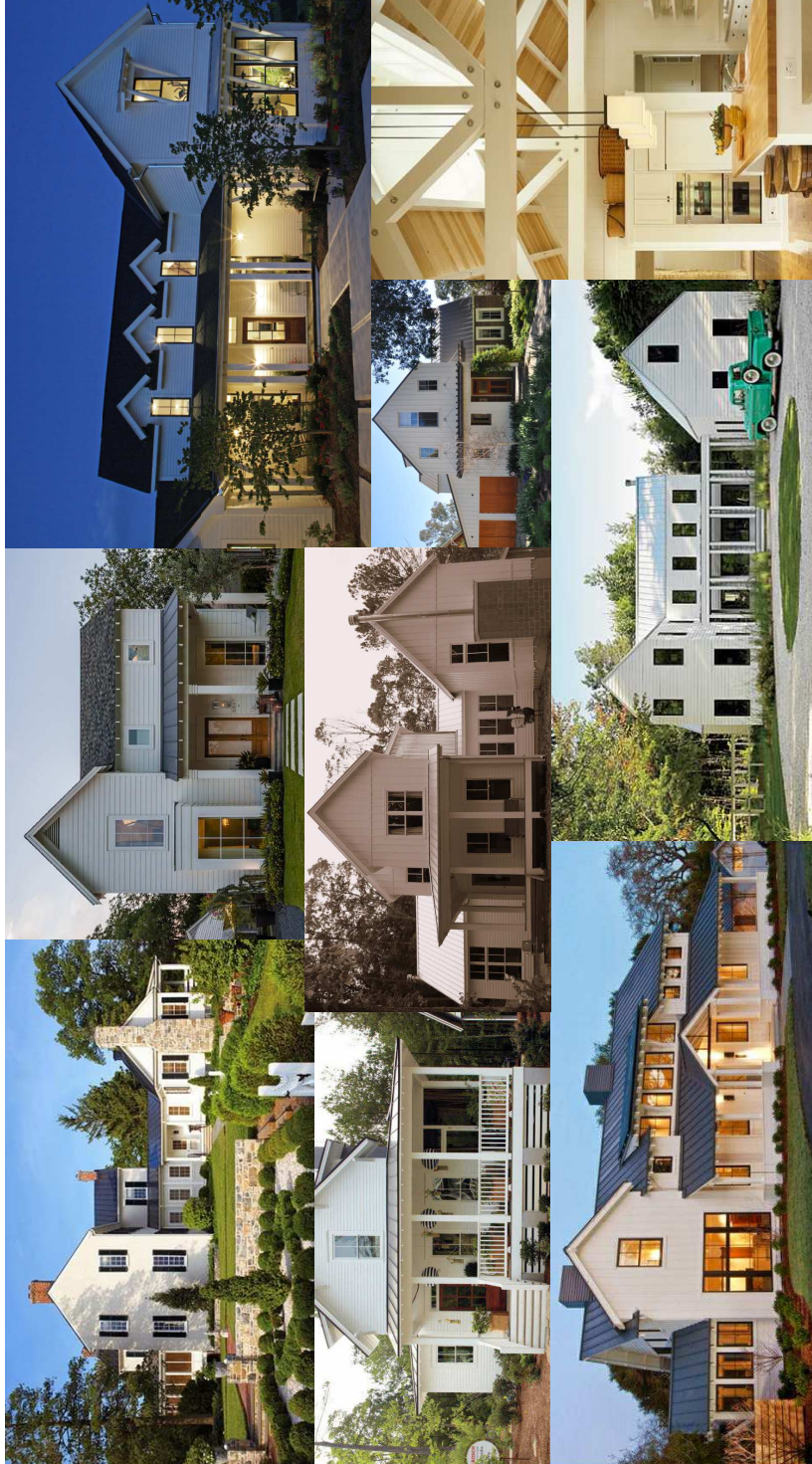


**SINGLE-FAMILY ZONE**

- 20 RESIDENTIAL LOTS
- 45' WIDE LOTS
- 1-STORY & 2-STORY HOMES
- 2-CAR GARAGE PARKING
- ADU & JADU OPPORTUNITIES
- FARM STYLE & AGRARIAN STYLE THEMED NEIGHBORHOOD

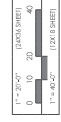
   **BARREL CREEK MIXED-USE**  
**ARCHITECTURAL SFR NEIGHBORHOOD COVER SHEET**

   **A5**  
131204419  
SEP 08 08 12 2022  
C:\PROJECTS\2023\04\BARREL CREEK\A5.rvt



FARM STYLE AND AGRARIAN STYLE THEMED

   **BARREL CREEK MIXED-USE  
ARCHITECTURAL SFR LOTS - INSPIRATION IMAGE BOARD**



11:50:49 AM  
SEP 18 2022

**A6**  
GRAPHIC DESIGN OVERLAY  
LAW & VTM





**SAMPLE FARMHOUSE STYLE: 1-STORY BUILDING MASSING & FINISHES**



**SAMPLE FARMHOUSE STYLE: 2-STORY BUILDING MASSING & FINISHES**

**DESIGN STANDARDS**

**BUILDING LOT COVERAGE**  
 BUILDING COVERAGE (RESIDENCE PLUS GARAGE FOOTPRINT AND DRIVEWAY) SHALL BE NOT LESS THAN 25% OF THE TOTAL AREA OF THE INDIVIDUAL LOT AREA. LANDSCAPING SHALL CONSTITUTE A MINIMUM OF TWENTY-FIVE PERCENT (25%) OF THE LOT AREA. THE DRIVEWAYS, PATIOS, PORCHES, DECKS, ACCESSORY STRUCTURES AND ACCESSORY DWELLING UNITS.

**SETBACKS STANDARDS**  
 FRONT - FRONT FACING GARAGE (450' WIDE LOTS)  
 FRONT - HISTORY LIVING AREA  
 FRONT - COVERED PORCH PROJECTION  
 REAR - HISTORY LIVING AREA  
 REAR - HISTORY PORCH  
 SECONDARY STREET CORNER  
 REAR CHIMNEY BAY WINDOW, OTHER ARCHITECTURAL PROJECTIONS  
 ACCESSORY DWELLING UNIT\*  
 \*ALLOWED IN THE FRONT AND REAR YARDS WITHIN THE SETBACKS OF THE MAIN RESIDENCE. SETBACKS SHALL BE SPECIFIED BY LOCAL AND STATE REGULATIONS.

**MAXIMUM BUILDING HEIGHT**  
 RESIDENTIAL SINGLE FAMILY ZONE 30 FEET  
 THE HEIGHT OF THE BUILDING SHALL BE MEASURED TO THE VERTICAL DISTANCE FROM THE HIGHEST POINT OF THE STRUCTURE TO THE WALLS TOUCH THE HIGH GRADE. (DING, 68 § 94.112, 1988)

**MINIMUM PARKING REQUIRED**  
 SINGLE FAMILY RESIDENCE - 2 GARAGE SPACES  
 DRIVEWAY AREA MAY BE USED TO SATISFY THE MINIMUM PARKING REQUIREMENT. PARKING SHALL NOT BE USED TO SATISFY ANY OF THESE PARKING REQUIREMENTS.

**ACCESSORY DWELLING UNIT - PER ADU CODE**  
 DRIVEWAYS FOR SINGLE-FAMILY RESIDENCES SHALL BE IMPROVED PER MUNICIPAL CODE SECTION 94.112 IN ORDER TO MAKE DESIGNATED VEHICLES FOR ACCESS INCLUDING THAT NECESSARY FOR EMERGENCY VEHICLES.

**LANDSCAPE STANDARDS**  
 SINGLE FAMILY ZONING DISTRICTS:  
 AS REQUIRED BY THE MASTER PLAN OF DEVELOPMENT AND CONDITIONS OF APPROVAL, ALL FRONT YARDS AND SECONDARY STREET CORNER YARDS SHALL BE LANDSCAPED TO BE COMPATIBLE WITH THE DESIGN CONSISTENT WITH THE STATE OF CALIFORNIA DROUGHT TOLERANT LANDSCAPING GUIDELINES.  
 FENCING AND SCREENING - EXTERIOR FENCING SHALL BE CONSISTENT WITH THE DESIGN AND SCREENING SHALL BE COMPATIBLE WITH THE DESIGN OF THE DWELLING UNITS AND BE CONSISTENT WITH THE APPROVED DWELLING UNIT PACKAGE.  
 ALL MECHANICAL EQUIPMENT INCLUDING HVAC UNITS AND UTILITY EQUIPMENT SHALL BE SCREENED FROM VIEW FROM ADJACENT STREETS AND PROPERTIES.  
 INDIVIDUAL TRASH COLLECTION SHALL BE USED FOR EACH RESIDENTIAL UNIT. PROVISIONS SHALL BE MADE FOR STORAGE OF TRASH CANS WITHIN THE APPROVED LANDSCAPE PLAN IN THE APPROVED BUILDING PERMIT FOR EACH PLAN.

**SFR DESIGN GUIDELINES**

**EXTERIOR LIGHT FIXTURE TYPES**  
 SEE MUNICIPAL CODE SECTION 94.1.137

**ROOF-FINISH TYPES**

**EXTERIOR WALL FINISH TYPES**

**STONE & BRICK VENEER TYPES**

**PAINT COLOR TONETYPES**

**MODERN FARMHOUSE**  
**BARN LIGHT**  
**LANTERN - DARK SKY**

**COMPOSITE SHINGLES**  
**CORRUGATED METAL**  
**CONCRETE FLAT TILES**

**HORIZONTAL SLUING**  
**BOARD AND BATTEN**  
**PLASTER**

**WOODEN SHIP LUG**  
**WASHER BRICK**  
**ROUGH-LEAVE STONE**

**SMOOTH**  
**WASHED BRICK**  
**ROUGH-LEAVE STONE**

**PAINT COLOR TONETYPES**

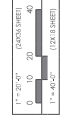
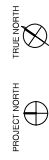
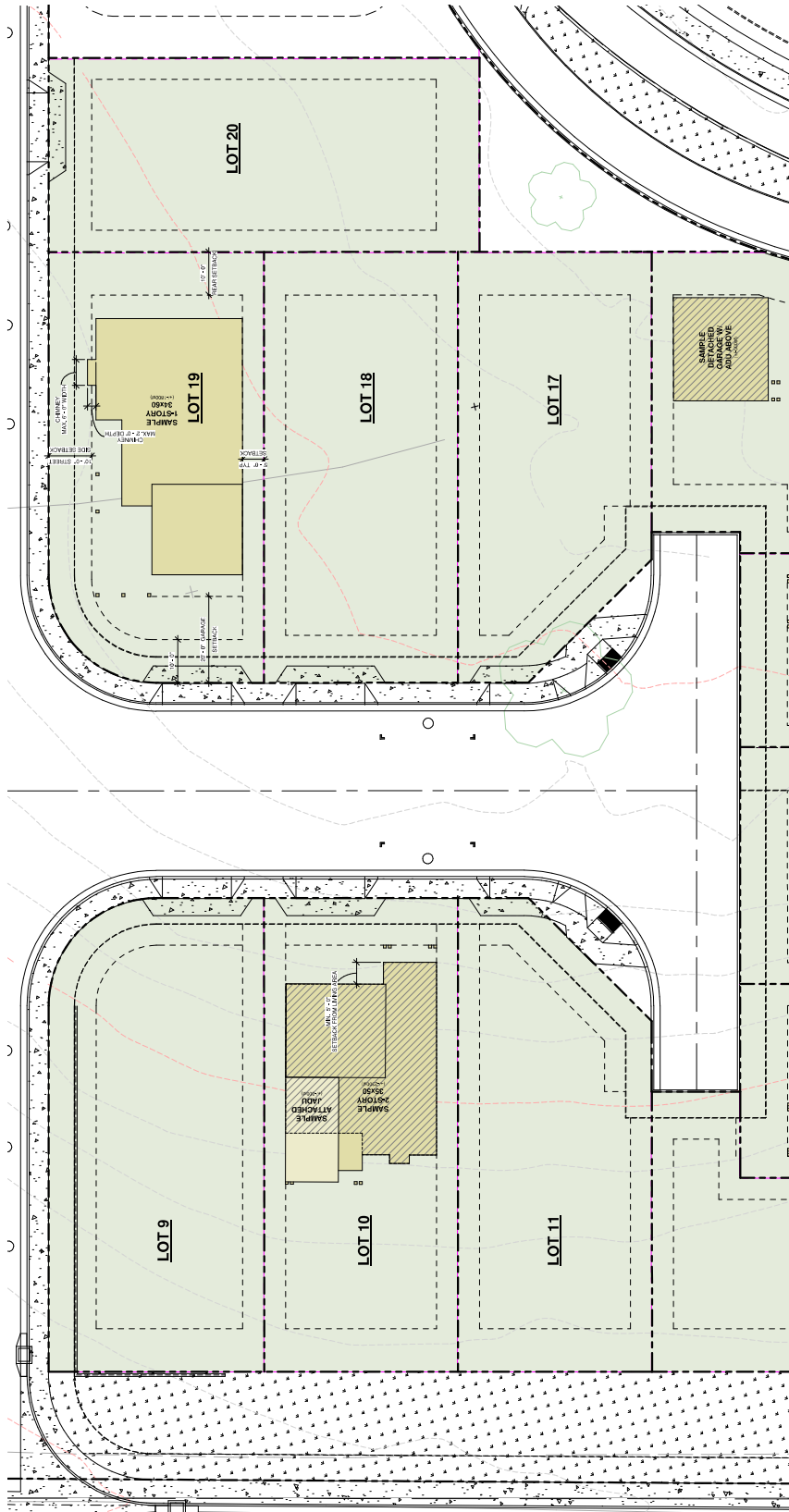
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 0 10 20 40  
 FEET  
 0 10 20 40  
 METERS

**DATE**  
 11/06/2019  
 11/06/2019  
 11/06/2019

**SCALE**  
 1" = 40'-0"  
 0 10 20 40  
 FEET  
 0 10 20 40  
 METERS

**SCALE**  
 1" = 40'-0"  
 0 10 20 40  
 FEET  
 0 10 20 40  
 METERS





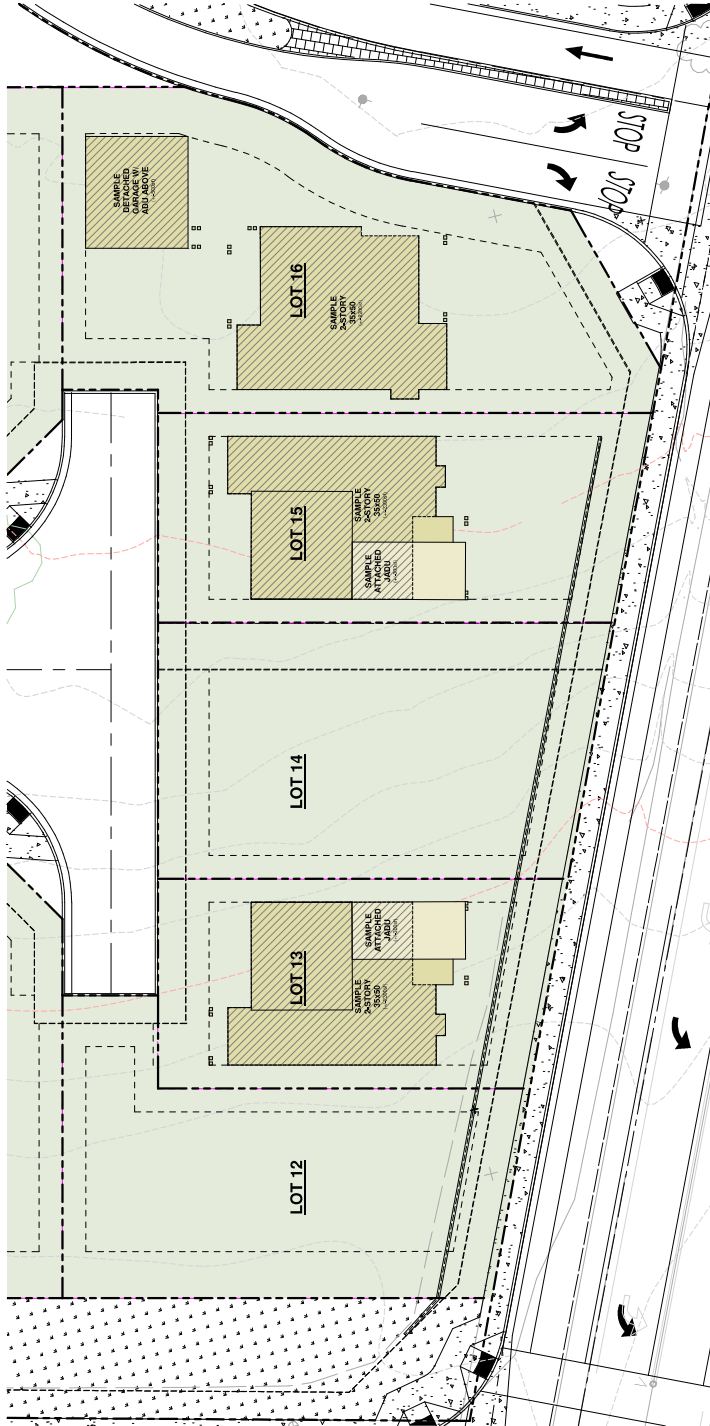
11/16/2024 9:19  
SEPTEMBER 7, 2022

**A9**  
C:\PROJECTS\2022\11\16\A9.dwg  
LW & LVM

TYP. SFR CORNER LOT EXHIBIT  
SCALE: 1/8" = 1'-0"

**rrm** | **BARREL CREEK MIXED-USE**  
**design group** | **ARCHITECTURAL SFR LOTS - SETBACK EXHIBITS**

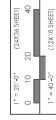




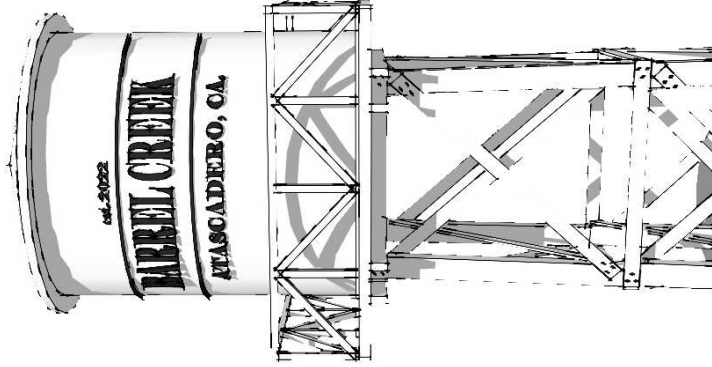
1 TYP. SFR INTERIOR LOT EXHIBIT  
 SCALE: 1" = 10'-0"



**BARREL CREEK MIXED-USE  
 ARCHITECTURAL SFR LOTS - SETBACK EXHIBITS**

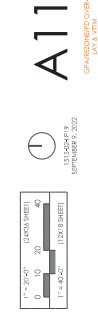


A10  
 C:\PROJECTS\2022\1A\A10.dwg



**MULTI-FAMILY ZONE**

40 DWELLING UNITS TOTAL  
3-STORY  
(4)-10 UNIT BUILDINGS  
1 BEDROM & 2-BEDROOMS  
  
OPEN STALL & CARPORT PARKING  
  
FARM STYLE STYLE  
THEMED NEIGHBORHOOD

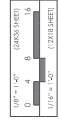






FARMHOUSE STYLE THEMED

**RRM** | **BARREL CREEK MIXED-USE**  
**APARTMENTS INSPIRATION IMAGE BOARD**

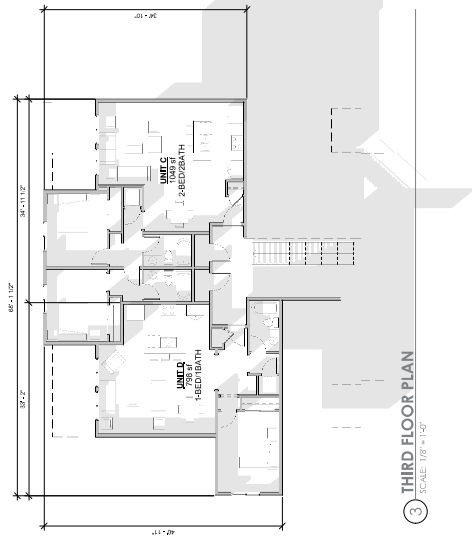


11/20/2019  
SEPTEMBER 1, 2022

**A12**  
C:\PROJECTS\BID\0416\A12\_VTM



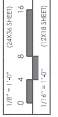




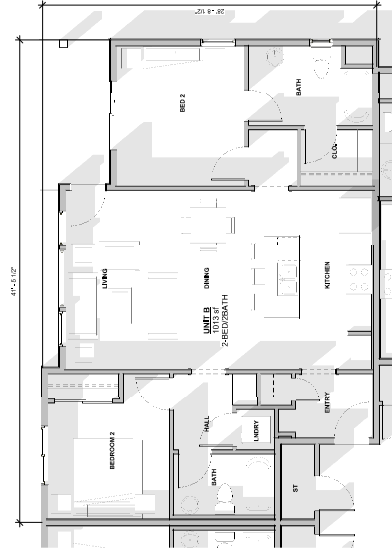


① GROUND FLOOR PLAN  
1/8" = 1'-0" (24 X 36 SHEET)

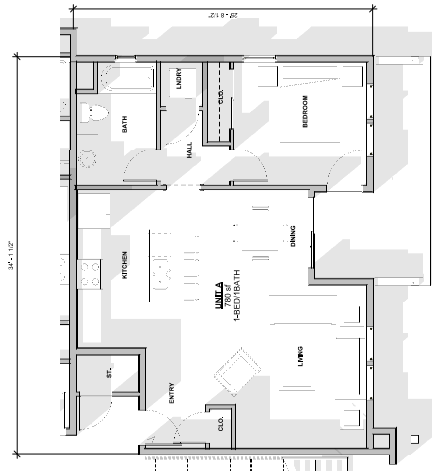



**BARREL CREEK MIXED-USE APARTMENTS - OVERALL BUILDING FLOOR PLANS**




**A14**  
DATE: 03/14/23  
BY: J. V. M.

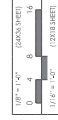


② TYP. UNIT B - FLOOR PLAN  
 SCALE: 1/8" = 1'-0"



① TYP. UNIT A - FLOOR PLAN  
 SCALE: 1/8" = 1'-0"

① GROUND FLOOR PLAN  
 1/8" = 1'-0" (24" X 36" SHEET)

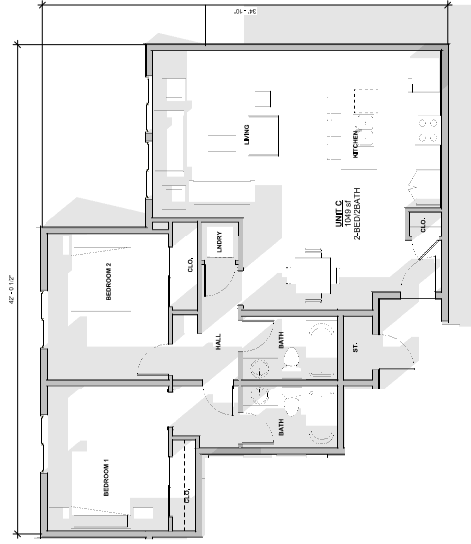


11/20/2019  
 09/28/2022 (7/2018 SHEET)

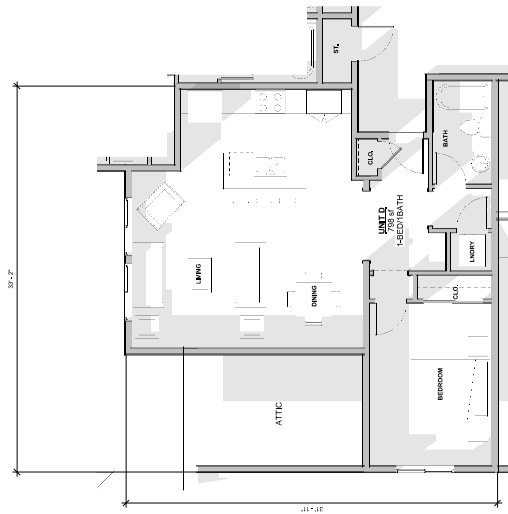
A15  
 GRANDESERRES OVERLAY VTM

**RRM** | **BARREL CREEK MIXED-USE APARTMENTS - TYP. DWELLING UNIT A & B FLOOR PLANS**



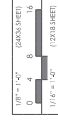


① TYP. UNIT C - FLOOR PLAN  
 SCALE: 1/4" = 1'-0"



② TYP. UNIT D - FLOOR PLAN  
 SCALE: 1/4" = 1'-0"

① GROUND FLOOR PLAN  
 1/8" = 1'-0" (24" X 36" SHEET)



11/22/2023  
 11/22/2023  
 11/22/2023

A16  
 CIVIL ENGINEER  
 11/22/2023

**RRM** | **BARREL CREEK MIXED-USE APARTMENTS - TYP. DWELLING UNIT C & D FLOOR PLANS**





1 FRONT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



2 LEFT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



3 RIGHT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



4 REAR ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



**BARREL CREEK MIXED-USE APARTMENTS - BUILDING ELEVATIONS**



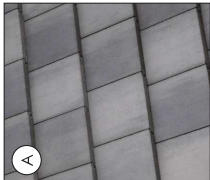
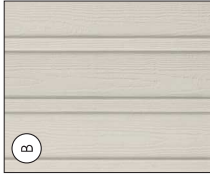
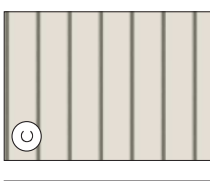
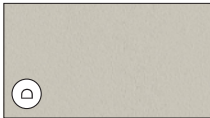






DATE PLOTTED: 03/14/23  
 APP: PROJECT 15 2325

**A17**  
 SHAW-WALKER ARCHITECTS  
 1414 S. 10TH



EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 3

EXTERIOR MATERIALS & TEXTURES TYPES

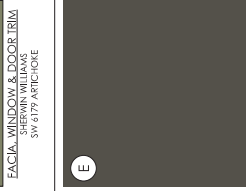
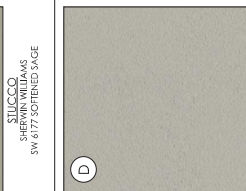
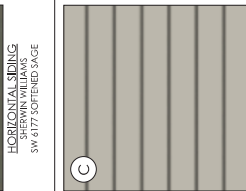
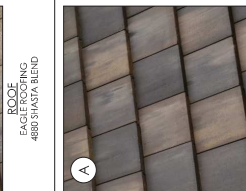
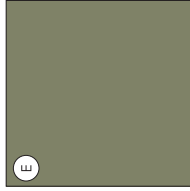
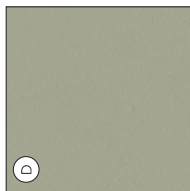
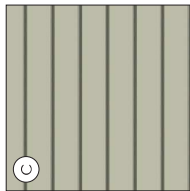
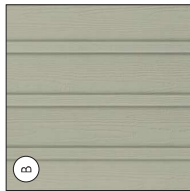
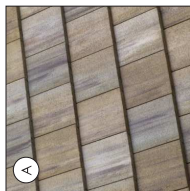
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|  |  |  |  |  |  |  |  |  |  |
| <b>ROOF</b><br>CONCRETE/TILE ROOFING   | <b>VERTICAL SIDING</b><br>BRICK CEMENT SIDING  | <b>HORIZONTAL SIDING</b><br>BRICK CEMENT SIDING                                      | <b>PLASTER</b><br>3/8\" data-bbox="730 505 755 565"/>                                | <b>FACIA, WINDOW &amp; DOOR TRIM</b><br>ROUGH TEXTURED FINISH                        | <b>WINDOWS</b><br>FIBERGLASS AND METAL CLAD FINISH                                  | <b>DOORS</b><br>FIBERGLASS AND METAL CLAD FINISH                                   | <b>RAILING</b><br>WOOD FRAME MESH GALVANIZED FINISH                                | <b>SITE STONE</b><br>STONE TINTER FINISH   | <b>PROJECT LIGHTING</b><br>BLACK FINISH LIGHTING FIXTURES (BLACK)                  |

**rrm design group**  
**BARREL CREEK MIXED-USE APARTMENTS - BUILDING MATERIALS & TEXTURES**

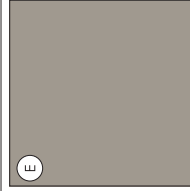
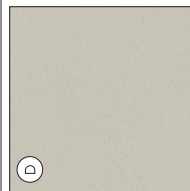
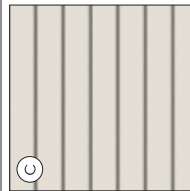
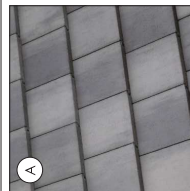


**A18**  
151500419  
10/16/2022  
C:\PROJECTS\A18\A18\_VTM

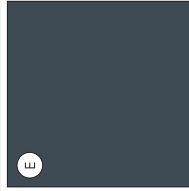
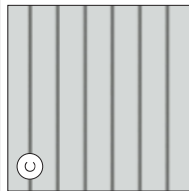
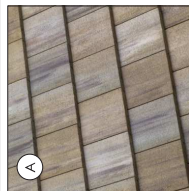
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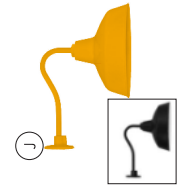
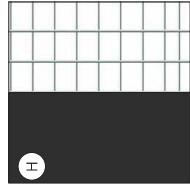
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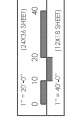
**SCHEME 4**



**COMMON FINISHES**



**BARREL CREEK MIXED-USE APARTMENTS - BUILDING COLOR SCHEMES**



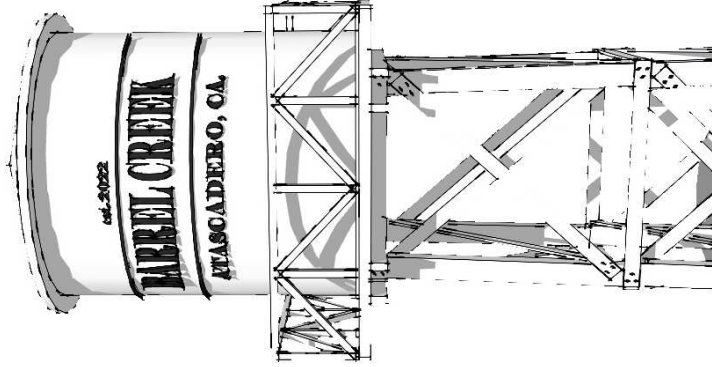
**A19**

1515040419  
08/16/2022  
01/16/2023 (REV)  
SVA, VTN

ITEM NUMBER:  
DATE:  
ATTACHMENT:

B-1  
03/14/23  
1A





**COMMERCIAL ZONE**

53,500SF TOTAL BUILDING AREA

**1-STORY BUILDINGS**

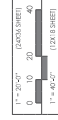
- WINERY/BREWING USE - 5,000SF
- LIGHT INDUSTRIAL USE - 38,500SF
- RESTAURANT USE - 10,000SF

**OPEN STALL PARKING**

AGRARIAN STYLE  
 THEMED NEIGHBORHOOD

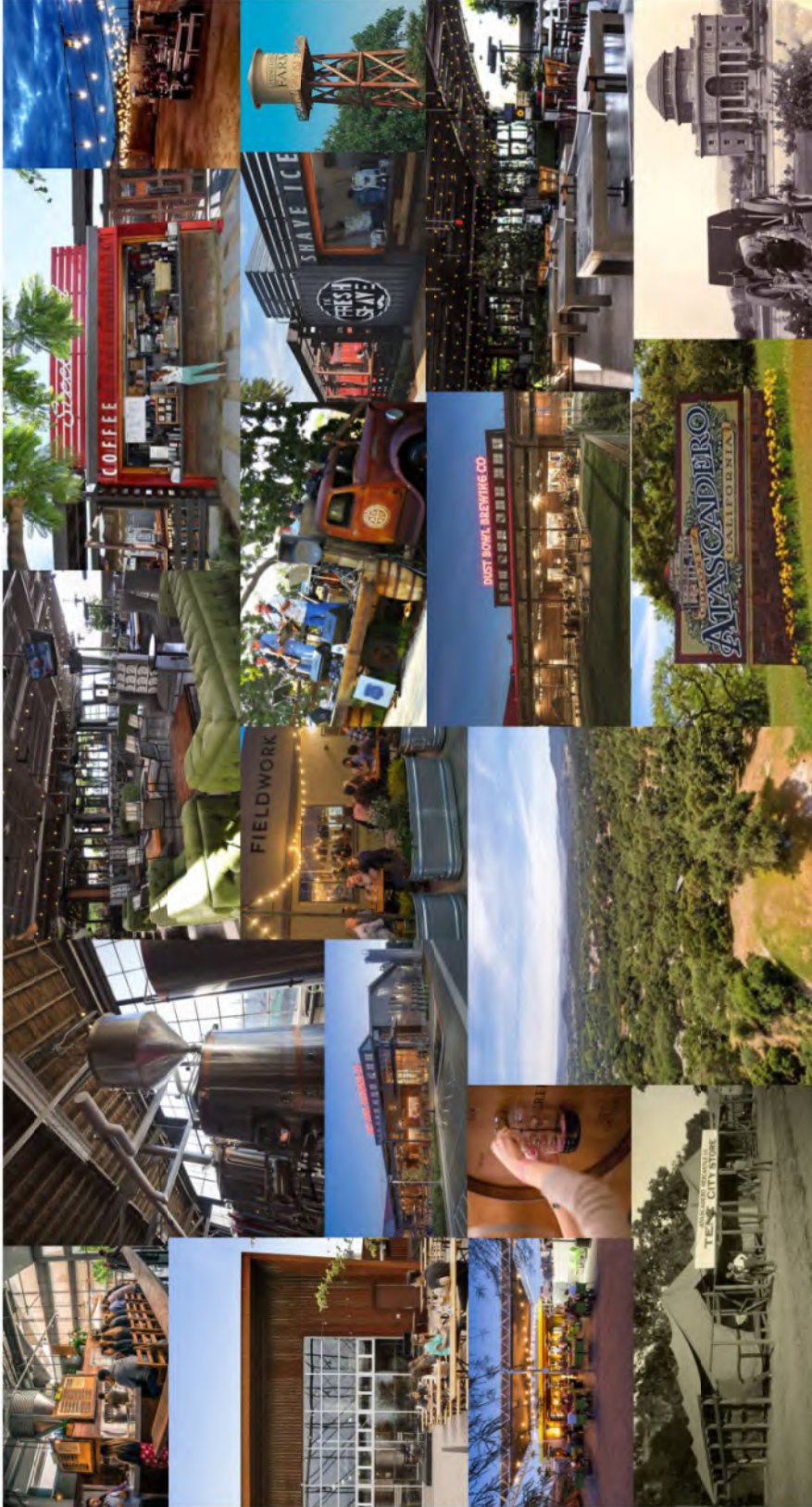


**BARREL CREEK MIXED-USE  
 COMMERCIAL NEIGHBORHOOD COVER SHEET**



11/16/2024 9:19  
 5/27/2022 12:00

**A20**  
GRAPHIC SCALE ONLY  
 NOT TO SCALE



CONTEMPORARY FARMHOUSE & AGRARIAN STYLE THEMED

   **BARREL CREEK MIXED-USE COMMERCIAL - INSPIRATION IMAGE BOARD**



ARCHITECTURE  
INTERIORS  
LANDSCAPE





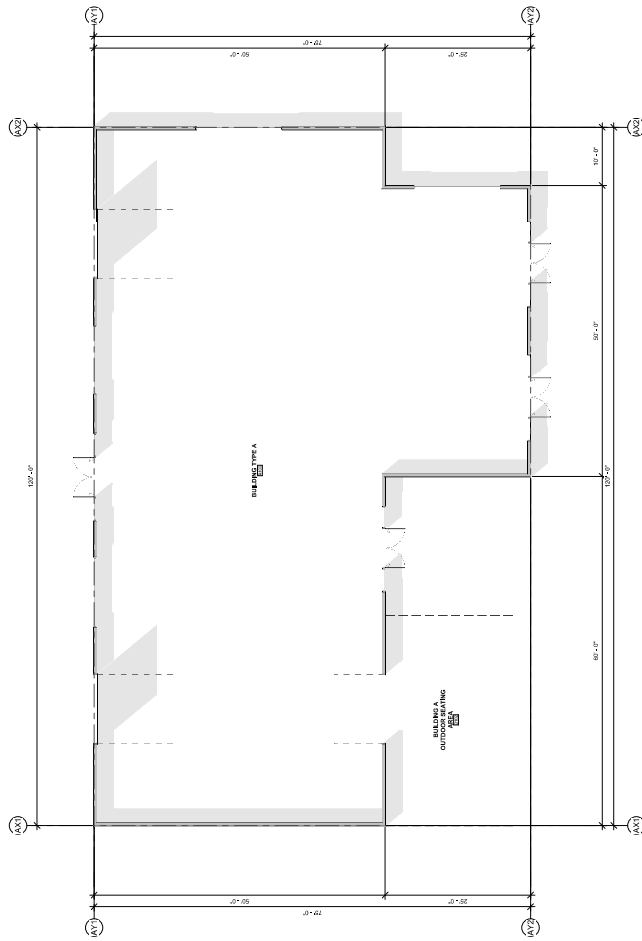
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| NO. | DATE     | BY | REVISION         |
|-----|----------|----|------------------|
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| 2   | 09/08/22 | MM | ISSUE FOR PERMIT |
| 3   | 09/08/22 | MM | ISSUE FOR PERMIT |
| 4   | 09/08/22 | MM | ISSUE FOR PERMIT |
| 5   | 09/08/22 | MM | ISSUE FOR PERMIT |
| 6   | 09/08/22 | MM | ISSUE FOR PERMIT |
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| 10  | 09/08/22 | MM | ISSUE FOR PERMIT |
| 11  | 09/08/22 | MM | ISSUE FOR PERMIT |
| 12  | 09/08/22 | MM | ISSUE FOR PERMIT |
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| 14  | 09/08/22 | MM | ISSUE FOR PERMIT |
| 15  | 09/08/22 | MM | ISSUE FOR PERMIT |
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| 18  | 09/08/22 | MM | ISSUE FOR PERMIT |
| 19  | 09/08/22 | MM | ISSUE FOR PERMIT |
| 20  | 09/08/22 | MM | ISSUE FOR PERMIT |

DATE: 09/08/22  
DRAWN BY: MM  
CHECKED BY: MM  
SCALE: 1/8" = 1'-0"

**LEGACY LEGACY** UNIVERSITY  
**LEGACY LEGACY** UNIVERSITY  
**RRM** design group  
**BARREL CREEK MIXED-USE COMMERCIAL - CHARACTER RENDER**

**A22**  
DATE: 09/08/22  
DRAWN BY: MM  
CHECKED BY: MM  
SCALE: 1/8" = 1'-0"



|                                 |            |
|---------------------------------|------------|
| PROPOSED GROUND AREA BUILDING A | 2023.03.14 |
| DATE                            | 2023.03.14 |
| BY                              | 2023.03.14 |

1 GROUND FLOOR PLAN  
 (1/8" = 1'-0" (24 X 36 SHEET))



**BARREL CREEK MIXED-USE  
 COMMERCIAL - TYP. BUILDING "A" FLOOR PLAN**

|               |    |                |
|---------------|----|----------------|
| 0'-0" = 1'-0" | 8  | GROUND SHEET   |
| 1/8" = 1'-0"  | 14 | 1 OF 13 SHEETS |



**A23**  
 GRANDESIGN GROUP  
 LVI & VTN



1 FRONT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



2 LEFT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)

3 RIGHT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



4 REAR ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



**RRM** | BARREL CREEK MIXED-USE  
 design group  
**LEGACY LEGACY** | COMMERCIAL - TYP. BUILDING "A" ELEVATIONS



DATE PLOTTED: 03/14/23  
 APP: PROJECT 11.220

A24  
 DWG: BARREL CREEK COMM. - TYP. BLDG. "A" ELEVATIONS





EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 1

EXTERIOR MATERIALS & TEXTURES TYPES

|  |   |
|--|---|
|  <p><b>A</b></p> | <p>METAL ROOF<br/>MCELOY TYPICAL OR EQUAL</p>                       |
|  <p><b>B</b></p> | <p>METAL SIDING<br/>MCELOY TYPICAL OR EQUAL</p>                     |
|  <p><b>C</b></p> | <p>ALUMINUM STOREFRONT<br/>CRECO ALUMINUM OR EQUAL</p>              |
|  <p><b>D</b></p>  | <p>BOARD-FORMED CONCRETE<br/>SAND BLAST AND SEAL NATURAL FINISH</p> |
|  <p><b>E</b></p>   | <p>STEEL I-BEAM<br/>PAINTED OR NATURAL WEATHERED FINISH</p>         |
|  <p><b>F</b></p>   | <p>ALUMINUM GLASS DOOR<br/>UV PROTECTED GLAZING</p>                 |
|  <p><b>I</b></p>   | <p>SITE LIGHTING<br/>FARM STYLE OR AGRI-RURAL STYLE FINISH</p>      |

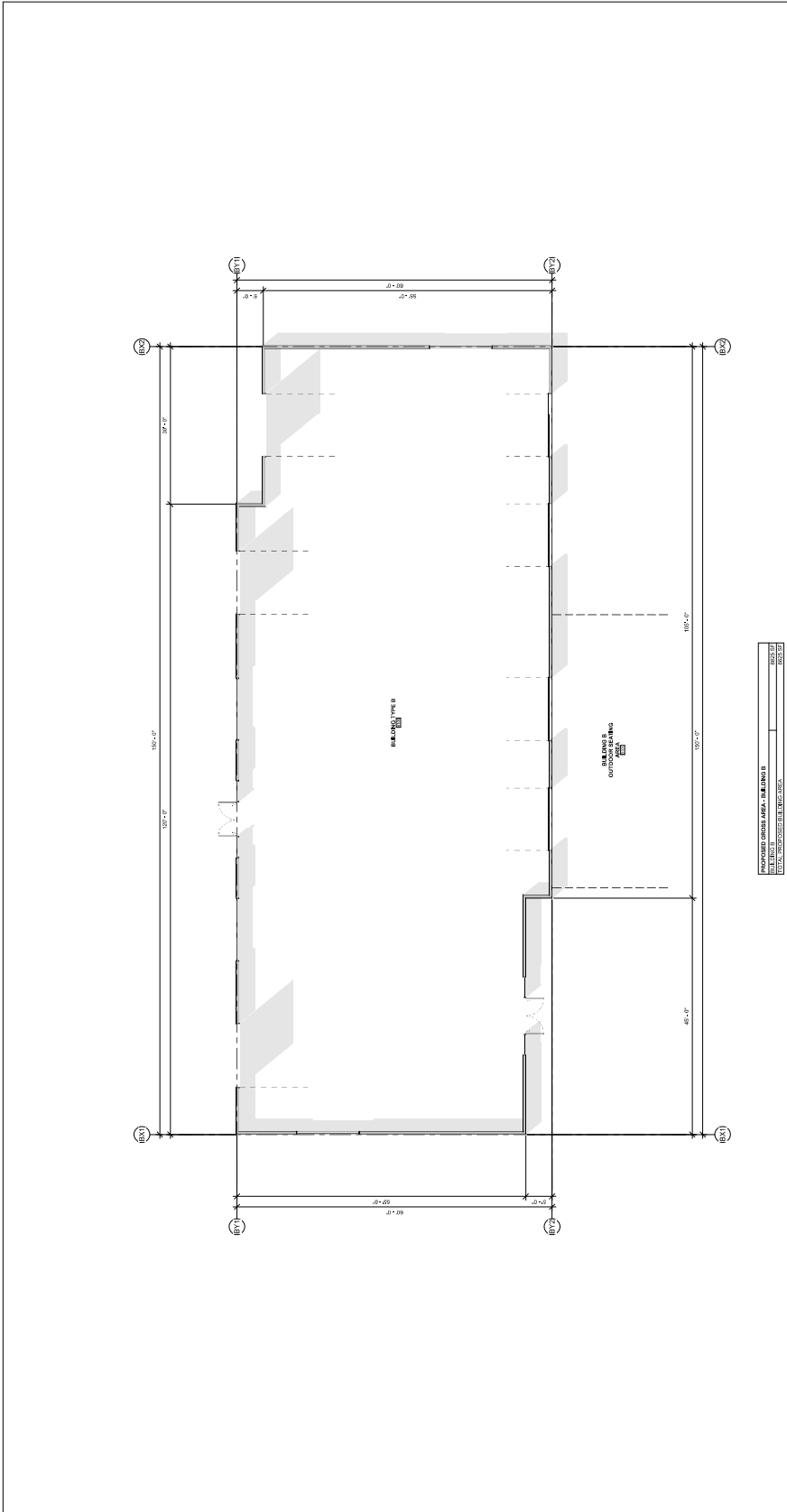


**RRM** BARREL CREEK MIXED-USE  
COMMERCIAL - TYP. BUILDING "A" MATERIALS & TEXTURES

A25  
CIVIL ENGINEER/ARCHITECT  
LIV & VTM

11/14/2024/19  
SEPTEMBER 4, 2022





PROPOSED GROUND AREA BUILDING B  
 150'-0" X 85'-0"  
 150'-0" X 85'-0"

① GROUND FLOOR PLAN  
 (1/8" = 1'-0" (24 X 36 SHEET))



**BARREL CREEK MIXED-USE  
 COMMERCIAL - TYP. BUILDING "B" FLOOR PLAN**

|             |              |              |              |              |            |
|-------------|--------------|--------------|--------------|--------------|------------|
| 0" = 1'-0"  | 1/8" = 1'-0" | 1/4" = 1'-0" | 1/2" = 1'-0" | 3/4" = 1'-0" | 1" = 1'-0" |
| 0           | 4            | 8            | 12           | 16           | 20         |
| GROSS AREA  |              |              |              |              |            |
| 17,213 S.F. |              |              |              |              |            |

15520449  
 3/15/2023

**A26**  
 CIVIL ENGINEER  
 LVA, VTIN



1 FRONT ELEVATION  
 (1/8" = 1'-0" (24 X 36 SHEET))

PROPOSED BUILDING HEIGHT  
 33'-0"

UPPER PLATE HEIGHT  
 20'-0"

LOWER PLATE HEIGHT  
 18'-0"

GROUND LEVEL  
 0'-0"



2 LEFT ELEVATION  
 (1/8" = 1'-0" (24 X 36 SHEET))

3 RIGHT ELEVATION  
 (1/8" = 1'-0" (24 X 36 SHEET))



4 REAR ELEVATION  
 (1/8" = 1'-0" (24 X 36 SHEET))



**BARREL CREEK MIXED-USE  
 COMMERCIAL - TYP. BUILDING "B" ELEVATIONS**



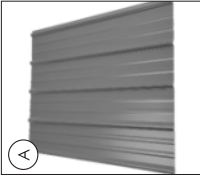
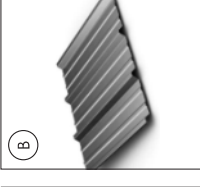

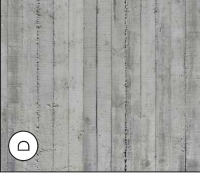

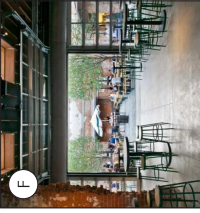


DATE PLOTTED: 03/14/23  
 APP: PLOTTER 11.23.23

**A27**  
 SPANISH CREEK COMMUNITY  
 PHASE 1A, UNIT 100



EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 3

EXTERIOR MATERIALS & TEXTURES TYPES

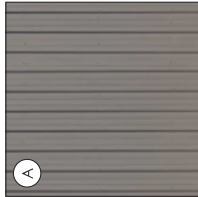
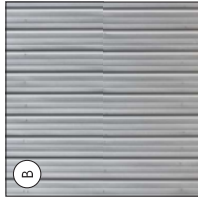

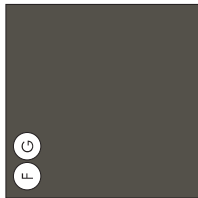
|  |  |  |  |   |  |  |  |
|--|--|--|--|---|--|--|--|
|  <p><b>A</b></p> |  <p><b>B</b></p> |  <p><b>C</b></p> |  <p><b>D</b></p> |  <p><b>E</b></p> |  <p><b>F</b></p> |  <p><b>G</b></p> |  <p><b>I</b></p> |
| METAL ROOF<br>MCE80711PANEL OR EQUAL   | METAL SIDING<br>MCE8071111RIBB OR EQUAL  | ALUMINUM STOREFRONT<br>CAL-33 ALUMINUM OR EQUAL  | BOARD-FORMED CONCRETE<br>SAND-BLAST AND SEAL, NATURAL FINISH   | HEAVY TIMBER<br>MCE8071111RIBB, UNRESSED, OR<br>NATURAL FINISH                                      | ALUMINUM GLASS DOOR<br>BY PROTECTED COATING  | SECTIONAL GARAGE DOOR<br>SOLID HORIZONTAL PANEL SYSTEM   | SITE LIGHTING<br>FARM STYLE OR CLASSIC FARMAN STYLE<br>FINISH                                      |



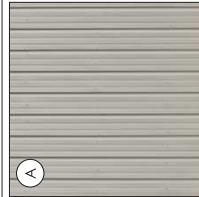
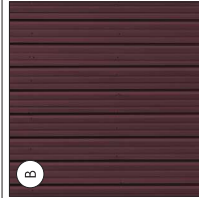

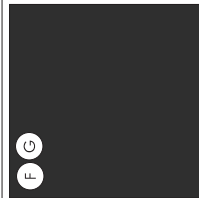
**BARREL CREEK MIXED-USE  
COMMERCIAL - TYP. BUILDING "B" MATERIALS & TEXTURES**



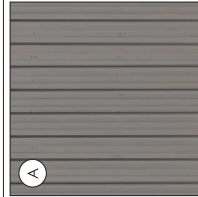



**SCHEME 1**

|   |   |   |  |
|---|---|---|--|
|  |  |  |  |
| METAL ROOF<br>MCEROT R-PANEL<br>COLOR: ASH GRAY                                     | METAL SIDING<br>MCEROT R-PANEL<br>COLOR: GALVALUME PLUS                             | ALUMINUM STOREFRONT<br>CR-JUS ALUMINUM<br>COLOR: OIL RUBBED BRONZE                  | DOOR FINISHES<br>COLOR: DARK BRONZE  |

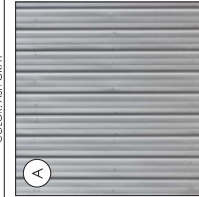
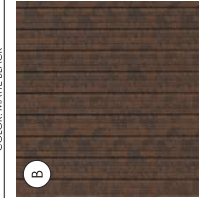
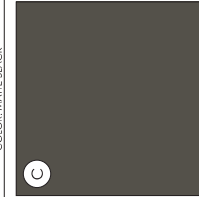
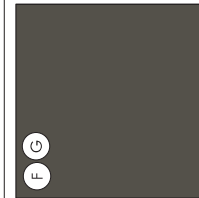
**SCHEME 2**

|   |   |   |  |
|---|---|---|--|
|  |  |  |  |
| METAL ROOF<br>MCEROT R-PANEL<br>COLOR: GALVALUME                                    | METAL SIDING<br>MCEROT R-PANEL<br>COLOR: BRANDWYNE                                  | ALUMINUM STOREFRONT<br>CR-JUS ALUMINUM<br>COLOR: MATE BLACK                         | DOOR FINISHES<br>COLOR: MATE BLACK   |

**SCHEME 3**

|   |   |   |  |
|---|---|---|--|
|  |  |  |  |
| METAL ROOF<br>MCEROT R-PANEL<br>COLOR: ASH GRAY                                     | METAL SIDING<br>MCEROT R-PANEL<br>COLOR: MATE BLACK                                 | ALUMINUM STOREFRONT<br>CR-JUS ALUMINUM<br>COLOR: MATE BLACK                         | ALUMINUM GLASS DOOR<br>COLOR: MATE BLACK   |

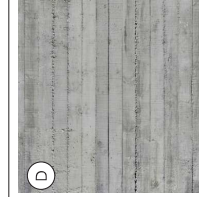

**SCHEME 4**

|   |   |   |  |
|---|---|---|--|
|  |  |  |  |
| METAL ROOF<br>MCEROT R-PANEL<br>COLOR: GALVALUME                                      | METAL SIDING<br>MCEROT R-PANEL  | ALUMINUM STOREFRONT<br>CR-JUS ALUMINUM  | ALUMINUM GLASS DOOR<br>COLOR: DARK BRONZE  |

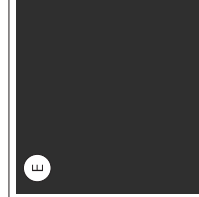



**BARREL CREEK MIXED-USE COMMERCIAL - BUILDING COLOR SCHEMES**

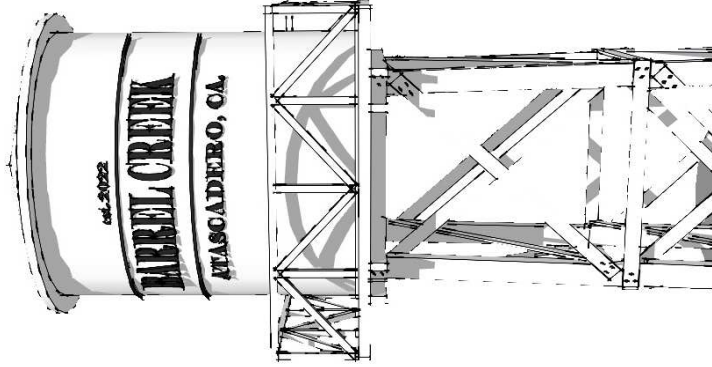
**COMMON FINISHES**

|   |   |
|---|---|
|  |          |
| BOARD-FORMED CONCRETE<br>DESCRIPTION  | LIGHTING<br>CHARREUSE<br>DESCRIPTION<br><small>(SHOWN IN ALTERNATE FINISH, BLACK)</small> |

**ACCENT FINISHES**

|  |  |
|--|--|
|  |  |
| STEEL L-BEAM<br>SHERWIN WILLIAMS<br>SW 6258 TRICORN BLACK                          | HEAVY TIMBER<br>DESCRIPTION  |

1" = 8'-0"  
0 4 8 12  
1/8" = 1'-0"  
1/4" = 3'-0"  
1/2" = 6'-0"  
3/4" = 9'-0"  
1" = 12'-0"  
A29  
OPENING OVER  
LVA VTM  
151504049-9  
SEPTEMBER 9, 2022



HOTEL ZONE

120 KEYS

4-STORY BUILDING

OPEN STALL PARKING

GROUND FLOOR OUTDOOR POOL & SPA

ROOF TOP OUTDOOR LOUNGE

CONTEMPORARY AGRARIAN STYLE  
THEMED

 **LEGACY HEALTH**  
 **LEGACY UNIVERSITY**  
 **rrm design group**  
**BARREL CREEK MIXED-USE**  
**HOTEL NEIGHBORHOOD COVER SHEET**

A30  
C:\PROJECTS\2023\03\14\23\A30.dwg  
LVA 3/14/23

11/14/2023 9:19  
SEPTEMBER 1, 2022





CONTEMPORARY AGRARIAN STYLE THEMED

**rrm** | **BARREL CREEK MIXED-USE**  
design group | **HOTEL - INSPIRATION IMAGE BOARD**



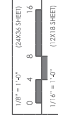
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CONTRACTOR'S COPY  
LVA 15.VTM

11/14/2024 11:19  
SEPTEMBER 12, 2022





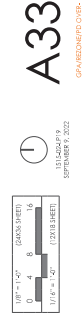
   **BARREL CREEK MIXED-USE  
HOTEL - CHARACTER RENDER - MAIN ENTRANCE**



**A32**  
GRAPHIC DESIGN  
LAW & VTM

11/24/2024 9  
SEPTEMBER 2, 2022



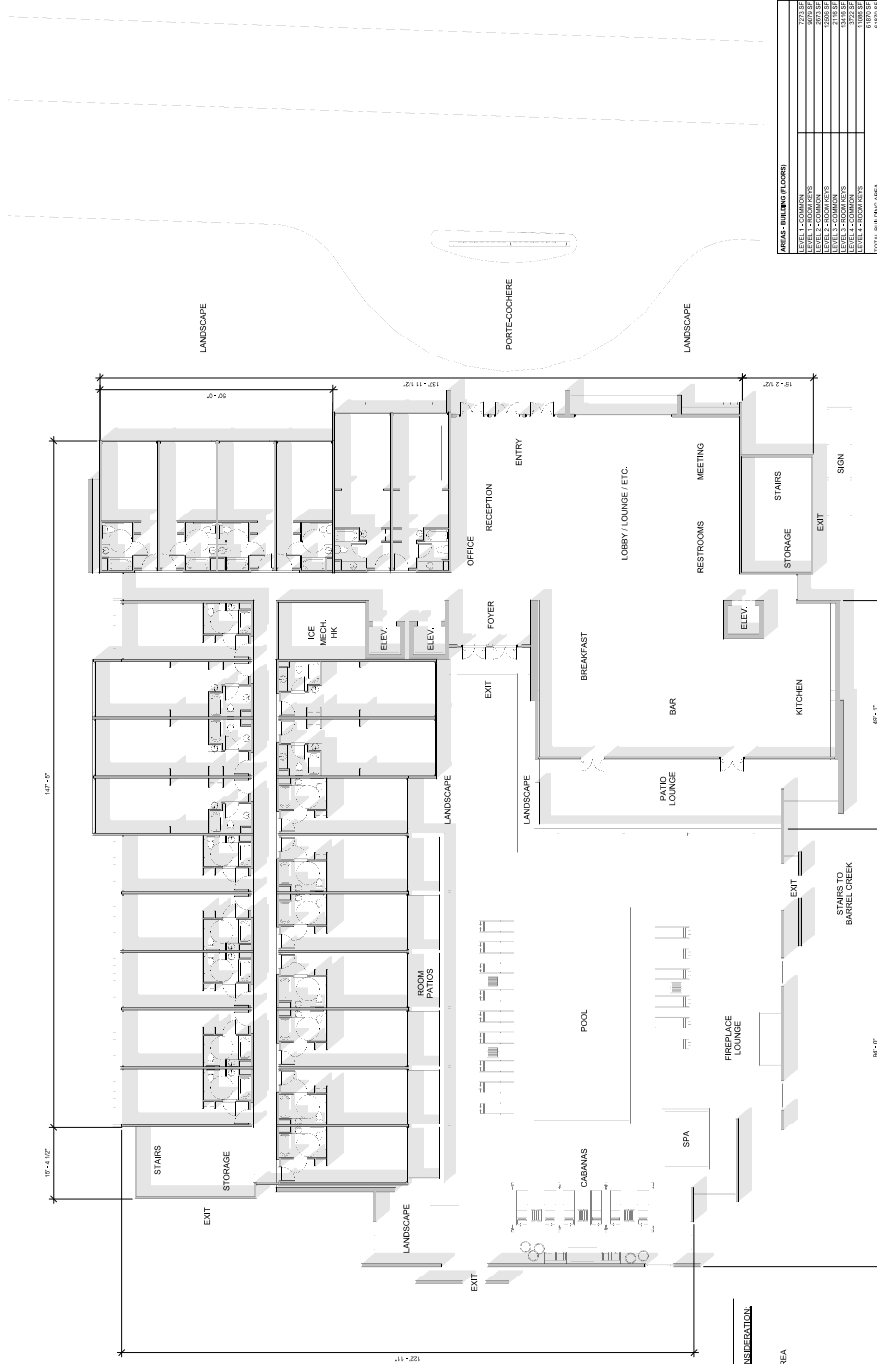


A33

CPA/REG/REG OVERLAYS  
LVA & VTM

**RRM** | **BARREL CREEK MIXED-USE**  
**design group** | **HOTEL - CHARACTER RENDER - POOL SIDE**





| AREA - BUILDING FLOOR |              |
|-----------------------|--------------|
| LEVEL 1               | 10,000 SF    |
| LEVEL 2               | 10,000 SF    |
| LEVEL 3               | 10,000 SF    |
| LEVEL 4               | 10,000 SF    |
| LEVEL 5               | 10,000 SF    |
| LEVEL 6               | 10,000 SF    |
| LEVEL 7               | 10,000 SF    |
| LEVEL 8               | 10,000 SF    |
| LEVEL 9               | 10,000 SF    |
| LEVEL 10              | 10,000 SF    |
| LEVEL 11              | 10,000 SF    |
| LEVEL 12              | 10,000 SF    |
| LEVEL 13              | 10,000 SF    |
| LEVEL 14              | 10,000 SF    |
| LEVEL 15              | 10,000 SF    |
| LEVEL 16              | 10,000 SF    |
| LEVEL 17              | 10,000 SF    |
| LEVEL 18              | 10,000 SF    |
| LEVEL 19              | 10,000 SF    |
| LEVEL 20              | 10,000 SF    |
| LEVEL 21              | 10,000 SF    |
| LEVEL 22              | 10,000 SF    |
| LEVEL 23              | 10,000 SF    |
| LEVEL 24              | 10,000 SF    |
| LEVEL 25              | 10,000 SF    |
| LEVEL 26              | 10,000 SF    |
| LEVEL 27              | 10,000 SF    |
| LEVEL 28              | 10,000 SF    |
| LEVEL 29              | 10,000 SF    |
| LEVEL 30              | 10,000 SF    |
| LEVEL 31              | 10,000 SF    |
| LEVEL 32              | 10,000 SF    |
| LEVEL 33              | 10,000 SF    |
| LEVEL 34              | 10,000 SF    |
| LEVEL 35              | 10,000 SF    |
| LEVEL 36              | 10,000 SF    |
| LEVEL 37              | 10,000 SF    |
| LEVEL 38              | 10,000 SF    |
| LEVEL 39              | 10,000 SF    |
| LEVEL 40              | 10,000 SF    |
| LEVEL 41              | 10,000 SF    |
| LEVEL 42              | 10,000 SF    |
| LEVEL 43              | 10,000 SF    |
| LEVEL 44              | 10,000 SF    |
| LEVEL 45              | 10,000 SF    |
| LEVEL 46              | 10,000 SF    |
| LEVEL 47              | 10,000 SF    |
| LEVEL 48              | 10,000 SF    |
| LEVEL 49              | 10,000 SF    |
| LEVEL 50              | 10,000 SF    |
| LEVEL 51              | 10,000 SF    |
| LEVEL 52              | 10,000 SF    |
| LEVEL 53              | 10,000 SF    |
| LEVEL 54              | 10,000 SF    |
| LEVEL 55              | 10,000 SF    |
| LEVEL 56              | 10,000 SF    |
| LEVEL 57              | 10,000 SF    |
| LEVEL 58              | 10,000 SF    |
| LEVEL 59              | 10,000 SF    |
| LEVEL 60              | 10,000 SF    |
| LEVEL 61              | 10,000 SF    |
| LEVEL 62              | 10,000 SF    |
| LEVEL 63              | 10,000 SF    |
| LEVEL 64              | 10,000 SF    |
| LEVEL 65              | 10,000 SF    |
| LEVEL 66              | 10,000 SF    |
| LEVEL 67              | 10,000 SF    |
| LEVEL 68              | 10,000 SF    |
| LEVEL 69              | 10,000 SF    |
| LEVEL 70              | 10,000 SF    |
| LEVEL 71              | 10,000 SF    |
| LEVEL 72              | 10,000 SF    |
| LEVEL 73              | 10,000 SF    |
| LEVEL 74              | 10,000 SF    |
| LEVEL 75              | 10,000 SF    |
| LEVEL 76              | 10,000 SF    |
| LEVEL 77              | 10,000 SF    |
| LEVEL 78              | 10,000 SF    |
| LEVEL 79              | 10,000 SF    |
| LEVEL 80              | 10,000 SF    |
| LEVEL 81              | 10,000 SF    |
| LEVEL 82              | 10,000 SF    |
| LEVEL 83              | 10,000 SF    |
| LEVEL 84              | 10,000 SF    |
| LEVEL 85              | 10,000 SF    |
| LEVEL 86              | 10,000 SF    |
| LEVEL 87              | 10,000 SF    |
| LEVEL 88              | 10,000 SF    |
| LEVEL 89              | 10,000 SF    |
| LEVEL 90              | 10,000 SF    |
| LEVEL 91              | 10,000 SF    |
| LEVEL 92              | 10,000 SF    |
| LEVEL 93              | 10,000 SF    |
| LEVEL 94              | 10,000 SF    |
| LEVEL 95              | 10,000 SF    |
| LEVEL 96              | 10,000 SF    |
| LEVEL 97              | 10,000 SF    |
| LEVEL 98              | 10,000 SF    |
| LEVEL 99              | 10,000 SF    |
| LEVEL 100             | 10,000 SF    |
| TOTAL BUILDING AREA   | 1,000,000 SF |

ADDITIONAL PROGRAMMING SPACES ARE CONSIDERATION:  
VALET/USGAGE  
RECEPTION AREA STORAGE  
TRASH/RECYCLE  
FITNESS ROOM  
BOILER ROOM  
MAINTENANCE

1 GROUND FLOOR PLAN  
(1/8" = 1'-0" (A X 3.5 SHEET))

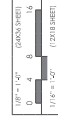
**RRM design group**  
**BARREL CREEK MIXED-USE HOTEL - GROUND FLOOR PLAN**



Scale: 1/8" = 1'-0" (7.50 SHEET)  
DATE: 11/14/2023  
DRAWN BY: [Name]  
CHECKED BY: [Name]  
A34  
C:\PROJECTS\BID\0000000000\1A\A.VTM



| AREAS - BUILDING FLOORS |          |
|-------------------------|----------|
| LEVEL 1 CONCRETE        | 2207.00  |
| LEVEL 1 FLOOR FINISHES  | 6000.00  |
| LEVEL 2 CONCRETE        | 5110.00  |
| LEVEL 2 FLOOR FINISHES  | 10200.00 |
| LEVEL 3 CONCRETE        | 5110.00  |
| LEVEL 3 FLOOR FINISHES  | 10200.00 |
| LEVEL 4 CONCRETE        | 10200.00 |
| LEVEL 4 FLOOR FINISHES  | 10200.00 |
| LEVEL 5 CONCRETE        | 10200.00 |
| LEVEL 5 FLOOR FINISHES  | 10200.00 |
| TOTAL BUILDING AREA     | 61800.00 |



**A35**  
GRAPHICSCALE OVERLAY V19.1.VTM

① SECOND FLOOR PLAN  
1/8" = 1'-0" (24 X 36 SHEET)




**BARREL CREEK MIXED-USE HOTEL - SECOND FLOOR PLAN**









① FRONT ELEVATION (EAST) - FACING HWY.  
1/8" = 1'-0" (24 X 36 SHEET)



② RIGHT ELEVATION (NORTH)  
1/8" = 1'-0" (24 X 36 SHEET)



**BARREL CREEK MIXED-USE  
 HOTEL - ELEVATIONS**



DATE PLOTTED: 03/14/23  
 10:00:47 AM  
 PROJECT: 12345

**A38**  
GRAPHICSCALE.COM  
 (415) 835-1000



3 REAR ELEVATION (WEST) - FACING OAK MNT. RANGE  
 1/8" = 1'-0" (24 X 36 SHEET)



4 LEFT ELEVATION (SOUTH) - FACING BARREL CREEK  
 1/8" = 1'-0" (24 X 36 SHEET)



**BARREL CREEK MIXED-USE  
 HOTEL - ELEVATIONS**



LEGACY REAL ESTATE  
 10000 N. 100th Ave.  
 Greenwood, CO 80045


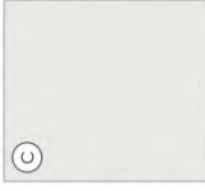
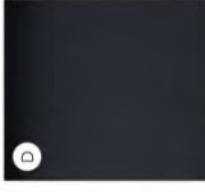
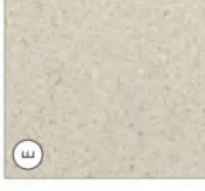
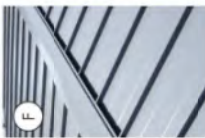



**A39**  
 SPANISH CREEK COMMUNITY  
 LAY 1 & 2





EXTERIOR MATERIALS EXHIBIT

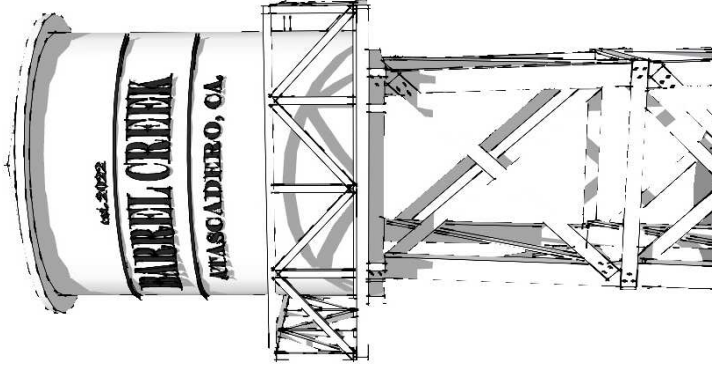
EXTERIOR COLORS, MATERIALS & TEXTURES TYPES

|  |  |  |  |   |  |  |  |   |
|--|--|--|--|---|--|--|--|---|
|  |  |  |  |  |  |  |  |  |
| METAL PANELS<br>CORTEX STEEL WEATHERED FINISH  | SUNSCREEN SYSTEM<br>VERTICAL ALUMINUM<br>SHADED WEATHERED WOOD TEXTURED FINISH       | STUCCO<br>LAMAZZA OR EDUAL<br>X46 DOVE GREY SMOOTH FINISH                            | STUCCO<br>LAMAZZA OR EDUAL<br>MATCH TO DARK GREY/BLACK FINISH                        | ARCHITECTURAL PRECAST<br>GOLDEN TONE - LIMESTONE FINISH                             | STANDING SEAM ROOF<br>TITANIUM<br>LIGHT GRAY                                       | ALUMINUM EXTERIOR<br>OIL ALUMINUM<br>OIL RUBBED BRONZE                             | FENCING ACCENT<br>NATURAL CEDAR PALLET THEMED                                      | SITE WALLS<br>HORIZONTAL SAND/SPIN CONCRETE   |




**BARREL CREEK MIXED-USE HOTEL - COLORS AND MATERIALS**

A40  
LEGACY PARTNER  
SPRINGER



MICRO COMMUNITY

APPROXIMATELY 16 UNITS

SHORT TERM RENTALS

1-STORY BUILDING

OPEN STALL PARKING

CONTEMPORARY AGRARIAN STYLE  
THEMED

 **LEGACY ARCHITECTURE**  
 **LEGACY INSTITUTION**  
 **rrm design group**  
**BARREL CREEK MIXED-USE  
MICRO COMMUNITY COVER SHEET**

A41  
CONVERTED FROM  
LVA 1/1/18

11/14/2024 9:19  
SEPTEMBER 17, 2022



MODERN TINY HOMES

**RRM** | **design group** | **BARREL CREEK MIXED-USE**  
**LEGACY INVESTMENTS** | **LEGACY INVESTMENTS** | **MICRO COMMUNITY - INSPIRATION IMAGE BOARD**

11/14/2024 11:19  
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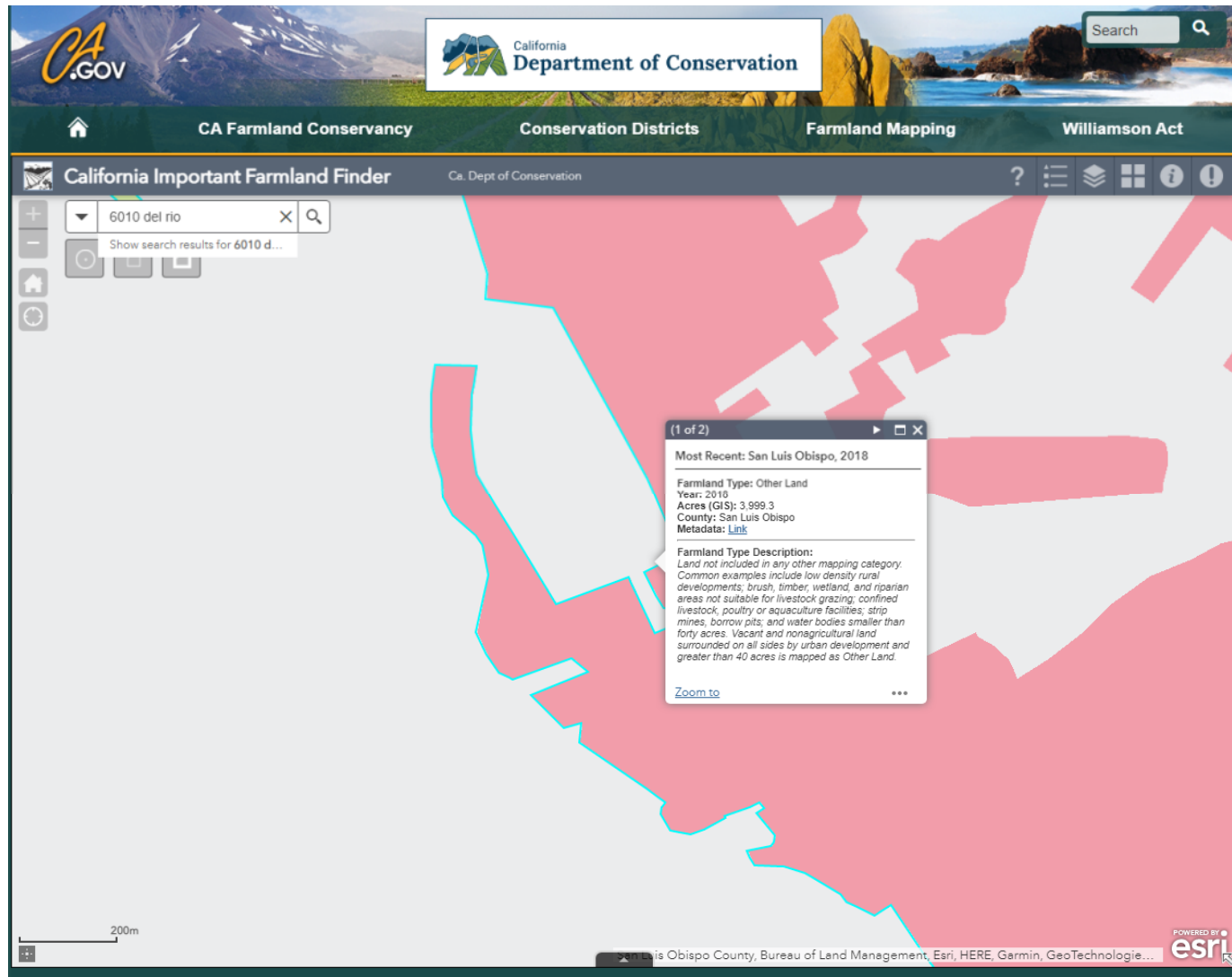


**Figure 4 – Site Photos**





**Figure 5 – California Department of conservation Farmland Mapping**



**Figure 6 – CalEEMod Detailed Report**

See Following



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## Barrel Creek commercial - winter 2023 Detailed Report

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## 1. Basic Project Information

### 1.1. Basic Project Information

| Data Field                  | Value                                   |
|-----------------------------|---|
| Project Name                | Barrel Creek commercial - winter 2023   |
| Lead Agency                 | —                                       |
| Land Use Scale              | Project/site                            |
| Analysis Level for Defaults | County                                  |
| Windspeed (m/s)             | 3.00                                    |
| Precipitation (days)        | 29.6                                    |
| Location                    | 35.513214049241256, -120.70177617406684 |
| County                      | San Luis Obispo                         |
| City                        | Atascadero                              |
| Air District                | San Luis Obispo County APCD             |
| Air Basin                   | South Central Coast                     |
| TAZ                         | 3312                                    |
| EDFZ                        | 6                                       |
| Electric Utility            | Pacific Gas & Electric Company          |
| Gas Utility                 | Southern California Gas                 |

### 1.2. Land Use Types

| Land Use Subtype       | Size | Unit     | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description                   |
|------------------------|------|----------|-------------|-----------------------|------------------------|--------------------------------|------------|-------------------------------|
| General Light Industry | 48.0 | 1000sqft | 9.57        | 48,000                | 64,076                 | —                              | —          | Commercial / light industrial |
| Hotel                  | 120  | Room     | 4.00        | 174,240               | 10,112                 | —                              | —          | —                             |
| Hotel                  | 16.0 | Room     | 0.90        | 4,000                 | 29,431                 | —                              | —          | cottage hotel                 |

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|                    |      |          |      |       |       |   |   |   |
|--------------------|------|----------|------|-------|-------|---|---|---|
| Quality Restaurant | 5.00 | 1000sqft | 0.11 | 5,000 | 2,500 | — | — | — |
|--------------------|------|----------|------|-------|-------|---|---|---|

1.3. User-Selected Emission Reduction Measures by Emissions Sector

| Sector         | #      | Measure Title   |
|----------------|--------|---|
| Construction   | C-2*   | Limit Heavy-Duty Diesel Vehicle Idling                                      |
| Construction   | C-10-A | Water Exposed Surfaces  |
| Construction   | C-10-B | Water Active Demolition Sites   |
| Construction   | C-10-C | Water Unpaved Construction Roads  |
| Construction   | C-11   | Limit Vehicle Speeds on Unpaved Roads                                       |
| Transportation | T-35*  | Provide Traffic Calming Measures  |
| Transportation | T-50*  | Required Project Contributions to Transportation Infrastructure Improvement |

\* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit.             | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Daily, Summer (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Unmit.              | 1.96 | 1.65 | 12.8 | 17.0 | 0.03 | 0.51  | 0.78  | 1.28  | 0.47   | 0.19   | 0.66   | —    | 3,867 | 3,867 | 0.17 | 0.17 | 4.92 | 3,928 |
| Mit.                | 1.96 | 1.65 | 12.8 | 17.0 | 0.03 | 0.51  | 0.78  | 1.28  | 0.47   | 0.19   | 0.66   | —    | 3,867 | 3,867 | 0.17 | 0.17 | 4.92 | 3,928 |
| % Reduced           | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Daily, Winter (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |

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|                     |      |      |      |      |         |      |      |      |      |      |      |   |        |        |      |      |      |        |
|---------------------|------|------|------|------|---------|------|------|------|------|------|------|---|--------|--------|------|------|------|--------|
| Unmit.              | 6.04 | 210  | 64.4 | 44.0 | 0.24    | 2.09 | 23.8 | 25.9 | 1.95 | 11.2 | 13.2 | — | 21,712 | 21,712 | 1.06 | 2.67 | 0.82 | 22,535 |
| Mit.                | 6.04 | 210  | 64.4 | 44.0 | 0.24    | 2.09 | 11.7 | 13.8 | 1.95 | 5.06 | 7.01 | — | 21,712 | 21,712 | 1.06 | 2.67 | 0.82 | 22,535 |
| % Reduced           | —    | —    | —    | —    | —       | —    | 51%  | 47%  | —    | 55%  | 47%  | — | —      | —      | —    | —    | —    | —      |
| Average Daily (Max) | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —      | —      | —    | —    | —    | —      |
| Unmit.              | 1.58 | 9.05 | 11.0 | 13.5 | 0.02    | 0.44 | 1.02 | 1.46 | 0.40 | 0.44 | 0.73 | — | 3,123  | 3,123  | 0.14 | 0.14 | 1.54 | 3,170  |
| Mit.                | 1.58 | 9.05 | 11.0 | 13.5 | 0.02    | 0.44 | 0.73 | 1.17 | 0.40 | 0.21 | 0.61 | — | 3,123  | 3,123  | 0.14 | 0.14 | 1.54 | 3,170  |
| % Reduced           | —    | —    | —    | —    | —       | —    | 28%  | 20%  | —    | 52%  | 16%  | — | —      | —      | —    | —    | —    | —      |
| Annual (Max)        | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —      | —      | —    | —    | —    | —      |
| Unmit.              | 0.29 | 1.65 | 2.00 | 2.47 | < 0.005 | 0.08 | 0.19 | 0.27 | 0.07 | 0.08 | 0.13 | — | 517    | 517    | 0.02 | 0.02 | 0.25 | 525    |
| Mit.                | 0.29 | 1.65 | 2.00 | 2.47 | < 0.005 | 0.08 | 0.13 | 0.21 | 0.07 | 0.04 | 0.11 | — | 517    | 517    | 0.02 | 0.02 | 0.25 | 525    |
| % Reduced           | —    | —    | —    | —    | —       | —    | 28%  | 20%  | —    | 52%  | 16%  | — | —      | —      | —    | —    | —    | —      |

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year                 | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2  | CO2T   | CH4  | N2O  | R    | CO2e   |
|----------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|--------|--------|------|------|------|--------|
| Daily - Summer (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| 2024                 | 1.96 | 1.65 | 12.8 | 17.0 | 0.03    | 0.51  | 0.78  | 1.28  | 0.47   | 0.19   | 0.66   | —    | 3,867  | 3,867  | 0.17 | 0.17 | 4.92 | 3,928  |
| Daily - Winter (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| 2023                 | 6.04 | 4.34 | 64.4 | 44.0 | 0.24    | 2.09  | 23.8  | 25.9  | 1.95   | 11.2   | 13.2   | —    | 21,712 | 21,712 | 1.06 | 2.67 | 0.82 | 22,535 |
| 2024                 | 4.46 | 210  | 38.1 | 32.0 | 0.09    | 1.49  | 9.95  | 11.4  | 1.38   | 3.86   | 5.23   | —    | 9,248  | 9,248  | 0.41 | 0.46 | 0.15 | 9,395  |
| 2025                 | 0.24 | 206  | 0.94 | 1.76 | < 0.005 | 0.03  | 0.11  | 0.14  | 0.03   | 0.03   | 0.05   | —    | 247    | 247    | 0.01 | 0.01 | 0.01 | 249    |

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|               |         |      |      |      |         |         |         |         |         |         |         |   |       |       |         |         |         |       |
|---------------|---------|------|------|------|---------|---------|---------|---------|---------|---------|---------|---|-------|-------|---------|---------|---------|-------|
| Average Daily | —       | —    | —    | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| 2023          | 0.34    | 0.26 | 3.30 | 2.45 | 0.01    | 0.12    | 0.99    | 1.10    | 0.11    | 0.44    | 0.55    | — | 927   | 927   | 0.04    | 0.09    | 0.46    | 955   |
| 2024          | 1.58    | 6.37 | 11.0 | 13.5 | 0.02    | 0.44    | 1.02    | 1.46    | 0.40    | 0.32    | 0.73    | — | 3,123 | 3,123 | 0.14    | 0.14    | 1.54    | 3,170 |
| 2025          | 0.01    | 9.05 | 0.04 | 0.08 | < 0.005 | < 0.005 | < 0.005 | 0.01    | < 0.005 | < 0.005 | < 0.005 | — | 10.9  | 10.9  | < 0.005 | < 0.005 | 0.01    | 11.0  |
| Annual        | —       | —    | —    | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| 2023          | 0.06    | 0.05 | 0.60 | 0.45 | < 0.005 | 0.02    | 0.18    | 0.20    | 0.02    | 0.08    | 0.10    | — | 154   | 154   | 0.01    | 0.01    | 0.08    | 158   |
| 2024          | 0.29    | 1.16 | 2.00 | 2.47 | < 0.005 | 0.08    | 0.19    | 0.27    | 0.07    | 0.06    | 0.13    | — | 517   | 517   | 0.02    | 0.02    | 0.25    | 525   |
| 2025          | < 0.005 | 1.65 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.80  | 1.80  | < 0.005 | < 0.005 | < 0.005 | 1.82  |

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year                 | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D   | PM10T | PM2.5E  | PM2.5D  | PM2.5T  | BCO2 | NBCO2  | CO2T   | CH4     | N2O     | R    | CO2e   |   |
|----------------------|------|------|------|------|---------|---------|---------|-------|---------|---------|---------|------|--------|--------|---------|---------|------|--------|---|
| Daily - Summer (Max) | —    | —    | —    | —    | —       | —       | —       | —     | —       | —       | —       | —    | —      | —      | —       | —       | —    | —      | — |
| 2024                 | 1.96 | 1.65 | 12.8 | 17.0 | 0.03    | 0.51    | 0.78    | 1.28  | 0.47    | 0.19    | 0.66    | —    | 3,867  | 3,867  | 0.17    | 0.17    | 4.92 | 3,928  |   |
| Daily - Winter (Max) | —    | —    | —    | —    | —       | —       | —       | —     | —       | —       | —       | —    | —      | —      | —       | —       | —    | —      | — |
| 2023                 | 6.04 | 4.34 | 64.4 | 44.0 | 0.24    | 2.09    | 11.7    | 13.8  | 1.95    | 5.06    | 7.01    | —    | 21,712 | 21,712 | 1.06    | 2.67    | 0.82 | 22,535 |   |
| 2024                 | 4.46 | 210  | 38.1 | 32.0 | 0.09    | 1.49    | 4.33    | 5.82  | 1.38    | 1.63    | 3.00    | —    | 9,248  | 9,248  | 0.41    | 0.46    | 0.15 | 9,395  |   |
| 2025                 | 0.24 | 206  | 0.94 | 1.76 | < 0.005 | 0.03    | 0.11    | 0.14  | 0.03    | 0.03    | 0.05    | —    | 247    | 247    | 0.01    | 0.01    | 0.01 | 249    |   |
| Average Daily        | —    | —    | —    | —    | —       | —       | —       | —     | —       | —       | —       | —    | —      | —      | —       | —       | —    | —      | — |
| 2023                 | 0.34 | 0.26 | 3.30 | 2.45 | 0.01    | 0.12    | 0.47    | 0.59  | 0.11    | 0.19    | 0.30    | —    | 927    | 927    | 0.04    | 0.09    | 0.46 | 955    |   |
| 2024                 | 1.58 | 6.37 | 11.0 | 13.5 | 0.02    | 0.44    | 0.73    | 1.17  | 0.40    | 0.21    | 0.61    | —    | 3,123  | 3,123  | 0.14    | 0.14    | 1.54 | 3,170  |   |
| 2025                 | 0.01 | 9.05 | 0.04 | 0.08 | < 0.005 | < 0.005 | < 0.005 | 0.01  | < 0.005 | < 0.005 | < 0.005 | —    | 10.9   | 10.9   | < 0.005 | < 0.005 | 0.01 | 11.0   |   |
| Annual               | —    | —    | —    | —    | —       | —       | —       | —     | —       | —       | —       | —    | —      | —      | —       | —       | —    | —      | — |

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|      |         |      |      |      |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|------|---------|------|------|------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| 2023 | 0.06    | 0.05 | 0.60 | 0.45 | < 0.005 | 0.02    | 0.09    | 0.11    | 0.02    | 0.04    | 0.06    | — | 154  | 154  | 0.01    | 0.01    | 0.08    | 158  |
| 2024 | 0.29    | 1.16 | 2.00 | 2.47 | < 0.005 | 0.08    | 0.13    | 0.21    | 0.07    | 0.04    | 0.11    | — | 517  | 517  | 0.02    | 0.02    | 0.25    | 525  |
| 2025 | < 0.005 | 1.65 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.80 | 1.80 | < 0.005 | < 0.005 | < 0.005 | 1.82 |

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit.             | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2  | CO2T   | CH4  | N2O  | R    | CO2e   |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|--------|--------|------|------|------|--------|
| Daily, Summer (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| Unmit.              | 11.4 | 17.1 | 8.79 | 60.2 | 0.11 | 0.27  | 3.27  | 3.54  | 0.27   | 0.58   | 0.85   | 105  | 13,635 | 13,741 | 11.6 | 0.62 | 341  | 14,556 |
| Mit.                | 11.4 | 17.1 | 8.79 | 60.2 | 0.11 | 0.27  | 3.27  | 3.54  | 0.27   | 0.58   | 0.85   | 105  | 13,635 | 13,741 | 11.6 | 0.62 | 341  | 14,556 |
| % Reduced           | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| Daily, Winter (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| Unmit.              | 9.49 | 15.2 | 9.27 | 51.4 | 0.11 | 0.26  | 3.27  | 3.52  | 0.25   | 0.58   | 0.83   | 105  | 13,292 | 13,397 | 11.6 | 0.65 | 300  | 14,182 |
| Mit.                | 9.49 | 15.2 | 9.27 | 51.4 | 0.11 | 0.26  | 3.27  | 3.52  | 0.25   | 0.58   | 0.83   | 105  | 13,292 | 13,397 | 11.6 | 0.65 | 300  | 14,182 |
| % Reduced           | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| Average Daily (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| Unmit.              | 10.3 | 16.0 | 8.30 | 53.3 | 0.10 | 0.25  | 2.76  | 3.01  | 0.25   | 0.49   | 0.74   | 105  | 11,857 | 11,962 | 11.5 | 0.57 | 314  | 12,736 |
| Mit.                | 10.3 | 16.0 | 8.30 | 53.3 | 0.10 | 0.25  | 2.76  | 3.01  | 0.25   | 0.49   | 0.74   | 105  | 11,857 | 11,962 | 11.5 | 0.57 | 314  | 12,736 |
| % Reduced           | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| Annual (Max)        | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| Unmit.              | 1.88 | 2.92 | 1.51 | 9.73 | 0.02 | 0.05  | 0.50  | 0.55  | 0.05   | 0.09   | 0.14   | 17.5 | 1,963  | 1,980  | 1.91 | 0.10 | 52.0 | 2,109  |

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|           |      |      |      |      |      |      |      |      |      |      |      |      |       |       |      |      |      |       |
|-----------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------|------|------|------|-------|
| Mit.      | 1.88 | 2.92 | 1.51 | 9.73 | 0.02 | 0.05 | 0.50 | 0.55 | 0.05 | 0.09 | 0.14 | 17.5 | 1,963 | 1,980 | 1.91 | 0.10 | 52.0 | 2,109 |
| % Reduced | —    | —    | —    | —    | —    | —    | —    | —    | —    | —    | —    | —    | —     | —     | —    | —    | —    | —     |

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector              | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2  | CO2T   | CH4     | N2O     | R    | CO2e   |
|---------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|--------|--------|---------|---------|------|--------|
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —      | —      | —       | —       | —    | —      |
| Mobile              | 9.45 | 8.90 | 6.76 | 48.6 | 0.10    | 0.11  | 3.27  | 3.38  | 0.10   | 0.58   | 0.68   | —    | 10,215 | 10,215 | 0.57    | 0.52    | 41.7 | 10,426 |
| Area                | 1.79 | 8.07 | 0.08 | 10.1 | < 0.005 | 0.01  | —     | 0.01  | 0.02   | —      | 0.02   | 0.00 | 41.4   | 41.4   | < 0.005 | < 0.005 | —    | 41.5   |
| Energy              | 0.21 | 0.11 | 1.95 | 1.64 | 0.01    | 0.15  | —     | 0.15  | 0.15   | —      | 0.15   | —    | 3,327  | 3,327  | 0.37    | 0.02    | —    | 3,344  |
| Water               | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | 30.8 | 51.7   | 82.5   | 3.17    | 0.08    | —    | 184    |
| Waste               | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | 74.7 | 0.00   | 74.7   | 7.46    | 0.00    | —    | 261    |
| Refrig.             | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —      | —      | —       | —       | 299  | 299    |
| Total               | 11.4 | 17.1 | 8.79 | 60.2 | 0.11    | 0.27  | 3.27  | 3.54  | 0.27   | 0.58   | 0.85   | 105  | 13,635 | 13,741 | 11.6    | 0.62    | 341  | 14,556 |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —      | —      | —       | —       | —    | —      |
| Mobile              | 9.28 | 8.69 | 7.32 | 49.7 | 0.10    | 0.11  | 3.27  | 3.38  | 0.10   | 0.58   | 0.68   | —    | 9,913  | 9,913  | 0.63    | 0.55    | 1.08 | 10,094 |
| Area                | 0.00 | 6.42 | 0.00 | 0.00 | 0.00    | 0.00  | —     | 0.00  | 0.00   | —      | 0.00   | 0.00 | 0.00   | 0.00   | 0.00    | 0.00    | —    | 0.00   |
| Energy              | 0.21 | 0.11 | 1.95 | 1.64 | 0.01    | 0.15  | —     | 0.15  | 0.15   | —      | 0.15   | —    | 3,327  | 3,327  | 0.37    | 0.02    | —    | 3,344  |
| Water               | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | 30.8 | 51.7   | 82.5   | 3.17    | 0.08    | —    | 184    |
| Waste               | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | 74.7 | 0.00   | 74.7   | 7.46    | 0.00    | —    | 261    |
| Refrig.             | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —      | —      | —       | —       | 299  | 299    |
| Total               | 9.49 | 15.2 | 9.27 | 51.4 | 0.11    | 0.26  | 3.27  | 3.52  | 0.25   | 0.58   | 0.83   | 105  | 13,292 | 13,397 | 11.6    | 0.65    | 300  | 14,182 |
| Average Daily       | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —      | —      | —       | —       | —    | —      |

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|         |      |      |      |      |         |         |      |         |         |      |         |      |        |        |         |         |      |        |
|---------|------|------|------|------|---------|---------|------|---------|---------|------|---------|------|--------|--------|---------|---------|------|--------|
| Mobile  | 8.46 | 7.96 | 6.28 | 42.6 | 0.08    | 0.09    | 2.76 | 2.85    | 0.09    | 0.49 | 0.58    | —    | 8,440  | 8,440  | 0.55    | 0.47    | 15.2 | 8,611  |
| Area    | 1.62 | 7.91 | 0.08 | 9.09 | < 0.005 | 0.01    | —    | 0.01    | 0.02    | —    | 0.02    | 0.00 | 37.4   | 37.4   | < 0.005 | < 0.005 | —    | 37.5   |
| Energy  | 0.21 | 0.11 | 1.95 | 1.64 | 0.01    | 0.15    | —    | 0.15    | 0.15    | —    | 0.15    | —    | 3,327  | 3,327  | 0.37    | 0.02    | —    | 3,344  |
| Water   | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 30.8 | 51.7   | 82.5   | 3.17    | 0.08    | —    | 184    |
| Waste   | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 74.7 | 0.00   | 74.7   | 7.46    | 0.00    | —    | 261    |
| Refrig. | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —      | —      | —       | —       | 299  | 299    |
| Total   | 10.3 | 16.0 | 8.30 | 53.3 | 0.10    | 0.25    | 2.76 | 3.01    | 0.25    | 0.49 | 0.74    | 105  | 11,857 | 11,962 | 11.5    | 0.57    | 314  | 12,736 |
| Annual  | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —      | —      | —       | —       | —    | —      |
| Mobile  | 1.54 | 1.45 | 1.15 | 7.77 | 0.02    | 0.02    | 0.50 | 0.52    | 0.02    | 0.09 | 0.11    | —    | 1,397  | 1,397  | 0.09    | 0.08    | 2.52 | 1,426  |
| Area    | 0.30 | 1.44 | 0.01 | 1.66 | < 0.005 | < 0.005 | —    | < 0.005 | < 0.005 | —    | < 0.005 | 0.00 | 6.19   | 6.19   | < 0.005 | < 0.005 | —    | 6.21   |
| Energy  | 0.04 | 0.02 | 0.36 | 0.30 | < 0.005 | 0.03    | —    | 0.03    | 0.03    | —    | 0.03    | —    | 551    | 551    | 0.06    | < 0.005 | —    | 554    |
| Water   | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 5.10 | 8.56   | 13.7   | 0.52    | 0.01    | —    | 30.5   |
| Waste   | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 12.4 | 0.00   | 12.4   | 1.24    | 0.00    | —    | 43.2   |
| Refrig. | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —      | —      | —       | —       | 49.5 | 49.5   |
| Total   | 1.88 | 2.92 | 1.51 | 9.73 | 0.02    | 0.05    | 0.50 | 0.55    | 0.05    | 0.09 | 0.14    | 17.5 | 1,963  | 1,980  | 1.91    | 0.10    | 52.0 | 2,109  |

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector              | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2  | CO2T   | CH4     | N2O     | R    | CO2e   |
|---------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|--------|--------|---------|---------|------|--------|
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —      | —      | —       | —       | —    | —      |
| Mobile              | 9.45 | 8.90 | 6.76 | 48.6 | 0.10    | 0.11  | 3.27  | 3.38  | 0.10   | 0.58   | 0.68   | —    | 10,215 | 10,215 | 0.57    | 0.52    | 41.7 | 10,426 |
| Area                | 1.79 | 8.07 | 0.08 | 10.1 | < 0.005 | 0.01  | —     | 0.01  | 0.02   | —      | 0.02   | 0.00 | 41.4   | 41.4   | < 0.005 | < 0.005 | —    | 41.5   |
| Energy              | 0.21 | 0.11 | 1.95 | 1.64 | 0.01    | 0.15  | —     | 0.15  | 0.15   | —      | 0.15   | —    | 3,327  | 3,327  | 0.37    | 0.02    | —    | 3,344  |
| Water               | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | 30.8 | 51.7   | 82.5   | 3.17    | 0.08    | —    | 184    |
| Waste               | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | 74.7 | 0.00   | 74.7   | 7.46    | 0.00    | —    | 261    |
| Refrig.             | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —      | —      | —       | —       | 299  | 299    |



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|                     |      |      |      |      |         |         |      |         |         |      |         |      |        |        |         |         |      |        |
|---------------------|------|------|------|------|---------|---------|------|---------|---------|------|---------|------|--------|--------|---------|---------|------|--------|
| Total               | 11.4 | 17.1 | 8.79 | 60.2 | 0.11    | 0.27    | 3.27 | 3.54    | 0.27    | 0.58 | 0.85    | 105  | 13,635 | 13,741 | 11.6    | 0.62    | 341  | 14,556 |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —      | —      | —       | —       | —    | —      |
| Mobile              | 9.28 | 8.69 | 7.32 | 49.7 | 0.10    | 0.11    | 3.27 | 3.38    | 0.10    | 0.58 | 0.68    | —    | 9,913  | 9,913  | 0.63    | 0.55    | 1.08 | 10,094 |
| Area                | 0.00 | 6.42 | 0.00 | 0.00 | 0.00    | 0.00    | —    | 0.00    | 0.00    | —    | 0.00    | 0.00 | 0.00   | 0.00   | 0.00    | 0.00    | —    | 0.00   |
| Energy              | 0.21 | 0.11 | 1.95 | 1.64 | 0.01    | 0.15    | —    | 0.15    | 0.15    | —    | 0.15    | —    | 3,327  | 3,327  | 0.37    | 0.02    | —    | 3,344  |
| Water               | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 30.8 | 51.7   | 82.5   | 3.17    | 0.08    | —    | 184    |
| Waste               | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 74.7 | 0.00   | 74.7   | 7.46    | 0.00    | —    | 261    |
| Refrig.             | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —      | —      | —       | —       | 299  | 299    |
| Total               | 9.49 | 15.2 | 9.27 | 51.4 | 0.11    | 0.26    | 3.27 | 3.52    | 0.25    | 0.58 | 0.83    | 105  | 13,292 | 13,397 | 11.6    | 0.65    | 300  | 14,182 |
| Average Daily       | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —      | —      | —       | —       | —    | —      |
| Mobile              | 8.46 | 7.96 | 6.28 | 42.6 | 0.08    | 0.09    | 2.76 | 2.85    | 0.09    | 0.49 | 0.58    | —    | 8,440  | 8,440  | 0.55    | 0.47    | 15.2 | 8,611  |
| Area                | 1.62 | 7.91 | 0.08 | 9.09 | < 0.005 | 0.01    | —    | 0.01    | 0.02    | —    | 0.02    | 0.00 | 37.4   | 37.4   | < 0.005 | < 0.005 | —    | 37.5   |
| Energy              | 0.21 | 0.11 | 1.95 | 1.64 | 0.01    | 0.15    | —    | 0.15    | 0.15    | —    | 0.15    | —    | 3,327  | 3,327  | 0.37    | 0.02    | —    | 3,344  |
| Water               | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 30.8 | 51.7   | 82.5   | 3.17    | 0.08    | —    | 184    |
| Waste               | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 74.7 | 0.00   | 74.7   | 7.46    | 0.00    | —    | 261    |
| Refrig.             | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —      | —      | —       | —       | 299  | 299    |
| Total               | 10.3 | 16.0 | 8.30 | 53.3 | 0.10    | 0.25    | 2.76 | 3.01    | 0.25    | 0.49 | 0.74    | 105  | 11,857 | 11,962 | 11.5    | 0.57    | 314  | 12,736 |
| Annual              | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —      | —      | —       | —       | —    | —      |
| Mobile              | 1.54 | 1.45 | 1.15 | 7.77 | 0.02    | 0.02    | 0.50 | 0.52    | 0.02    | 0.09 | 0.11    | —    | 1,397  | 1,397  | 0.09    | 0.08    | 2.52 | 1,426  |
| Area                | 0.30 | 1.44 | 0.01 | 1.66 | < 0.005 | < 0.005 | —    | < 0.005 | < 0.005 | —    | < 0.005 | 0.00 | 6.19   | 6.19   | < 0.005 | < 0.005 | —    | 6.21   |
| Energy              | 0.04 | 0.02 | 0.36 | 0.30 | < 0.005 | 0.03    | —    | 0.03    | 0.03    | —    | 0.03    | —    | 551    | 551    | 0.06    | < 0.005 | —    | 554    |
| Water               | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 5.10 | 8.56   | 13.7   | 0.52    | 0.01    | —    | 30.5   |
| Waste               | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 12.4 | 0.00   | 12.4   | 1.24    | 0.00    | —    | 43.2   |
| Refrig.             | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —      | —      | —       | —       | 49.5 | 49.5   |
| Total               | 1.88 | 2.92 | 1.51 | 9.73 | 0.02    | 0.05    | 0.50 | 0.55    | 0.05    | 0.09 | 0.14    | 17.5 | 1,963  | 1,980  | 1.91    | 0.10    | 52.0 | 2,109  |

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### 3. Construction Emissions Details

#### 3.1. Demolition (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG     | ROG     | NOx  | CO   | SO2     | PM10E   | PM10D   | PM10T   | PM2.5E  | PM2.5D  | PM2.5T  | BCO2 | NBCO2 | CO2T  | CH4     | N2O     | R    | CO2e  |
|---------------------|---------|---------|------|------|---------|---------|---------|---------|---------|---------|---------|------|-------|-------|---------|---------|------|-------|
| Onsite              | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | —    | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max) | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | —    | —     | —     | —       | —       | —    | —     |
| Daily, Winter (Max) | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 3.39    | 2.84    | 27.3 | 23.5 | 0.03    | 1.20    | —       | 1.20    | 1.10    | —       | 1.10    | —    | 3,425 | 3,425 | 0.14    | 0.03    | —    | 3,437 |
| Demolition          | —       | —       | —    | —    | —       | —       | 0.82    | 0.82    | —       | 0.12    | 0.12    | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Average Daily       | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.02    | 0.02    | 0.15 | 0.13 | < 0.005 | 0.01    | —       | 0.01    | 0.01    | —       | 0.01    | —    | 18.8  | 18.8  | < 0.005 | < 0.005 | —    | 18.8  |
| Demolition          | —       | —       | —    | —    | —       | —       | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual              | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | < 0.005 | < 0.005 | 0.03 | 0.02 | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | —       | < 0.005 | —    | 3.11  | 3.11  | < 0.005 | < 0.005 | —    | 3.12  |
| Demolition          | —       | —       | —    | —    | —       | —       | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | —    | —     | —     | —       | —       | —    | —     |

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|                     |         |         |         |         |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Onsite truck        | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Offsite             | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Summer (Max) | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Winter (Max) | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | 0.07    | 0.07    | 0.05    | 0.55    | 0.00    | 0.00    | 0.09    | 0.09    | 0.00    | 0.02    | 0.02    | — | 90.9 | 90.9 | 0.01    | < 0.005 | 0.01    | 92.3 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.06    | 0.01    | 1.08    | 0.35    | 0.01    | 0.01    | 0.17    | 0.18    | 0.01    | 0.05    | 0.06    | — | 719  | 719  | 0.04    | 0.12    | 0.04    | 755  |
| Average Daily       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.50 | 0.50 | < 0.005 | < 0.005 | < 0.005 | 0.51 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | < 0.005 | < 0.005 | 0.01    | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.94 | 3.94 | < 0.005 | < 0.005 | < 0.005 | 4.14 |
| Annual              | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.08 | 0.08 | < 0.005 | < 0.005 | < 0.005 | 0.08 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.65 | 0.65 | < 0.005 | < 0.005 | < 0.005 | 0.69 |

3.2. Demolition (2023) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Onsite              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

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|                     |         |         |      |      |         |         |         |         |         |         |         |   |       |       |         |         |      |       |
|---------------------|---------|---------|------|------|---------|---------|---------|---------|---------|---------|---------|---|-------|-------|---------|---------|------|-------|
| Daily, Winter (Max) | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 3.39    | 2.84    | 27.3 | 23.5 | 0.03    | 1.20    | —       | 1.20    | 1.10    | —       | 1.10    | — | 3,425 | 3,425 | 0.14    | 0.03    | —    | 3,437 |
| Demolition          | —       | —       | —    | —    | —       | —       | 0.53    | 0.53    | —       | 0.08    | 0.08    | — | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Average Daily       | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.02    | 0.02    | 0.15 | 0.13 | < 0.005 | 0.01    | —       | 0.01    | 0.01    | —       | 0.01    | — | 18.8  | 18.8  | < 0.005 | < 0.005 | —    | 18.8  |
| Demolition          | —       | —       | —    | —    | —       | —       | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | — | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual              | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | < 0.005 | < 0.005 | 0.03 | 0.02 | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | —       | < 0.005 | — | 3.11  | 3.11  | < 0.005 | < 0.005 | —    | 3.12  |
| Demolition          | —       | —       | —    | —    | —       | —       | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | — | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Offsite             | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max) | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |
| Daily, Winter (Max) | —       | —       | —    | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |
| Worker              | 0.07    | 0.07    | 0.05 | 0.55 | 0.00    | 0.00    | 0.09    | 0.09    | 0.00    | 0.02    | 0.02    | — | 90.9  | 90.9  | 0.01    | < 0.005 | 0.01 | 92.3  |
| Vendor              | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |

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|               |         |         |         |         |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|---------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Hauling       | 0.06    | 0.01    | 1.08    | 0.35    | 0.01    | 0.01    | 0.17    | 0.18    | 0.01    | 0.05    | 0.06    | — | 719  | 719  | 0.04    | 0.12    | 0.04    | 755  |
| Average Daily | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker        | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.50 | 0.50 | < 0.005 | < 0.005 | < 0.005 | 0.51 |
| Vendor        | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling       | < 0.005 | < 0.005 | 0.01    | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 3.94 | 3.94 | < 0.005 | < 0.005 | < 0.005 | 4.14 |
| Annual        | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker        | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.08 | 0.08 | < 0.005 | < 0.005 | < 0.005 | 0.08 |
| Vendor        | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling       | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.65 | 0.65 | < 0.005 | < 0.005 | < 0.005 | 0.69 |

3.3. Site Preparation (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location                    | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|-----------------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite                      | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Daily, Summer (Max)         | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Daily, Winter (Max)         | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Off-Road Equipment          | 4.70 | 3.95 | 39.7 | 35.5 | 0.05 | 1.81  | —     | 1.81  | 1.66   | —      | 1.66   | —    | 5,295 | 5,295 | 0.21 | 0.04 | —    | 5,314 |
| Dust From Material Movement | —    | —    | —    | —    | —    | —     | 19.8  | 19.8  | —      | 10.1   | 10.1   | —    | —     | —     | —    | —    | —    | —     |
| Onsite truck                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  |
| Average Daily               | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |

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|                              |         |         |         |      |         |      |         |         |      |         |         |   |        |        |         |         |      |        |
|------------------------------|---------|---------|---------|------|---------|------|---------|---------|------|---------|---------|---|--------|--------|---------|---------|------|--------|
| Off-Road Equipment           | 0.13    | 0.11    | 1.09    | 0.97 | < 0.005 | 0.05 | —       | 0.05    | 0.05 | —       | 0.05    | — | 145    | 145    | 0.01    | < 0.005 | —    | 146    |
| Dust From Material Movement: | —       | —       | —       | —    | —       | —    | 0.54    | 0.54    | —    | 0.28    | 0.28    | — | —      | —      | —       | —       | —    | —      |
| Onsite truck                 | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00   | 0.00   | 0.00    | 0.00    | 0.00 | 0.00   |
| Annual                       | —       | —       | —       | —    | —       | —    | —       | —       | —    | —       | —       | — | —      | —      | —       | —       | —    | —      |
| Off-Road Equipment           | 0.02    | 0.02    | 0.20    | 0.18 | < 0.005 | 0.01 | —       | 0.01    | 0.01 | —       | 0.01    | — | 24.0   | 24.0   | < 0.005 | < 0.005 | —    | 24.1   |
| Dust From Material Movement: | —       | —       | —       | —    | —       | —    | 0.10    | 0.10    | —    | 0.05    | 0.05    | — | —      | —      | —       | —       | —    | —      |
| Onsite truck                 | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00   | 0.00   | 0.00    | 0.00    | 0.00 | 0.00   |
| Offsite                      | —       | —       | —       | —    | —       | —    | —       | —       | —    | —       | —       | — | —      | —      | —       | —       | —    | —      |
| Daily, Summer (Max)          | —       | —       | —       | —    | —       | —    | —       | —       | —    | —       | —       | — | —      | —      | —       | —       | —    | —      |
| Daily, Winter (Max)          | —       | —       | —       | —    | —       | —    | —       | —       | —    | —       | —       | — | —      | —      | —       | —       | —    | —      |
| Worker                       | 0.08    | 0.08    | 0.06    | 0.64 | 0.00    | 0.00 | 0.10    | 0.10    | 0.00 | 0.02    | 0.02    | — | 106    | 106    | 0.01    | < 0.005 | 0.01 | 108    |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00   | 0.00   | 0.00    | 0.00    | 0.00 | 0.00   |
| Hauling                      | 1.26    | 0.31    | 24.6    | 7.89 | 0.19    | 0.29 | 3.90    | 4.19    | 0.29 | 1.09    | 1.38    | — | 16,311 | 16,311 | 0.84    | 2.62    | 0.80 | 17,114 |
| Average Daily                | —       | —       | —       | —    | —       | —    | —       | —       | —    | —       | —       | — | —      | —      | —       | —       | —    | —      |
| Worker                       | < 0.005 | < 0.005 | < 0.005 | 0.02 | 0.00    | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 2.93   | 2.93   | < 0.005 | < 0.005 | 0.01 | 2.97   |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00   | 0.00   | 0.00    | 0.00    | 0.00 | 0.00   |
| Hauling                      | 0.03    | 0.01    | 0.68    | 0.21 | 0.01    | 0.01 | 0.11    | 0.11    | 0.01 | 0.03    | 0.04    | — | 447    | 447    | 0.02    | 0.07    | 0.37 | 469    |
| Annual                       | —       | —       | —       | —    | —       | —    | —       | —       | —    | —       | —       | — | —      | —      | —       | —       | —    | —      |



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|         |         |         |         |         |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Worker  | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.48 | 0.48 | < 0.005 | < 0.005 | < 0.005 | 0.49 |
| Vendor  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling | 0.01    | < 0.005 | 0.12    | 0.04    | < 0.005 | < 0.005 | 0.02    | 0.02    | < 0.005 | 0.01    | 0.01    | — | 74.0 | 74.0 | < 0.005 | 0.01    | 0.06    | 77.7 |

3.4. Site Preparation (2023) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location                     | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O     | R    | CO2e  |
|------------------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|---------|------|-------|
| Onsite                       | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |
| Daily, Summer (Max)          | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |
| Daily, Winter (Max)          | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment           | 4.70 | 3.95 | 39.7 | 35.5 | 0.05    | 1.81  | —     | 1.81  | 1.66   | —      | 1.66   | —    | 5,295 | 5,295 | 0.21 | 0.04    | —    | 5,314 |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —     | 7.71  | 7.71  | —      | 3.95   | 3.95   | —    | —     | —     | —    | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Average Daily                | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment           | 0.13 | 0.11 | 1.09 | 0.97 | < 0.005 | 0.05  | —     | 0.05  | 0.05   | —      | 0.05   | —    | 145   | 145   | 0.01 | < 0.005 | —    | 146   |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —     | 0.21  | 0.21  | —      | 0.11   | 0.11   | —    | —     | —     | —    | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Annual                       | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |

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|                             |         |         |         |         |         |         |         |         |         |         |         |   |        |        |         |         |         |        |
|-----------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|--------|--------|---------|---------|---------|--------|
| Off-Road Equipment          | 0.02    | 0.02    | 0.20    | 0.18    | < 0.005 | 0.01    | —       | 0.01    | 0.01    | —       | 0.01    | — | 24.0   | 24.0   | < 0.005 | < 0.005 | —       | 24.1   |
| Dust From Material Movement | —       | —       | —       | —       | —       | —       | 0.04    | 0.04    | —       | 0.02    | 0.02    | — | —      | —      | —       | —       | —       | —      |
| Onsite truck                | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00   | 0.00   | 0.00    | 0.00    | 0.00    | 0.00   |
| Offsite                     | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —      | —      | —       | —       | —       | —      |
| Daily, Summer (Max)         | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —      | —      | —       | —       | —       | —      |
| Daily, Winter (Max)         | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —      | —      | —       | —       | —       | —      |
| Worker                      | 0.08    | 0.08    | 0.06    | 0.64    | 0.00    | 0.00    | 0.10    | 0.10    | 0.00    | 0.02    | 0.02    | — | 106    | 106    | 0.01    | < 0.005 | 0.01    | 108    |
| Vendor                      | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00   | 0.00   | 0.00    | 0.00    | 0.00    | 0.00   |
| Hauling                     | 1.26    | 0.31    | 24.6    | 7.89    | 0.19    | 0.29    | 3.90    | 4.19    | 0.29    | 1.09    | 1.38    | — | 16,311 | 16,311 | 0.84    | 2.62    | 0.80    | 17,114 |
| Average Daily               | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —      | —      | —       | —       | —       | —      |
| Worker                      | < 0.005 | < 0.005 | < 0.005 | 0.02    | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 2.93   | 2.93   | < 0.005 | < 0.005 | 0.01    | 2.97   |
| Vendor                      | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00   | 0.00   | 0.00    | 0.00    | 0.00    | 0.00   |
| Hauling                     | 0.03    | 0.01    | 0.68    | 0.21    | 0.01    | 0.01    | 0.11    | 0.11    | 0.01    | 0.03    | 0.04    | — | 447    | 447    | 0.02    | 0.07    | 0.37    | 469    |
| Annual                      | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —      | —      | —       | —       | —       | —      |
| Worker                      | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.48   | 0.48   | < 0.005 | < 0.005 | < 0.005 | 0.49   |
| Vendor                      | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00   | 0.00   | 0.00    | 0.00    | 0.00    | 0.00   |
| Hauling                     | 0.01    | < 0.005 | 0.12    | 0.04    | < 0.005 | < 0.005 | 0.02    | 0.02    | < 0.005 | 0.01    | 0.01    | — | 74.0   | 74.0   | < 0.005 | 0.01    | 0.06    | 77.7   |

3.5. Grading (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|----------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
|----------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

|                              |      |      |      |      |         |      |      |      |      |      |      |   |       |       |         |         |      |       |
|------------------------------|------|------|------|------|---------|------|------|------|------|------|------|---|-------|-------|---------|---------|------|-------|
| Onsite                       | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max)          | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Daily, Winter (Max)          | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 4.43 | 3.72 | 37.3 | 31.4 | 0.06    | 1.59 | —    | 1.59 | 1.47 | —    | 1.47 | — | 6,598 | 6,598 | 0.27    | 0.05    | —    | 6,621 |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —    | 9.22 | 9.22 | —    | 3.66 | 3.66 | — | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Average Daily                | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 0.15 | 0.12 | 1.24 | 1.04 | < 0.005 | 0.05 | —    | 0.05 | 0.05 | —    | 0.05 | — | 220   | 220   | 0.01    | < 0.005 | —    | 220   |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —    | 0.31 | 0.31 | —    | 0.12 | 0.12 | — | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual                       | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 0.03 | 0.02 | 0.23 | 0.19 | < 0.005 | 0.01 | —    | 0.01 | 0.01 | —    | 0.01 | — | 36.3  | 36.3  | < 0.005 | < 0.005 | —    | 36.5  |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —    | 0.06 | 0.06 | —    | 0.02 | 0.02 | — | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Offsite                      | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

|                     |         |         |         |         |         |         |         |         |         |         |         |   |       |       |         |         |         |       |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|-------|-------|---------|---------|---------|-------|
| Daily, Summer (Max) | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Daily, Winter (Max) | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Worker              | 0.10    | 0.09    | 0.07    | 0.73    | 0.00    | 0.00    | 0.11    | 0.11    | 0.00    | 0.03    | 0.03    | — | 121   | 121   | 0.01    | 0.01    | 0.02    | 123   |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Hauling             | 0.20    | 0.05    | 3.88    | 1.24    | 0.03    | 0.05    | 0.61    | 0.66    | 0.05    | 0.17    | 0.22    | — | 2,572 | 2,572 | 0.13    | 0.41    | 0.13    | 2,699 |
| Average Daily       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Worker              | < 0.005 | < 0.005 | < 0.005 | 0.02    | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 4.06  | 4.06  | < 0.005 | < 0.005 | 0.01    | 4.13  |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Hauling             | 0.01    | < 0.005 | 0.13    | 0.04    | < 0.005 | < 0.005 | 0.02    | 0.02    | < 0.005 | 0.01    | 0.01    | — | 85.6  | 85.6  | < 0.005 | 0.01    | 0.07    | 89.8  |
| Annual              | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Worker              | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.67  | 0.67  | < 0.005 | < 0.005 | < 0.005 | 0.68  |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Hauling             | < 0.005 | < 0.005 | 0.02    | 0.01    | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 14.2  | 14.2  | < 0.005 | < 0.005 | 0.01    | 14.9  |

3.6. Grading (2023) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R | CO2e  |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|---|-------|
| Onsite              | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | — | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | — | —     |
| Daily, Winter (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | — | —     |
| Off-Road Equipment  | 4.43 | 3.72 | 37.3 | 31.4 | 0.06 | 1.59  | —     | 1.59  | 1.47   | —      | 1.47   | —    | 6,598 | 6,598 | 0.27 | 0.05 | — | 6,621 |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

|                              |      |      |      |      |         |      |      |      |      |      |      |   |       |       |         |         |      |       |
|------------------------------|------|------|------|------|---------|------|------|------|------|------|------|---|-------|-------|---------|---------|------|-------|
| Dust From Material Movement: | —    | —    | —    | —    | —       | —    | 3.60 | 3.60 | —    | 1.43 | 1.43 | — | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Average Daily                | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 0.15 | 0.12 | 1.24 | 1.04 | < 0.005 | 0.05 | —    | 0.05 | 0.05 | —    | 0.05 | — | 220   | 220   | 0.01    | < 0.005 | —    | 220   |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —    | 0.12 | 0.12 | —    | 0.05 | 0.05 | — | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual                       | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 0.03 | 0.02 | 0.23 | 0.19 | < 0.005 | 0.01 | —    | 0.01 | 0.01 | —    | 0.01 | — | 36.3  | 36.3  | < 0.005 | < 0.005 | —    | 36.5  |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —    | 0.02 | 0.02 | —    | 0.01 | 0.01 | — | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Offsite                      | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max)          | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Daily, Winter (Max)          | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Worker                       | 0.10 | 0.09 | 0.07 | 0.73 | 0.00    | 0.00 | 0.11 | 0.11 | 0.00 | 0.03 | 0.03 | — | 121   | 121   | 0.01    | 0.01    | 0.02 | 123   |
| Vendor                       | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Hauling                      | 0.20 | 0.05 | 3.88 | 1.24 | 0.03    | 0.05 | 0.61 | 0.66 | 0.05 | 0.17 | 0.22 | — | 2,572 | 2,572 | 0.13    | 0.41    | 0.13 | 2,699 |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

|               |         |         |         |         |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|---------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Average Daily | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker        | < 0.005 | < 0.005 | < 0.005 | 0.02    | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 4.06 | 4.06 | < 0.005 | < 0.005 | 0.01    | 4.13 |
| Vendor        | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling       | 0.01    | < 0.005 | 0.13    | 0.04    | < 0.005 | < 0.005 | 0.02    | 0.02    | < 0.005 | 0.01    | 0.01    | — | 85.6 | 85.6 | < 0.005 | 0.01    | 0.07    | 89.8 |
| Annual        | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker        | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.67 | 0.67 | < 0.005 | < 0.005 | < 0.005 | 0.68 |
| Vendor        | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling       | < 0.005 | < 0.005 | 0.02    | 0.01    | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 14.2 | 14.2 | < 0.005 | < 0.005 | 0.01    | 14.9 |

3.7. Grading (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location                    | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O     | R    | CO2e  |      |
|-----------------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|---------|------|-------|------|
| Onsite                      | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     | —    |
| Daily, Summer (Max)         | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     | —    |
| Daily, Winter (Max)         | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     | —    |
| Off-Road Equipment          | 4.19 | 3.52 | 34.3 | 30.2 | 0.06    | 1.45  | —     | 1.45  | 1.33   | —      | 1.33   | —    | 6,598 | 6,598 | 0.27 | 0.05    | —    | 6,621 |      |
| Dust From Material Movement | —    | —    | —    | —    | —       | —     | 9.22  | 9.22  | —      | 3.66   | 3.66   | —    | —     | —     | —    | —       | —    | —     | —    |
| Onsite truck                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  | 0.00 |
| Average Daily               | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     | —    |
| Off-Road Equipment          | 0.21 | 0.18 | 1.74 | 1.54 | < 0.005 | 0.07  | —     | 0.07  | 0.07   | —      | 0.07   | —    | 336   | 336   | 0.01 | < 0.005 | —    | 337   |      |



Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

|                              |         |         |         |      |         |         |         |         |         |         |         |   |       |       |         |         |         |       |
|------------------------------|---------|---------|---------|------|---------|---------|---------|---------|---------|---------|---------|---|-------|-------|---------|---------|---------|-------|
| Dust From Material Movement: | —       | —       | —       | —    | —       | —       | 0.47    | 0.47    | —       | 0.19    | 0.19    | — | —     | —     | —       | —       | —       | —     |
| Onsite truck                 | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Annual                       | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Off-Road Equipment           | 0.04    | 0.03    | 0.32    | 0.28 | < 0.005 | 0.01    | —       | 0.01    | 0.01    | —       | 0.01    | — | 55.6  | 55.6  | < 0.005 | < 0.005 | —       | 55.8  |
| Dust From Material Movement: | —       | —       | —       | —    | —       | —       | 0.09    | 0.09    | —       | 0.03    | 0.03    | — | —     | —     | —       | —       | —       | —     |
| Onsite truck                 | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Offsite                      | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Daily, Summer (Max)          | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Daily, Winter (Max)          | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Worker                       | 0.09    | 0.08    | 0.06    | 0.68 | 0.00    | 0.00    | 0.11    | 0.11    | 0.00    | 0.03    | 0.03    | — | 119   | 119   | 0.01    | 0.01    | 0.01    | 121   |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Hauling                      | 0.18    | 0.05    | 3.72    | 1.18 | 0.03    | 0.05    | 0.61    | 0.66    | 0.04    | 0.17    | 0.22    | — | 2,531 | 2,531 | 0.13    | 0.40    | 0.13    | 2,653 |
| Average Daily                | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Worker                       | < 0.005 | < 0.005 | < 0.005 | 0.03 | 0.00    | 0.00    | 0.01    | 0.01    | 0.00    | < 0.005 | < 0.005 | — | 6.10  | 6.10  | < 0.005 | < 0.005 | 0.01    | 6.20  |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Hauling                      | 0.01    | < 0.005 | 0.19    | 0.06 | < 0.005 | < 0.005 | 0.03    | 0.03    | < 0.005 | 0.01    | 0.01    | — | 129   | 129   | 0.01    | 0.02    | 0.11    | 135   |
| Annual                       | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Worker                       | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 1.01  | 1.01  | < 0.005 | < 0.005 | < 0.005 | 1.03  |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

|         |         |         |      |      |         |         |      |      |         |         |         |   |      |      |         |         |      |      |
|---------|---------|---------|------|------|---------|---------|------|------|---------|---------|---------|---|------|------|---------|---------|------|------|
| Hauling | < 0.005 | < 0.005 | 0.03 | 0.01 | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | < 0.005 | — | 21.3 | 21.3 | < 0.005 | < 0.005 | 0.02 | 22.4 |
|---------|---------|---------|------|------|---------|---------|------|------|---------|---------|---------|---|------|------|---------|---------|------|------|

3.8. Grading (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location                     | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4     | N2O     | R    | CO2e  |
|------------------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|-------|---------|---------|------|-------|
| Onsite                       | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max)          | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —       | —       | —    | —     |
| Daily, Winter (Max)          | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 4.19 | 3.52 | 34.3 | 30.2 | 0.06    | 1.45  | —     | 1.45  | 1.33   | —      | 1.33   | —    | 6,598 | 6,598 | 0.27    | 0.05    | —    | 6,621 |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —     | 3.60  | 3.60  | —      | 1.43   | 1.43   | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Average Daily                | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 0.21 | 0.18 | 1.74 | 1.54 | < 0.005 | 0.07  | —     | 0.07  | 0.07   | —      | 0.07   | —    | 336   | 336   | 0.01    | < 0.005 | —    | 337   |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —     | 0.18  | 0.18  | —      | 0.07   | 0.07   | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual                       | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 0.04 | 0.03 | 0.32 | 0.28 | < 0.005 | 0.01  | —     | 0.01  | 0.01   | —      | 0.01   | —    | 55.6  | 55.6  | < 0.005 | < 0.005 | —    | 55.8  |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

|                              |         |         |         |      |         |         |         |         |         |         |         |   |       |       |         |         |         |       |
|------------------------------|---------|---------|---------|------|---------|---------|---------|---------|---------|---------|---------|---|-------|-------|---------|---------|---------|-------|
| Dust From Material Movement: | —       | —       | —       | —    | —       | —       | 0.03    | 0.03    | —       | 0.01    | 0.01    | — | —     | —     | —       | —       | —       | —     |
| Onsite truck                 | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Offsite                      | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Daily, Summer (Max)          | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Daily, Winter (Max)          | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Worker                       | 0.09    | 0.08    | 0.06    | 0.68 | 0.00    | 0.00    | 0.11    | 0.11    | 0.00    | 0.03    | 0.03    | — | 119   | 119   | 0.01    | 0.01    | 0.01    | 121   |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Hauling                      | 0.18    | 0.05    | 3.72    | 1.18 | 0.03    | 0.05    | 0.61    | 0.66    | 0.04    | 0.17    | 0.22    | — | 2,531 | 2,531 | 0.13    | 0.40    | 0.13    | 2,653 |
| Average Daily                | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Worker                       | < 0.005 | < 0.005 | < 0.005 | 0.03 | 0.00    | 0.00    | 0.01    | 0.01    | 0.00    | < 0.005 | < 0.005 | — | 6.10  | 6.10  | < 0.005 | < 0.005 | 0.01    | 6.20  |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Hauling                      | 0.01    | < 0.005 | 0.19    | 0.06 | < 0.005 | < 0.005 | 0.03    | 0.03    | < 0.005 | 0.01    | 0.01    | — | 129   | 129   | 0.01    | 0.02    | 0.11    | 135   |
| Annual                       | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —     | —     | —       | —       | —       | —     |
| Worker                       | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 1.01  | 1.01  | < 0.005 | < 0.005 | < 0.005 | 1.03  |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00    | 0.00  |
| Hauling                      | < 0.005 | < 0.005 | 0.03    | 0.01 | < 0.005 | < 0.005 | 0.01    | 0.01    | < 0.005 | < 0.005 | < 0.005 | — | 21.3  | 21.3  | < 0.005 | < 0.005 | 0.02    | 22.4  |

3.9. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |   |
|----------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|---|
| Onsite   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |

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|                     |      |      |      |      |         |      |      |      |      |      |      |   |       |       |      |         |      |       |
|---------------------|------|------|------|------|---------|------|------|------|------|------|------|---|-------|-------|------|---------|------|-------|
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 1.44 | 1.20 | 11.2 | 13.1 | 0.02    | 0.50 | —    | 0.50 | 0.46 | —    | 0.46 | — | 2,398 | 2,398 | 0.10 | 0.02    | —    | 2,406 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 1.44 | 1.20 | 11.2 | 13.1 | 0.02    | 0.50 | —    | 0.50 | 0.46 | —    | 0.46 | — | 2,398 | 2,398 | 0.10 | 0.02    | —    | 2,406 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Average Daily       | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 0.95 | 0.80 | 7.44 | 8.70 | 0.02    | 0.33 | —    | 0.33 | 0.30 | —    | 0.30 | — | 1,590 | 1,590 | 0.06 | 0.01    | —    | 1,595 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Annual              | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 0.17 | 0.15 | 1.36 | 1.59 | < 0.005 | 0.06 | —    | 0.06 | 0.06 | —    | 0.06 | — | 263   | 263   | 0.01 | < 0.005 | —    | 264   |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Offsite             | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Worker              | 0.45 | 0.41 | 0.27 | 3.39 | 0.00    | 0.00 | 0.56 | 0.56 | 0.00 | 0.13 | 0.13 | — | 603   | 603   | 0.04 | 0.03    | 2.68 | 615   |
| Vendor              | 0.07 | 0.04 | 1.31 | 0.53 | 0.01    | 0.01 | 0.22 | 0.23 | 0.01 | 0.06 | 0.07 | — | 867   | 867   | 0.03 | 0.13    | 2.24 | 907   |
| Hauling             | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |

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|                     |      |         |      |      |         |         |      |      |         |      |      |   |      |      |         |         |      |      |
|---------------------|------|---------|------|------|---------|---------|------|------|---------|------|------|---|------|------|---------|---------|------|------|
| Daily, Winter (Max) | —    | —       | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.44 | 0.41    | 0.30 | 3.31 | 0.00    | 0.00    | 0.56 | 0.56 | 0.00    | 0.13 | 0.13 | — | 578  | 578  | 0.04    | 0.03    | 0.07 | 587  |
| Vendor              | 0.07 | 0.03    | 1.36 | 0.55 | 0.01    | 0.01    | 0.22 | 0.23 | 0.01    | 0.06 | 0.07 | — | 867  | 867  | 0.03    | 0.13    | 0.06 | 906  |
| Hauling             | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Average Daily       | —    | —       | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.29 | 0.27    | 0.20 | 2.17 | 0.00    | 0.00    | 0.36 | 0.36 | 0.00    | 0.08 | 0.08 | — | 386  | 386  | 0.03    | 0.02    | 0.76 | 393  |
| Vendor              | 0.05 | 0.02    | 0.90 | 0.36 | < 0.005 | 0.01    | 0.14 | 0.15 | 0.01    | 0.04 | 0.05 | — | 575  | 575  | 0.02    | 0.08    | 0.64 | 601  |
| Hauling             | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Annual              | —    | —       | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.05 | 0.05    | 0.04 | 0.40 | 0.00    | 0.00    | 0.07 | 0.07 | 0.00    | 0.02 | 0.02 | — | 63.9 | 63.9 | < 0.005 | < 0.005 | 0.13 | 65.0 |
| Vendor              | 0.01 | < 0.005 | 0.16 | 0.07 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.01 | 0.01 | — | 95.1 | 95.1 | < 0.005 | 0.01    | 0.11 | 99.5 |
| Hauling             | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |

3.10. Building Construction (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite              | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Off-Road Equipment  | 1.44 | 1.20 | 11.2 | 13.1 | 0.02 | 0.50  | —     | 0.50  | 0.46   | —      | 0.46   | —    | 2,398 | 2,398 | 0.10 | 0.02 | —    | 2,406 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  |
| Daily, Winter (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |

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|                     |      |      |      |      |         |      |      |      |      |      |      |   |       |       |      |         |      |       |
|---------------------|------|------|------|------|---------|------|------|------|------|------|------|---|-------|-------|------|---------|------|-------|
| Off-Road Equipment  | 1.44 | 1.20 | 11.2 | 13.1 | 0.02    | 0.50 | —    | 0.50 | 0.46 | —    | 0.46 | — | 2,398 | 2,398 | 0.10 | 0.02    | —    | 2,406 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Average Daily       | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 0.95 | 0.80 | 7.44 | 8.70 | 0.02    | 0.33 | —    | 0.33 | 0.30 | —    | 0.30 | — | 1,590 | 1,590 | 0.06 | 0.01    | —    | 1,595 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Annual              | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 0.17 | 0.15 | 1.36 | 1.59 | < 0.005 | 0.06 | —    | 0.06 | 0.06 | —    | 0.06 | — | 263   | 263   | 0.01 | < 0.005 | —    | 264   |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Offsite             | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Worker              | 0.45 | 0.41 | 0.27 | 3.39 | 0.00    | 0.00 | 0.56 | 0.56 | 0.00 | 0.13 | 0.13 | — | 603   | 603   | 0.04 | 0.03    | 2.68 | 615   |
| Vendor              | 0.07 | 0.04 | 1.31 | 0.53 | 0.01    | 0.01 | 0.22 | 0.23 | 0.01 | 0.06 | 0.07 | — | 867   | 867   | 0.03 | 0.13    | 2.24 | 907   |
| Hauling             | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Worker              | 0.44 | 0.41 | 0.30 | 3.31 | 0.00    | 0.00 | 0.56 | 0.56 | 0.00 | 0.13 | 0.13 | — | 578   | 578   | 0.04 | 0.03    | 0.07 | 587   |
| Vendor              | 0.07 | 0.03 | 1.36 | 0.55 | 0.01    | 0.01 | 0.22 | 0.23 | 0.01 | 0.06 | 0.07 | — | 867   | 867   | 0.03 | 0.13    | 0.06 | 906   |
| Hauling             | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Average Daily       | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Worker              | 0.29 | 0.27 | 0.20 | 2.17 | 0.00    | 0.00 | 0.36 | 0.36 | 0.00 | 0.08 | 0.08 | — | 386   | 386   | 0.03 | 0.02    | 0.76 | 393   |
| Vendor              | 0.05 | 0.02 | 0.90 | 0.36 | < 0.005 | 0.01 | 0.14 | 0.15 | 0.01 | 0.04 | 0.05 | — | 575   | 575   | 0.02 | 0.08    | 0.64 | 601   |



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|         |      |         |      |      |         |         |      |      |         |      |      |   |      |      |         |         |      |      |
|---------|------|---------|------|------|---------|---------|------|------|---------|------|------|---|------|------|---------|---------|------|------|
| Hauling | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Annual  | —    | —       | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —    | —    | —       | —       | —    | —    |
| Worker  | 0.05 | 0.05    | 0.04 | 0.40 | 0.00    | 0.00    | 0.07 | 0.07 | 0.00    | 0.02 | 0.02 | — | 63.9 | 63.9 | < 0.005 | < 0.005 | 0.13 | 65.0 |
| Vendor  | 0.01 | < 0.005 | 0.16 | 0.07 | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | 0.01 | 0.01 | — | 95.1 | 95.1 | < 0.005 | 0.01    | 0.11 | 99.5 |
| Hauling | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |

3.11. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T   | PM2.5E  | PM2.5D | PM2.5T  | BCO2 | NBCO2 | CO2T  | CH4     | N2O     | R    | CO2e  |
|---------------------|------|------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|-------|---------|---------|------|-------|
| Onsite              | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 1.01 | 0.85 | 7.81 | 10.0 | 0.01    | 0.39    | —     | 0.39    | 0.36    | —      | 0.36    | —    | 1,512 | 1,512 | 0.06    | 0.01    | —    | 1,517 |
| Paving              | —    | 0.56 | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Average Daily       | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.06 | 0.05 | 0.47 | 0.60 | < 0.005 | 0.02    | —     | 0.02    | 0.02    | —      | 0.02    | —    | 91.1  | 91.1  | < 0.005 | < 0.005 | —    | 91.4  |
| Paving              | —    | 0.03 | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual              | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.01 | 0.01 | 0.09 | 0.11 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | —    | 15.1  | 15.1  | < 0.005 | < 0.005 | —    | 15.1  |

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|                     |         |         |         |      |      |      |         |         |      |         |         |   |      |      |         |         |         |      |
|---------------------|---------|---------|---------|------|------|------|---------|---------|------|---------|---------|---|------|------|---------|---------|---------|------|
| Paving              | —       | 0.01    | —       | —    | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Onsite truck        | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Offsite             | —       | —       | —       | —    | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Summer (Max) | —       | —       | —       | —    | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Winter (Max) | —       | —       | —       | —    | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | 0.07    | 0.06    | 0.05    | 0.51 | 0.00 | 0.00 | 0.09    | 0.09    | 0.00 | 0.02    | 0.02    | — | 89.3 | 89.3 | 0.01    | < 0.005 | 0.01    | 90.6 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Average Daily       | —       | —       | —       | —    | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | 0.03 | 0.00 | 0.00 | 0.01    | 0.01    | 0.00 | < 0.005 | < 0.005 | — | 5.42 | 5.42 | < 0.005 | < 0.005 | 0.01    | 5.51 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual              | —       | —       | —       | —    | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.90 | 0.90 | < 0.005 | < 0.005 | < 0.005 | 0.91 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |

3.12. Paving (2024) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Onsite              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

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|                     |      |      |      |      |         |         |      |         |         |      |         |   |       |       |         |         |      |       |
|---------------------|------|------|------|------|---------|---------|------|---------|---------|------|---------|---|-------|-------|---------|---------|------|-------|
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 1.01 | 0.85 | 7.81 | 10.0 | 0.01    | 0.39    | —    | 0.39    | 0.36    | —    | 0.36    | — | 1,512 | 1,512 | 0.06    | 0.01    | —    | 1,517 |
| Paving              | —    | 0.56 | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Average Daily       | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.06 | 0.05 | 0.47 | 0.60 | < 0.005 | 0.02    | —    | 0.02    | 0.02    | —    | 0.02    | — | 91.1  | 91.1  | < 0.005 | < 0.005 | —    | 91.4  |
| Paving              | —    | 0.03 | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual              | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.01 | 0.01 | 0.09 | 0.11 | < 0.005 | < 0.005 | —    | < 0.005 | < 0.005 | —    | < 0.005 | — | 15.1  | 15.1  | < 0.005 | < 0.005 | —    | 15.1  |
| Paving              | —    | 0.01 | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Offsite             | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —     | —     | —       | —       | —    | —     |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —     | —     | —       | —       | —    | —     |
| Worker              | 0.07 | 0.06 | 0.05 | 0.51 | 0.00    | 0.00    | 0.09 | 0.09    | 0.00    | 0.02 | 0.02    | — | 89.3  | 89.3  | 0.01    | < 0.005 | 0.01 | 90.6  |
| Vendor              | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Hauling             | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Average Daily       | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —     | —     | —       | —       | —    | —     |

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|         |         |         |         |      |      |      |         |         |      |         |         |   |      |      |         |         |         |      |
|---------|---------|---------|---------|------|------|------|---------|---------|------|---------|---------|---|------|------|---------|---------|---------|------|
| Worker  | < 0.005 | < 0.005 | < 0.005 | 0.03 | 0.00 | 0.00 | 0.01    | 0.01    | 0.00 | < 0.005 | < 0.005 | — | 5.42 | 5.42 | < 0.005 | < 0.005 | 0.01    | 5.51 |
| Vendor  | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual  | —       | —       | —       | —    | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker  | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.90 | 0.90 | < 0.005 | < 0.005 | < 0.005 | 0.91 |
| Vendor  | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |

3.13. Architectural Coating (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location               | TOG     | ROG     | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T   | PM2.5E  | PM2.5D | PM2.5T  | BCO2 | NBCO2 | CO2T | CH4     | N2O     | R    | CO2e |
|------------------------|---------|---------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|------|---------|---------|------|------|
| Onsite                 | —       | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Daily, Summer (Max)    | —       | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Daily, Winter (Max)    | —       | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Off-Road Equipment     | 0.17    | 0.14    | 0.91 | 1.15 | < 0.005 | 0.03    | —     | 0.03    | 0.03    | —      | 0.03    | —    | 134   | 134  | 0.01    | < 0.005 | —    | 134  |
| Architectural Coatings | —       | 206     | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Onsite truck           | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Average Daily          | —       | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Off-Road Equipment     | < 0.005 | < 0.005 | 0.02 | 0.03 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | —    | 3.24  | 3.24 | < 0.005 | < 0.005 | —    | 3.25 |
| Architectural Coatings | —       | 5.00    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |

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|                         |         |         |         |         |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Onsite truck            | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual                  | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Off-Road Equipment      | < 0.005 | < 0.005 | < 0.005 | 0.01    | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | —       | < 0.005 | — | 0.54 | 0.54 | < 0.005 | < 0.005 | —       | 0.54 |
| Architect ural Coatings | —       | 0.91    | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Onsite truck            | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Offsite                 | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Summer (Max)     | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Winter (Max)     | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                  | 0.09    | 0.08    | 0.06    | 0.66    | 0.00    | 0.00    | 0.11    | 0.11    | 0.00    | 0.03    | 0.03    | — | 116  | 116  | 0.01    | 0.01    | 0.01    | 117  |
| Vendor                  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Average Daily           | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                  | < 0.005 | < 0.005 | < 0.005 | 0.02    | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 2.83 | 2.83 | < 0.005 | < 0.005 | 0.01    | 2.87 |
| Vendor                  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual                  | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                  | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.47 | 0.47 | < 0.005 | < 0.005 | < 0.005 | 0.48 |
| Vendor                  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |

3.14. Architectural Coating (2024) - Mitigated

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Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location               | TOG     | ROG     | NOx     | CO   | SO2     | PM10E   | PM10D | PM10T   | PM2.5E  | PM2.5D | PM2.5T  | BCO2 | NBCO2 | CO2T | CH4     | N2O     | R    | CO2e |
|------------------------|---------|---------|---------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|------|---------|---------|------|------|
| Onsite                 | —       | —       | —       | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Daily, Summer (Max)    | —       | —       | —       | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Daily, Winter (Max)    | —       | —       | —       | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Off-Road Equipment     | 0.17    | 0.14    | 0.91    | 1.15 | < 0.005 | 0.03    | —     | 0.03    | 0.03    | —      | 0.03    | —    | 134   | 134  | 0.01    | < 0.005 | —    | 134  |
| Architectural Coatings | —       | 206     | —       | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Onsite truck           | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Average Daily          | —       | —       | —       | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Off-Road Equipment     | < 0.005 | < 0.005 | 0.02    | 0.03 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | —    | 3.24  | 3.24 | < 0.005 | < 0.005 | —    | 3.25 |
| Architectural Coatings | —       | 5.00    | —       | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Onsite truck           | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Annual                 | —       | —       | —       | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Off-Road Equipment     | < 0.005 | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | —    | 0.54  | 0.54 | < 0.005 | < 0.005 | —    | 0.54 |
| Architectural Coatings | —       | 0.91    | —       | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Onsite truck           | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Offsite                | —       | —       | —       | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |



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|                     |         |         |         |         |      |      |         |         |      |         |         |   |      |      |         |         |         |      |
|---------------------|---------|---------|---------|---------|------|------|---------|---------|------|---------|---------|---|------|------|---------|---------|---------|------|
| Daily, Summer (Max) | —       | —       | —       | —       | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Winter (Max) | —       | —       | —       | —       | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | 0.09    | 0.08    | 0.06    | 0.66    | 0.00 | 0.00 | 0.11    | 0.11    | 0.00 | 0.03    | 0.03    | — | 116  | 116  | 0.01    | 0.01    | 0.01    | 117  |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Average Daily       | —       | —       | —       | —       | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | 0.02    | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 2.83 | 2.83 | < 0.005 | < 0.005 | 0.01    | 2.87 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual              | —       | —       | —       | —       | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.47 | 0.47 | < 0.005 | < 0.005 | < 0.005 | 0.48 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |

3.15. Architectural Coating (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O     | R | CO2e |   |
|---------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|---|
| Onsite              | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    | — |
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    | — |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    | — |
| Off-Road Equipment  | 0.15 | 0.13 | 0.88 | 1.14 | < 0.005 | 0.03  | —     | 0.03  | 0.03   | —      | 0.03   | —    | 134   | 134  | 0.01 | < 0.005 | — | 134  |   |

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|                         |         |         |      |      |         |         |      |         |         |      |         |   |      |      |         |         |      |      |
|-------------------------|---------|---------|------|------|---------|---------|------|---------|---------|------|---------|---|------|------|---------|---------|------|------|
| Architect Coatings      | —       | 206     | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —    | —    | —       | —       | —    | —    |
| Onsite truck            | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Average Daily           | —       | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —    | —    | —       | —       | —    | —    |
| Off-Road Equipment      | 0.01    | 0.01    | 0.04 | 0.05 | < 0.005 | < 0.005 | —    | < 0.005 | < 0.005 | —    | < 0.005 | — | 5.85 | 5.85 | < 0.005 | < 0.005 | —    | 5.87 |
| Architect ural Coatings | —       | 9.04    | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —    | —    | —       | —       | —    | —    |
| Onsite truck            | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Annual                  | —       | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —    | —    | —       | —       | —    | —    |
| Off-Road Equipment      | < 0.005 | < 0.005 | 0.01 | 0.01 | < 0.005 | < 0.005 | —    | < 0.005 | < 0.005 | —    | < 0.005 | — | 0.97 | 0.97 | < 0.005 | < 0.005 | —    | 0.97 |
| Architect ural Coatings | —       | 1.65    | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —    | —    | —       | —       | —    | —    |
| Onsite truck            | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Offsite                 | —       | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —    | —    | —       | —       | —    | —    |
| Daily, Summer (Max)     | —       | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —    | —    | —       | —       | —    | —    |
| Daily, Winter (Max)     | —       | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —    | —    | —       | —       | —    | —    |
| Worker                  | 0.08    | 0.08    | 0.06 | 0.62 | 0.00    | 0.00    | 0.11 | 0.11    | 0.00    | 0.03 | 0.03    | — | 113  | 113  | < 0.005 | 0.01    | 0.01 | 115  |
| Vendor                  | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Hauling                 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Average Daily           | —       | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | — | —    | —    | —       | —       | —    | —    |

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|         |         |         |         |         |      |      |         |         |      |         |         |   |      |      |         |         |         |      |
|---------|---------|---------|---------|---------|------|------|---------|---------|------|---------|---------|---|------|------|---------|---------|---------|------|
| Worker  | < 0.005 | < 0.005 | < 0.005 | 0.03    | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 5.01 | 5.01 | < 0.005 | < 0.005 | 0.01    | 5.09 |
| Vendor  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual  | —       | —       | —       | —       | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker  | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.83 | 0.83 | < 0.005 | < 0.005 | < 0.005 | 0.84 |
| Vendor  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |

3.16. Architectural Coating (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location               | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T   | PM2.5E  | PM2.5D | PM2.5T  | BCO2 | NBCO2 | CO2T | CH4     | N2O     | R    | CO2e |
|------------------------|------|------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|------|---------|---------|------|------|
| Onsite                 | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Daily, Summer (Max)    | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Daily, Winter (Max)    | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Off-Road Equipment     | 0.15 | 0.13 | 0.88 | 1.14 | < 0.005 | 0.03    | —     | 0.03    | 0.03    | —      | 0.03    | —    | 134   | 134  | 0.01    | < 0.005 | —    | 134  |
| Architectural Coatings | —    | 206  | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Onsite truck           | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Average Daily          | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Off-Road Equipment     | 0.01 | 0.01 | 0.04 | 0.05 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | —    | 5.85  | 5.85 | < 0.005 | < 0.005 | —    | 5.87 |
| Architectural Coatings | —    | 9.04 | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |

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|                         |         |         |         |         |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Onsite truck            | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual                  | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Off-Road Equipment      | < 0.005 | < 0.005 | 0.01    | 0.01    | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | —       | < 0.005 | — | 0.97 | 0.97 | < 0.005 | < 0.005 | —       | 0.97 |
| Architect ural Coatings | —       | 1.65    | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Onsite truck            | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Offsite                 | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Summer (Max)     | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Winter (Max)     | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                  | 0.08    | 0.08    | 0.06    | 0.62    | 0.00    | 0.00    | 0.11    | 0.11    | 0.00    | 0.03    | 0.03    | — | 113  | 113  | < 0.005 | 0.01    | 0.01    | 115  |
| Vendor                  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Average Daily           | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                  | < 0.005 | < 0.005 | < 0.005 | 0.03    | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 5.01 | 5.01 | < 0.005 | < 0.005 | 0.01    | 5.09 |
| Vendor                  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual                  | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                  | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.83 | 0.83 | < 0.005 | < 0.005 | < 0.005 | 0.84 |
| Vendor                  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |

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## 4. Operations Emissions Details

### 4.1. Mobile Emissions by Land Use

#### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T | PM2.5E  | PM2.5D | PM2.5T | BCO2 | NBCO2  | CO2T   | CH4  | N2O  | R    | CO2e   |
|------------------------|------|------|------|------|---------|---------|-------|-------|---------|--------|--------|------|--------|--------|------|------|------|--------|
| Daily, Summer (Max)    | —    | —    | —    | —    | —       | —       | —     | —     | —       | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| General Light Industry | 1.24 | 1.17 | 0.89 | 6.38 | 0.01    | 0.01    | 0.43  | 0.44  | 0.01    | 0.08   | 0.09   | —    | 1,342  | 1,342  | 0.08 | 0.07 | 5.47 | 1,370  |
| Hotel                  | 5.88 | 5.54 | 4.20 | 30.2 | 0.06    | 0.07    | 2.03  | 2.10  | 0.06    | 0.36   | 0.43   | —    | 6,356  | 6,356  | 0.36 | 0.32 | 25.9 | 6,488  |
| Quality Restaurant     | 2.33 | 2.19 | 1.66 | 12.0 | 0.02    | 0.03    | 0.81  | 0.83  | 0.03    | 0.14   | 0.17   | —    | 2,517  | 2,517  | 0.14 | 0.13 | 10.3 | 2,569  |
| Total                  | 9.45 | 8.90 | 6.76 | 48.6 | 0.10    | 0.11    | 3.27  | 3.38  | 0.10    | 0.58   | 0.68   | —    | 10,215 | 10,215 | 0.57 | 0.52 | 41.7 | 10,426 |
| Daily, Winter (Max)    | —    | —    | —    | —    | —       | —       | —     | —     | —       | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| General Light Industry | 1.22 | 1.14 | 0.96 | 6.53 | 0.01    | 0.01    | 0.43  | 0.44  | 0.01    | 0.08   | 0.09   | —    | 1,302  | 1,302  | 0.08 | 0.07 | 0.14 | 1,326  |
| Hotel                  | 5.77 | 5.41 | 4.56 | 31.0 | 0.06    | 0.07    | 2.03  | 2.10  | 0.06    | 0.36   | 0.43   | —    | 6,168  | 6,168  | 0.39 | 0.34 | 0.67 | 6,281  |
| Quality Restaurant     | 2.29 | 2.14 | 1.80 | 12.3 | 0.02    | 0.03    | 0.81  | 0.83  | 0.03    | 0.14   | 0.17   | —    | 2,442  | 2,442  | 0.16 | 0.14 | 0.27 | 2,487  |
| Total                  | 9.28 | 8.69 | 7.32 | 49.7 | 0.10    | 0.11    | 3.27  | 3.38  | 0.10    | 0.58   | 0.68   | —    | 9,913  | 9,913  | 0.63 | 0.55 | 1.08 | 10,094 |
| Annual                 | —    | —    | —    | —    | —       | —       | —     | —     | —       | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| General Light Industry | 0.20 | 0.19 | 0.16 | 1.06 | < 0.005 | < 0.005 | 0.07  | 0.07  | < 0.005 | 0.01   | 0.01   | —    | 197    | 197    | 0.01 | 0.01 | 0.36 | 201    |

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|                    |      |      |      |      |         |         |      |      |         |      |      |   |       |       |      |      |      |       |
|--------------------|------|------|------|------|---------|---------|------|------|---------|------|------|---|-------|-------|------|------|------|-------|
| Hotel              | 1.00 | 0.94 | 0.79 | 5.29 | 0.01    | 0.01    | 0.35 | 0.37 | 0.01    | 0.06 | 0.07 | — | 981   | 981   | 0.06 | 0.05 | 1.77 | 1,000 |
| Quality Restaurant | 0.34 | 0.33 | 0.20 | 1.42 | < 0.005 | < 0.005 | 0.08 | 0.08 | < 0.005 | 0.01 | 0.02 | — | 220   | 220   | 0.02 | 0.01 | 0.39 | 225   |
| Total              | 1.54 | 1.45 | 1.15 | 7.77 | 0.02    | 0.02    | 0.50 | 0.52 | 0.02    | 0.09 | 0.11 | — | 1,397 | 1,397 | 0.09 | 0.08 | 2.52 | 1,426 |

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2  | CO2T   | CH4  | N2O  | R    | CO2e   |
|------------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|--------|--------|------|------|------|--------|
| Daily, Summer (Max)    | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| General Light Industry | 1.24 | 1.17 | 0.89 | 6.38 | 0.01 | 0.01  | 0.43  | 0.44  | 0.01   | 0.08   | 0.09   | —    | 1,342  | 1,342  | 0.08 | 0.07 | 5.47 | 1,370  |
| Hotel                  | 5.88 | 5.54 | 4.20 | 30.2 | 0.06 | 0.07  | 2.03  | 2.10  | 0.06   | 0.36   | 0.43   | —    | 6,356  | 6,356  | 0.36 | 0.32 | 25.9 | 6,488  |
| Quality Restaurant     | 2.33 | 2.19 | 1.66 | 12.0 | 0.02 | 0.03  | 0.81  | 0.83  | 0.03   | 0.14   | 0.17   | —    | 2,517  | 2,517  | 0.14 | 0.13 | 10.3 | 2,569  |
| Total                  | 9.45 | 8.90 | 6.76 | 48.6 | 0.10 | 0.11  | 3.27  | 3.38  | 0.10   | 0.58   | 0.68   | —    | 10,215 | 10,215 | 0.57 | 0.52 | 41.7 | 10,426 |
| Daily, Winter (Max)    | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |
| General Light Industry | 1.22 | 1.14 | 0.96 | 6.53 | 0.01 | 0.01  | 0.43  | 0.44  | 0.01   | 0.08   | 0.09   | —    | 1,302  | 1,302  | 0.08 | 0.07 | 0.14 | 1,326  |
| Hotel                  | 5.77 | 5.41 | 4.56 | 31.0 | 0.06 | 0.07  | 2.03  | 2.10  | 0.06   | 0.36   | 0.43   | —    | 6,168  | 6,168  | 0.39 | 0.34 | 0.67 | 6,281  |
| Quality Restaurant     | 2.29 | 2.14 | 1.80 | 12.3 | 0.02 | 0.03  | 0.81  | 0.83  | 0.03   | 0.14   | 0.17   | —    | 2,442  | 2,442  | 0.16 | 0.14 | 0.27 | 2,487  |
| Total                  | 9.28 | 8.69 | 7.32 | 49.7 | 0.10 | 0.11  | 3.27  | 3.38  | 0.10   | 0.58   | 0.68   | —    | 9,913  | 9,913  | 0.63 | 0.55 | 1.08 | 10,094 |
| Annual                 | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —      | —      | —    | —    | —    | —      |

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|                        |      |      |      |      |         |         |      |      |         |      |      |   |       |       |      |      |      |       |
|------------------------|------|------|------|------|---------|---------|------|------|---------|------|------|---|-------|-------|------|------|------|-------|
| General Light Industry | 0.20 | 0.19 | 0.16 | 1.06 | < 0.005 | < 0.005 | 0.07 | 0.07 | < 0.005 | 0.01 | 0.01 | — | 197   | 197   | 0.01 | 0.01 | 0.36 | 201   |
| Hotel                  | 1.00 | 0.94 | 0.79 | 5.29 | 0.01    | 0.01    | 0.35 | 0.37 | 0.01    | 0.06 | 0.07 | — | 981   | 981   | 0.06 | 0.05 | 1.77 | 1,000 |
| Quality Restaurant     | 0.34 | 0.33 | 0.20 | 1.42 | < 0.005 | < 0.005 | 0.08 | 0.08 | < 0.005 | 0.01 | 0.02 | — | 220   | 220   | 0.02 | 0.01 | 0.39 | 225   |
| Total                  | 1.54 | 1.45 | 1.15 | 7.77 | 0.02    | 0.02    | 0.50 | 0.52 | 0.02    | 0.09 | 0.11 | — | 1,397 | 1,397 | 0.09 | 0.08 | 2.52 | 1,426 |

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O     | R | CO2e  |
|------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|-------|------|---------|---|-------|
| Daily, Summer (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | — | —     |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 271   | 271   | 0.04 | 0.01    | — | 273   |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 615   | 615   | 0.10 | 0.01    | — | 621   |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 119   | 119   | 0.02 | < 0.005 | — | 120   |
| Total                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 1,004 | 1,004 | 0.16 | 0.02    | — | 1,014 |
| Daily, Winter (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | — | —     |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 271   | 271   | 0.04 | 0.01    | — | 273   |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 615   | 615   | 0.10 | 0.01    | — | 621   |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 119   | 119   | 0.02 | < 0.005 | — | 120   |



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|                        |   |   |   |   |   |   |   |   |   |   |   |   |       |       |         |         |   |       |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|-------|-------|---------|---------|---|-------|
| Total                  | — | — | — | — | — | — | — | — | — | — | — | — | 1,004 | 1,004 | 0.16    | 0.02    | — | 1,014 |
| Annual                 | — | — | — | — | — | — | — | — | — | — | — | — | —     | —     | —       | —       | — | —     |
| General Light Industry | — | — | — | — | — | — | — | — | — | — | — | — | 44.8  | 44.8  | 0.01    | < 0.005 | — | 45.2  |
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | — | 102   | 102   | 0.02    | < 0.005 | — | 103   |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | — | 19.6  | 19.6  | < 0.005 | < 0.005 | — | 19.8  |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | — | 166   | 166   | 0.03    | < 0.005 | — | 168   |

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O     | R | CO2e  |
|------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|-------|------|---------|---|-------|
| Daily, Summer (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | — | —     |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 271   | 271   | 0.04 | 0.01    | — | 273   |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 615   | 615   | 0.10 | 0.01    | — | 621   |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 119   | 119   | 0.02 | < 0.005 | — | 120   |
| Total                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 1,004 | 1,004 | 0.16 | 0.02    | — | 1,014 |
| Daily, Winter (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | — | —     |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 271   | 271   | 0.04 | 0.01    | — | 273   |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 615   | 615   | 0.10 | 0.01    | — | 621   |

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|                        |   |   |   |   |   |   |   |   |   |   |   |   |   |       |       |         |         |   |       |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|-------|---------|---------|---|-------|
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | — | — | 119   | 119   | 0.02    | < 0.005 | — | 120   |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,004 | 1,004 | 0.16    | 0.02    | — | 1,014 |
| Annual                 | — | — | — | — | — | — | — | — | — | — | — | — | — | —     | —     | —       | —       | — | —     |
| General Light Industry | — | — | — | — | — | — | — | — | — | — | — | — | — | 44.8  | 44.8  | 0.01    | < 0.005 | — | 45.2  |
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | — | — | 102   | 102   | 0.02    | < 0.005 | — | 103   |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | — | — | 19.6  | 19.6  | < 0.005 | < 0.005 | — | 19.8  |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | — | — | 166   | 166   | 0.03    | < 0.005 | — | 168   |

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O     | R | CO2e  |   |
|------------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|---------|---|-------|---|
| Daily, Summer (Max)    | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | — | —     | — |
| General Light Industry | 0.06 | 0.03 | 0.54 | 0.46 | < 0.005 | 0.04  | —     | 0.04  | 0.04   | —      | 0.04   | —    | 649   | 649   | 0.06 | < 0.005 | — | 651   |   |
| Hotel                  | 0.14 | 0.07 | 1.24 | 1.04 | 0.01    | 0.09  | —     | 0.09  | 0.09   | —      | 0.09   | —    | 1,475 | 1,475 | 0.13 | < 0.005 | — | 1,479 |   |
| Quality Restaurant     | 0.02 | 0.01 | 0.17 | 0.14 | < 0.005 | 0.01  | —     | 0.01  | 0.01   | —      | 0.01   | —    | 198   | 198   | 0.02 | < 0.005 | — | 199   |   |
| Total                  | 0.21 | 0.11 | 1.95 | 1.64 | 0.01    | 0.15  | —     | 0.15  | 0.15   | —      | 0.15   | —    | 2,323 | 2,323 | 0.21 | < 0.005 | — | 2,329 |   |
| Daily, Winter (Max)    | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | — | —     | — |
| General Light Industry | 0.06 | 0.03 | 0.54 | 0.46 | < 0.005 | 0.04  | —     | 0.04  | 0.04   | —      | 0.04   | —    | 649   | 649   | 0.06 | < 0.005 | — | 651   |   |

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|                        |         |         |      |      |         |         |   |         |         |   |         |   |       |       |         |         |   |       |
|------------------------|---------|---------|------|------|---------|---------|---|---------|---------|---|---------|---|-------|-------|---------|---------|---|-------|
| Hotel                  | 0.14    | 0.07    | 1.24 | 1.04 | 0.01    | 0.09    | — | 0.09    | 0.09    | — | 0.09    | — | 1,475 | 1,475 | 0.13    | < 0.005 | — | 1,479 |
| Quality Restaurant     | 0.02    | 0.01    | 0.17 | 0.14 | < 0.005 | 0.01    | — | 0.01    | 0.01    | — | 0.01    | — | 198   | 198   | 0.02    | < 0.005 | — | 199   |
| Total                  | 0.21    | 0.11    | 1.95 | 1.64 | 0.01    | 0.15    | — | 0.15    | 0.15    | — | 0.15    | — | 2,323 | 2,323 | 0.21    | < 0.005 | — | 2,329 |
| Annual                 | —       | —       | —    | —    | —       | —       | — | —       | —       | — | —       | — | —     | —     | —       | —       | — | —     |
| General Light Industry | 0.01    | 0.01    | 0.10 | 0.08 | < 0.005 | 0.01    | — | 0.01    | 0.01    | — | 0.01    | — | 107   | 107   | 0.01    | < 0.005 | — | 108   |
| Hotel                  | 0.02    | 0.01    | 0.23 | 0.19 | < 0.005 | 0.02    | — | 0.02    | 0.02    | — | 0.02    | — | 244   | 244   | 0.02    | < 0.005 | — | 245   |
| Quality Restaurant     | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 32.9  | 32.9  | < 0.005 | < 0.005 | — | 33.0  |
| Total                  | 0.04    | 0.02    | 0.36 | 0.30 | < 0.005 | 0.03    | — | 0.03    | 0.03    | — | 0.03    | — | 385   | 385   | 0.03    | < 0.005 | — | 386   |

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O     | R | CO2e  |
|------------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|---------|---|-------|
| Daily, Summer (Max)    | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | — | —     |
| General Light Industry | 0.06 | 0.03 | 0.54 | 0.46 | < 0.005 | 0.04  | —     | 0.04  | 0.04   | —      | 0.04   | —    | 649   | 649   | 0.06 | < 0.005 | — | 651   |
| Hotel                  | 0.14 | 0.07 | 1.24 | 1.04 | 0.01    | 0.09  | —     | 0.09  | 0.09   | —      | 0.09   | —    | 1,475 | 1,475 | 0.13 | < 0.005 | — | 1,479 |
| Quality Restaurant     | 0.02 | 0.01 | 0.17 | 0.14 | < 0.005 | 0.01  | —     | 0.01  | 0.01   | —      | 0.01   | —    | 198   | 198   | 0.02 | < 0.005 | — | 199   |
| Total                  | 0.21 | 0.11 | 1.95 | 1.64 | 0.01    | 0.15  | —     | 0.15  | 0.15   | —      | 0.15   | —    | 2,323 | 2,323 | 0.21 | < 0.005 | — | 2,329 |
| Daily, Winter (Max)    | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | — | —     |

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|                        |         |         |      |      |         |         |   |         |         |   |         |   |       |       |         |         |   |       |
|------------------------|---------|---------|------|------|---------|---------|---|---------|---------|---|---------|---|-------|-------|---------|---------|---|-------|
| General Light Industry | 0.06    | 0.03    | 0.54 | 0.46 | < 0.005 | 0.04    | — | 0.04    | 0.04    | — | 0.04    | — | 649   | 649   | 0.06    | < 0.005 | — | 651   |
| Hotel                  | 0.14    | 0.07    | 1.24 | 1.04 | 0.01    | 0.09    | — | 0.09    | 0.09    | — | 0.09    | — | 1,475 | 1,475 | 0.13    | < 0.005 | — | 1,479 |
| Quality Restaurant     | 0.02    | 0.01    | 0.17 | 0.14 | < 0.005 | 0.01    | — | 0.01    | 0.01    | — | 0.01    | — | 198   | 198   | 0.02    | < 0.005 | — | 199   |
| Total                  | 0.21    | 0.11    | 1.95 | 1.64 | 0.01    | 0.15    | — | 0.15    | 0.15    | — | 0.15    | — | 2,323 | 2,323 | 0.21    | < 0.005 | — | 2,329 |
| Annual                 | —       | —       | —    | —    | —       | —       | — | —       | —       | — | —       | — | —     | —     | —       | —       | — | —     |
| General Light Industry | 0.01    | 0.01    | 0.10 | 0.08 | < 0.005 | 0.01    | — | 0.01    | 0.01    | — | 0.01    | — | 107   | 107   | 0.01    | < 0.005 | — | 108   |
| Hotel                  | 0.02    | 0.01    | 0.23 | 0.19 | < 0.005 | 0.02    | — | 0.02    | 0.02    | — | 0.02    | — | 244   | 244   | 0.02    | < 0.005 | — | 245   |
| Quality Restaurant     | < 0.005 | < 0.005 | 0.03 | 0.03 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 32.9  | 32.9  | < 0.005 | < 0.005 | — | 33.0  |
| Total                  | 0.04    | 0.02    | 0.36 | 0.30 | < 0.005 | 0.03    | — | 0.03    | 0.03    | — | 0.03    | — | 385   | 385   | 0.03    | < 0.005 | — | 386   |

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source                 | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O  | R | CO2e |
|------------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|
| Daily, Summer (Max)    | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| Hearths                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | —     | 0.00  | 0.00   | —      | 0.00   | 0.00 | 0.00  | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Consumer Products      | —    | 4.95 | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| Architectural Coatings | —    | 1.47 | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |

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|                        |      |      |      |      |         |         |   |         |         |   |         |      |      |      |         |         |   |      |
|------------------------|------|------|------|------|---------|---------|---|---------|---------|---|---------|------|------|------|---------|---------|---|------|
| Landscape              | 1.79 | 1.65 | 0.08 | 10.1 | < 0.005 | 0.01    | — | 0.01    | 0.02    | — | 0.02    | —    | 41.4 | 41.4 | < 0.005 | < 0.005 | — | 41.5 |
| Total                  | 1.79 | 8.07 | 0.08 | 10.1 | < 0.005 | 0.01    | — | 0.01    | 0.02    | — | 0.02    | 0.00 | 41.4 | 41.4 | < 0.005 | < 0.005 | — | 41.5 |
| Daily, Winter (Max)    | —    | —    | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Hearths                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00    | 0.00    | — | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Consumer Products      | —    | 4.95 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Architectural Coatings | —    | 1.47 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Total                  | 0.00 | 6.42 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00    | 0.00    | — | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Annual                 | —    | —    | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Hearths                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00    | 0.00    | — | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Consumer Products      | —    | 0.90 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Architectural Coatings | —    | 0.27 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Landscape Equipment    | 0.30 | 0.27 | 0.01 | 1.66 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | —    | 6.19 | 6.19 | < 0.005 | < 0.005 | — | 6.21 |
| Total                  | 0.30 | 1.44 | 0.01 | 1.66 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 6.19 | 6.19 | < 0.005 | < 0.005 | — | 6.21 |

4.3.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|--------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
|--------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|

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|                        |      |      |      |      |         |      |   |      |      |   |      |      |      |      |         |         |   |      |
|------------------------|------|------|------|------|---------|------|---|------|------|---|------|------|------|------|---------|---------|---|------|
| Daily, Summer (Max)    | —    | —    | —    | —    | —       | —    | — | —    | —    | — | —    | —    | —    | —    | —       | —       | — | —    |
| Hearths                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Consumer Products      | —    | 4.95 | —    | —    | —       | —    | — | —    | —    | — | —    | —    | —    | —    | —       | —       | — | —    |
| Architectural Coatings | —    | 1.47 | —    | —    | —       | —    | — | —    | —    | — | —    | —    | —    | —    | —       | —       | — | —    |
| Landscape Equipment    | 1.79 | 1.65 | 0.08 | 10.1 | < 0.005 | 0.01 | — | 0.01 | 0.02 | — | 0.02 | —    | 41.4 | 41.4 | < 0.005 | < 0.005 | — | 41.5 |
| Total                  | 1.79 | 8.07 | 0.08 | 10.1 | < 0.005 | 0.01 | — | 0.01 | 0.02 | — | 0.02 | 0.00 | 41.4 | 41.4 | < 0.005 | < 0.005 | — | 41.5 |
| Daily, Winter (Max)    | —    | —    | —    | —    | —       | —    | — | —    | —    | — | —    | —    | —    | —    | —       | —       | — | —    |
| Hearths                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Consumer Products      | —    | 4.95 | —    | —    | —       | —    | — | —    | —    | — | —    | —    | —    | —    | —       | —       | — | —    |
| Architectural Coatings | —    | 1.47 | —    | —    | —       | —    | — | —    | —    | — | —    | —    | —    | —    | —       | —       | — | —    |
| Total                  | 0.00 | 6.42 | 0.00 | 0.00 | 0.00    | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Annual                 | —    | —    | —    | —    | —       | —    | — | —    | —    | — | —    | —    | —    | —    | —       | —       | — | —    |
| Hearths                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00 | — | 0.00 | 0.00 | — | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Consumer Products      | —    | 0.90 | —    | —    | —       | —    | — | —    | —    | — | —    | —    | —    | —    | —       | —       | — | —    |
| Architectural Coatings | —    | 0.27 | —    | —    | —       | —    | — | —    | —    | — | —    | —    | —    | —    | —       | —       | — | —    |

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|           |      |      |      |      |         |         |   |         |         |   |         |      |      |      |         |         |   |      |
|-----------|------|------|------|------|---------|---------|---|---------|---------|---|---------|------|------|------|---------|---------|---|------|
| Landscape | 0.30 | 0.27 | 0.01 | 1.66 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | —    | 6.19 | 6.19 | < 0.005 | < 0.005 | — | 6.21 |
| Total     | 0.30 | 1.44 | 0.01 | 1.66 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 6.19 | 6.19 | < 0.005 | < 0.005 | — | 6.21 |

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O  | R | CO2e |
|------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|
| Daily, Summer (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 21.3 | 35.4  | 56.7 | 2.19 | 0.05 | — | 127  |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 6.61 | 11.6  | 18.2 | 0.68 | 0.02 | — | 40.1 |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.91 | 4.66  | 7.57 | 0.30 | 0.01 | — | 17.2 |
| Total                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 30.8 | 51.7  | 82.5 | 3.17 | 0.08 | — | 184  |
| Daily, Winter (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 21.3 | 35.4  | 56.7 | 2.19 | 0.05 | — | 127  |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 6.61 | 11.6  | 18.2 | 0.68 | 0.02 | — | 40.1 |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.91 | 4.66  | 7.57 | 0.30 | 0.01 | — | 17.2 |
| Total                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 30.8 | 51.7  | 82.5 | 3.17 | 0.08 | — | 184  |
| Annual                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |



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|                        |   |   |   |   |   |   |   |   |   |   |   |      |      |      |      |         |   |      |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|------|------|------|------|---------|---|------|
| General Light Industry | — | — | — | — | — | — | — | — | — | — | — | 3.52 | 5.87 | 9.39 | 0.36 | 0.01    | — | 21.0 |
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | 1.09 | 1.92 | 3.01 | 0.11 | < 0.005 | — | 6.63 |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | 0.48 | 0.77 | 1.25 | 0.05 | < 0.005 | — | 2.84 |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | 5.10 | 8.56 | 13.7 | 0.52 | 0.01    | — | 30.5 |

4.4.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O  | R | CO2e |   |
|------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|---|
| Daily, Summer (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    | — |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 21.3 | 35.4  | 56.7 | 2.19 | 0.05 | — | 127  |   |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 6.61 | 11.6  | 18.2 | 0.68 | 0.02 | — | 40.1 |   |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.91 | 4.66  | 7.57 | 0.30 | 0.01 | — | 17.2 |   |
| Total                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 30.8 | 51.7  | 82.5 | 3.17 | 0.08 | — | 184  |   |
| Daily, Winter (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    | — |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 21.3 | 35.4  | 56.7 | 2.19 | 0.05 | — | 127  |   |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 6.61 | 11.6  | 18.2 | 0.68 | 0.02 | — | 40.1 |   |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.91 | 4.66  | 7.57 | 0.30 | 0.01 | — | 17.2 |   |
| Total                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 30.8 | 51.7  | 82.5 | 3.17 | 0.08 | — | 184  |   |

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|                        |   |   |   |   |   |   |   |   |   |   |   |      |      |      |      |         |   |      |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|------|------|------|------|---------|---|------|
| Annual                 | — | — | — | — | — | — | — | — | — | — | — | —    | —    | —    | —    | —       | — | —    |
| General Light Industry | — | — | — | — | — | — | — | — | — | — | — | 3.52 | 5.87 | 9.39 | 0.36 | 0.01    | — | 21.0 |
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | 1.09 | 1.92 | 3.01 | 0.11 | < 0.005 | — | 6.63 |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | 0.48 | 0.77 | 1.25 | 0.05 | < 0.005 | — | 2.84 |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | 5.10 | 8.56 | 13.7 | 0.52 | 0.01    | — | 30.5 |

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O  | R | CO2e |
|------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|
| Daily, Summer (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 32.1 | 0.00  | 32.1 | 3.21 | 0.00 | — | 112  |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 40.1 | 0.00  | 40.1 | 4.01 | 0.00 | — | 140  |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.46 | 0.00  | 2.46 | 0.25 | 0.00 | — | 8.60 |
| Total                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 74.7 | 0.00  | 74.7 | 7.46 | 0.00 | — | 261  |
| Daily, Winter (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 32.1 | 0.00  | 32.1 | 3.21 | 0.00 | — | 112  |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 40.1 | 0.00  | 40.1 | 4.01 | 0.00 | — | 140  |

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|                        |   |   |   |   |   |   |   |   |   |   |   |      |      |      |      |      |   |      |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|------|------|------|------|------|---|------|
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | 2.46 | 0.00 | 2.46 | 0.25 | 0.00 | — | 8.60 |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | 74.7 | 0.00 | 74.7 | 7.46 | 0.00 | — | 261  |
| Annual                 | — | — | — | — | — | — | — | — | — | — | — | —    | —    | —    | —    | —    | — | —    |
| General Light Industry | — | — | — | — | — | — | — | — | — | — | — | 5.31 | 0.00 | 5.31 | 0.53 | 0.00 | — | 18.6 |
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | 6.64 | 0.00 | 6.64 | 0.66 | 0.00 | — | 23.2 |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | 0.41 | 0.00 | 0.41 | 0.04 | 0.00 | — | 1.42 |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | 12.4 | 0.00 | 12.4 | 1.24 | 0.00 | — | 43.2 |

4.5.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O  | R | CO2e |      |
|------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|------|
| Daily, Summer (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    | —    |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 32.1 | 0.00  | 32.1 | 3.21 | 0.00 | — | —    | 112  |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 40.1 | 0.00  | 40.1 | 4.01 | 0.00 | — | —    | 140  |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.46 | 0.00  | 2.46 | 0.25 | 0.00 | — | —    | 8.60 |
| Total                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 74.7 | 0.00  | 74.7 | 7.46 | 0.00 | — | —    | 261  |
| Daily, Winter (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    | —    |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 32.1 | 0.00  | 32.1 | 3.21 | 0.00 | — | —    | 112  |

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|                        |   |   |   |   |   |   |   |   |   |   |   |      |      |      |      |      |   |      |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|------|------|------|------|------|---|------|
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | 40.1 | 0.00 | 40.1 | 4.01 | 0.00 | — | 140  |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | 2.46 | 0.00 | 2.46 | 0.25 | 0.00 | — | 8.60 |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | 74.7 | 0.00 | 74.7 | 7.46 | 0.00 | — | 261  |
| Annual                 | — | — | — | — | — | — | — | — | — | — | — | —    | —    | —    | —    | —    | — | —    |
| General Light Industry | — | — | — | — | — | — | — | — | — | — | — | 5.31 | 0.00 | 5.31 | 0.53 | 0.00 | — | 18.6 |
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | 6.64 | 0.00 | 6.64 | 0.66 | 0.00 | — | 23.2 |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | 0.41 | 0.00 | 0.41 | 0.04 | 0.00 | — | 1.42 |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | 12.4 | 0.00 | 12.4 | 1.24 | 0.00 | — | 43.2 |

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R    | CO2e |
|------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|------|------|
| Daily, Summer (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | —    | —    |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 279  | 279  |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 12.5 | 12.5 |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 7.82 | 7.82 |
| Total                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 299  | 299  |
| Daily, Winter (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | —    | —    |

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|                        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |      |      |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|------|------|
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 279  | 279  |
| General Light Industry | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 12.5 | 12.5 |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 7.82 | 7.82 |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 299  | 299  |
| Annual                 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | —    | —    |
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 46.1 | 46.1 |
| General Light Industry | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2.07 | 2.07 |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1.29 | 1.29 |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 49.5 | 49.5 |

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use               | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R    | CO2e |
|------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|------|------|
| Daily, Summer (Max)    | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | —    | —    |
| Hotel                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 279  | 279  |
| General Light Industry | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 12.5 | 12.5 |
| Quality Restaurant     | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 7.82 | 7.82 |
| Total                  | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 299  | 299  |

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|                        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |      |      |
|------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|------|------|
| Daily, Winter (Max)    | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | —    | —    |
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 279  | 279  |
| General Light Industry | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 12.5 | 12.5 |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 7.82 | 7.82 |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 299  | 299  |
| Annual                 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | —    | —    |
| Hotel                  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 46.1 | 46.1 |
| General Light Industry | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 2.07 | 2.07 |
| Quality Restaurant     | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1.29 | 1.29 |
| Total                  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 49.5 | 49.5 |

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |   |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|---|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

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|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |



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|                     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total               | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual              | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total               | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|----------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
|----------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|

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|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total               | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total               | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual              | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total               | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |   |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|---|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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| Vegetatio           | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use            | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
|---------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

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|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided             | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered         | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed             | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| —                   | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided             | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered         | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed             | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| —                   | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual              | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided             | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered         | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

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|----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Removed  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| —        | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation          | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use            | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

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|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species             | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Avoided             | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Sequestered         | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Removed             | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| —                   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Avoided             | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Sequestered         | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Removed             | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

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| —           | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual      | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided     | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal    | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal    | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed     | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal    | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| —           | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 5. Activity Data

### 5.1. Construction Schedule

| Phase Name            | Phase Type            | Start Date | End Date   | Days Per Week | Work Days per Phase | Phase Description |
|-----------------------|-----------------------|------------|------------|---------------|---------------------|-------------------|
| Demolition            | Demolition            | 11/1/2023  | 11/7/2023  | 2.00          | 2.00                | —                 |
| Site Preparation      | Site Preparation      | 11/30/2023 | 12/14/2023 | 5.00          | 10.0                | phase 1           |
| Grading               | Grading               | 12/15/2023 | 1/26/2024  | 5.00          | 30.0                | Phase 1           |
| Building Construction | Building Construction | 1/27/2024  | 12/31/2024 | 5.00          | 242                 | Phase 1           |
| Paving                | Paving                | 12/01/2024 | 12/31/2024 | 5.00          | 22.0                | Phase 1           |
| Architectural Coating | Architectural Coating | 12/01/2024 | 2/25/2025  | 2.00          | 26.0                | Phase 1           |

### 5.2. Off-Road Equipment

#### 5.2.1. Unmitigated

| Phase Name | Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|------------|----------------|-----------|-------------|----------------|---------------|------------|-------------|
|------------|----------------|-----------|-------------|----------------|---------------|------------|-------------|



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|                       |                           |        |         |      |      |      |      |
|-----------------------|---------------------------|--------|---------|------|------|------|------|
| Demolition            | Concrete/Industrial Saws  | Diesel | Average | 1.00 | 8.00 | 33.0 | 0.73 |
| Demolition            | Excavators                | Diesel | Average | 3.00 | 8.00 | 36.0 | 0.38 |
| Demolition            | Rubber Tired Dozers       | Diesel | Average | 2.00 | 8.00 | 367  | 0.40 |
| Site Preparation      | Rubber Tired Dozers       | Diesel | Average | 3.00 | 8.00 | 367  | 0.40 |
| Site Preparation      | Tractors/Loaders/Backhoes | Diesel | Average | 4.00 | 8.00 | 84.0 | 0.37 |
| Grading               | Excavators                | Diesel | Average | 2.00 | 8.00 | 36.0 | 0.38 |
| Grading               | Graders                   | Diesel | Average | 1.00 | 8.00 | 148  | 0.41 |
| Grading               | Rubber Tired Dozers       | Diesel | Average | 1.00 | 8.00 | 367  | 0.40 |
| Grading               | Scrapers                  | Diesel | Average | 2.00 | 8.00 | 423  | 0.48 |
| Grading               | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 8.00 | 84.0 | 0.37 |
| Building Construction | Cranes                    | Diesel | Average | 1.00 | 7.00 | 367  | 0.29 |
| Building Construction | Forklifts                 | Diesel | Average | 3.00 | 8.00 | 82.0 | 0.20 |
| Building Construction | Generator Sets            | Diesel | Average | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 3.00 | 7.00 | 84.0 | 0.37 |
| Building Construction | Welders                   | Diesel | Average | 1.00 | 8.00 | 46.0 | 0.45 |
| Paving                | Pavers                    | Diesel | Average | 2.00 | 8.00 | 81.0 | 0.42 |
| Paving                | Paving Equipment          | Diesel | Average | 2.00 | 8.00 | 89.0 | 0.36 |
| Paving                | Rollers                   | Diesel | Average | 2.00 | 8.00 | 36.0 | 0.38 |
| Architectural Coating | Air Compressors           | Diesel | Average | 1.00 | 6.00 | 37.0 | 0.48 |

5.2.2. Mitigated

| Phase Name | Equipment Type           | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|------------|--------------------------|-----------|-------------|----------------|---------------|------------|-------------|
| Demolition | Concrete/Industrial Saws | Diesel    | Average     | 1.00           | 8.00          | 33.0       | 0.73        |
| Demolition | Excavators               | Diesel    | Average     | 3.00           | 8.00          | 36.0       | 0.38        |

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|                       |                           |        |         |      |      |      |      |
|-----------------------|---------------------------|--------|---------|------|------|------|------|
| Demolition            | Rubber Tired Dozers       | Diesel | Average | 2.00 | 8.00 | 367  | 0.40 |
| Site Preparation      | Rubber Tired Dozers       | Diesel | Average | 3.00 | 8.00 | 367  | 0.40 |
| Site Preparation      | Tractors/Loaders/Backhoes | Diesel | Average | 4.00 | 8.00 | 84.0 | 0.37 |
| Grading               | Excavators                | Diesel | Average | 2.00 | 8.00 | 36.0 | 0.38 |
| Grading               | Graders                   | Diesel | Average | 1.00 | 8.00 | 148  | 0.41 |
| Grading               | Rubber Tired Dozers       | Diesel | Average | 1.00 | 8.00 | 367  | 0.40 |
| Grading               | Scrapers                  | Diesel | Average | 2.00 | 8.00 | 423  | 0.48 |
| Grading               | Tractors/Loaders/Backhoes | Diesel | Average | 2.00 | 8.00 | 84.0 | 0.37 |
| Building Construction | Cranes                    | Diesel | Average | 1.00 | 7.00 | 367  | 0.29 |
| Building Construction | Forklifts                 | Diesel | Average | 3.00 | 8.00 | 82.0 | 0.20 |
| Building Construction | Generator Sets            | Diesel | Average | 1.00 | 8.00 | 14.0 | 0.74 |
| Building Construction | Tractors/Loaders/Backhoes | Diesel | Average | 3.00 | 7.00 | 84.0 | 0.37 |
| Building Construction | Welders                   | Diesel | Average | 1.00 | 8.00 | 46.0 | 0.45 |
| Paving                | Pavers                    | Diesel | Average | 2.00 | 8.00 | 81.0 | 0.42 |
| Paving                | Paving Equipment          | Diesel | Average | 2.00 | 8.00 | 89.0 | 0.36 |
| Paving                | Rollers                   | Diesel | Average | 2.00 | 8.00 | 36.0 | 0.38 |
| Architectural Coating | Air Compressors           | Diesel | Average | 1.00 | 6.00 | 37.0 | 0.48 |

5.3. Construction Vehicles

5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix   |
|------------|-----------|-----------------------|----------------|---------------|
| Demolition | —         | —                     | —              | —             |
| Demolition | Worker    | 15.0                  | 8.10           | LDA,LDT1,LDT2 |
| Demolition | Vendor    | —                     | 6.90           | HHDT,MHDT     |

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|                       |              |      |      |               |
|-----------------------|--------------|------|------|---------------|
| Demolition            | Hauling      | 9.50 | 20.0 | HHDT          |
| Demolition            | Onsite truck | —    | —    | HHDT          |
| Site Preparation      | —            | —    | —    | —             |
| Site Preparation      | Worker       | 17.5 | 8.10 | LDA,LDT1,LDT2 |
| Site Preparation      | Vendor       | —    | 6.90 | HHDT,MHDT     |
| Site Preparation      | Hauling      | 215  | 20.0 | HHDT          |
| Site Preparation      | Onsite truck | —    | —    | HHDT          |
| Grading               | —            | —    | —    | —             |
| Grading               | Worker       | 20.0 | 8.10 | LDA,LDT1,LDT2 |
| Grading               | Vendor       | —    | 6.90 | HHDT,MHDT     |
| Grading               | Hauling      | 34.0 | 20.0 | HHDT          |
| Grading               | Onsite truck | —    | —    | HHDT          |
| Building Construction | —            | —    | —    | —             |
| Building Construction | Worker       | 97.1 | 8.10 | LDA,LDT1,LDT2 |
| Building Construction | Vendor       | 37.9 | 6.90 | HHDT,MHDT     |
| Building Construction | Hauling      | 0.00 | 20.0 | HHDT          |
| Building Construction | Onsite truck | —    | —    | HHDT          |
| Paving                | —            | —    | —    | —             |
| Paving                | Worker       | 15.0 | 8.10 | LDA,LDT1,LDT2 |
| Paving                | Vendor       | —    | 6.90 | HHDT,MHDT     |
| Paving                | Hauling      | 0.00 | 20.0 | HHDT          |
| Paving                | Onsite truck | —    | —    | HHDT          |
| Architectural Coating | —            | —    | —    | —             |
| Architectural Coating | Worker       | 19.4 | 8.10 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor       | —    | 6.90 | HHDT,MHDT     |
| Architectural Coating | Hauling      | 0.00 | 20.0 | HHDT          |
| Architectural Coating | Onsite truck | —    | —    | HHDT          |

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5.3.2. Mitigated

| Phase Name            | Trip Type    | One-Way Trips per Day | Miles per Trip | Vehicle Mix   |
|-----------------------|--------------|-----------------------|----------------|---------------|
| Demolition            | —            | —                     | —              | —             |
| Demolition            | Worker       | 15.0                  | 8.10           | LDA,LDT1,LDT2 |
| Demolition            | Vendor       | —                     | 6.90           | HHDT,MHDT     |
| Demolition            | Hauling      | 9.50                  | 20.0           | HHDT          |
| Demolition            | Onsite truck | —                     | —              | HHDT          |
| Site Preparation      | —            | —                     | —              | —             |
| Site Preparation      | Worker       | 17.5                  | 8.10           | LDA,LDT1,LDT2 |
| Site Preparation      | Vendor       | —                     | 6.90           | HHDT,MHDT     |
| Site Preparation      | Hauling      | 215                   | 20.0           | HHDT          |
| Site Preparation      | Onsite truck | —                     | —              | HHDT          |
| Grading               | —            | —                     | —              | —             |
| Grading               | Worker       | 20.0                  | 8.10           | LDA,LDT1,LDT2 |
| Grading               | Vendor       | —                     | 6.90           | HHDT,MHDT     |
| Grading               | Hauling      | 34.0                  | 20.0           | HHDT          |
| Grading               | Onsite truck | —                     | —              | HHDT          |
| Building Construction | —            | —                     | —              | —             |
| Building Construction | Worker       | 97.1                  | 8.10           | LDA,LDT1,LDT2 |
| Building Construction | Vendor       | 37.9                  | 6.90           | HHDT,MHDT     |
| Building Construction | Hauling      | 0.00                  | 20.0           | HHDT          |
| Building Construction | Onsite truck | —                     | —              | HHDT          |
| Paving                | —            | —                     | —              | —             |
| Paving                | Worker       | 15.0                  | 8.10           | LDA,LDT1,LDT2 |
| Paving                | Vendor       | —                     | 6.90           | HHDT,MHDT     |
| Paving                | Hauling      | 0.00                  | 20.0           | HHDT          |
| Paving                | Onsite truck | —                     | —              | HHDT          |

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|                       |              |      |      |               |
|-----------------------|--------------|------|------|---------------|
| Architectural Coating | —            | —    | —    | —             |
| Architectural Coating | Worker       | 19.4 | 8.10 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor       | —    | 6.90 | HHDT,MHDT     |
| Architectural Coating | Hauling      | 0.00 | 20.0 | HHDT          |
| Architectural Coating | Onsite truck | —    | —    | HHDT          |

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

| Phase Name            | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|-----------------------|--|--|--|--|-----------------------------|
| Architectural Coating | 0.00                                     | 0.00                                     | 346,860                                      | 115,620                                      | —                           |

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

| Phase Name       | Material Imported (Cubic Yards) | Material Exported (Cubic Yards) | Acres Graded (acres) | Material Demolished (Building Square Footage) | Acres Paved (acres) |
|------------------|---------------------------------|---------------------------------|----------------------|---|---------------------|
| Demolition       | 0.00                            | 0.00                            | 0.00                 | 1,634   | —                   |
| Site Preparation | 0.00                            | 17,225                          | 15.0                 | 0.00  | —                   |
| Grading          | 0.00                            | 8,150                           | 90.0                 | 0.00  | —                   |
| Paving           | 0.00                            | 0.00                            | 0.00                 | 0.00  | 4.74                |

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

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### 5.7. Construction Paving

| Land Use               | Area Paved (acres) | % Asphalt |
|------------------------|--------------------|-----------|
| General Light Industry | 3.98               | 100%      |
| —                      | 0.75               | 100%      |
| Hotel                  | 0.00               | 0%        |
| Hotel                  | 0.01               | 100%      |
| Quality Restaurant     | 0.00               | 0%        |

### 5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4  | N2O     |
|------|--------------|-----|------|---------|
| 2023 | 0.00         | 204 | 0.03 | < 0.005 |
| 2024 | 0.00         | 204 | 0.03 | < 0.005 |
| 2025 | 0.00         | 204 | 0.03 | < 0.005 |

### 5.9. Operational Mobile Sources

#### 5.9.1. Unmitigated

| Land Use Type          | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VM/Weekday | VM/Saturday | VM/Sunday | VM/Year   |
|------------------------|---------------|----------------|--------------|------------|------------|-------------|-----------|-----------|
| General Light Industry | 238           | 95.5           | 240          | 79,566     | 1,530      | 614         | 1,542     | 511,370   |
| Hotel                  | 1,003         | 983            | 714          | 350,025    | 6,448      | 6,316       | 4,589     | 2,249,610 |
| Hotel                  | 134           | 131            | 95.2         | 46,670     | 860        | 842         | 612       | 299,948   |
| Quality Restaurant     | 419           | 450            | 360          | 151,530    | 1,096      | 2,893       | 2,313     | 557,088   |

#### 5.9.2. Mitigated

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| Land Use Type          | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year  |
|------------------------|---------------|----------------|--------------|------------|-------------|--------------|------------|-----------|
| General Light Industry | 238           | 95.5           | 240          | 79,566     | 1,530       | 614          | 1,542      | 511,370   |
| Hotel                  | 1,003         | 983            | 714          | 350,025    | 6,448       | 6,316        | 4,589      | 2,249,610 |
| Hotel                  | 134           | 131            | 95.2         | 46,670     | 860         | 842          | 612        | 299,948   |
| Quality Restaurant     | 419           | 450            | 360          | 151,530    | 1,096       | 2,893        | 2,313      | 557,088   |

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

5.10.1.2. Mitigated

5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|--|--|--|--|-----------------------------|
| 0  | 0.00                                     | 346,860                                      | 115,620                                      | —                           |

5.10.3. Landscape Equipment

| Season      | Unit   | Value |
|-------------|--------|-------|
| Snow Days   | day/yr | 0.00  |
| Summer Days | day/yr | 330   |

5.10.4. Landscape Equipment - Mitigated

| Season    | Unit   | Value |
|-----------|--------|-------|
| Snow Days | day/yr | 0.00  |



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|             |        |     |
|-------------|--------|-----|
| Summer Days | day/yr | 330 |
|-------------|--------|-----|

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use               | Electricity (kWh/yr) | CO2 | CH4    | N2O    | Natural Gas (kBTU/yr) |
|------------------------|----------------------|-----|--------|--------|-----------------------|
| General Light Industry | 484,136              | 204 | 0.0330 | 0.0040 | 2,025,326             |
| Hotel                  | 1,076,011            | 204 | 0.0330 | 0.0040 | 4,500,052             |
| Hotel                  | 24,702               | 204 | 0.0330 | 0.0040 | 103,307               |
| Quality Restaurant     | 212,263              | 204 | 0.0330 | 0.0040 | 619,342               |

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use               | Electricity (kWh/yr) | CO2 | CH4    | N2O    | Natural Gas (kBTU/yr) |
|------------------------|----------------------|-----|--------|--------|-----------------------|
| General Light Industry | 484,136              | 204 | 0.0330 | 0.0040 | 2,025,326             |
| Hotel                  | 1,076,011            | 204 | 0.0330 | 0.0040 | 4,500,052             |
| Hotel                  | 24,702               | 204 | 0.0330 | 0.0040 | 103,307               |
| Quality Restaurant     | 212,263              | 204 | 0.0330 | 0.0040 | 619,342               |

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

| Land Use               | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|------------------------|-------------------------|--------------------------|
| General Light Industry | 11,100,000              | 869,158                  |
| Hotel                  | 3,044,012               | 137,165                  |
| Hotel                  | 405,868                 | 399,217                  |

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|                    |           |        |
|--------------------|-----------|--------|
| Quality Restaurant | 1,517,669 | 33,911 |
|--------------------|-----------|--------|

5.12.2. Mitigated

| Land Use               | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|------------------------|-------------------------|--------------------------|
| General Light Industry | 11,100,000              | 869,158                  |
| Hotel                  | 3,044,012               | 137,165                  |
| Hotel                  | 405,868                 | 399,217                  |
| Quality Restaurant     | 1,517,669               | 33,911                   |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use               | Waste (ton/year) | Cogeneration (kWh/year) |
|------------------------|------------------|-------------------------|
| General Light Industry | 59.5             | 0.00                    |
| Hotel                  | 65.7             | 0.00                    |
| Hotel                  | 8.76             | 0.00                    |
| Quality Restaurant     | 4.56             | 0.00                    |

5.13.2. Mitigated

| Land Use               | Waste (ton/year) | Cogeneration (kWh/year) |
|------------------------|------------------|-------------------------|
| General Light Industry | 59.5             | 0.00                    |
| Hotel                  | 65.7             | 0.00                    |
| Hotel                  | 8.76             | 0.00                    |
| Quality Restaurant     | 4.56             | 0.00                    |

5.14. Operational Refrigeration and Air Conditioning Equipment

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5.14.1. Unmitigated

| Land Use Type          | Equipment Type                          | Refrigerant | GWP   | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|------------------------|---|-------------|-------|---------------|----------------------|-------------------|----------------|
| Hotel                  | Household refrigerators and/or freezers | R-134a      | 1,430 | 0.00          | 0.60                 | 0.00              | 1.00           |
| Hotel                  | Other commercial A/C and heat pumps     | R-410A      | 2,088 | 1.80          | 4.00                 | 4.00              | 18.0           |
| Hotel                  | Walk-in refrigerators and freezers      | R-404A      | 3,922 | < 0.005       | 7.50                 | 7.50              | 20.0           |
| General Light Industry | Other commercial A/C and heat pumps     | R-410A      | 2,088 | 0.30          | 4.00                 | 4.00              | 18.0           |
| Hotel                  | Household refrigerators and/or freezers | R-134a      | 1,430 | 0.00          | 0.60                 | 0.00              | 1.00           |
| Hotel                  | Other commercial A/C and heat pumps     | R-410A      | 2,088 | 1.80          | 4.00                 | 4.00              | 18.0           |
| Hotel                  | Walk-in refrigerators and freezers      | R-404A      | 3,922 | < 0.005       | 7.50                 | 7.50              | 20.0           |
| Quality Restaurant     | Household refrigerators and/or freezers | R-134a      | 1,430 | 0.00          | 0.60                 | 0.00              | 1.00           |
| Quality Restaurant     | Other commercial A/C and heat pumps     | R-410A      | 2,088 | 1.80          | 4.00                 | 4.00              | 18.0           |
| Quality Restaurant     | Walk-in refrigerators and freezers      | R-404A      | 3,922 | < 0.005       | 7.50                 | 7.50              | 20.0           |

5.14.2. Mitigated

| Land Use Type | Equipment Type                          | Refrigerant | GWP   | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---------------|---|-------------|-------|---------------|----------------------|-------------------|----------------|
| Hotel         | Household refrigerators and/or freezers | R-134a      | 1,430 | 0.00          | 0.60                 | 0.00              | 1.00           |
| Hotel         | Other commercial A/C and heat pumps     | R-410A      | 2,088 | 1.80          | 4.00                 | 4.00              | 18.0           |
| Hotel         | Walk-in refrigerators and freezers      | R-404A      | 3,922 | < 0.005       | 7.50                 | 7.50              | 20.0           |

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|                        |   |        |       |         |      |      |      |
|------------------------|---|--------|-------|---------|------|------|------|
| General Light Industry | Other commercial A/C and heat pumps     | R-410A | 2,088 | 0.30    | 4.00 | 4.00 | 18.0 |
| Hotel                  | Household refrigerators and/or freezers | R-134a | 1,430 | 0.00    | 0.60 | 0.00 | 1.00 |
| Hotel                  | Other commercial A/C and heat pumps     | R-410A | 2,088 | 1.80    | 4.00 | 4.00 | 18.0 |
| Hotel                  | Walk-in refrigerators and freezers      | R-404A | 3,922 | < 0.005 | 7.50 | 7.50 | 20.0 |
| Quality Restaurant     | Household refrigerators and/or freezers | R-134a | 1,430 | 0.00    | 0.60 | 0.00 | 1.00 |
| Quality Restaurant     | Other commercial A/C and heat pumps     | R-410A | 2,088 | 1.80    | 4.00 | 4.00 | 18.0 |
| Quality Restaurant     | Walk-in refrigerators and freezers      | R-404A | 3,922 | < 0.005 | 7.50 | 7.50 | 20.0 |

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|----------------|-----------|-------------|----------------|---------------|------------|-------------|
|----------------|-----------|-------------|----------------|---------------|------------|-------------|

5.15.2. Mitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|----------------|-----------|-------------|----------------|---------------|------------|-------------|
|----------------|-----------|-------------|----------------|---------------|------------|-------------|

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|----------------|-----------|----------------|---------------|----------------|------------|-------------|
|----------------|-----------|----------------|---------------|----------------|------------|-------------|

5.16.2. Process Boilers

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| Equipment Type | Fuel Type | Number | Boiler Rating (MMBtu/hr) | Daily Heat Input (MMBtu/day) | Annual Heat Input (MMBtu/yr) |
|----------------|-----------|--------|--------------------------|------------------------------|------------------------------|
|----------------|-----------|--------|--------------------------|------------------------------|------------------------------|

5.17. User Defined

| Equipment Type | Fuel Type |
|----------------|-----------|
| —              | —         |

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1.2. Mitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|--------------------|---------------|-------------|
|--------------------|---------------|-------------|

5.18.1.2. Mitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|--------------------|---------------|-------------|
|--------------------|---------------|-------------|

5.18.2. Sequestration

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5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|-----------|--------|------------------------------|------------------------------|
|-----------|--------|------------------------------|------------------------------|

5.18.2.2. Mitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|-----------|--------|------------------------------|------------------------------|
|-----------|--------|------------------------------|------------------------------|

## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard               | Result for Project Location | Unit                                       |
|------------------------------|-----------------------------|--|
| Temperature and Extreme Heat | 22.5                        | annual days of extreme heat                |
| Extreme Precipitation        | 8.40                        | annual days with precipitation above 20 mm |
| Sea Level Rise               | 0.00                        | meters of inundation depth                 |
| Wildfire                     | 30.5                        | annual hectares burned                     |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft.

Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

### 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|----------------|----------------|-------------------|-------------------------|---------------------|
|----------------|----------------|-------------------|-------------------------|---------------------|

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|                              |     |     |     |     |
|------------------------------|-----|-----|-----|-----|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation        | N/A | N/A | N/A | N/A |
| Sea Level Rise               | N/A | N/A | N/A | N/A |
| Wildfire                     | 2   | 0   | 5   | 1   |
| Flooding                     | 2   | 0   | 0   | N/A |
| Drought                      | 3   | 0   | 5   | 1   |
| Snowpack Reduction           | N/A | N/A | N/A | N/A |
| Air Quality Degradation      | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

**6.3. Adjusted Climate Risk Scores**

| Climate Hazard               | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | N/A            | N/A               | N/A                     | N/A                 |
| Extreme Precipitation        | N/A            | N/A               | N/A                     | N/A                 |
| Sea Level Rise               | N/A            | N/A               | N/A                     | N/A                 |
| Wildfire                     | 1              | 1                 | 7                       | N/A                 |
| Flooding                     | 1              | 1                 | 3                       | 1                   |
| Drought                      | 1              | 1                 | 7                       | N/A                 |
| Snowpack Reduction           | N/A            | N/A               | N/A                     | N/A                 |
| Air Quality Degradation      | N/A            | N/A               | N/A                     | N/A                 |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.



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6.4. Climate Risk Reduction Measures

6.4.1. Wildfire

| User Selected Measures   | Co-Benefits Achieved  | Exposure Reduction | Sensitivity Reduction | Adaptive Capacity Increase |
|--|---|--------------------|-----------------------|----------------------------|
| MH-27: Provide Greater Affordable Housing Options                      | Improved Public Health, Social Equity                                   | —                  | 2.00                  | 2.00                       |
| WF-10: Adopt WUI Building Standards                                    | Improved Public Health  | —                  | 2.00                  | 2.00                       |
| WF-1: Implement Fire-safe Landscaping                                  | Improved Air Quality, Improved Ecosystem Health, Improved Public Health | —                  | 2.00                  | —                          |
| WF-5: Site Outside WUI   | Improved Public Health  | 4.00               | —                     | —                          |
| WF-2: Install Fire Suppression Systems and Improve Structural Strength | Improved Air Quality, Improved Public Health                            | —                  | 3.00                  | —                          |

6.4.2. Flooding

| User Selected Measures                                     | Co-Benefits Achieved                              | Exposure Reduction | Sensitivity Reduction | Adaptive Capacity Increase |
|--|---|--------------------|-----------------------|----------------------------|
| MH-22: Improve Poor Drainage                               | Improved Public Health                            | —                  | 3.00                  | —                          |
| MH-27: Provide Greater Affordable Housing Options          | Improved Public Health, Social Equity             | —                  | 2.00                  | 2.00                       |
| MH-5: Use Green Infrastructure for Stormwater Management   | Improved Ecosystem Health, Water Conservation     | 2.00               | —                     | 2.00                       |
| EP-1: Incorporate Runoff Projections in Hydrologic Designs | Improved Ecosystem Health, Improved Public Health | 3.00               | —                     | —                          |
| EP-5: Upgrade Wastewater Systems                           | Improved Ecosystem Health, Water Conservation     | —                  | —                     | 3.00                       |

6.4.3. Drought

| User Selected Measures                  | Co-Benefits Achieved              | Exposure Reduction | Sensitivity Reduction | Adaptive Capacity Increase |
|---|-----------------------------------|--------------------|-----------------------|----------------------------|
| D-1: Install Water Efficient Appliances | Social Equity, Water Conservation | —                  | —                     | 2.00                       |

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|  |   |      |      |      |
|--|---|------|------|------|
| D-3: Install Drought Resistant Landscaping               | Water Conservation                            | —    | 1.00 | 1.00 |
| MH-23: Landscape with Climate Considerations             | Improved Ecosystem Health, Water Conservation | —    | 2.00 | —    |
| MH-27: Provide Greater Affordable Housing Options        | Improved Public Health, Social Equity         | —    | 2.00 | 2.00 |
| MH-5: Use Green Infrastructure for Stormwater Management | Improved Ecosystem Health, Water Conservation | 2.00 | —    | 2.00 |

## 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator                       | Result for Project Census Tract |
|---------------------------------|---------------------------------|
| Exposure Indicators             | —                               |
| AQ-Ozone                        | 26.7                            |
| AQ-PM                           | 3.83                            |
| AQ-DPM                          | 23.9                            |
| Drinking Water                  | 31.3                            |
| Lead Risk Housing               | 43.5                            |
| Pesticides                      | 34.6                            |
| Toxic Releases                  | 11.9                            |
| Traffic                         | 67.2                            |
| Effect Indicators               | —                               |
| CleanUp Sites                   | 0.00                            |
| Groundwater                     | 0.00                            |
| Haz Waste Facilities/Generators | 65.9                            |
| Impaired Water Bodies           | 51.2                            |
| Solid Waste                     | 77.6                            |

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|                                 |      |
|---------------------------------|------|
| Sensitive Population            | —    |
| Asthma                          | 39.7 |
| Cardio-vascular                 | 16.5 |
| Low Birth Weights               | 11.5 |
| Socioeconomic Factor Indicators | —    |
| Education                       | 10.8 |
| Housing                         | 40.9 |
| Linguistic                      | 0.00 |
| Poverty                         | 34.9 |
| Unemployment                    | 11.9 |

### 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator              | Result for Project Census Tract |
|------------------------|---------------------------------|
| Economic               | —                               |
| Above Poverty          | 76.47889131                     |
| Employed               | 71.55139228                     |
| Median HI              | —                               |
| Education              | —                               |
| Bachelor's or higher   | 55.99897344                     |
| High school enrollment | 100                             |
| Preschool enrollment   | 86.44937765                     |
| Transportation         | —                               |
| Auto Access            | 46.0284871                      |
| Active commuting       | 26.26716284                     |
| Social                 | —                               |
| 2-parent households    | 80.88027717                     |

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|  |             |
|--|-------------|
| Voting                                       | 90.05517772 |
| Neighborhood                                 | —           |
| Alcohol availability                         | 68.48453741 |
| Park access                                  | 6.236365969 |
| Retail density                               | 20.35159759 |
| Supermarket access                           | 41.06249198 |
| Tree canopy                                  | 90.4914667  |
| Housing                                      | —           |
| Homeownership                                | 58.4370589  |
| Housing habitability                         | 72.18016168 |
| Low-inc homeowner severe housing cost burden | 29.93712306 |
| Low-inc renter severe housing cost burden    | 85.52547158 |
| Uncrowded housing                            | 70.98678301 |
| Health Outcomes                              | —           |
| Insured adults                               | 68.18940074 |
| Arthritis                                    | 0.0         |
| Asthma ER Admissions                         | 58.7        |
| High Blood Pressure                          | 0.0         |
| Cancer (excluding skin)                      | 0.0         |
| Asthma                                       | 0.0         |
| Coronary Heart Disease                       | 0.0         |
| Chronic Obstructive Pulmonary Disease        | 0.0         |
| Diagnosed Diabetes                           | 0.0         |
| Life Expectancy at Birth                     | 33.6        |
| Cognitively Disabled                         | 54.2        |
| Physically Disabled                          | 25.6        |
| Heart Attack ER Admissions                   | 71.4        |

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|                                       |      |
|---------------------------------------|------|
| Mental Health Not Good                | 0.0  |
| Chronic Kidney Disease                | 0.0  |
| Obesity                               | 0.0  |
| Pedestrian Injuries                   | 41.6 |
| Physical Health Not Good              | 0.0  |
| Stroke                                | 0.0  |
| Health Risk Behaviors                 | —    |
| Binge Drinking                        | 0.0  |
| Current Smoker                        | 0.0  |
| No Leisure Time for Physical Activity | 0.0  |
| Climate Change Exposures              | —    |
| Wildfire Risk                         | 17.0 |
| SLR Inundation Area                   | 0.0  |
| Children                              | 47.4 |
| Elderly                               | 21.1 |
| English Speaking                      | 98.1 |
| Foreign-born                          | 1.7  |
| Outdoor Workers                       | 21.1 |
| Climate Change Adaptive Capacity      | —    |
| Impervious Surface Cover              | 94.0 |
| Traffic Density                       | 35.7 |
| Traffic Access                        | 0.0  |
| Other Indices                         | —    |
| Hardship                              | 19.8 |
| Other Decision Support                | —    |
| 2016 Voting                           | 87.4 |

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7.3. Overall Health & Equity Scores

| Metric  | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a)                                  | 10.0                            |
| Healthy Places Index Score for Project Location (b)                                 | 77.0                            |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535)           | No                              |
| Project Located in a Low-Income Community (Assembly Bill 1550)                      | No                              |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No                              |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

7.4. Health & Equity Measures

| Measure Title  | Co-Benefits Achieved  |
|--|---|
| PH-2: Increase Urban Tree Canopy and Green Spaces      | Energy and Fuel Savings, Enhanced Energy Security, Improved Air Quality, Improved Ecosystem Health, Improved Public Health, Social Equity   |
| IC-2: Adopt Design Standards                           | Improved Air Quality, Social Equity   |
| IC-4: Enhanced Open and Green Spaces                   | Improved Ecosystem Health, Improved Public Health, Social Equity, Water Conservation  |
| IC-6: Create Non-Standard Commercial or Retail Spaces  | Enhanced Food Security, Social Equity   |
| AH-2: Promote Affordable Housing in Transit-Rich Areas | Energy and Fuel Savings, Enhanced Pedestrian or Traffic Safety, Improved Air Quality, Improved Public Health, Social Equity, VMT Reductions |

7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

8. User Changes to Default Data

| Screen | Justification |
|--------|---------------|
|--------|---------------|

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|                                   |  |
|-----------------------------------|--|
| Land Use                          | Measured from project plans  |
| Construction: Construction Phases | small demo of existing Quonset hut. All other properties vacant.                           |
| Construction: Paving              | measured from plan   |
| Operations: Road Dust             | This modification is recommended for projects in the San Luis Obispo region (CAPCOA 2017). |
| Operations: Hearths               | No fireplaces proposed   |



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## 1. Basic Project Information

### 1.1. Basic Project Information

| Data Field                  | Value                                      |
|-----------------------------|--|
| Project Name                | Barrel Creek residential                   |
| Lead Agency                 | —  |
| Land Use Scale              | Project/site                               |
| Analysis Level for Defaults | County                                     |
| Windspeed (m/s)             | 3.00                                       |
| Precipitation (days)        | 29.6                                       |
| Location                    | 6010 Del Rio Rd, Atascadero, CA 93422, USA |
| County                      | San Luis Obispo                            |
| City                        | Atascadero                                 |
| Air District                | San Luis Obispo County APCD                |
| Air Basin                   | South Central Coast                        |
| TAZ                         | 3312                                       |
| EDFZ                        | 6  |
| Electric Utility            | Pacific Gas & Electric Company             |
| Gas Utility                 | Southern California Gas                    |

### 1.2. Land Use Types

| Land Use Subtype      | Size | Unit          | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description          |
|-----------------------|------|---------------|-------------|-----------------------|------------------------|--------------------------------|------------|----------------------|
| Apartments Low Rise   | 40.0 | Dwelling Unit | 0.71        | 47,000                | 44,101                 | —                              | 96.0       | 3 story multi-family |
| Single Family Housing | 20.0 | Dwelling Unit | 3.30        | 39,000                | 108,145                | —                              | 48.0       | —                    |

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### 1.3. User-Selected Emission Reduction Measures by Emissions Sector

| Sector         | #       | Measure Title  |
|----------------|---------|--|
| Construction   | C-10-A  | Water Exposed Surfaces   |
| Construction   | C-10-C  | Water Unpaved Construction Roads   |
| Construction   | C-11    | Limit Vehicle Speeds on Unpaved Roads  |
| Construction   | C-12    | Sweep Paved Roads  |
| Transportation | T-4     | Integrate Affordable and Below Market Rate Housing   |
| Transportation | T-31-A* | Locate Project in Area with High Destination Accessibility                                 |
| Transportation | T-50*   | Required Project Contributions to Transportation Infrastructure Improvement                |
| Energy         | E-1     | Buildings Exceed 2019 Title 24 Building Envelope Energy Efficiency Standards               |
| Energy         | E-2     | Require Energy Efficient Appliances  |
| Energy         | E-7*    | Require Higher Efficacy Public Street and Area Lighting                                    |
| Energy         | E-12-A  | Install Alternative Type of Water Heater in Place of Gas Storage Tank Heater in Residences |
| Water          | W-5     | Design Water-Efficient Landscapes  |

\* Qualitative or supporting measure. Emission reductions not included in the mitigated emissions results.

## 2. Emissions Summary

### 2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit.             | TOG  | ROG | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|---------------------|------|-----|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Daily, Summer (Max) | —    | —   | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Unmit.              | 2.14 | 150 | 16.4 | 18.4 | 0.03 | 0.72  | 7.19  | 7.91  | 0.67   | 3.45   | 4.12   | —    | 3,124 | 3,124 | 0.13 | 0.05 | 1.30 | 3,139 |
| Mit.                | 2.14 | 150 | 16.4 | 18.4 | 0.03 | 0.72  | 2.87  | 3.59  | 0.67   | 1.36   | 2.03   | —    | 3,124 | 3,124 | 0.13 | 0.05 | 1.30 | 3,139 |

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|                     |      |      |      |      |         |      |      |      |      |      |      |   |       |       |      |         |      |       |
|---------------------|------|------|------|------|---------|------|------|------|------|------|------|---|-------|-------|------|---------|------|-------|
| % Reduced           | —    | —    | —    | —    | —       | —    | 60%  | 55%  | —    | 61%  | 51%  | — | —     | —     | —    | —       | —    | —     |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Unmit.              | 1.51 | 1.28 | 10.8 | 14.3 | 0.02    | 0.43 | 0.24 | 0.68 | 0.40 | 0.06 | 0.46 | — | 2,752 | 2,752 | 0.11 | 0.05    | 0.03 | 2,770 |
| Mit.                | 1.51 | 1.28 | 10.8 | 14.3 | 0.02    | 0.43 | 0.24 | 0.68 | 0.40 | 0.06 | 0.46 | — | 2,752 | 2,752 | 0.11 | 0.05    | 0.03 | 2,770 |
| % Reduced           | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Average Daily (Max) | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Unmit.              | 0.52 | 7.79 | 3.75 | 4.90 | 0.01    | 0.15 | 0.21 | 0.37 | 0.14 | 0.08 | 0.22 | — | 938   | 938   | 0.04 | 0.02    | 0.18 | 944   |
| Mit.                | 0.52 | 7.79 | 3.75 | 4.90 | 0.01    | 0.15 | 0.13 | 0.28 | 0.14 | 0.04 | 0.18 | — | 938   | 938   | 0.04 | 0.02    | 0.18 | 944   |
| % Reduced           | —    | —    | —    | —    | —       | —    | 39%  | 23%  | —    | 47%  | 18%  | — | —     | —     | —    | —       | —    | —     |
| Annual (Max)        | —    | —    | —    | —    | —       | —    | —    | —    | —    | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Unmit.              | 0.10 | 1.42 | 0.68 | 0.89 | < 0.005 | 0.03 | 0.04 | 0.07 | 0.03 | 0.02 | 0.04 | — | 155   | 155   | 0.01 | < 0.005 | 0.03 | 156   |
| Mit.                | 0.10 | 1.42 | 0.68 | 0.89 | < 0.005 | 0.03 | 0.02 | 0.05 | 0.03 | 0.01 | 0.03 | — | 155   | 155   | 0.01 | < 0.005 | 0.03 | 156   |
| % Reduced           | —    | —    | —    | —    | —       | —    | 39%  | 23%  | —    | 47%  | 18%  | — | —     | —     | —    | —       | —    | —     |

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year                 | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|----------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Daily - Summer (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| 2025                 | 2.14 | 1.81 | 16.4 | 18.4 | 0.03 | 0.72  | 7.19  | 7.91  | 0.67   | 3.45   | 4.12   | —    | 3,124 | 3,124 | 0.13 | 0.05 | 1.30 | 3,139 |
| 2026                 | 1.44 | 150  | 10.1 | 14.1 | 0.02 | 0.38  | 0.24  | 0.62  | 0.35   | 0.06   | 0.41   | —    | 2,754 | 2,754 | 0.11 | 0.05 | 1.20 | 2,773 |

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|                      |      |      |      |      |         |      |      |      |      |         |      |   |       |       |      |         |      |       |
|----------------------|------|------|------|------|---------|------|------|------|------|---------|------|---|-------|-------|------|---------|------|-------|
| Daily - Winter (Max) | —    | —    | —    | —    | —       | —    | —    | —    | —    | —       | —    | — | —     | —     | —    | —       | —    | —     |
| 2025                 | 1.51 | 1.28 | 10.8 | 14.3 | 0.02    | 0.43 | 0.24 | 0.68 | 0.40 | 0.06    | 0.46 | — | 2,752 | 2,752 | 0.11 | 0.05    | 0.03 | 2,770 |
| 2026                 | 1.44 | 1.21 | 10.2 | 14.1 | 0.02    | 0.38 | 0.24 | 0.62 | 0.35 | 0.06    | 0.41 | — | 2,745 | 2,745 | 0.11 | 0.05    | 0.03 | 2,763 |
| Average Daily        | —    | —    | —    | —    | —       | —    | —    | —    | —    | —       | —    | — | —     | —     | —    | —       | —    | —     |
| 2025                 | 0.52 | 0.44 | 3.75 | 4.90 | 0.01    | 0.15 | 0.21 | 0.37 | 0.14 | 0.08    | 0.22 | — | 938   | 938   | 0.04 | 0.02    | 0.18 | 944   |
| 2026                 | 0.49 | 7.79 | 3.45 | 4.82 | 0.01    | 0.13 | 0.08 | 0.21 | 0.12 | 0.02    | 0.14 | — | 921   | 921   | 0.04 | 0.02    | 0.17 | 927   |
| Annual               | —    | —    | —    | —    | —       | —    | —    | —    | —    | —       | —    | — | —     | —     | —    | —       | —    | —     |
| 2025                 | 0.10 | 0.08 | 0.68 | 0.89 | < 0.005 | 0.03 | 0.04 | 0.07 | 0.03 | 0.02    | 0.04 | — | 155   | 155   | 0.01 | < 0.005 | 0.03 | 156   |
| 2026                 | 0.09 | 1.42 | 0.63 | 0.88 | < 0.005 | 0.02 | 0.01 | 0.04 | 0.02 | < 0.005 | 0.03 | — | 152   | 152   | 0.01 | < 0.005 | 0.03 | 153   |

2.3. Construction Emissions by Year, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Year                 | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|----------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Daily - Summer (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| 2025                 | 2.14 | 1.81 | 16.4 | 18.4 | 0.03 | 0.72  | 2.87  | 3.59  | 0.67   | 1.36   | 2.03   | —    | 3,124 | 3,124 | 0.13 | 0.05 | 1.30 | 3,139 |
| 2026                 | 1.44 | 150  | 10.1 | 14.1 | 0.02 | 0.38  | 0.24  | 0.62  | 0.35   | 0.06   | 0.41   | —    | 2,754 | 2,754 | 0.11 | 0.05 | 1.20 | 2,773 |
| Daily - Winter (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| 2025                 | 1.51 | 1.28 | 10.8 | 14.3 | 0.02 | 0.43  | 0.24  | 0.68  | 0.40   | 0.06   | 0.46   | —    | 2,752 | 2,752 | 0.11 | 0.05 | 0.03 | 2,770 |
| 2026                 | 1.44 | 1.21 | 10.2 | 14.1 | 0.02 | 0.38  | 0.24  | 0.62  | 0.35   | 0.06   | 0.41   | —    | 2,745 | 2,745 | 0.11 | 0.05 | 0.03 | 2,763 |
| Average Daily        | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| 2025                 | 0.52 | 0.44 | 3.75 | 4.90 | 0.01 | 0.15  | 0.13  | 0.28  | 0.14   | 0.04   | 0.18   | —    | 938   | 938   | 0.04 | 0.02 | 0.18 | 944   |
| 2026                 | 0.49 | 7.79 | 3.45 | 4.82 | 0.01 | 0.13  | 0.08  | 0.21  | 0.12   | 0.02   | 0.14   | —    | 921   | 921   | 0.04 | 0.02 | 0.17 | 927   |

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|        |      |      |      |      |         |      |      |      |      |         |      |   |     |     |      |         |      |     |
|--------|------|------|------|------|---------|------|------|------|------|---------|------|---|-----|-----|------|---------|------|-----|
| Annual | —    | —    | —    | —    | —       | —    | —    | —    | —    | —       | —    | — | —   | —   | —    | —       | —    | —   |
| 2025   | 0.10 | 0.08 | 0.68 | 0.89 | < 0.005 | 0.03 | 0.02 | 0.05 | 0.03 | 0.01    | 0.03 | — | 155 | 155 | 0.01 | < 0.005 | 0.03 | 156 |
| 2026   | 0.09 | 1.42 | 0.63 | 0.88 | < 0.005 | 0.02 | 0.01 | 0.04 | 0.02 | < 0.005 | 0.03 | — | 152 | 152 | 0.01 | < 0.005 | 0.03 | 153 |

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit.             | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4    | N2O  | R    | CO2e  |
|---------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|-------|--------|------|------|-------|
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —      | —    | —    | —     |
| Unmit.              | 2.75 | 5.16 | 2.03 | 15.1 | 0.03    | 0.06  | 0.84  | 0.90  | 0.06   | 0.15   | 0.21   | 24.8 | 3,280 | 3,305 | 2.70   | 0.14 | 9.45 | 3,423 |
| Mit.                | 2.66 | 5.07 | 1.93 | 14.7 | 0.03    | 0.06  | 0.81  | 0.87  | 0.06   | 0.14   | 0.20   | 24.8 | 3,118 | 3,143 | 2.69   | 0.14 | 9.14 | 3,260 |
| % Reduced           | 3%   | 2%   | 5%   | 3%   | 4%      | 8%    | 4%    | 4%    | 8%     | 4%     | 5%     | —    | 5%    | 5%    | < 0.5% | 3%   | 3%   | 5%    |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —      | —    | —    | —     |
| Unmit.              | 2.40 | 4.81 | 2.13 | 12.0 | 0.03    | 0.06  | 0.84  | 0.90  | 0.06   | 0.15   | 0.21   | 24.8 | 3,196 | 3,221 | 2.71   | 0.15 | 0.85 | 3,334 |
| Mit.                | 2.31 | 4.73 | 2.02 | 11.6 | 0.03    | 0.06  | 0.81  | 0.87  | 0.06   | 0.14   | 0.20   | 24.8 | 3,037 | 3,062 | 2.70   | 0.14 | 0.84 | 3,173 |
| % Reduced           | 4%   | 2%   | 5%   | 4%   | 4%      | 8%    | 4%    | 4%    | 8%     | 4%     | 5%     | —    | 5%    | 5%    | < 0.5% | 3%   | 1%   | 5%    |
| Average Daily (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —      | —    | —    | —     |
| Unmit.              | 2.49 | 4.90 | 2.02 | 14.0 | 0.03    | 0.06  | 0.78  | 0.84  | 0.06   | 0.14   | 0.20   | 24.8 | 3,034 | 3,059 | 2.70   | 0.14 | 4.15 | 3,171 |
| Mit.                | 2.41 | 4.83 | 1.92 | 13.6 | 0.02    | 0.06  | 0.75  | 0.81  | 0.06   | 0.13   | 0.19   | 24.8 | 2,884 | 2,908 | 2.69   | 0.13 | 4.03 | 3,019 |
| % Reduced           | 3%   | 2%   | 5%   | 3%   | 4%      | 8%    | 3%    | 4%    | 8%     | 3%     | 5%     | —    | 5%    | 5%    | < 0.5% | 3%   | 3%   | 5%    |
| Annual (Max)        | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —      | —    | —    | —     |
| Unmit.              | 0.45 | 0.89 | 0.37 | 2.55 | < 0.005 | 0.01  | 0.14  | 0.15  | 0.01   | 0.03   | 0.04   | 4.10 | 502   | 506   | 0.45   | 0.02 | 0.69 | 525   |

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|           |      |      |      |      |         |      |      |      |      |      |      |      |     |     |        |      |      |     |
|-----------|------|------|------|------|---------|------|------|------|------|------|------|------|-----|-----|--------|------|------|-----|
| Mit.      | 0.44 | 0.88 | 0.35 | 2.48 | < 0.005 | 0.01 | 0.14 | 0.15 | 0.01 | 0.02 | 0.03 | 4.10 | 477 | 482 | 0.44   | 0.02 | 0.67 | 500 |
| % Reduced | 3%   | 2%   | 5%   | 3%   | 4%      | 8%   | 3%   | 4%   | 8%   | 3%   | 5%   | —    | 5%  | 5%  | < 0.5% | 3%   | 3%   | 5%  |

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector              | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T   | PM2.5E  | PM2.5D | PM2.5T  | BCO2 | NBCO2 | CO2T  | CH4     | N2O     | R    | CO2e  |
|---------------------|------|------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|-------|---------|---------|------|-------|
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Mobile              | 2.38 | 2.25 | 1.53 | 11.5 | 0.02    | 0.03    | 0.84  | 0.86    | 0.02    | 0.15   | 0.17    | —    | 2,522 | 2,522 | 0.14    | 0.13    | 8.84 | 2,573 |
| Area                | 0.32 | 2.88 | 0.03 | 3.41 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | 0.00 | 9.10  | 9.10  | < 0.005 | < 0.005 | —    | 9.13  |
| Energy              | 0.06 | 0.03 | 0.47 | 0.20 | < 0.005 | 0.04    | —     | 0.04    | 0.04    | —      | 0.04    | —    | 738   | 738   | 0.08    | < 0.005 | —    | 741   |
| Water               | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | 3.47 | 10.9  | 14.4  | 0.36    | 0.01    | —    | 26.0  |
| Waste               | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | 21.3 | 0.00  | 21.3  | 2.13    | 0.00    | —    | 74.5  |
| Refrig.             | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | 0.62 | 0.62  |
| Total               | 2.75 | 5.16 | 2.03 | 15.1 | 0.03    | 0.06    | 0.84  | 0.90    | 0.06    | 0.15   | 0.21    | 24.8 | 3,280 | 3,305 | 2.70    | 0.14    | 9.45 | 3,423 |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Mobile              | 2.34 | 2.21 | 1.66 | 11.8 | 0.02    | 0.03    | 0.84  | 0.86    | 0.02    | 0.15   | 0.17    | —    | 2,448 | 2,448 | 0.15    | 0.14    | 0.23 | 2,492 |
| Area                | 0.00 | 2.58 | 0.00 | 0.00 | 0.00    | 0.00    | —     | 0.00    | 0.00    | —      | 0.00    | 0.00 | 0.00  | 0.00  | 0.00    | 0.00    | —    | 0.00  |
| Energy              | 0.06 | 0.03 | 0.47 | 0.20 | < 0.005 | 0.04    | —     | 0.04    | 0.04    | —      | 0.04    | —    | 738   | 738   | 0.08    | < 0.005 | —    | 741   |
| Water               | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | 3.47 | 10.9  | 14.4  | 0.36    | 0.01    | —    | 26.0  |
| Waste               | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | 21.3 | 0.00  | 21.3  | 2.13    | 0.00    | —    | 74.5  |
| Refrig.             | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | 0.62 | 0.62  |
| Total               | 2.40 | 4.81 | 2.13 | 12.0 | 0.03    | 0.06    | 0.84  | 0.90    | 0.06    | 0.15   | 0.21    | 24.8 | 3,196 | 3,221 | 2.71    | 0.15    | 0.85 | 3,334 |
| Average Daily       | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |

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|         |      |      |      |      |         |         |      |         |         |      |         |      |       |       |         |         |      |       |
|---------|------|------|------|------|---------|---------|------|---------|---------|------|---------|------|-------|-------|---------|---------|------|-------|
| Mobile  | 2.15 | 2.03 | 1.52 | 10.7 | 0.02    | 0.02    | 0.78 | 0.80    | 0.02    | 0.14 | 0.16    | —    | 2,277 | 2,277 | 0.14    | 0.12    | 3.53 | 2,321 |
| Area    | 0.29 | 2.85 | 0.03 | 3.08 | < 0.005 | < 0.005 | —    | < 0.005 | < 0.005 | —    | < 0.005 | 0.00 | 8.23  | 8.23  | < 0.005 | < 0.005 | —    | 8.26  |
| Energy  | 0.06 | 0.03 | 0.47 | 0.20 | < 0.005 | 0.04    | —    | 0.04    | 0.04    | —    | 0.04    | —    | 738   | 738   | 0.08    | < 0.005 | —    | 741   |
| Water   | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 3.47 | 10.9  | 14.4  | 0.36    | 0.01    | —    | 26.0  |
| Waste   | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 21.3 | 0.00  | 21.3  | 2.13    | 0.00    | —    | 74.5  |
| Refrig. | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —     | —     | —       | —       | 0.62 | 0.62  |
| Total   | 2.49 | 4.90 | 2.02 | 14.0 | 0.03    | 0.06    | 0.78 | 0.84    | 0.06    | 0.14 | 0.20    | 24.8 | 3,034 | 3,059 | 2.70    | 0.14    | 4.15 | 3,171 |
| Annual  | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —     | —     | —       | —       | —    | —     |
| Mobile  | 0.39 | 0.37 | 0.28 | 1.96 | < 0.005 | < 0.005 | 0.14 | 0.15    | < 0.005 | 0.03 | 0.03    | —    | 377   | 377   | 0.02    | 0.02    | 0.58 | 384   |
| Area    | 0.05 | 0.52 | 0.01 | 0.56 | < 0.005 | < 0.005 | —    | < 0.005 | < 0.005 | —    | < 0.005 | 0.00 | 1.36  | 1.36  | < 0.005 | < 0.005 | —    | 1.37  |
| Energy  | 0.01 | 0.01 | 0.09 | 0.04 | < 0.005 | 0.01    | —    | 0.01    | 0.01    | —    | 0.01    | —    | 122   | 122   | 0.01    | < 0.005 | —    | 123   |
| Water   | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 0.58 | 1.81  | 2.39  | 0.06    | < 0.005 | —    | 4.30  |
| Waste   | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | 3.52 | 0.00  | 3.52  | 0.35    | 0.00    | —    | 12.3  |
| Refrig. | —    | —    | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —     | —     | —       | —       | 0.10 | 0.10  |
| Total   | 0.45 | 0.89 | 0.37 | 2.55 | < 0.005 | 0.01    | 0.14 | 0.15    | 0.01    | 0.03 | 0.04    | 4.10 | 502   | 506   | 0.45    | 0.02    | 0.69 | 525   |

2.6. Operations Emissions by Sector, Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector              | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T   | PM2.5E  | PM2.5D | PM2.5T  | BCO2 | NBCO2 | CO2T  | CH4     | N2O     | R    | CO2e  |
|---------------------|------|------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|-------|---------|---------|------|-------|
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Mobile              | 2.29 | 2.17 | 1.47 | 11.1 | 0.02    | 0.02    | 0.81  | 0.83    | 0.02    | 0.14   | 0.17    | —    | 2,431 | 2,431 | 0.13    | 0.12    | 8.52 | 2,480 |
| Area                | 0.32 | 2.88 | 0.03 | 3.41 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | 0.00 | 9.10  | 9.10  | < 0.005 | < 0.005 | —    | 9.13  |
| Energy              | 0.05 | 0.02 | 0.42 | 0.18 | < 0.005 | 0.03    | —     | 0.03    | 0.03    | —      | 0.03    | —    | 669   | 669   | 0.07    | < 0.005 | —    | 672   |
| Water               | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | 3.47 | 8.66  | 12.1  | 0.36    | 0.01    | —    | 23.6  |
| Waste               | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | 21.3 | 0.00  | 21.3  | 2.13    | 0.00    | —    | 74.5  |
| Refrig.             | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | 0.62 | 0.62  |

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|                     |      |         |      |      |         |         |      |         |         |      |         |      |       |       |         |         |      |       |
|---------------------|------|---------|------|------|---------|---------|------|---------|---------|------|---------|------|-------|-------|---------|---------|------|-------|
| Total               | 2.66 | 5.07    | 1.93 | 14.7 | 0.03    | 0.06    | 0.81 | 0.87    | 0.06    | 0.14 | 0.20    | 24.8 | 3,118 | 3,143 | 2.69    | 0.14    | 9.14 | 3,260 |
| Daily, Winter (Max) | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —     | —     | —       | —       | —    | —     |
| Mobile              | 2.26 | 2.13    | 1.60 | 11.4 | 0.02    | 0.02    | 0.81 | 0.83    | 0.02    | 0.14 | 0.17    | —    | 2,359 | 2,359 | 0.15    | 0.13    | 0.22 | 2,402 |
| Area                | 0.00 | 2.58    | 0.00 | 0.00 | 0.00    | 0.00    | —    | 0.00    | 0.00    | —    | 0.00    | 0.00 | 0.00  | 0.00  | 0.00    | 0.00    | —    | 0.00  |
| Energy              | 0.05 | 0.02    | 0.42 | 0.18 | < 0.005 | 0.03    | —    | 0.03    | 0.03    | —    | 0.03    | —    | 669   | 669   | 0.07    | < 0.005 | —    | 672   |
| Water               | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | 3.47 | 8.66  | 12.1  | 0.36    | 0.01    | —    | 23.6  |
| Waste               | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | 21.3 | 0.00  | 21.3  | 2.13    | 0.00    | —    | 74.5  |
| Refrig.             | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —     | —     | —       | —       | 0.62 | 0.62  |
| Total               | 2.31 | 4.73    | 2.02 | 11.6 | 0.03    | 0.06    | 0.81 | 0.87    | 0.06    | 0.14 | 0.20    | 24.8 | 3,037 | 3,062 | 2.70    | 0.14    | 0.84 | 3,173 |
| Average Daily       | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —     | —     | —       | —       | —    | —     |
| Mobile              | 2.08 | 1.96    | 1.47 | 10.3 | 0.02    | 0.02    | 0.75 | 0.77    | 0.02    | 0.13 | 0.15    | —    | 2,198 | 2,198 | 0.13    | 0.12    | 3.41 | 2,240 |
| Area                | 0.29 | 2.85    | 0.03 | 3.08 | < 0.005 | < 0.005 | —    | < 0.005 | < 0.005 | —    | < 0.005 | 0.00 | 8.23  | 8.23  | < 0.005 | < 0.005 | —    | 8.26  |
| Energy              | 0.05 | 0.02    | 0.42 | 0.18 | < 0.005 | 0.03    | —    | 0.03    | 0.03    | —    | 0.03    | —    | 669   | 669   | 0.07    | < 0.005 | —    | 672   |
| Water               | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | 3.47 | 8.66  | 12.1  | 0.36    | 0.01    | —    | 23.6  |
| Waste               | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | 21.3 | 0.00  | 21.3  | 2.13    | 0.00    | —    | 74.5  |
| Refrig.             | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —     | —     | —       | —       | 0.62 | 0.62  |
| Total               | 2.41 | 4.83    | 1.92 | 13.6 | 0.02    | 0.06    | 0.75 | 0.81    | 0.06    | 0.13 | 0.19    | 24.8 | 2,884 | 2,908 | 2.69    | 0.13    | 4.03 | 3,019 |
| Annual              | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —     | —     | —       | —       | —    | —     |
| Mobile              | 0.38 | 0.36    | 0.27 | 1.89 | < 0.005 | < 0.005 | 0.14 | 0.14    | < 0.005 | 0.02 | 0.03    | —    | 364   | 364   | 0.02    | 0.02    | 0.56 | 371   |
| Area                | 0.05 | 0.52    | 0.01 | 0.56 | < 0.005 | < 0.005 | —    | < 0.005 | < 0.005 | —    | < 0.005 | 0.00 | 1.36  | 1.36  | < 0.005 | < 0.005 | —    | 1.37  |
| Energy              | 0.01 | < 0.005 | 0.08 | 0.03 | < 0.005 | 0.01    | —    | 0.01    | 0.01    | —    | 0.01    | —    | 111   | 111   | 0.01    | < 0.005 | —    | 111   |
| Water               | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | 0.58 | 1.43  | 2.01  | 0.06    | < 0.005 | —    | 3.92  |
| Waste               | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | 3.52 | 0.00  | 3.52  | 0.35    | 0.00    | —    | 12.3  |
| Refrig.             | —    | —       | —    | —    | —       | —       | —    | —       | —       | —    | —       | —    | —     | —     | —       | —       | 0.10 | 0.10  |
| Total               | 0.44 | 0.88    | 0.35 | 2.48 | < 0.005 | 0.01    | 0.14 | 0.15    | 0.01    | 0.02 | 0.03    | 4.10 | 477   | 482   | 0.44    | 0.02    | 0.67 | 500   |



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### 3. Construction Emissions Details

#### 3.1. Grading (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location                     | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T   | PM2.5E  | PM2.5D | PM2.5T  | BCO2 | NBCO2 | CO2T  | CH4     | N2O     | R    | CO2e  |
|------------------------------|------|------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|-------|---------|---------|------|-------|
| Onsite                       | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max)          | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 2.07 | 1.74 | 16.3 | 17.9 | 0.03    | 0.72    | —     | 0.72    | 0.66    | —      | 0.66    | —    | 2,959 | 2,959 | 0.12    | 0.02    | —    | 2,970 |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —       | 7.08  | 7.08    | —       | 3.42   | 3.42    | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Daily, Winter (Max)          | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Average Daily                | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 0.04 | 0.03 | 0.31 | 0.34 | < 0.005 | 0.01    | —     | 0.01    | 0.01    | —      | 0.01    | —    | 56.8  | 56.8  | < 0.005 | < 0.005 | —    | 56.9  |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —       | 0.14  | 0.14    | —       | 0.07   | 0.07    | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual                       | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 0.01 | 0.01 | 0.06 | 0.06 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | —    | 9.40  | 9.40  | < 0.005 | < 0.005 | —    | 9.43  |

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|                              |         |         |         |         |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|------------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Dust From Material Movement: | —       | —       | —       | —       | —       | —       | 0.02    | 0.02    | —       | 0.01    | 0.01    | — | —    | —    | —       | —       | —       | —    |
| Onsite truck                 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Offsite                      | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Summer (Max)          | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                       | 0.06    | 0.06    | 0.04    | 0.49    | 0.00    | 0.00    | 0.09    | 0.09    | 0.00    | 0.02    | 0.02    | — | 91.4 | 91.4 | 0.01    | < 0.005 | 0.38    | 93.2 |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                      | 0.01    | < 0.005 | 0.10    | 0.03    | < 0.005 | < 0.005 | 0.02    | 0.02    | < 0.005 | 0.01    | 0.01    | — | 73.1 | 73.1 | < 0.005 | 0.01    | 0.14    | 76.8 |
| Daily, Winter (Max)          | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Average Daily                | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                       | < 0.005 | < 0.005 | < 0.005 | 0.01    | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 1.69 | 1.69 | < 0.005 | < 0.005 | < 0.005 | 1.72 |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                      | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.40 | 1.40 | < 0.005 | < 0.005 | < 0.005 | 1.47 |
| Annual                       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                       | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.28 | 0.28 | < 0.005 | < 0.005 | < 0.005 | 0.28 |
| Vendor                       | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                      | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.23 | 0.23 | < 0.005 | < 0.005 | < 0.005 | 0.24 |

3.2. Grading (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |   |
|----------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|---|
| Onsite   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |

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|                              |      |      |      |      |         |         |      |         |         |         |         |   |       |       |         |         |      |       |
|------------------------------|------|------|------|------|---------|---------|------|---------|---------|---------|---------|---|-------|-------|---------|---------|------|-------|
| Daily, Summer (Max)          | —    | —    | —    | —    | —       | —       | —    | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 2.07 | 1.74 | 16.3 | 17.9 | 0.03    | 0.72    | —    | 0.72    | 0.66    | —       | 0.66    | — | 2,959 | 2,959 | 0.12    | 0.02    | —    | 2,970 |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —       | 2.76 | 2.76    | —       | 1.34    | 1.34    | — | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Daily, Winter (Max)          | —    | —    | —    | —    | —       | —       | —    | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |
| Average Daily                | —    | —    | —    | —    | —       | —       | —    | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 0.04 | 0.03 | 0.31 | 0.34 | < 0.005 | 0.01    | —    | 0.01    | 0.01    | —       | 0.01    | — | 56.8  | 56.8  | < 0.005 | < 0.005 | —    | 56.9  |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —       | 0.05 | 0.05    | —       | 0.03    | 0.03    | — | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual                       | —    | —    | —    | —    | —       | —       | —    | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment           | 0.01 | 0.01 | 0.06 | 0.06 | < 0.005 | < 0.005 | —    | < 0.005 | < 0.005 | —       | < 0.005 | — | 9.40  | 9.40  | < 0.005 | < 0.005 | —    | 9.43  |
| Dust From Material Movement: | —    | —    | —    | —    | —       | —       | 0.01 | 0.01    | —       | < 0.005 | < 0.005 | — | —     | —     | —       | —       | —    | —     |
| Onsite truck                 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Offsite                      | —    | —    | —    | —    | —       | —       | —    | —       | —       | —       | —       | — | —     | —     | —       | —       | —    | —     |

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|                     |         |         |         |         |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Daily, Summer (Max) | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | 0.06    | 0.06    | 0.04    | 0.49    | 0.00    | 0.00    | 0.09    | 0.09    | 0.00    | 0.02    | 0.02    | — | 91.4 | 91.4 | 0.01    | < 0.005 | 0.38    | 93.2 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.01    | < 0.005 | 0.10    | 0.03    | < 0.005 | < 0.005 | 0.02    | 0.02    | < 0.005 | 0.01    | 0.01    | — | 73.1 | 73.1 | < 0.005 | 0.01    | 0.14    | 76.8 |
| Daily, Winter (Max) | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Average Daily       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | 0.01    | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 1.69 | 1.69 | < 0.005 | < 0.005 | < 0.005 | 1.72 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 1.40 | 1.40 | < 0.005 | < 0.005 | < 0.005 | 1.47 |
| Annual              | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.28 | 0.28 | < 0.005 | < 0.005 | < 0.005 | 0.28 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 0.23 | 0.23 | < 0.005 | < 0.005 | < 0.005 | 0.24 |

3.3. Building Construction (2025) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite              | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Off-Road Equipment  | 1.35 | 1.13 | 10.4 | 13.0 | 0.02 | 0.43  | —     | 0.43  | 0.40   | —      | 0.40   | —    | 2,398 | 2,398 | 0.10 | 0.02 | —    | 2,406 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  |

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|                     |      |      |      |      |         |         |      |      |         |      |      |   |       |       |      |         |      |       |
|---------------------|------|------|------|------|---------|---------|------|------|---------|------|------|---|-------|-------|------|---------|------|-------|
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 1.35 | 1.13 | 10.4 | 13.0 | 0.02    | 0.43    | —    | 0.43 | 0.40    | —    | 0.40 | — | 2,398 | 2,398 | 0.10 | 0.02    | —    | 2,406 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Average Daily       | —    | —    | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 0.43 | 0.36 | 3.33 | 4.16 | 0.01    | 0.14    | —    | 0.14 | 0.13    | —    | 0.13 | — | 765   | 765   | 0.03 | 0.01    | —    | 767   |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Annual              | —    | —    | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 0.08 | 0.07 | 0.61 | 0.76 | < 0.005 | 0.03    | —    | 0.03 | 0.02    | —    | 0.02 | — | 127   | 127   | 0.01 | < 0.005 | —    | 127   |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Offsite             | —    | —    | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Worker              | 0.16 | 0.15 | 0.09 | 1.17 | 0.00    | 0.00    | 0.21 | 0.21 | 0.00    | 0.05 | 0.05 | — | 219   | 219   | 0.01 | 0.01    | 0.92 | 224   |
| Vendor              | 0.01 | 0.01 | 0.21 | 0.09 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 144   | 144   | 0.01 | 0.02    | 0.38 | 151   |
| Hauling             | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —    | —       | —    | —     |
| Worker              | 0.16 | 0.14 | 0.10 | 1.15 | 0.00    | 0.00    | 0.21 | 0.21 | 0.00    | 0.05 | 0.05 | — | 210   | 210   | 0.01 | 0.01    | 0.02 | 213   |
| Vendor              | 0.01 | 0.01 | 0.22 | 0.09 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 144   | 144   | 0.01 | 0.02    | 0.01 | 151   |
| Hauling             | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Average Daily       | —    | —    | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —    | —       | —    | —     |

Barrel Creek residential Detailed Report, 1/31/2023

|         |         |         |      |         |         |         |         |         |         |         |         |   |      |      |         |         |      |      |
|---------|---------|---------|------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|------|------|
| Worker  | 0.05    | 0.05    | 0.03 | 0.36    | 0.00    | 0.00    | 0.06    | 0.06    | 0.00    | 0.02    | 0.02    | — | 67.6 | 67.6 | < 0.005 | < 0.005 | 0.13 | 68.7 |
| Vendor  | < 0.005 | < 0.005 | 0.07 | 0.03    | < 0.005 | < 0.005 | 0.01    | 0.01    | < 0.005 | < 0.005 | < 0.005 | — | 46.0 | 46.0 | < 0.005 | 0.01    | 0.05 | 48.1 |
| Hauling | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Annual  | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker  | 0.01    | 0.01    | 0.01 | 0.07    | 0.00    | 0.00    | 0.01    | 0.01    | 0.00    | < 0.005 | < 0.005 | — | 11.2 | 11.2 | < 0.005 | < 0.005 | 0.02 | 11.4 |
| Vendor  | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 7.61 | 7.61 | < 0.005 | < 0.005 | 0.01 | 7.96 |
| Hauling | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |

3.4. Building Construction (2025) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite              | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Off-Road Equipment  | 1.35 | 1.13 | 10.4 | 13.0 | 0.02 | 0.43  | —     | 0.43  | 0.40   | —      | 0.40   | —    | 2,398 | 2,398 | 0.10 | 0.02 | —    | 2,406 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  |
| Daily, Winter (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Off-Road Equipment  | 1.35 | 1.13 | 10.4 | 13.0 | 0.02 | 0.43  | —     | 0.43  | 0.40   | —      | 0.40   | —    | 2,398 | 2,398 | 0.10 | 0.02 | —    | 2,406 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  |
| Average Daily       | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Off-Road Equipment  | 0.43 | 0.36 | 3.33 | 4.16 | 0.01 | 0.14  | —     | 0.14  | 0.13   | —      | 0.13   | —    | 765   | 765   | 0.03 | 0.01 | —    | 767   |

Barrel Creek residential Detailed Report, 1/31/2023

|                     |         |         |      |         |         |         |         |         |         |         |         |   |      |      |         |         |      |      |
|---------------------|---------|---------|------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|------|------|
| Onsite truck        | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Annual              | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Off-Road Equipment  | 0.08    | 0.07    | 0.61 | 0.76    | < 0.005 | 0.03    | —       | 0.03    | 0.02    | —       | 0.02    | — | 127  | 127  | 0.01    | < 0.005 | —    | 127  |
| Onsite truck        | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Offsite             | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Daily, Summer (Max) | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.16    | 0.15    | 0.09 | 1.17    | 0.00    | 0.00    | 0.21    | 0.21    | 0.00    | 0.05    | 0.05    | — | 219  | 219  | 0.01    | 0.01    | 0.92 | 224  |
| Vendor              | 0.01    | 0.01    | 0.21 | 0.09    | < 0.005 | < 0.005 | 0.04    | 0.04    | < 0.005 | 0.01    | 0.01    | — | 144  | 144  | 0.01    | 0.02    | 0.38 | 151  |
| Hauling             | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Daily, Winter (Max) | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.16    | 0.14    | 0.10 | 1.15    | 0.00    | 0.00    | 0.21    | 0.21    | 0.00    | 0.05    | 0.05    | — | 210  | 210  | 0.01    | 0.01    | 0.02 | 213  |
| Vendor              | 0.01    | 0.01    | 0.22 | 0.09    | < 0.005 | < 0.005 | 0.04    | 0.04    | < 0.005 | 0.01    | 0.01    | — | 144  | 144  | 0.01    | 0.02    | 0.01 | 151  |
| Hauling             | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Average Daily       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.05    | 0.05    | 0.03 | 0.36    | 0.00    | 0.00    | 0.06    | 0.06    | 0.00    | 0.02    | 0.02    | — | 67.6 | 67.6 | < 0.005 | < 0.005 | 0.13 | 68.7 |
| Vendor              | < 0.005 | < 0.005 | 0.07 | 0.03    | < 0.005 | < 0.005 | 0.01    | 0.01    | < 0.005 | < 0.005 | < 0.005 | — | 46.0 | 46.0 | < 0.005 | 0.01    | 0.05 | 48.1 |
| Hauling             | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Annual              | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.01    | 0.01    | 0.01 | 0.07    | 0.00    | 0.00    | 0.01    | 0.01    | 0.00    | < 0.005 | < 0.005 | — | 11.2 | 11.2 | < 0.005 | < 0.005 | 0.02 | 11.4 |
| Vendor              | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 7.61 | 7.61 | < 0.005 | < 0.005 | 0.01 | 7.96 |
| Hauling             | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |

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3.5. Building Construction (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O     | R    | CO2e  |
|---------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|---------|------|-------|
| Onsite              | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 1.28 | 1.07 | 9.85 | 13.0 | 0.02    | 0.38  | —     | 0.38  | 0.35   | —      | 0.35   | —    | 2,397 | 2,397 | 0.10 | 0.02    | —    | 2,405 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Daily, Winter (Max) | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 1.28 | 1.07 | 9.85 | 13.0 | 0.02    | 0.38  | —     | 0.38  | 0.35   | —      | 0.35   | —    | 2,397 | 2,397 | 0.10 | 0.02    | —    | 2,405 |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Average Daily       | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 0.40 | 0.34 | 3.09 | 4.06 | 0.01    | 0.12  | —     | 0.12  | 0.11   | —      | 0.11   | —    | 751   | 751   | 0.03 | 0.01    | —    | 753   |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Annual              | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |
| Off-Road Equipment  | 0.07 | 0.06 | 0.56 | 0.74 | < 0.005 | 0.02  | —     | 0.02  | 0.02   | —      | 0.02   | —    | 124   | 124   | 0.01 | < 0.005 | —    | 125   |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00    | 0.00 | 0.00  |
| Offsite             | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —       | —    | —     |



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|                     |         |         |      |         |         |         |         |         |         |         |         |   |      |      |         |         |      |      |
|---------------------|---------|---------|------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|------|------|
| Daily, Summer (Max) | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.15    | 0.14    | 0.08 | 1.10    | 0.00    | 0.00    | 0.21    | 0.21    | 0.00    | 0.05    | 0.05    | — | 215  | 215  | 0.01    | 0.01    | 0.85 | 219  |
| Vendor              | 0.01    | < 0.005 | 0.20 | 0.08    | < 0.005 | < 0.005 | 0.04    | 0.04    | < 0.005 | 0.01    | 0.01    | — | 141  | 141  | < 0.005 | 0.02    | 0.35 | 148  |
| Hauling             | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Daily, Winter (Max) | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.15    | 0.14    | 0.10 | 1.08    | 0.00    | 0.00    | 0.21    | 0.21    | 0.00    | 0.05    | 0.05    | — | 207  | 207  | 0.01    | 0.01    | 0.02 | 210  |
| Vendor              | 0.01    | < 0.005 | 0.21 | 0.08    | < 0.005 | < 0.005 | 0.04    | 0.04    | < 0.005 | 0.01    | 0.01    | — | 142  | 142  | < 0.005 | 0.02    | 0.01 | 148  |
| Hauling             | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Average Daily       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.05    | 0.04    | 0.03 | 0.33    | 0.00    | 0.00    | 0.06    | 0.06    | 0.00    | 0.01    | 0.01    | — | 65.1 | 65.1 | < 0.005 | < 0.005 | 0.12 | 66.2 |
| Vendor              | < 0.005 | < 0.005 | 0.06 | 0.03    | < 0.005 | < 0.005 | 0.01    | 0.01    | < 0.005 | < 0.005 | < 0.005 | — | 44.3 | 44.3 | < 0.005 | 0.01    | 0.05 | 46.3 |
| Hauling             | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Annual              | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker              | 0.01    | 0.01    | 0.01 | 0.06    | 0.00    | 0.00    | 0.01    | 0.01    | 0.00    | < 0.005 | < 0.005 | — | 10.8 | 10.8 | < 0.005 | < 0.005 | 0.02 | 11.0 |
| Vendor              | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 7.33 | 7.33 | < 0.005 | < 0.005 | 0.01 | 7.66 |
| Hauling             | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |

3.6. Building Construction (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Onsite              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

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|                     |      |         |      |      |         |         |      |      |         |      |      |   |       |       |         |         |      |       |
|---------------------|------|---------|------|------|---------|---------|------|------|---------|------|------|---|-------|-------|---------|---------|------|-------|
| Off-Road Equipment  | 1.28 | 1.07    | 9.85 | 13.0 | 0.02    | 0.38    | —    | 0.38 | 0.35    | —    | 0.35 | — | 2,397 | 2,397 | 0.10    | 0.02    | —    | 2,405 |
| Onsite truck        | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Daily, Winter (Max) | —    | —       | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 1.28 | 1.07    | 9.85 | 13.0 | 0.02    | 0.38    | —    | 0.38 | 0.35    | —    | 0.35 | — | 2,397 | 2,397 | 0.10    | 0.02    | —    | 2,405 |
| Onsite truck        | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Average Daily       | —    | —       | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.40 | 0.34    | 3.09 | 4.06 | 0.01    | 0.12    | —    | 0.12 | 0.11    | —    | 0.11 | — | 751   | 751   | 0.03    | 0.01    | —    | 753   |
| Onsite truck        | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual              | —    | —       | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.07 | 0.06    | 0.56 | 0.74 | < 0.005 | 0.02    | —    | 0.02 | 0.02    | —    | 0.02 | — | 124   | 124   | 0.01    | < 0.005 | —    | 125   |
| Onsite truck        | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Offsite             | —    | —       | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max) | —    | —       | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Worker              | 0.15 | 0.14    | 0.08 | 1.10 | 0.00    | 0.00    | 0.21 | 0.21 | 0.00    | 0.05 | 0.05 | — | 215   | 215   | 0.01    | 0.01    | 0.85 | 219   |
| Vendor              | 0.01 | < 0.005 | 0.20 | 0.08 | < 0.005 | < 0.005 | 0.04 | 0.04 | < 0.005 | 0.01 | 0.01 | — | 141   | 141   | < 0.005 | 0.02    | 0.35 | 148   |
| Hauling             | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 | — | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Daily, Winter (Max) | —    | —       | —    | —    | —       | —       | —    | —    | —       | —    | —    | — | —     | —     | —       | —       | —    | —     |
| Worker              | 0.15 | 0.14    | 0.10 | 1.08 | 0.00    | 0.00    | 0.21 | 0.21 | 0.00    | 0.05 | 0.05 | — | 207   | 207   | 0.01    | 0.01    | 0.02 | 210   |

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|               |         |         |      |         |         |         |         |         |         |         |         |   |      |      |         |         |      |      |
|---------------|---------|---------|------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|------|------|
| Vendor        | 0.01    | < 0.005 | 0.21 | 0.08    | < 0.005 | < 0.005 | 0.04    | 0.04    | < 0.005 | 0.01    | 0.01    | — | 142  | 142  | < 0.005 | 0.02    | 0.01 | 148  |
| Hauling       | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Average Daily | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker        | 0.05    | 0.04    | 0.03 | 0.33    | 0.00    | 0.00    | 0.06    | 0.06    | 0.00    | 0.01    | 0.01    | — | 65.1 | 65.1 | < 0.005 | < 0.005 | 0.12 | 66.2 |
| Vendor        | < 0.005 | < 0.005 | 0.06 | 0.03    | < 0.005 | < 0.005 | 0.01    | 0.01    | < 0.005 | < 0.005 | < 0.005 | — | 44.3 | 44.3 | < 0.005 | 0.01    | 0.05 | 46.3 |
| Hauling       | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Annual        | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —    | —    |
| Worker        | 0.01    | 0.01    | 0.01 | 0.06    | 0.00    | 0.00    | 0.01    | 0.01    | 0.00    | < 0.005 | < 0.005 | — | 10.8 | 10.8 | < 0.005 | < 0.005 | 0.02 | 11.0 |
| Vendor        | < 0.005 | < 0.005 | 0.01 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | < 0.005 | — | 7.33 | 7.33 | < 0.005 | < 0.005 | 0.01 | 7.66 |
| Hauling       | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |

3.7. Paving (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|---------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite              | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Daily, Summer (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Off-Road Equipment  | 0.81 | 0.68 | 6.23 | 8.81 | 0.01 | 0.26  | —     | 0.26  | 0.24   | —      | 0.24   | —    | 1,350 | 1,350 | 0.05 | 0.01 | —    | 1,355 |
| Paving              | —    | 0.00 | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Onsite truck        | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00  | 0.00 | 0.00 | 0.00 | 0.00  |
| Daily, Winter (Max) | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Average Daily       | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —     | —    | —    | —    | —     |

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|                     |         |         |         |         |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|---------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Off-Road Equipment  | 0.03    | 0.02    | 0.22    | 0.31    | < 0.005 | 0.01    | —       | 0.01    | 0.01    | —       | 0.01    | — | 48.1 | 48.1 | < 0.005 | < 0.005 | —       | 48.2 |
| Paving              | —       | 0.00    | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Onsite truck        | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual              | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Off-Road Equipment  | 0.01    | < 0.005 | 0.04    | 0.06    | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | —       | < 0.005 | — | 7.96 | 7.96 | < 0.005 | < 0.005 | —       | 7.99 |
| Paving              | —       | 0.00    | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Onsite truck        | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Offsite             | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Summer (Max) | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | 0.08    | 0.08    | 0.05    | 0.61    | 0.00    | 0.00    | 0.11    | 0.11    | 0.00    | 0.03    | 0.03    | — | 120  | 120  | < 0.005 | 0.01    | 0.47    | 122  |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Daily, Winter (Max) | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Average Daily       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | 0.02    | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 4.12 | 4.12 | < 0.005 | < 0.005 | 0.01    | 4.18 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual              | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.68 | 0.68 | < 0.005 | < 0.005 | < 0.005 | 0.69 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |

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3.8. Paving (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location            | TOG  | ROG     | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T   | PM2.5E  | PM2.5D | PM2.5T  | BCO2 | NBCO2 | CO2T  | CH4     | N2O     | R    | CO2e  |
|---------------------|------|---------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|-------|---------|---------|------|-------|
| Onsite              | —    | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max) | —    | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.81 | 0.68    | 6.23 | 8.81 | 0.01    | 0.26    | —     | 0.26    | 0.24    | —      | 0.24    | —    | 1,350 | 1,350 | 0.05    | 0.01    | —    | 1,355 |
| Paving              | —    | 0.00    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Daily, Winter (Max) | —    | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Average Daily       | —    | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.03 | 0.02    | 0.22 | 0.31 | < 0.005 | 0.01    | —     | 0.01    | 0.01    | —      | 0.01    | —    | 48.1  | 48.1  | < 0.005 | < 0.005 | —    | 48.2  |
| Paving              | —    | 0.00    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Annual              | —    | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Off-Road Equipment  | 0.01 | < 0.005 | 0.04 | 0.06 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | —    | 7.96  | 7.96  | < 0.005 | < 0.005 | —    | 7.99  |
| Paving              | —    | 0.00    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Onsite truck        | 0.00 | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00  | 0.00    | 0.00    | 0.00 | 0.00  |
| Offsite             | —    | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |
| Daily, Summer (Max) | —    | —       | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —     | —       | —       | —    | —     |

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|                     |         |         |         |         |      |      |         |         |      |         |         |   |      |      |         |         |         |      |
|---------------------|---------|---------|---------|---------|------|------|---------|---------|------|---------|---------|---|------|------|---------|---------|---------|------|
| Worker              | 0.08    | 0.08    | 0.05    | 0.61    | 0.00 | 0.00 | 0.11    | 0.11    | 0.00 | 0.03    | 0.03    | — | 120  | 120  | < 0.005 | 0.01    | 0.47    | 122  |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Daily, Winter (Max) | —       | —       | —       | —       | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Average Daily       | —       | —       | —       | —       | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | 0.02    | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 4.12 | 4.12 | < 0.005 | < 0.005 | 0.01    | 4.18 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual              | —       | —       | —       | —       | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker              | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.68 | 0.68 | < 0.005 | < 0.005 | < 0.005 | 0.69 |
| Vendor              | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling             | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |

3.9. Architectural Coating (2026) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location               | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O     | R    | CO2e |
|------------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|------|------|
| Onsite                 | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | —    | —    |
| Daily, Summer (Max)    | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | —    | —    |
| Off-Road Equipment     | 0.15 | 0.12 | 0.86 | 1.13 | < 0.005 | 0.02  | —     | 0.02  | 0.02   | —      | 0.02   | —    | 134   | 134  | 0.01 | < 0.005 | —    | 134  |
| Architectural Coatings | —    | 150  | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | —    | —    |
| Onsite truck           | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00  | 0.00  | 0.00  | 0.00   | 0.00   | 0.00   | —    | 0.00  | 0.00 | 0.00 | 0.00    | 0.00 | 0.00 |

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|                        |         |         |         |      |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|------------------------|---------|---------|---------|------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Daily, Winter (Max)    | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Average Daily          | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Off-Road Equipment     | 0.01    | 0.01    | 0.04    | 0.06 | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | —       | < 0.005 | — | 6.58 | 6.58 | < 0.005 | < 0.005 | —       | 6.61 |
| Architectural Coatings | —       | 7.37    | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Onsite truck           | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual                 | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Off-Road Equipment     | < 0.005 | < 0.005 | 0.01    | 0.01 | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | —       | < 0.005 | — | 1.09 | 1.09 | < 0.005 | < 0.005 | —       | 1.09 |
| Architectural Coatings | —       | 1.35    | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Onsite truck           | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Offsite                | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Summer (Max)    | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                 | 0.03    | 0.03    | 0.02    | 0.22 | 0.00    | 0.00    | 0.04    | 0.04    | 0.00    | 0.01    | 0.01    | — | 43.1 | 43.1 | < 0.005 | < 0.005 | 0.17    | 43.9 |
| Vendor                 | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                | 0.00    | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Daily, Winter (Max)    | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Average Daily          | —       | —       | —       | —    | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                 | < 0.005 | < 0.005 | < 0.005 | 0.01 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 2.05 | 2.05 | < 0.005 | < 0.005 | < 0.005 | 2.09 |

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|         |         |         |         |         |      |      |         |         |      |         |         |   |      |      |         |         |         |      |
|---------|---------|---------|---------|---------|------|------|---------|---------|------|---------|---------|---|------|------|---------|---------|---------|------|
| Vendor  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual  | —       | —       | —       | —       | —    | —    | —       | —       | —    | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker  | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | — | 0.34 | 0.34 | < 0.005 | < 0.005 | < 0.005 | 0.35 |
| Vendor  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling | 0.00    | 0.00    | 0.00    | 0.00    | 0.00 | 0.00 | 0.00    | 0.00    | 0.00 | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |

3.10. Architectural Coating (2026) - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Location               | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T   | PM2.5E  | PM2.5D | PM2.5T  | BCO2 | NBCO2 | CO2T | CH4     | N2O     | R    | CO2e |
|------------------------|------|------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|------|---------|---------|------|------|
| Onsite                 | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Daily, Summer (Max)    | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Off-Road Equipment     | 0.15 | 0.12 | 0.86 | 1.13 | < 0.005 | 0.02    | —     | 0.02    | 0.02    | —      | 0.02    | —    | 134   | 134  | 0.01    | < 0.005 | —    | 134  |
| Architectural Coatings | —    | 150  | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Onsite truck           | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | 0.00  | 0.00    | 0.00    | 0.00   | 0.00    | —    | 0.00  | 0.00 | 0.00    | 0.00    | 0.00 | 0.00 |
| Daily, Winter (Max)    | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Average Daily          | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |
| Off-Road Equipment     | 0.01 | 0.01 | 0.04 | 0.06 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | —    | 6.58  | 6.58 | < 0.005 | < 0.005 | —    | 6.61 |
| Architectural Coatings | —    | 7.37 | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | —    | —    |



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|                         |         |         |         |         |         |         |         |         |         |         |         |   |      |      |         |         |         |      |
|-------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---|------|------|---------|---------|---------|------|
| Onsite truck            | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual                  | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Off-Road Equipment      | < 0.005 | < 0.005 | 0.01    | 0.01    | < 0.005 | < 0.005 | —       | < 0.005 | < 0.005 | —       | < 0.005 | — | 1.09 | 1.09 | < 0.005 | < 0.005 | —       | 1.09 |
| Architect ural Coatings | —       | 1.35    | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Onsite truck            | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Offsite                 | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Daily, Summer (Max)     | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                  | 0.03    | 0.03    | 0.02    | 0.22    | 0.00    | 0.00    | 0.04    | 0.04    | 0.00    | 0.01    | 0.01    | — | 43.1 | 43.1 | < 0.005 | < 0.005 | 0.17    | 43.9 |
| Vendor                  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Daily, Winter (Max)     | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Average Daily           | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                  | < 0.005 | < 0.005 | < 0.005 | 0.01    | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 2.05 | 2.05 | < 0.005 | < 0.005 | < 0.005 | 2.09 |
| Vendor                  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Annual                  | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | —       | — | —    | —    | —       | —       | —       | —    |
| Worker                  | < 0.005 | < 0.005 | < 0.005 | < 0.005 | 0.00    | 0.00    | < 0.005 | < 0.005 | 0.00    | < 0.005 | < 0.005 | — | 0.34 | 0.34 | < 0.005 | < 0.005 | < 0.005 | 0.35 |
| Vendor                  | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |
| Hauling                 | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | 0.00    | — | 0.00 | 0.00 | 0.00    | 0.00    | 0.00    | 0.00 |

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#### 4. Operations Emissions Details

##### 4.1. Mobile Emissions by Land Use

##### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use              | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T | PM2.5E  | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|-----------------------|------|------|------|------|---------|---------|-------|-------|---------|--------|--------|------|-------|-------|------|------|------|-------|
| Daily, Summer (Max)   | —    | —    | —    | —    | —       | —       | —     | —     | —       | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Apartments Low Rise   | 1.50 | 1.42 | 0.96 | 7.25 | 0.02    | 0.02    | 0.53  | 0.54  | 0.01    | 0.09   | 0.11   | —    | 1,590 | 1,590 | 0.09 | 0.08 | 5.57 | 1,622 |
| Single Family Housing | 0.88 | 0.83 | 0.57 | 4.25 | 0.01    | 0.01    | 0.31  | 0.32  | 0.01    | 0.05   | 0.06   | —    | 932   | 932   | 0.05 | 0.05 | 3.27 | 951   |
| Total                 | 2.38 | 2.25 | 1.53 | 11.5 | 0.02    | 0.03    | 0.84  | 0.86  | 0.02    | 0.15   | 0.17   | —    | 2,522 | 2,522 | 0.14 | 0.13 | 8.84 | 2,573 |
| Daily, Winter (Max)   | —    | —    | —    | —    | —       | —       | —     | —     | —       | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Apartments Low Rise   | 1.48 | 1.39 | 1.05 | 7.46 | 0.02    | 0.02    | 0.53  | 0.54  | 0.01    | 0.09   | 0.11   | —    | 1,543 | 1,543 | 0.10 | 0.09 | 0.14 | 1,571 |
| Single Family Housing | 0.87 | 0.82 | 0.61 | 4.37 | 0.01    | 0.01    | 0.31  | 0.32  | 0.01    | 0.05   | 0.06   | —    | 904   | 904   | 0.06 | 0.05 | 0.08 | 921   |
| Total                 | 2.34 | 2.21 | 1.66 | 11.8 | 0.02    | 0.03    | 0.84  | 0.86  | 0.02    | 0.15   | 0.17   | —    | 2,448 | 2,448 | 0.15 | 0.14 | 0.23 | 2,492 |
| Annual                | —    | —    | —    | —    | —       | —       | —     | —     | —       | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Apartments Low Rise   | 0.24 | 0.23 | 0.17 | 1.19 | < 0.005 | < 0.005 | 0.09  | 0.09  | < 0.005 | 0.02   | 0.02   | —    | 230   | 230   | 0.01 | 0.01 | 0.36 | 234   |

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|                       |      |      |      |      |         |         |      |      |         |      |      |   |     |     |      |      |      |     |
|-----------------------|------|------|------|------|---------|---------|------|------|---------|------|------|---|-----|-----|------|------|------|-----|
| Single Family Housing | 0.15 | 0.14 | 0.11 | 0.76 | < 0.005 | < 0.005 | 0.06 | 0.06 | < 0.005 | 0.01 | 0.01 | — | 147 | 147 | 0.01 | 0.01 | 0.23 | 150 |
| Total                 | 0.39 | 0.37 | 0.28 | 1.96 | < 0.005 | < 0.005 | 0.14 | 0.15 | < 0.005 | 0.03 | 0.03 | — | 377 | 377 | 0.02 | 0.02 | 0.58 | 384 |

4.1.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use              | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T | PM2.5E  | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T  | CH4  | N2O  | R    | CO2e  |
|-----------------------|------|------|------|------|---------|---------|-------|-------|---------|--------|--------|------|-------|-------|------|------|------|-------|
| Daily, Summer (Max)   | —    | —    | —    | —    | —       | —       | —     | —     | —       | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Apartments Low Rise   | 1.41 | 1.34 | 0.91 | 6.83 | 0.01    | 0.01    | 0.50  | 0.51  | 0.01    | 0.09   | 0.10   | —    | 1,499 | 1,499 | 0.08 | 0.08 | 5.25 | 1,529 |
| Single Family Housing | 0.88 | 0.83 | 0.57 | 4.25 | 0.01    | 0.01    | 0.31  | 0.32  | 0.01    | 0.05   | 0.06   | —    | 932   | 932   | 0.05 | 0.05 | 3.27 | 951   |
| Total                 | 2.29 | 2.17 | 1.47 | 11.1 | 0.02    | 0.02    | 0.81  | 0.83  | 0.02    | 0.14   | 0.17   | —    | 2,431 | 2,431 | 0.13 | 0.12 | 8.52 | 2,480 |
| Daily, Winter (Max)   | —    | —    | —    | —    | —       | —       | —     | —     | —       | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Apartments Low Rise   | 1.39 | 1.31 | 0.99 | 7.04 | 0.01    | 0.01    | 0.50  | 0.51  | 0.01    | 0.09   | 0.10   | —    | 1,455 | 1,455 | 0.09 | 0.08 | 0.14 | 1,481 |
| Single Family Housing | 0.87 | 0.82 | 0.61 | 4.37 | 0.01    | 0.01    | 0.31  | 0.32  | 0.01    | 0.05   | 0.06   | —    | 904   | 904   | 0.06 | 0.05 | 0.08 | 921   |
| Total                 | 2.26 | 2.13 | 1.60 | 11.4 | 0.02    | 0.02    | 0.81  | 0.83  | 0.02    | 0.14   | 0.17   | —    | 2,359 | 2,359 | 0.15 | 0.13 | 0.22 | 2,402 |
| Annual                | —    | —    | —    | —    | —       | —       | —     | —     | —       | —      | —      | —    | —     | —     | —    | —    | —    | —     |
| Apartments Low Rise   | 0.23 | 0.21 | 0.16 | 1.12 | < 0.005 | < 0.005 | 0.08  | 0.08  | < 0.005 | 0.01   | 0.02   | —    | 217   | 217   | 0.01 | 0.01 | 0.34 | 221   |

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|                       |      |      |      |      |         |         |      |      |         |      |      |   |     |     |      |      |      |     |
|-----------------------|------|------|------|------|---------|---------|------|------|---------|------|------|---|-----|-----|------|------|------|-----|
| Single Family Housing | 0.15 | 0.14 | 0.11 | 0.76 | < 0.005 | < 0.005 | 0.06 | 0.06 | < 0.005 | 0.01 | 0.01 | — | 147 | 147 | 0.01 | 0.01 | 0.23 | 150 |
| Total                 | 0.38 | 0.36 | 0.27 | 1.89 | < 0.005 | < 0.005 | 0.14 | 0.14 | < 0.005 | 0.02 | 0.03 | — | 364 | 364 | 0.02 | 0.02 | 0.56 | 371 |

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use              | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O     | R | CO2e |
|-----------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Daily, Summer (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 70.5  | 70.5 | 0.01 | < 0.005 | — | 71.2 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 67.8  | 67.8 | 0.01 | < 0.005 | — | 68.4 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 138   | 138  | 0.02 | < 0.005 | — | 140  |
| Daily, Winter (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 70.5  | 70.5 | 0.01 | < 0.005 | — | 71.2 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 67.8  | 67.8 | 0.01 | < 0.005 | — | 68.4 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 138   | 138  | 0.02 | < 0.005 | — | 140  |
| Annual                | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |

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|                       |   |   |   |   |   |   |   |   |   |   |   |   |      |      |         |         |   |      |
|-----------------------|---|---|---|---|---|---|---|---|---|---|---|---|------|------|---------|---------|---|------|
| Apartments            | — | — | — | — | — | — | — | — | — | — | — | — | 11.7 | 11.7 | < 0.005 | < 0.005 | — | 11.8 |
| Single Family Housing | — | — | — | — | — | — | — | — | — | — | — | — | 11.2 | 11.2 | < 0.005 | < 0.005 | — | 11.3 |
| Total                 | — | — | — | — | — | — | — | — | — | — | — | — | 22.9 | 22.9 | < 0.005 | < 0.005 | — | 23.1 |

4.2.2. Electricity Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use              | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O     | R | CO2e |   |
|-----------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|---|
| Daily, Summer (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    | — |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 66.7  | 66.7 | 0.01 | < 0.005 | — | 67.3 |   |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 66.4  | 66.4 | 0.01 | < 0.005 | — | 67.0 |   |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 133   | 133  | 0.02 | < 0.005 | — | 134  |   |
| Daily, Winter (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    | — |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 66.7  | 66.7 | 0.01 | < 0.005 | — | 67.3 |   |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 66.4  | 66.4 | 0.01 | < 0.005 | — | 67.0 |   |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | 133   | 133  | 0.02 | < 0.005 | — | 134  |   |
| Annual                | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    | — |

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|                          |   |   |   |   |   |   |   |   |   |   |   |   |      |      |         |         |   |      |
|--------------------------|---|---|---|---|---|---|---|---|---|---|---|---|------|------|---------|---------|---|------|
| Apartments<br>Low Rise   | — | — | — | — | — | — | — | — | — | — | — | — | 11.0 | 11.0 | < 0.005 | < 0.005 | — | 11.1 |
| Single Family<br>Housing | — | — | — | — | — | — | — | — | — | — | — | — | 11.0 | 11.0 | < 0.005 | < 0.005 | — | 11.1 |
| Total                    | — | — | — | — | — | — | — | — | — | — | — | — | 22.0 | 22.0 | < 0.005 | < 0.005 | — | 22.2 |

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use                 | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O     | R | CO2e |
|--------------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Daily, Summer (Max)      | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments<br>Low Rise   | 0.03 | 0.02 | 0.27 | 0.12 | < 0.005 | 0.02  | —     | 0.02  | 0.02   | —      | 0.02   | —    | 343   | 343  | 0.03 | < 0.005 | — | 344  |
| Single Family<br>Housing | 0.02 | 0.01 | 0.20 | 0.09 | < 0.005 | 0.02  | —     | 0.02  | 0.02   | —      | 0.02   | —    | 256   | 256  | 0.02 | < 0.005 | — | 256  |
| Total                    | 0.06 | 0.03 | 0.47 | 0.20 | < 0.005 | 0.04  | —     | 0.04  | 0.04   | —      | 0.04   | —    | 599   | 599  | 0.05 | < 0.005 | — | 601  |
| Daily, Winter (Max)      | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments<br>Low Rise   | 0.03 | 0.02 | 0.27 | 0.12 | < 0.005 | 0.02  | —     | 0.02  | 0.02   | —      | 0.02   | —    | 343   | 343  | 0.03 | < 0.005 | — | 344  |
| Single Family<br>Housing | 0.02 | 0.01 | 0.20 | 0.09 | < 0.005 | 0.02  | —     | 0.02  | 0.02   | —      | 0.02   | —    | 256   | 256  | 0.02 | < 0.005 | — | 256  |
| Total                    | 0.06 | 0.03 | 0.47 | 0.20 | < 0.005 | 0.04  | —     | 0.04  | 0.04   | —      | 0.04   | —    | 599   | 599  | 0.05 | < 0.005 | — | 601  |
| Annual                   | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |

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|                       |         |         |      |      |         |         |   |         |         |   |         |   |      |      |         |         |   |      |
|-----------------------|---------|---------|------|------|---------|---------|---|---------|---------|---|---------|---|------|------|---------|---------|---|------|
| Apartments            | 0.01    | < 0.005 | 0.05 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 56.9 | 56.9 | 0.01    | < 0.005 | — | 57.0 |
| Single Family Housing | < 0.005 | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 42.3 | 42.3 | < 0.005 | < 0.005 | — | 42.5 |
| Total                 | 0.01    | 0.01    | 0.09 | 0.04 | < 0.005 | 0.01    | — | 0.01    | 0.01    | — | 0.01    | — | 99.2 | 99.2 | 0.01    | < 0.005 | — | 99.5 |

4.2.4. Natural Gas Emissions By Land Use - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use              | TOG  | ROG  | NOx  | CO   | SO2     | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O     | R | CO2e |
|-----------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Daily, Summer (Max)   | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments Low Rise   | 0.03 | 0.01 | 0.24 | 0.10 | < 0.005 | 0.02  | —     | 0.02  | 0.02   | —      | 0.02   | —    | 309   | 309  | 0.03 | < 0.005 | — | 310  |
| Single Family Housing | 0.02 | 0.01 | 0.18 | 0.08 | < 0.005 | 0.01  | —     | 0.01  | 0.01   | —      | 0.01   | —    | 227   | 227  | 0.02 | < 0.005 | — | 228  |
| Total                 | 0.05 | 0.02 | 0.42 | 0.18 | < 0.005 | 0.03  | —     | 0.03  | 0.03   | —      | 0.03   | —    | 536   | 536  | 0.05 | < 0.005 | — | 537  |
| Daily, Winter (Max)   | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments Low Rise   | 0.03 | 0.01 | 0.24 | 0.10 | < 0.005 | 0.02  | —     | 0.02  | 0.02   | —      | 0.02   | —    | 309   | 309  | 0.03 | < 0.005 | — | 310  |
| Single Family Housing | 0.02 | 0.01 | 0.18 | 0.08 | < 0.005 | 0.01  | —     | 0.01  | 0.01   | —      | 0.01   | —    | 227   | 227  | 0.02 | < 0.005 | — | 228  |
| Total                 | 0.05 | 0.02 | 0.42 | 0.18 | < 0.005 | 0.03  | —     | 0.03  | 0.03   | —      | 0.03   | —    | 536   | 536  | 0.05 | < 0.005 | — | 537  |
| Annual                | —    | —    | —    | —    | —       | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |

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|                             |         |         |      |      |         |         |   |         |         |   |         |   |      |      |         |         |   |      |
|-----------------------------|---------|---------|------|------|---------|---------|---|---------|---------|---|---------|---|------|------|---------|---------|---|------|
| Apartments<br>Low Rise      | 0.01    | < 0.005 | 0.04 | 0.02 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 51.2 | 51.2 | < 0.005 | < 0.005 | — | 51.3 |
| Single<br>Family<br>Housing | < 0.005 | < 0.005 | 0.03 | 0.01 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 37.6 | 37.6 | < 0.005 | < 0.005 | — | 37.7 |
| Total                       | 0.01    | < 0.005 | 0.08 | 0.03 | < 0.005 | 0.01    | — | 0.01    | 0.01    | — | 0.01    | — | 88.7 | 88.7 | 0.01    | < 0.005 | — | 89.0 |

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source                    | TOG  | ROG  | NOx  | CO   | SO2     | PM10E   | PM10D | PM10T   | PM2.5E  | PM2.5D | PM2.5T  | BCO2 | NBCO2 | CO2T | CH4     | N2O     | R | CO2e |
|---------------------------|------|------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|------|---------|---------|---|------|
| Daily,<br>Summer<br>(Max) | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | — | —    |
| Hearths                   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | —     | 0.00    | 0.00    | —      | 0.00    | 0.00 | 0.00  | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Consumer<br>Products      | —    | 1.84 | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | — | —    |
| Architectural<br>Coatings | —    | 0.74 | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | — | —    |
| Landscape<br>Equipment    | 0.32 | 0.30 | 0.03 | 3.41 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | —    | 9.10  | 9.10 | < 0.005 | < 0.005 | — | 9.13 |
| Total                     | 0.32 | 2.88 | 0.03 | 3.41 | < 0.005 | < 0.005 | —     | < 0.005 | < 0.005 | —      | < 0.005 | 0.00 | 9.10  | 9.10 | < 0.005 | < 0.005 | — | 9.13 |
| Daily,<br>Winter<br>(Max) | —    | —    | —    | —    | —       | —       | —     | —       | —       | —      | —       | —    | —     | —    | —       | —       | — | —    |
| Hearths                   | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | —     | 0.00    | 0.00    | —      | 0.00    | 0.00 | 0.00  | 0.00 | 0.00    | 0.00    | — | 0.00 |



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|                        |      |      |      |      |         |         |   |         |         |   |         |      |      |      |         |         |   |      |
|------------------------|------|------|------|------|---------|---------|---|---------|---------|---|---------|------|------|------|---------|---------|---|------|
| Consumer               | —    | 1.84 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Architectural Coatings | —    | 0.74 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Total                  | 0.00 | 2.58 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00    | 0.00    | — | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Annual                 | —    | —    | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Hearths                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00    | 0.00    | — | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Consumer Products      | —    | 0.34 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Architectural Coatings | —    | 0.13 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Landscape Equipment    | 0.05 | 0.05 | 0.01 | 0.56 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | —    | 1.36 | 1.36 | < 0.005 | < 0.005 | — | 1.37 |
| Total                  | 0.05 | 0.52 | 0.01 | 0.56 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 1.36 | 1.36 | < 0.005 | < 0.005 | — | 1.37 |

4.3.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source                 | TOG  | ROG  | NOx  | CO   | SO2  | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O  | R | CO2e |
|------------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|
| Daily, Summer (Max)    | —    | —    | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| Hearths                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00  | —     | 0.00  | 0.00   | —      | 0.00   | 0.00 | 0.00  | 0.00 | 0.00 | 0.00 | — | 0.00 |
| Consumer Products      | —    | 1.84 | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| Architectural Coatings | —    | 0.74 | —    | —    | —    | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |

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|                        |      |      |      |      |         |         |   |         |         |   |         |      |      |      |         |         |   |      |
|------------------------|------|------|------|------|---------|---------|---|---------|---------|---|---------|------|------|------|---------|---------|---|------|
| Landscape Equipment    | 0.32 | 0.30 | 0.03 | 3.41 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | —    | 9.10 | 9.10 | < 0.005 | < 0.005 | — | 9.13 |
| Total                  | 0.32 | 2.88 | 0.03 | 3.41 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 9.10 | 9.10 | < 0.005 | < 0.005 | — | 9.13 |
| Daily, Winter (Max)    | —    | —    | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Hearths                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00    | 0.00    | — | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Consumer Products      | —    | 1.84 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Architectural Coatings | —    | 0.74 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Total                  | 0.00 | 2.58 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00    | 0.00    | — | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Annual                 | —    | —    | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Hearths                | 0.00 | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00    | 0.00    | — | 0.00    | 0.00 | 0.00 | 0.00 | 0.00    | 0.00    | — | 0.00 |
| Consumer Products      | —    | 0.34 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Architectural Coatings | —    | 0.13 | —    | —    | —       | —       | — | —       | —       | — | —       | —    | —    | —    | —       | —       | — | —    |
| Landscape Equipment    | 0.05 | 0.05 | 0.01 | 0.56 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | —    | 1.36 | 1.36 | < 0.005 | < 0.005 | — | 1.37 |
| Total                  | 0.05 | 0.52 | 0.01 | 0.56 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | 0.00 | 1.36 | 1.36 | < 0.005 | < 0.005 | — | 1.37 |

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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| Land Use              | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O     | R | CO2e |
|-----------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Daily, Summer (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.32 | 5.24  | 7.55 | 0.24 | 0.01    | — | 15.2 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 1.16 | 5.70  | 6.86 | 0.12 | < 0.005 | — | 10.7 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 3.47 | 10.9  | 14.4 | 0.36 | 0.01    | — | 26.0 |
| Daily, Winter (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.32 | 5.24  | 7.55 | 0.24 | 0.01    | — | 15.2 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 1.16 | 5.70  | 6.86 | 0.12 | < 0.005 | — | 10.7 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 3.47 | 10.9  | 14.4 | 0.36 | 0.01    | — | 26.0 |
| Annual                | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 0.38 | 0.87  | 1.25 | 0.04 | < 0.005 | — | 2.52 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 0.19 | 0.94  | 1.14 | 0.02 | < 0.005 | — | 1.78 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 0.58 | 1.81  | 2.39 | 0.06 | < 0.005 | — | 4.30 |

4.4.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

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| Land Use              | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O     | R | CO2e |
|-----------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Daily, Summer (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.32 | 4.57  | 6.89 | 0.24 | 0.01    | — | 14.6 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 1.16 | 4.08  | 5.24 | 0.12 | < 0.005 | — | 9.09 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 3.47 | 8.66  | 12.1 | 0.36 | 0.01    | — | 23.6 |
| Daily, Winter (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.32 | 4.57  | 6.89 | 0.24 | 0.01    | — | 14.6 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 1.16 | 4.08  | 5.24 | 0.12 | < 0.005 | — | 9.09 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 3.47 | 8.66  | 12.1 | 0.36 | 0.01    | — | 23.6 |
| Annual                | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —       | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 0.38 | 0.76  | 1.14 | 0.04 | < 0.005 | — | 2.41 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 0.19 | 0.68  | 0.87 | 0.02 | < 0.005 | — | 1.51 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 0.58 | 1.43  | 2.01 | 0.06 | < 0.005 | — | 3.92 |

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

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Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use              | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O  | R | CO2e |
|-----------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|
| Daily, Summer (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 15.9 | 0.00  | 15.9 | 1.59 | 0.00 | — | 55.8 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 5.35 | 0.00  | 5.35 | 0.53 | 0.00 | — | 18.7 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 21.3 | 0.00  | 21.3 | 2.13 | 0.00 | — | 74.5 |
| Daily, Winter (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 15.9 | 0.00  | 15.9 | 1.59 | 0.00 | — | 55.8 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 5.35 | 0.00  | 5.35 | 0.53 | 0.00 | — | 18.7 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 21.3 | 0.00  | 21.3 | 2.13 | 0.00 | — | 74.5 |
| Annual                | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.64 | 0.00  | 2.64 | 0.26 | 0.00 | — | 9.23 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 0.89 | 0.00  | 0.89 | 0.09 | 0.00 | — | 3.10 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 3.52 | 0.00  | 3.52 | 0.35 | 0.00 | — | 12.3 |

4.5.1. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Barrel Creek residential Detailed Report, 1/31/2023

| Land Use              | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4  | N2O  | R | CO2e |
|-----------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|
| Daily, Summer (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 15.9 | 0.00  | 15.9 | 1.59 | 0.00 | — | 55.8 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 5.35 | 0.00  | 5.35 | 0.53 | 0.00 | — | 18.7 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 21.3 | 0.00  | 21.3 | 2.13 | 0.00 | — | 74.5 |
| Daily, Winter (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 15.9 | 0.00  | 15.9 | 1.59 | 0.00 | — | 55.8 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 5.35 | 0.00  | 5.35 | 0.53 | 0.00 | — | 18.7 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 21.3 | 0.00  | 21.3 | 2.13 | 0.00 | — | 74.5 |
| Annual                | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —    | —    | — | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 2.64 | 0.00  | 2.64 | 0.26 | 0.00 | — | 9.23 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 0.89 | 0.00  | 0.89 | 0.09 | 0.00 | — | 3.10 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | 3.52 | 0.00  | 3.52 | 0.35 | 0.00 | — | 12.3 |

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

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Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use              | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R    | CO2e |
|-----------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|------|------|
| Daily, Summer (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | —    | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.34 | 0.34 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.28 | 0.28 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.62 | 0.62 |
| Daily, Winter (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | —    | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.34 | 0.34 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.28 | 0.28 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.62 | 0.62 |
| Annual                | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | —    | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.06 | 0.06 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.05 | 0.05 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.10 | 0.10 |

4.6.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Barrel Creek residential Detailed Report, 1/31/2023

| Land Use              | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R    | CO2e |
|-----------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|------|------|
| Daily, Summer (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | —    | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.34 | 0.34 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.28 | 0.28 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.62 | 0.62 |
| Daily, Winter (Max)   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | —    | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.34 | 0.34 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.28 | 0.28 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.62 | 0.62 |
| Annual                | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | —    | —    |
| Apartments Low Rise   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.06 | 0.06 |
| Single Family Housing | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.05 | 0.05 |
| Total                 | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | 0.10 | 0.10 |

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated



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Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

4.7.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

Barrel Creek residential Detailed Report, 1/31/2023

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

4.8.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

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|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total  | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

#### 4.9. User Defined Emissions By Equipment Type

##### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

##### 4.9.2. Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type      | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

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|                     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total               | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual              | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total               | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation          | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |   |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|---|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use            | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |   |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|---|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |

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|                     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total               | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total               | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual              | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total               | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species             | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |   |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|---|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Avoided             | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Sequestered         | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Removed             | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| —                   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Avoided             | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Sequestered         | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |

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|             |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Remove      | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal    | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| —           | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual      | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided     | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal    | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal    | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed     | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal    | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| —           | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

4.10.4. Soil Carbon Accumulation By Vegetation Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation          | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |   |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|---|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    | — |

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4.10.5. Above and Belowground Carbon Accumulation by Land Use Type - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use            | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Daily, Winter (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Annual              | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Total               | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

4.10.6. Avoided and Sequestered Emissions by Species - Mitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species             | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Avoided             | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Sequestered         | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Removed             | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| Subtotal            | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |
| —                   | —   | —   | —   | —  | —   | —     | —     | —     | —      | —      | —      | —    | —     | —    | —   | —   | — | —    |

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|                     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|---------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided             | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered         | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed             | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| —                   | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual              | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided             | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered         | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed             | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal            | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| —                   | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 5. Activity Data

### 5.1. Construction Schedule

| Phase Name            | Phase Type            | Start Date | End Date  | Days Per Week | Work Days per Phase | Phase Description   |
|-----------------------|-----------------------|------------|-----------|---------------|---------------------|---------------------|
| Grading               | Grading               | 7/10/2025  | 7/19/2025 | 5.00          | 7.00                | finish grading only |
| Building Construction | Building Construction | 7/22/2025  | 6/9/2026  | 5.00          | 230                 | —                   |



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|                       |                       |           |           |      |      |                                      |
|-----------------------|-----------------------|-----------|-----------|------|------|--------------------------------------|
| Paving                | Paving                | 6/10/2026 | 6/27/2026 | 5.00 | 13.0 | final street lift and driveways only |
| Architectural Coating | Architectural Coating | 7/6/2026  | 7/31/2026 | 5.00 | 18.0 | —                                    |

5.2. Off-Road Equipment

5.2.1. Unmitigated

| Phase Name            | Equipment Type            | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|-----------------------|---------------------------|-----------|-------------|----------------|---------------|------------|-------------|
| Grading               | Excavators                | Diesel    | Average     | 1.00           | 8.00          | 36.0       | 0.38        |
| Grading               | Graders                   | Diesel    | Average     | 1.00           | 8.00          | 148        | 0.41        |
| Grading               | Rubber Tired Dozers       | Diesel    | Average     | 1.00           | 8.00          | 367        | 0.40        |
| Grading               | Tractors/Loaders/Backhoes | Diesel    | Average     | 3.00           | 8.00          | 84.0       | 0.37        |
| Building Construction | Cranes                    | Diesel    | Average     | 1.00           | 7.00          | 367        | 0.29        |
| Building Construction | Forklifts                 | Diesel    | Average     | 3.00           | 8.00          | 82.0       | 0.20        |
| Building Construction | Generator Sets            | Diesel    | Average     | 1.00           | 8.00          | 14.0       | 0.74        |
| Building Construction | Tractors/Loaders/Backhoes | Diesel    | Average     | 3.00           | 7.00          | 84.0       | 0.37        |
| Building Construction | Welders                   | Diesel    | Average     | 1.00           | 8.00          | 46.0       | 0.45        |
| Paving                | Cement and Mortar Mixers  | Diesel    | Average     | 2.00           | 6.00          | 10.0       | 0.56        |
| Paving                | Pavers                    | Diesel    | Average     | 1.00           | 8.00          | 81.0       | 0.42        |
| Paving                | Paving Equipment          | Diesel    | Average     | 2.00           | 6.00          | 89.0       | 0.36        |
| Paving                | Rollers                   | Diesel    | Average     | 2.00           | 6.00          | 36.0       | 0.38        |
| Paving                | Tractors/Loaders/Backhoes | Diesel    | Average     | 1.00           | 8.00          | 84.0       | 0.37        |
| Architectural Coating | Air Compressors           | Diesel    | Average     | 1.00           | 6.00          | 37.0       | 0.48        |

5.2.2. Mitigated

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| Phase Name            | Equipment Type            | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|-----------------------|---------------------------|-----------|-------------|----------------|---------------|------------|-------------|
| Grading               | Excavators                | Diesel    | Average     | 1.00           | 8.00          | 36.0       | 0.38        |
| Grading               | Graders                   | Diesel    | Average     | 1.00           | 8.00          | 148        | 0.41        |
| Grading               | Rubber Tired Dozers       | Diesel    | Average     | 1.00           | 8.00          | 367        | 0.40        |
| Grading               | Tractors/Loaders/Backhoes | Diesel    | Average     | 3.00           | 8.00          | 84.0       | 0.37        |
| Building Construction | Cranes                    | Diesel    | Average     | 1.00           | 7.00          | 367        | 0.29        |
| Building Construction | Forklifts                 | Diesel    | Average     | 3.00           | 8.00          | 82.0       | 0.20        |
| Building Construction | Generator Sets            | Diesel    | Average     | 1.00           | 8.00          | 14.0       | 0.74        |
| Building Construction | Tractors/Loaders/Backhoes | Diesel    | Average     | 3.00           | 7.00          | 84.0       | 0.37        |
| Building Construction | Welders                   | Diesel    | Average     | 1.00           | 8.00          | 46.0       | 0.45        |
| Paving                | Cement and Mortar Mixers  | Diesel    | Average     | 2.00           | 6.00          | 10.0       | 0.56        |
| Paving                | Pavers                    | Diesel    | Average     | 1.00           | 8.00          | 81.0       | 0.42        |
| Paving                | Paving Equipment          | Diesel    | Average     | 2.00           | 6.00          | 89.0       | 0.36        |
| Paving                | Rollers                   | Diesel    | Average     | 2.00           | 6.00          | 36.0       | 0.38        |
| Paving                | Tractors/Loaders/Backhoes | Diesel    | Average     | 1.00           | 8.00          | 84.0       | 0.37        |
| Architectural Coating | Air Compressors           | Diesel    | Average     | 1.00           | 6.00          | 37.0       | 0.48        |

5.3. Construction Vehicles

5.3.1. Unmitigated

| Phase Name | Trip Type | One-Way Trips per Day | Miles per Trip | Vehicle Mix   |
|------------|-----------|-----------------------|----------------|---------------|
| Grading    | —         | —                     | —              | —             |
| Grading    | Worker    | 15.0                  | 8.10           | LDA,LDT1,LDT2 |
| Grading    | Vendor    | —                     | 6.90           | HHDT,MHDT     |
| Grading    | Hauling   | 1.00                  | 20.0           | HHDT          |

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|                       |              |      |      |               |
|-----------------------|--------------|------|------|---------------|
| Grading               | Onsite truck | —    | —    | HHDT          |
| Building Construction | —            | —    | —    | —             |
| Building Construction | Worker       | 36.0 | 8.10 | LDA,LDT1,LDT2 |
| Building Construction | Vendor       | 6.41 | 6.90 | HHDT,MHDT     |
| Building Construction | Hauling      | 0.00 | 20.0 | HHDT          |
| Building Construction | Onsite truck | —    | —    | HHDT          |
| Paving                | —            | —    | —    | —             |
| Paving                | Worker       | 20.0 | 8.10 | LDA,LDT1,LDT2 |
| Paving                | Vendor       | —    | 6.90 | HHDT,MHDT     |
| Paving                | Hauling      | 0.00 | 20.0 | HHDT          |
| Paving                | Onsite truck | —    | —    | HHDT          |
| Architectural Coating | —            | —    | —    | —             |
| Architectural Coating | Worker       | 7.20 | 8.10 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor       | —    | 6.90 | HHDT,MHDT     |
| Architectural Coating | Hauling      | 0.00 | 20.0 | HHDT          |
| Architectural Coating | Onsite truck | —    | —    | HHDT          |

5.3.2. Mitigated

| Phase Name            | Trip Type    | One-Way Trips per Day | Miles per Trip | Vehicle Mix   |
|-----------------------|--------------|-----------------------|----------------|---------------|
| Grading               | —            | —                     | —              | —             |
| Grading               | Worker       | 15.0                  | 8.10           | LDA,LDT1,LDT2 |
| Grading               | Vendor       | —                     | 6.90           | HHDT,MHDT     |
| Grading               | Hauling      | 1.00                  | 20.0           | HHDT          |
| Grading               | Onsite truck | —                     | —              | HHDT          |
| Building Construction | —            | —                     | —              | —             |
| Building Construction | Worker       | 36.0                  | 8.10           | LDA,LDT1,LDT2 |
| Building Construction | Vendor       | 6.41                  | 6.90           | HHDT,MHDT     |

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|                       |              |      |      |               |
|-----------------------|--------------|------|------|---------------|
| Building Construction | Hauling      | 0.00 | 20.0 | HHDT          |
| Building Construction | Onsite truck | —    | —    | HHDT          |
| Paving                | —            | —    | —    | —             |
| Paving                | Worker       | 20.0 | 8.10 | LDA,LDT1,LDT2 |
| Paving                | Vendor       | —    | 6.90 | HHDT,MHDT     |
| Paving                | Hauling      | 0.00 | 20.0 | HHDT          |
| Paving                | Onsite truck | —    | —    | HHDT          |
| Architectural Coating | —            | —    | —    | —             |
| Architectural Coating | Worker       | 7.20 | 8.10 | LDA,LDT1,LDT2 |
| Architectural Coating | Vendor       | —    | 6.90 | HHDT,MHDT     |
| Architectural Coating | Hauling      | 0.00 | 20.0 | HHDT          |
| Architectural Coating | Onsite truck | —    | —    | HHDT          |

#### 5.4. Vehicles

##### 5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

#### 5.5. Architectural Coatings

| Phase Name            | Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|-----------------------|--|--|--|--|-----------------------------|
| Architectural Coating | 174,150                                  | 58,050                                   | 0.00   | 0.00   | —                           |

#### 5.6. Dust Mitigation

##### 5.6.1. Construction Earthmoving Activities

| Phase Name | Material Imported (Cubic Yards) | Material Exported (Cubic Yards) | Acres Graded (acres) | Material Demolished (sq. ft.) | Acres Paved (acres) |
|------------|---------------------------------|---------------------------------|----------------------|-------------------------------|---------------------|
| Grading    | 50.0                            | 0.00                            | 7.00                 | 0.00                          | —                   |

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|        |      |      |      |      |      |
|--------|------|------|------|------|------|
| Paving | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 |
|--------|------|------|------|------|------|

5.6.2. Construction Earthmoving Control Strategies

Non-applicable. No control strategies activated by user.

5.7. Construction Paving

| Land Use              | Area Paved (acres) | % Asphalt |
|-----------------------|--------------------|-----------|
| Apartments Low Rise   | —                  | 0%        |
| Single Family Housing | 0.22               | 0%        |

5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

| Year | kWh per Year | CO2 | CH4  | N2O     |
|------|--------------|-----|------|---------|
| 2025 | 0.00         | 204 | 0.03 | < 0.005 |
| 2026 | 0.00         | 204 | 0.03 | < 0.005 |

5.9. Operational Mobile Sources

5.9.1. Unmitigated

| Land Use Type         | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|-----------------------|---------------|----------------|--------------|------------|-------------|--------------|------------|----------|
| Apartments Low Rise   | 293           | 326            | 251          | 106,413    | 1,713       | 1,905        | 1,470      | 622,520  |
| Single Family Housing | 189           | 191            | 171          | 68,088     | 1,104       | 1,116        | 1,000      | 398,318  |

5.9.2. Mitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---------------|---------------|----------------|--------------|------------|-------------|--------------|------------|----------|
|---------------|---------------|----------------|--------------|------------|-------------|--------------|------------|----------|

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|                       |     |     |     |         |       |       |       |         |
|-----------------------|-----|-----|-----|---------|-------|-------|-------|---------|
| Apartments Low Rise   | 276 | 307 | 237 | 100,326 | 1,615 | 1,796 | 1,385 | 586,912 |
| Single Family Housing | 189 | 191 | 171 | 68,088  | 1,104 | 1,116 | 1,000 | 398,318 |

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

| Hearth Type               | Unmitigated (number) |
|---------------------------|----------------------|
| Apartments Low Rise       | —                    |
| Wood Fireplaces           | 0                    |
| Gas Fireplaces            | 0                    |
| Propane Fireplaces        | 0                    |
| Electric Fireplaces       | 0                    |
| No Fireplaces             | 40                   |
| Conventional Wood Stoves  | 0                    |
| Catalytic Wood Stoves     | 0                    |
| Non-Catalytic Wood Stoves | 0                    |
| Pellet Wood Stoves        | 0                    |
| Single Family Housing     | —                    |
| Wood Fireplaces           | 0                    |
| Gas Fireplaces            | 0                    |
| Propane Fireplaces        | 0                    |
| Electric Fireplaces       | 0                    |
| No Fireplaces             | 20                   |
| Conventional Wood Stoves  | 0                    |

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|                           |   |
|---------------------------|---|
| Catalytic Wood Stoves     | 0 |
| Non-Catalytic Wood Stoves | 0 |
| Pellet Wood Stoves        | 0 |

5.10.1.2. Mitigated

| Hearth Type               | Unmitigated (number) |
|---------------------------|----------------------|
| Apartments Low Rise       | —                    |
| Wood Fireplaces           | 0                    |
| Gas Fireplaces            | 0                    |
| Propane Fireplaces        | 0                    |
| Electric Fireplaces       | 0                    |
| No Fireplaces             | 40                   |
| Conventional Wood Stoves  | 0                    |
| Catalytic Wood Stoves     | 0                    |
| Non-Catalytic Wood Stoves | 0                    |
| Pellet Wood Stoves        | 0                    |
| Single Family Housing     | —                    |
| Wood Fireplaces           | 0                    |
| Gas Fireplaces            | 0                    |
| Propane Fireplaces        | 0                    |
| Electric Fireplaces       | 0                    |
| No Fireplaces             | 20                   |
| Conventional Wood Stoves  | 0                    |
| Catalytic Wood Stoves     | 0                    |
| Non-Catalytic Wood Stoves | 0                    |
| Pellet Wood Stoves        | 0                    |

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5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|--|--|--|--|-----------------------------|
| 174150                                   | 58,050                                   | 0.00   | 0.00   | —                           |

5.10.3. Landscape Equipment

| Season      | Unit   | Value |
|-------------|--------|-------|
| Snow Days   | day/yr | 0.00  |
| Summer Days | day/yr | 330   |

5.10.4. Landscape Equipment - Mitigated

| Season      | Unit   | Value |
|-------------|--------|-------|
| Snow Days   | day/yr | 0.00  |
| Summer Days | day/yr | 330   |

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use              | Electricity (kWh/yr) | CO2 | CH4    | N2O    | Natural Gas (kBTU/yr) |
|-----------------------|----------------------|-----|--------|--------|-----------------------|
| Apartments Low Rise   | 126,184              | 204 | 0.0330 | 0.0040 | 1,071,738             |
| Single Family Housing | 121,267              | 204 | 0.0330 | 0.0040 | 798,002               |

5.11.2. Mitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|----------|----------------------|-----|-----|-----|-----------------------|
|----------|----------------------|-----|-----|-----|-----------------------|



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|                       |         |     |        |        |         |
|-----------------------|---------|-----|--------|--------|---------|
| Apartments Low Rise   | 119,305 | 204 | 0.0330 | 0.0040 | 964,232 |
| Single Family Housing | 118,778 | 204 | 0.0330 | 0.0040 | 708,072 |

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

| Land Use              | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|-----------------------|-------------------------|--------------------------|
| Apartments Low Rise   | 1,208,880               | 731,143                  |
| Single Family Housing | 604,440                 | 1,792,917                |

5.12.2. Mitigated

| Land Use              | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|-----------------------|-------------------------|--------------------------|
| Apartments Low Rise   | 1,208,880               | 425,305                  |
| Single Family Housing | 604,440                 | 1,042,939                |

5.13. Operational Waste Generation

5.13.1. Unmitigated

| Land Use              | Waste (ton/year) | Cogeneration (kWh/year) |
|-----------------------|------------------|-------------------------|
| Apartments Low Rise   | 12.3             | 0.00                    |
| Single Family Housing | 4.13             | 0.00                    |

5.13.2. Mitigated

| Land Use              | Waste (ton/year) | Cogeneration (kWh/year) |
|-----------------------|------------------|-------------------------|
| Apartments Low Rise   | 12.3             | 0.00                    |
| Single Family Housing | 4.13             | 0.00                    |

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5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

| Land Use Type         | Equipment Type  | Refrigerant | GWP   | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|-----------------------|---|-------------|-------|---------------|----------------------|-------------------|----------------|
| Apartments Low Rise   | Average room A/C & Other residential A/C and heat pumps | R-410A      | 2,088 | < 0.005       | 2.50                 | 2.50              | 10.0           |
| Apartments Low Rise   | Household refrigerators and/or freezers                 | R-134a      | 1,430 | 0.12          | 0.60                 | 0.00              | 1.00           |
| Single Family Housing | Average room A/C & Other residential A/C and heat pumps | R-410A      | 2,088 | < 0.005       | 2.50                 | 2.50              | 10.0           |
| Single Family Housing | Household refrigerators and/or freezers                 | R-134a      | 1,430 | 0.12          | 0.60                 | 0.00              | 1.00           |

5.14.2. Mitigated

| Land Use Type         | Equipment Type  | Refrigerant | GWP   | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|-----------------------|---|-------------|-------|---------------|----------------------|-------------------|----------------|
| Apartments Low Rise   | Average room A/C & Other residential A/C and heat pumps | R-410A      | 2,088 | < 0.005       | 2.50                 | 2.50              | 10.0           |
| Apartments Low Rise   | Household refrigerators and/or freezers                 | R-134a      | 1,430 | 0.12          | 0.60                 | 0.00              | 1.00           |
| Single Family Housing | Average room A/C & Other residential A/C and heat pumps | R-410A      | 2,088 | < 0.005       | 2.50                 | 2.50              | 10.0           |
| Single Family Housing | Household refrigerators and/or freezers                 | R-134a      | 1,430 | 0.12          | 0.60                 | 0.00              | 1.00           |

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

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| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|----------------|-----------|-------------|----------------|---------------|------------|-------------|
|----------------|-----------|-------------|----------------|---------------|------------|-------------|

5.15.2. Mitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|----------------|-----------|-------------|----------------|---------------|------------|-------------|
|----------------|-----------|-------------|----------------|---------------|------------|-------------|

5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|----------------|-----------|----------------|---------------|----------------|------------|-------------|
|----------------|-----------|----------------|---------------|----------------|------------|-------------|

5.16.2. Process Boilers

| Equipment Type | Fuel Type | Number | Boiler Rating (MMBtu/hr) | Daily Heat Input (MMBtu/day) | Annual Heat Input (MMBtu/yr) |
|----------------|-----------|--------|--------------------------|------------------------------|------------------------------|
|----------------|-----------|--------|--------------------------|------------------------------|------------------------------|

5.17. User Defined

| Equipment Type | Fuel Type |
|----------------|-----------|
| —              | —         |

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

5.18.1.2. Mitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|--------------------------|----------------------|---------------|-------------|
|--------------------------|----------------------|---------------|-------------|

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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|--------------------|---------------|-------------|
|--------------------|---------------|-------------|

5.18.1.2. Mitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|--------------------|---------------|-------------|
|--------------------|---------------|-------------|

5.18.2. Sequestration

5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|-----------|--------|------------------------------|------------------------------|
|-----------|--------|------------------------------|------------------------------|

5.18.2.2. Mitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|-----------|--------|------------------------------|------------------------------|
|-----------|--------|------------------------------|------------------------------|

## 6. Climate Risk Detailed Report

### 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard               | Result for Project Location | Unit                                       |
|------------------------------|-----------------------------|--|
| Temperature and Extreme Heat | 22.5                        | annual days of extreme heat                |
| Extreme Precipitation        | 8.40                        | annual days with precipitation above 20 mm |
| Sea Level Rise               | 0.00                        | meters of inundation depth                 |
| Wildfire                     | 30.5                        | annual hectares burned                     |

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Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi. Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider different increments of sea level rise coupled with extreme storm events. Users may select from four model simulations to view the range in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 50 meters (m) by 50 m, or about 164 feet (ft) by 164 ft. Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

6.2. Initial Climate Risk Scores

| Climate Hazard               | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 4              | 1                 | 0                       | N/A                 |
| Extreme Precipitation        | N/A            | N/A               | N/A                     | N/A                 |
| Sea Level Rise               | N/A            | N/A               | N/A                     | N/A                 |
| Wildfire                     | 1              | 2                 | 0                       | N/A                 |
| Flooding                     | N/A            | N/A               | N/A                     | N/A                 |
| Drought                      | 0              | 3                 | 0                       | N/A                 |
| Snowpack Reduction           | N/A            | N/A               | N/A                     | N/A                 |
| Air Quality Degradation      | N/A            | N/A               | N/A                     | N/A                 |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

6.3. Adjusted Climate Risk Scores

| Climate Hazard               | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|------------------------------|----------------|-------------------|-------------------------|---------------------|
| Temperature and Extreme Heat | 2              | 1                 | 2                       | 2                   |
| Extreme Precipitation        | N/A            | N/A               | N/A                     | N/A                 |

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|                         |     |     |     |     |
|-------------------------|-----|-----|-----|-----|
| Sea Level Rise          | N/A | N/A | N/A | N/A |
| Wildfire                | 1   | 1   | 1   | 2   |
| Flooding                | N/A | N/A | N/A | N/A |
| Drought                 | 1   | 1   | 2   | 1   |
| Snowpack Reduction      | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.

The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.

The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

#### 6.4. Climate Risk Reduction Measures

##### 6.4.1. Wildfire

| User Selected Measures                            | Co-Benefits Achieved  | Exposure Reduction | Sensitivity Reduction | Adaptive Capacity Increase |
|---|---|--------------------|-----------------------|----------------------------|
| MH-27: Provide Greater Affordable Housing Options | Improved Public Health, Social Equity                                   | —                  | 1.00                  | 1.00                       |
| WF-1: Implement Fire-safe Landscaping             | Improved Air Quality, Improved Ecosystem Health, Improved Public Health | —                  | 2.00                  | —                          |
| WF-5: Site Outside WUI                            | Improved Public Health  | 4.00               | —                     | —                          |

##### 6.4.2. Temperature and Extreme Heat

| User Selected Measures                     | Co-Benefits Achieved   | Exposure Reduction | Sensitivity Reduction | Adaptive Capacity Increase |
|--|--|--------------------|-----------------------|----------------------------|
| D-3: Install Drought Resistant Landscaping | Water Conservation   | —                  | 2.00                  | 2.00                       |
| EH-9: Expand Urban Tree Canopy             | Energy and Fuel Savings, Improved Air Quality, Improved Public Health, Social Equity | 2.00               | 2.00                  | —                          |

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|   |                                       |   |      |      |
|---|---------------------------------------|---|------|------|
| MH-27: Provide Greater Affordable Housing Options | Improved Public Health, Social Equity | — | 1.00 | 1.00 |
|---|---------------------------------------|---|------|------|

#### 6.4.3. Drought

| User Selected Measures                            | Co-Benefits Achieved                  | Exposure Reduction | Sensitivity Reduction | Adaptive Capacity Increase |
|---|---------------------------------------|--------------------|-----------------------|----------------------------|
| D-1: Install Water Efficient Appliances           | Social Equity, Water Conservation     | —                  | —                     | 1.00                       |
| D-3: Install Drought Resistant Landscaping        | Water Conservation                    | —                  | 2.00                  | 2.00                       |
| MH-27: Provide Greater Affordable Housing Options | Improved Public Health, Social Equity | —                  | 1.00                  | 1.00                       |

## 7. Health and Equity Details

### 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator           | Result for Project Census Tract |
|---------------------|---------------------------------|
| Exposure Indicators | —                               |
| AQ-Ozone            | 26.7                            |
| AQ-PM               | 3.83                            |
| AQ-DPM              | 23.9                            |
| Drinking Water      | 31.3                            |
| Lead Risk Housing   | 43.5                            |
| Pesticides          | 34.6                            |
| Toxic Releases      | 11.9                            |
| Traffic             | 67.2                            |
| Effect Indicators   | —                               |
| CleanUp Sites       | 0.00                            |
| Groundwater         | 0.00                            |

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|                                 |      |
|---------------------------------|------|
| Haz Waste Facilities/Generators | 65.9 |
| Impaired Water Bodies           | 51.2 |
| Solid Waste                     | 77.6 |
| Sensitive Population            | —    |
| Asthma                          | 39.7 |
| Cardio-vascular                 | 16.5 |
| Low Birth Weights               | 11.5 |
| Socioeconomic Factor Indicators | —    |
| Education                       | 10.8 |
| Housing                         | 40.9 |
| Linguistic                      | 0.00 |
| Poverty                         | 34.9 |
| Unemployment                    | 11.9 |

7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator              | Result for Project Census Tract |
|------------------------|---------------------------------|
| Economic               | —                               |
| Above Poverty          | 76.47889131                     |
| Employed               | 71.55139228                     |
| Median HI              | 62.27383549                     |
| Education              | —                               |
| Bachelor's or higher   | 55.99897344                     |
| High school enrollment | 100                             |
| Preschool enrollment   | 86.44937765                     |
| Transportation         | —                               |
| Auto Access            | 46.0284871                      |



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|  |             |
|--|-------------|
| Active commuting                             | 26.26716284 |
| Social                                       | —           |
| 2-parent households                          | 80.88027717 |
| Voting                                       | 90.05517772 |
| Neighborhood                                 | —           |
| Alcohol availability                         | 68.48453741 |
| Park access                                  | 6.236365969 |
| Retail density                               | 20.35159759 |
| Supermarket access                           | 41.06249198 |
| Tree canopy                                  | 90.4914667  |
| Housing                                      | —           |
| Homeownership                                | 58.4370589  |
| Housing habitability                         | 72.18016168 |
| Low-inc homeowner severe housing cost burden | 29.93712306 |
| Low-inc renter severe housing cost burden    | 85.52547158 |
| Uncrowded housing                            | 70.98678301 |
| Health Outcomes                              | —           |
| Insured adults                               | 68.18940074 |
| Arthritis                                    | 0.0         |
| Asthma ER Admissions                         | 58.7        |
| High Blood Pressure                          | 0.0         |
| Cancer (excluding skin)                      | 0.0         |
| Asthma                                       | 0.0         |
| Coronary Heart Disease                       | 0.0         |
| Chronic Obstructive Pulmonary Disease        | 0.0         |
| Diagnosed Diabetes                           | 0.0         |
| Life Expectancy at Birth                     | 33.6        |

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|                                       |      |
|---------------------------------------|------|
| Cognitively Disabled                  | 54.2 |
| Physically Disabled                   | 25.6 |
| Heart Attack ER Admissions            | 71.4 |
| Mental Health Not Good                | 0.0  |
| Chronic Kidney Disease                | 0.0  |
| Obesity                               | 0.0  |
| Pedestrian Injuries                   | 41.6 |
| Physical Health Not Good              | 0.0  |
| Stroke                                | 0.0  |
| Health Risk Behaviors                 | —    |
| Binge Drinking                        | 0.0  |
| Current Smoker                        | 0.0  |
| No Leisure Time for Physical Activity | 0.0  |
| Climate Change Exposures              | —    |
| Wildfire Risk                         | 17.0 |
| SLR Inundation Area                   | 0.0  |
| Children                              | 47.4 |
| Elderly                               | 21.1 |
| English Speaking                      | 98.1 |
| Foreign-born                          | 1.7  |
| Outdoor Workers                       | 21.1 |
| Climate Change Adaptive Capacity      | —    |
| Impervious Surface Cover              | 94.0 |
| Traffic Density                       | 35.7 |
| Traffic Access                        | 0.0  |
| Other Indices                         | —    |
| Hardship                              | 19.8 |

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|                        |      |
|------------------------|------|
| Other Decision Support | —    |
| 2016 Voting            | 87.4 |

### 7.3. Overall Health & Equity Scores

| Metric  | Result for Project Census Tract |
|---|---------------------------------|
| CalEnviroScreen 4.0 Score for Project Location (a)                                  | 10.0                            |
| Healthy Places Index Score for Project Location (b)                                 | 77.0                            |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535)           | No                              |
| Project Located in a Low-Income Community (Assembly Bill 1550)                      | No                              |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | No                              |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

### 7.4. Health & Equity Measures

| Measure Title  | Co-Benefits Achieved  |
|--|---|
| CCD-1: Consult Pre-existing Community Knowledge/Priorities                           | Social Equity   |
| CCD-2: Conduct a Stakeholder Analysis and Develop a Community-Centered Outreach Plan | Social Equity   |
| IE-4: Inclusive Community Meetings   | Social Equity   |
| A-4: Establish Clear Points of Contact   | Social Equity   |
| PH-2: Increase Urban Tree Canopy and Green Spaces                                    | Energy and Fuel Savings, Enhanced Energy Security, Improved Air Quality, Improved Ecosystem Health, Improved Public Health, Social Equity |
| AH-5: Make Housing Units Permanently Affordable                                      | Social Equity   |

### 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

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## 8. User Changes to Default Data

| Screen                            | Justification                |
|-----------------------------------|------------------------------|
| Land Use                          | measured from plans          |
| Construction: Construction Phases | No demo - phase 2 of project |

**Figure 7 – Sewer capacity analysis**

See Following



**To:** Tim Walters  
Principle Engineering  
RRM Design Group

**From:** Jake Smith, EIT | MKN & Associates, Inc.  
Robert Lepore, GISP | MKN & Associates, Inc.

**Reviewer:** JJ Reichmuth, PE | MKN & Associates, Inc.

**Date:** December 19, 2022

**Re:** Wastewater Infrastructure Review Revision No. 2 - Barrel Creek Mixed-Use Project

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## 1. Introduction

Michael K. Nunley & Associates (MKN) was retained by RRM Design Group (RRM) to provide engineering services to analyze the potential impacts to the City of Atascadero's (City) existing Lift Station No. 14 (LS14) and adjacent collection system resulting from the proposed Barrel Creek Mixed-Use Project (Project). The scope of services for this project included the following:

- Estimate existing wastewater flow to LS14
- Estimate future wastewater flow to LS14
- Analyze existing gravity collection system on El Camino Road from Del Rio Road to Lift Station No. 13 (LS13)
- Analyze existing gravity collection system on Del Rio Road to LS14
- Analyze remaining capacity of LS14 and force main
- Preparation of technical memorandum summarizing results and recommendations

At the request of the City, this scope was amended to encompass a phased improvement plan, construction cost estimate, and trigger points for required sewer infrastructure improvements to accommodate upcoming planned development within the area and ultimate future flows. The City identified the following additional development projects to be included with the lift station and collection system capacity analysis:

- Tiny Village Home Hotel (Del Rio Road at Ramona Road)
- Woods Humane Society Expansion and Septic Conversion (Ramona Road)
- Father's House Church Septic Conversion (Ramona Road)
- State Housing Site Development (Del Rio Road at Ramona Road)
- Future Commercial Development (Ramona Road)
- Future Residential Densification (Conejo Road)

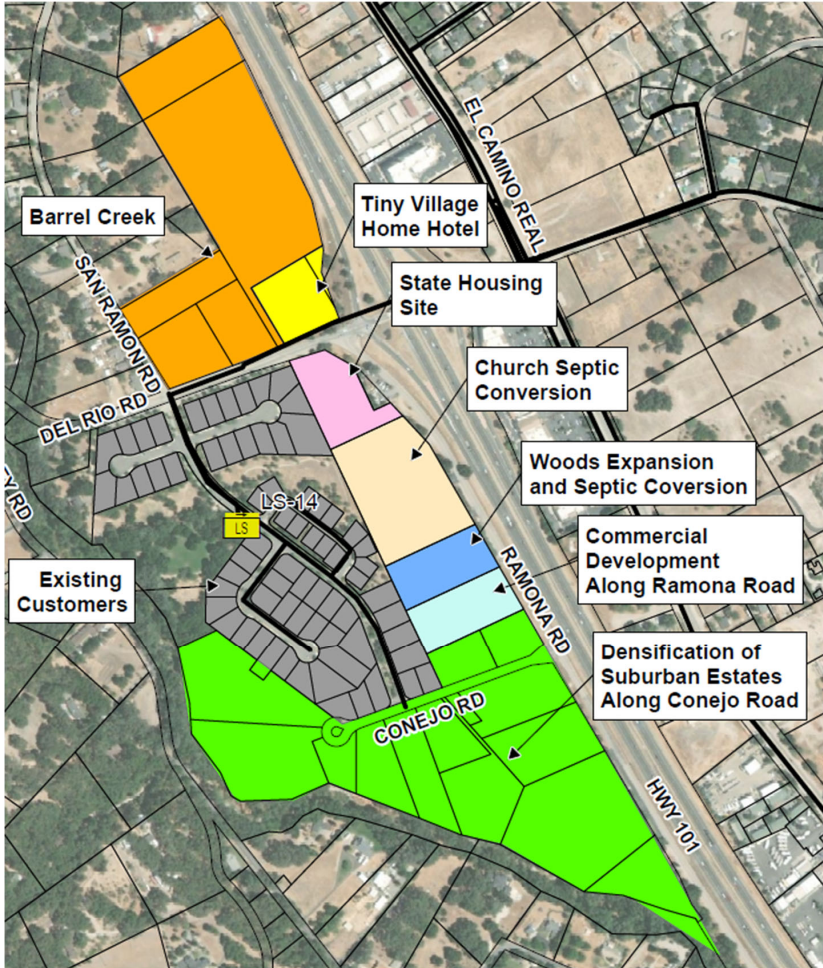
Capacity of both LS14 and the surrounding collection system were evaluated based on the following flow conditions as requested by the City:



- **Flow Scenario 1:** Existing flows from the Apple Valley Development
- **Flow Scenario 2:** Flow Scenario 1 plus City approved projects (Tiny Village Home Hotel and Woods Humane Society Expansion and Septic Conversion)
- **Flow Scenario 3:** Flow Scenario 2 plus Barrel Creek Phase 1, State Housing Site Development (65 units or 120 room hotel), and existing Father’s House Church Septic Conversion
- **Flow Scenario 4:** Flow Scenario 3 plus Barrel Creek Phase 2
- **Flow Scenario 5:** Flow Scenario 4 plus Barrel Creek Phase 3
- **Flow Scenario 6:** Flow Scenario 5 plus commercial development on Ramona Road and densification of surrounding residential parcels along Conejo Road

Figure 1-1 provides an overview of the existing LS14 sewershed (gray area) and the proposed development projects described above that will convey future flow to the lift station.

Figure 1-1: Lift Station 14 Sewershed





In addition to the LS14 review and surrounding sewershed, capacity of the existing 12-inch gravity sewer on El Camino Real from Del Rio Road to LS13 was evaluated based on the following flow conditions as requested by the City:

- **Flow Scenario 7:** Existing flows along El Camino Real to LS13 (includes existing LS14 pumped flow, but excludes LS1 pumped flow)
- **Flow Scenario 8:** Flow Scenario 7 plus Approved City Projects (Emerald Ridge, Emerald Court, Del Rio Ridge, Vacant RMF south of Del Rio Ridge, The Edge Commercial development, Hotel, Taco Bell, and Gas station)
- **Flow Scenario 9:** Flow Scenario 8 plus the Marketplace Development
- **Flow Scenario 10:** Flow Scenario 9 plus new LS14 flows including Barrel Creek development Phases 1-3 (excludes existing LS14 pumped flow)
- **Flow Scenario 11:** Flow Scenario 10 plus buildout flows from LS14 (commercial development on Ramona Road and densification of surrounding residential parcels along Conejo Road)

## 2. Background

The existing LS14 currently serves Tract 2495 Apple Valley development and is located West of Highway 101 at 1980 San Ramon Avenue. The lift station includes a 6-foot diameter circular concrete wet well, two 90 gpm Myers WG50 grinder pumps with 5 horsepower motors, a buried valve vault with above grade bypass connection, and a 2,200 foot long 4" C900 PVC force main.

As part of the LS13 Preliminary Design Report (PDR), MKN completed an initial capacity evaluation of LS14 and associated force main for estimating future flows to LS13. The LS14 Capacity Evaluation (MKN, 2022) identified existing and future flows to LS14; analyzed the capacity of existing LS14 wet well to serve a peak hour flow of 254 gpm; evaluated using the existing 4-inch force main or constructing a new 6-inch force main; and development of planning level costs for recommended facility improvements. Based on subsequent discussions with City staff, any future upgrade projects associated with LS14 will utilize the existing 4-inch force main.

## 3. Document Review

MKN utilized the following reports and project information to complete the capacity analysis for the gravity collection system and LS14 in order to prepare this technical memorandum:

- Infrastructure Review for City of Atascadero - Marketplace Development (MKN, 2022)
- City of Atascadero – Lift Station #14 Capacity Evaluation (MKN, 2022)
- Barrel Creek Mixed-Use Composite Utility Plans (RRM, 2021)
- City of Atascadero Wastewater Collection System Master Plan Update (MKN, 2015)
- Record drawings for Tract 2495 The Colony at Apple Valley (RTC, 2004)





#### 4. Project Overview

The Project will be located on the corner of Del Rio Road and San Ramon Road, west of Highway 101. The Project site is currently zoned Rural Suburban and is approximately 18 acres. The proposed development phases of the project is shown on **Table 4-1**.

| Table 4-1: Barrel Creek Mixed Use Development Phases |                  |             |          |
|--|------------------|-------------|----------|
| Phase  | Use Type         | Unit        | Quantity |
| 1  | Light industrial | Square Foot | 35,000   |
|  | Multi-Family     | Dwelling    | 40       |
|  | Hotel            | Room        | 120      |
|  | Restaurant       | Square Foot | 10,000   |
|  | Winery/Brewery   | Square Foot | 5,000    |
| 2  | Tiny Hotel       | Site        | 16       |
| 3  | Single Family    | Dwelling    | 20       |

#### 5. Existing and Future Flows

The following flow conditions were developed to evaluate capacity of the existing collection system including LS14 under existing and future flow requirements:

- **Average Daily Flow (ADF):** ADF is defined as total average wastewater flow
- **Peak Hour Flow (PHF):** PHF is defined as the maximum one-hour flow experienced by the collection system and is typically used as the basis for sizing collection system piping, lift stations, and force mains. Peak hour flow was estimated in this analysis using a peaking factor of 3.8 as defined in the City’s Wastewater Collection System Master Plan Update (MKN, 2015)

MKN evaluated the following flow scenarios (**Table 5-1**) as requested by the City to determine impacts on LS14 and the upstream collection system.



| Table 5-1: Existing and Future Flows to LS14 |             |               |                          |           |            |
|--|-------------|---------------|--------------------------|-----------|------------|
| Flow Type                                    | Unit Type   | Unit Quantity | Flow Factor (GPD X Unit) | ADF (GPM) | PHF (GPM)  |
| <b>Flow Scenario 1</b>                       |             |               |                          |           |            |
| Tract 2495                                   | Person      | 240           | 70                       | 12        | 54         |
| <b>Flow Scenario 2</b>                       |             |               |                          |           |            |
| Tiny Village Home Hotel                      | Site        | 22            | 240                      | 4         | 14         |
| Woods Humane Society Expansion               | Square Foot | 17,454        | 0.1                      | 1         | 5          |
| <b>Cumulative Subtotal</b>                   |             |               |                          | <b>17</b> | <b>73</b>  |
| <b>Flow Scenario 3</b>                       |             |               |                          |           |            |
| State Housing Site (Residential)             | Person      | 172           | 70                       | 8         | 32         |
| Church Septic Conversion                     | Septic Size | 2,800         | 1                        | 2         | 7          |
| BC Phase 1 Light industrial                  | Square Foot | 35,000        | 0.1                      | 2         | 9          |
| BC Phase 1 Multi-Family                      | Population  | 106           | 70                       | 5         | 20         |
| BC Phase 1 Hotel                             | Room        | 120           | 100                      | 8         | 32         |
| BC Phase 1 Restaurant                        | Square Foot | 10,000        | 0.1                      | 1         | 3          |
| BC Phase 1 Winery/Brewery                    | Square Foot | 5,000         | 0.1                      | 0.3       | 1          |
| <b>Cumulative Subtotal</b>                   |             |               |                          | <b>44</b> | <b>176</b> |
| <b>Flow Scenario 4</b>                       |             |               |                          |           |            |
| BC – Phase 2 Tiny Hotel                      | Site        | 16            | 240                      | 3         | 10         |
| <b>Cumulative Subtotal</b>                   |             |               |                          | <b>47</b> | <b>186</b> |
| <b>Flow Scenario 5</b>                       |             |               |                          |           |            |
| BC Phase 3 Single Family                     | Person      | 53            | 70                       | 3         | 10         |
| <b>Cumulative Subtotal</b>                   |             |               |                          | <b>49</b> | <b>196</b> |
| <b>Flow Scenario 6</b>                       |             |               |                          |           |            |
| Residential Densification (Conejo Road)      | Person      | 191           | 70                       | 9         | 35         |
| Commercial Development (Ramona Road)         | Square Foot | 87,120        | 0.1                      | 6         | 23         |
| <b>Cumulative Total</b>                      |             |               |                          | <b>65</b> | <b>254</b> |

In addition to the flow summaries shown above, **Table 5-2** identifies percent flow contribution from each proposed development project based on the total future flow to the lift station.

| Table 5-2: Sewer Flow Contribution to LS14 |  |            |                        |
|--|--|------------|------------------------|
| Flow Scenario                              | Flow Contributor                                 | PHF (gpm)  | % of Total Future Flow |
| 1  | Existing Flows                                   | 54         | 21%                    |
| 2  | Tiny Village Home Hotel                          | 14         | 5%                     |
|  | Woods Humane Sewer Expansion                     | 5          | 2%                     |
| 3  | State Housing Residential Project                | 32         | 13%                    |
|  | Church Septic Conversion                         | 7          | 3%                     |
|  | Barrel Creek Phase 1                             | <b>64</b>  | <b>25%</b>             |
| 4  | Barrel Creek Phase 2                             | <b>10</b>  | <b>4%</b>              |
| 5  | Barrel Creek Phase 3                             | <b>10</b>  | <b>4%</b>              |
| 6  | Densification of Urban Estates along Conejo Road | 35         | 14%                    |
|  | Commercial Development along Ramona Road         | 23         | 9%                     |
| <b>Total</b>                               |  | <b>254</b> | <b>100%</b>            |



As shown in **Table 5-2**, the Project will contribute approximately 33% of the total future wastewater flow to LS14.

## 6. Lift Station Evaluation

The existing LS14 was constructed in 2004 and **Table 6-1** provides a summary of the lift station facility equipment and force main.

| Lift Station Type           |          | Submersible         |
|-----------------------------|----------|---------------------|
| Pump Manufacturer           |          | Myers               |
| Number of Pumps             |          | 2                   |
| Horsepower (HP), each       |          | 5                   |
| Pump Type                   |          | Submersible Grinder |
| Date Pumps Rebuilt          |          | 2022                |
| Speed (rpm)                 |          | 3,450               |
| Motor Type                  |          | Constant Speed      |
| Existing Pump<br>Duty point | gpm      | 90                  |
|                             | TDH (ft) | 83                  |
| Wet well Construction       |          | Circular Concrete   |
| Wet well Diameter (ft)      |          | 6                   |
| Wet well Depth (ft)         |          | 17.5                |
| Force Main Material         |          | C900 PVC            |
| Force Main Diameter (in)    |          | 4                   |
| Force Main Length (ft)      |          | 2,200               |

The following sections provide an evaluation of LS14’s pumping capacity and available wet well volume to serve the future flow conditions identified in **Table 5-1**. As the City rehabilitates and/or designs new lift stations, operation staff are standardizing pump selections using Ebara solids handling submersible pumps. After evaluating pump data sheets provided by the Ebara and utilizing ANSI/HI 9.8-1998 standards for minimum clearances of a duplex pump system, the wet well is sufficiently sized to accommodate up to two 30 horsepower (HP) pumps.

### a. Pump Capacity Evaluation

The existing pumps at LS14 are 5 horsepower (Hp) Myers grinder pumps with a rated pumping capacity of 90 gpm. **Table 6-2** provides an evaluation of the existing lift station pump capacity to serve the proposed flow conditions (**Table 5-1**).

| Flow Scenario | PHF (gpm) | LS14 Pumping Capacity (gpm) | Pump Capacity (gpm) Surplus / (Deficit) |
|---------------|-----------|-----------------------------|---|
| 1             | 54        | 90                          | 36                                      |
| 2             | 73        | 90                          | 17                                      |
| 3             | 176       | 90                          | (86)                                    |
| 4             | 186       | 90                          | (96)                                    |
| 5             | 196       | 90                          | (106)                                   |
| 6             | 254       | 90                          | (164)                                   |



Based on **Table 6-2**, the existing pumps at LS14 could serve Flow Scenario No.2, which includes the Apple Valley Development flows, Tiny Village Home Hotel project, and Woods Humane Center Sewer Expansion only. Based on the size of the existing wet well, 30 HP submersible pumps would fit in the existing wet well and accommodate Flow Scenario 1 – 5 (up to 196 gpm). However, a new wet well and larger pumps (40 HP) will need to be installed to serve complete buildout (Flow Scenario 6) of the LS14 sewershed.

b. Wet Well Active Volume Evaluation

As noted in **Table 6-1**, the existing LS14 wet well is 6 feet in diameter, 17’-6” deep with a single 8-inch gravity pipeline entering the wet well from the east at approximately 11 feet below the top of the wet well. When evaluating or designing a new lift station the wet well active volume is reviewed to determine the most appropriate diameter and sizing. The wet well active volume is the volume between the “pump off” and “pump on” set points. The minimum recommended active volume for LS14 was determined using the following equation:

$$V_{min} = Q_p t / 4$$

Where  $V_{min}$  is the minimum active volume in gallons,  $Q_p$  is the rated capacity of a single pump in gallons per minute, and  $t$  is cycle time in minutes (the recommended minimum cycle time is 10 minutes). The maximum available active volume for the existing wet well is **582 gallons** (assuming a minimum pump submergence of 1.5 feet and a minimum of 2 feet below the gravity line invert). To evaluate the existing wet well, MKN calculated the required active volumes for each flow scenario identified **Table 5-1**:

| Table 6-3: Wet Well Active Volume Evaluation |           |                                 |                                  |  |
|--|-----------|---------------------------------|----------------------------------|--|
| Flow Scenario                                | PHF (gpm) | Required Pumping Capacity (gpm) | Required Active Volume (gallons) | Active Volume Surplus / (Deficit) (gallons) <sup>1</sup> |
| 1  | 54        | 90                              | 135                              | 447  |
| 2  | 73        | 90                              | 183                              | 399  |
| 3  | 176       | 196 <sup>2</sup>                | 440                              | 142  |
| 4  | 186       | 196 <sup>2</sup>                | 465                              | 117  |
| 5  | 196       | 196 <sup>2</sup>                | 490                              | 92   |
| 6  | 254       | 254 <sup>3</sup>                | 635                              | (53)   |

Notes:

- The maximum available active volume for the existing wet well is 582 gallons (assuming a minimum pump submergence of 1.5 feet and a minimum of 2 feet below the gravity line invert)
- Flow Scenarios 3 to 5 will require that the existing 5 HP pumps be upgraded to 30 HP pumps to serve future flow
- Flow Scenario 6 will require that the existing 30 HP pumps be upgraded to 40 HP pumps to serve buildout flow

To provide adequate pump clearance within the wet well per ANSI/HI 9.8-1998 standards and to provide sufficient active volume it will be necessary to upsize the wet well to a minimum 8-foot diameter structure to accommodate flow scenario 6.



## 7. Collection System Capacity Analysis

### a. Lift Station No. 14 Sewershed Gravity Sewer

MKN used the City’s existing SewerCAD hydraulic model to evaluate the capacity of the existing collection system upstream of LS14 to accommodate the existing and future flows. **Table 7-1** provides a summary of the flow conditions, flows, depth over diameter (d/D), and pipeline velocities.

| <b>Table 7-1: Lift Station No. 14 Collection System Evaluation</b> |                  |                     |                            |
|--|------------------|---------------------|----------------------------|
| <b>Flow Scenario</b>   | <b>PHF (gpm)</b> | <b>Pipe d/D (%)</b> | <b>Pipe Velocity (fps)</b> |
| 1  | 54               | 20                  | 3.0                        |
| 2  | 73               | 24                  | 3.4                        |
| 3  | 176              | 37                  | 4.4                        |
| 4  | 186              | 38                  | 4.5                        |
| 5  | 196              | 39                  | 4.5                        |
| 6  | 254              | 45                  | 4.9                        |

Notes: Per the City’s sewer design standards (March 2014) the acceptable d/D ratio for gravity pipeline is 50% at peak hour flow for 8-inch and smaller pipelines, with minimum pipe velocity of 2.0 per second (FPS), and maximum pipe velocity of 10.0 FPS

Based on the hydraulic analysis summarized in **Table 7-1**, there is sufficient capacity within the existing Apple Valley Development collection system to serve the future development projects identified in **Table 5-1** including the Barrel Creek Development.

### b. Existing El Camino Real Gravity Sewer

The capacity of the existing 12-inch gravity sewer on El Camino Real from Del Rio Road (where LS14 contributes flow) to Lift Station No. 13 was evaluated using the following future flow values (**Table 7-2**).



| Table 7-2: Sewer Flow Contribution to El Camino Real Sewer   |  |                         |                              |
|--|--|-------------------------|------------------------------|
| Flow Scenario  | Description                                      | PHF (gpm)               | Percent of Total Future Flow |
| 7  | Existing flow along El Camino Real               | 334                     | 38%                          |
|  | Existing pumped flow from Lift Station No. 14    | 90                      | 10%                          |
| 8  | Emerald Ridge 2705 El Camino Real (ECR)          | 84                      | 10%                          |
|  | Emerald Court (2505 ECR)                         | 5                       | 1%                           |
|  | Del Rio Ridge (2455 ECR – 42 units)              | 21                      | 2%                           |
|  | Vacant RMF (2453 ECR – 50 units)                 | 24                      | 3%                           |
|  | Edge Commercial Development (2470 ECR)           | 5                       | 1%                           |
|  | 1375 ECR – 10 units                              | 5                       | 1%                           |
|  | Hotel (1800 ECR)                                 | 32                      | 4%                           |
|  | Taco Bell (1920 ECR)                             | 2                       | <1%                          |
|  | Gas station (1860 ECR)                           | 1                       | <1%                          |
|  | 9  | Marketplace Development | 70                           |
| 10   | Tiny Village Home Hotel                          | 14                      | 2%                           |
|  | Woods Humane Sewer Expansion                     | 5                       | 1%                           |
|  | State Housing Residential Project                | 32                      | 4%                           |
|  | Church Septic Conversion                         | 7                       | 1%                           |
|  | Barrel Creek Phase 1                             | 64                      | 7%                           |
|  | Barrel Creek Phase 2                             | 10                      | 1%                           |
|  | Barrel Creek Phase 3                             | 10                      | 1%                           |
| 11   | Densification of Urban Estates along Conejo Road | 35                      | 4%                           |
|  | Commercial Development along Ramona Road         | 23                      | 3%                           |
| <b>Total</b>   |  | <b>873</b>              | <b>100</b>                   |
| Notes:   |  |                         |                              |
| <ol style="list-style-type: none"> <li>Existing gravity flows (Scenario 7) exclude pumped flow from Lift Station No. 1 (LS1) since discussions with City wastewater staff indicated that LS1 operates for three to four minutes when discharging to the gravity sewer in El Camino Real</li> <li>For Scenarios 10 and 11, the existing pumped flow from LS14 (90) is included with the future pumped flow from the new LS14</li> </ol> |  |                         |                              |

As shown in **Table 7-2**, the Barrel Creek Development will contribute approximately 9% of the future wastewater flow to the existing collection system along El Camino Real. **Table 7-3** provides a summary of the capacity evaluation, using the City’s SewerCAD model, for the five flow scenarios described in **Table 7-2**. For each scenario, the depth over diameter (d/D) was identified.



**Table 7-3: El Camino Real Collection System Evaluation**

| Model Pipe ID | Diameter (in) | Flow Scenario 7 | Flow Scenario 8 | Flow Scenario 9 | Flow Scenario 10 | Flow Scenario 11 |
|---------------|---------------|-----------------|-----------------|-----------------|------------------|------------------|
|               |               | d/D (%)         | d/D (%)         | d/D (%)         | d/D (%)          | d/D (%)          |
| 1640          | 8             | 38              | 39              | 39              | 52               | 58               |
| 2252          | 8             | 48              | 55              | 56              | 66               | 70               |
| 2145          | 12            | 41              | 51              | 54              | 60               | 63               |
| 2737          | 12            | 53              | 66              | 71              | 79               | 83               |
| 1966          | 12            | 52              | 65              | 69              | 77               | 81               |
| 2011          | 12            | 41              | 51              | 54              | 60               | 63               |
| 1681          | 12            | 40              | 64              | 69              | 78               | 84               |
| 2495          | 12            | 52              | 64              | 69              | 78               | 84               |
| 2678          | 12            | 52              | 48              | 51              | 56               | 58               |
| 2078          | 12            | 41              | 49              | 52              | 56               | 59               |
| 1427          | 12            | 51              | 63              | 67              | 74               | 78               |
| 2136          | 12            | 54              | 67              | 73              | 81               | 86               |
| 2054          | 12            | 41              | 49              | 52              | 56               | 58               |
| 2072          | 12            | 29              | 35              | 37              | 40               | 42               |
| 2687          | 12            | 34              | 41              | 44              | 47               | 49               |
| 2726          | 12            | 33              | 39              | 42              | 45               | 47               |
| 2742          | 12            | 44              | 54              | 58              | 63               | 66               |
| 1309          | 12            | 44              | 52              | 54              | 58               | 60               |
| 2051          | 12            | 35              | 42              | 45              | 48               | 50               |
| 2876          | 12            | 37              | 43              | 45              | 48               | 50               |

Notes:

- Scenarios 7 - 11 exclude pumped flow from Lift Station No. 1 (LS1) since discussions with City wastewater staff indicated that LS1 operates for three to four minutes when discharging to the gravity sewer in El Camino Real and would have marginal impacts to capacity during peak hour conditions
- For Scenarios 10 and 11, the existing pumped flow from LS14 was excluded since those flows were replaced by the new LS14 flows
- Red highlighted cells indicate pipe segments that exceed the City's 75% d/D design criteria for gravity sewers 10-inch and larger

During flow scenarios 7 through 9 the d/D within the existing 8-inch on Del Rio Road (point of connection from LS14 force main) and the 12-inch gravity sewer pipeline along El Camino Real from Del Rio Road to LS13 was below the City's design criteria for gravity sewer pipeline.

For flow scenario 9, the d/D increases to 77% - 81% within several pipe segments along El Camino Real. With the full buildout flow of the LS14 sewershed (Scenario 11), the d/D increases from 81% to 86% within several pipe segments along El Camino Real.

A segment of the 12-inch pipeline on El Camino Real near Santa Cruz Road, has an existing pipe velocity of 10.0 feet per second (fps) due to a significant grade change (8%). Pipeline velocities within this segment increase to 12.2 fps during future flow conditions. **Attachment 2** includes detailed model results and pipeline hydraulic grade profile along the existing pipeline flow path from the project site to LS13.



8.

## 8. Phased Lift Station Improvement Plan

Based on the existing conditions and anticipated future flows to LS14, MKN has developed a two phase improvement plan to serve future flow to LS14. Phase 1 would include upsizing the existing lift station pumps and electrical gear to accommodate flows through Flow Scenario 5. Phase 2 will require a new lift station including a larger wet well, pumps, and electrical gear to accommodate Flow Scenario 6 (total future flows).

**Table 8-3** provides a summary of the “trigger points” for upgrading the major equipment at LS14 to accommodate existing and future flow conditions.

| Table 8-3: LS14 Trigger Points for Improvements |                           |            |           |          |
|---|---------------------------|------------|-----------|----------|
| Flow Scenario                                   | Lift Station Improvements |            |           |          |
|   | Pumps                     | Electrical | Generator | Wet Well |
| 1   | –                         | –          | –         | –        |
| 2   | –                         | –          | –         | –        |
| 3   | X                         | X          | X         | –        |
| 4   | –                         | –          | –         | –        |
| 5   | –                         | –          | –         | –        |
| 6   | X                         | X          | X         | X        |

Notes:  
 1. “X” = required improvement  
 2. “–” = no improvement required

### a. Phase 1 Recommended Improvements

As identified in **Table 6-2**, new submersible pumps will be required prior to Flow Scenario 3 (Barrel Creek Mixed Use Phase 1, State Housing Site (Residential), and Church septic conversion). Since the increase in flow from Flow Scenario 3 through Flow Scenario 5 is marginal (20 gpm), it is recommended that 30 HP pumps rated for 196 gpm be installed to serve Flow Scenarios 3 through 5. The Phase 1 recommended improvements include the following:

- Install new 30 HP submersible pumps and associated piping improvements
- Install new wet well roof and hatch
- Install new Motor Control Center (MCC), Variable Frequency Drives (VFDs), and upgrade controls
- Install new emergency generator, propane tank and associated piping
- Bypass pumping during construction





Table 8-1 provides an opinion of probable construction cost for the recommended Phase 1 improvements.

| Table 8-1: LS14 Phase 1 Improvements Cost Estimate   |          |      |            |                  |
|--|----------|------|------------|------------------|
| Description  | Quantity | Unit | Unit Price | Cost             |
| Submersible Pumps, 30-HP motors  | 2        | EA   | \$75,000   | \$150,000        |
| Wet Well and Piping Improvements   | 1        | LS   | \$35,000   | \$35,000         |
| Electrical and Controls <sup>1</sup>   | 1        | LS   | \$105,000  | \$105,000        |
| Emergency Generator, Propane Tank and Associated Piping  | 1        | LS   | \$145,000  | \$145,000        |
| Bypass Pumping   | 1        | LS   | \$30,000   | \$30,000         |
| <b>Subtotal</b>  |          |      |            | <b>\$480,000</b> |
| Administration & Design (30%)  |          |      |            | \$144,000        |
| Construction Contingency (30%)   |          |      |            | \$144,000        |
| <b>Total</b>   |          |      |            | <b>\$768,000</b> |
| Notes:   |          |      |            |                  |
| <ol style="list-style-type: none"> <li>1. Electrical evaluation of existing service required to fully determine anticipated costs</li> <li>2. Costs rounded to the nearest \$1,000</li> <li>3. Engineering and administration costs estimated at 30% and construction contingency estimated at 30%</li> <li>4. Construction cost opinions were developed in September 2022. Use 20-Cities ENR CCI September 2022 = 13173.43 to escalate estimated cost to present value</li> </ol> |          |      |            |                  |

It is our understanding that the City has a pending project to place permanent standby power at several lift stations throughout the City including LS14. Depending on the timing of that project, the standby power equipment should be sized to accommodate future upsizing of the lift station as described in this report.

b. Phase 2 Recommended Improvements

To serve the ultimate buildout flow conditions to LS14 (Flow Scenario 6), larger pumps, a new wet well, and additional site improvements will be required. The Phase 2 recommended improvements include the following:

- Replacement of 30-Hp submersible pumps with 40-Hp pumps and associated piping upgrades
- Remove and replaced existing wet well with minimum 8’ diameter wet well
- Pipeline connection improvements
- Install new MCC, VFDs, and upgrade controls
- Upsize the emergency generator
- Bypass pumping during construction



Table 8-2 provides an opinion of probable construction cost for the recommended Phase 2 improvements.

| Table 8-2: LS14 Phase 2 Improvements Cost Estimate  |          |      |            |                    |
|---|----------|------|------------|--------------------|
| Description   | Quantity | Unit | Unit Price | Cost               |
| Submersible Pumps, 40-HP motors   | 2        | EA   | \$105,000  | \$210,000          |
| New 8-foot Wet Well and Piping Improvements   | 1        | LS   | \$175,000  | \$175,000          |
| Electrical and Controls <sup>1</sup>  | 1        | LS   | \$140,000  | \$140,000          |
| Emergency Generator, Propane Tank and Associated Piping <sup>2</sup>  | 1        | LS   | \$60,000   | \$60,000           |
| Bypass Pumping  | 1        | LS   | \$50,000   | \$50,000           |
| <b>Subtotal</b>   |          |      |            | <b>\$635,000</b>   |
| Administration & Design (30%)   |          |      |            | \$191,000          |
| Construction Contingency (30%)  |          |      |            | \$191,000          |
| <b>Total</b>  |          |      |            | <b>\$1,017,000</b> |
| Notes:  |          |      |            |                    |
| 1. Electrical evaluation of existing service required to fully determine anticipated costs  |          |      |            |                    |
| 2. Assumes propane tank and piping can be re-utilized from Phase 2  |          |      |            |                    |
| 3. Costs rounded to the nearest \$1,000   |          |      |            |                    |
| 4. Engineering and administration costs estimated at 30% and construction contingency estimated at 30%  |          |      |            |                    |
| 5. Construction cost opinions were developed in September 2022. Use 20-Cities ENR CCI September 2022 = 13173.43 to escalate estimated cost to present value |          |      |            |                    |

## 9. Conclusion

The existing lift station will require capacity improvements to accommodate the Barrel Creek Mixed-Use Project and other planned developments that will flow to the facility. The following are the conclusions from this analysis:

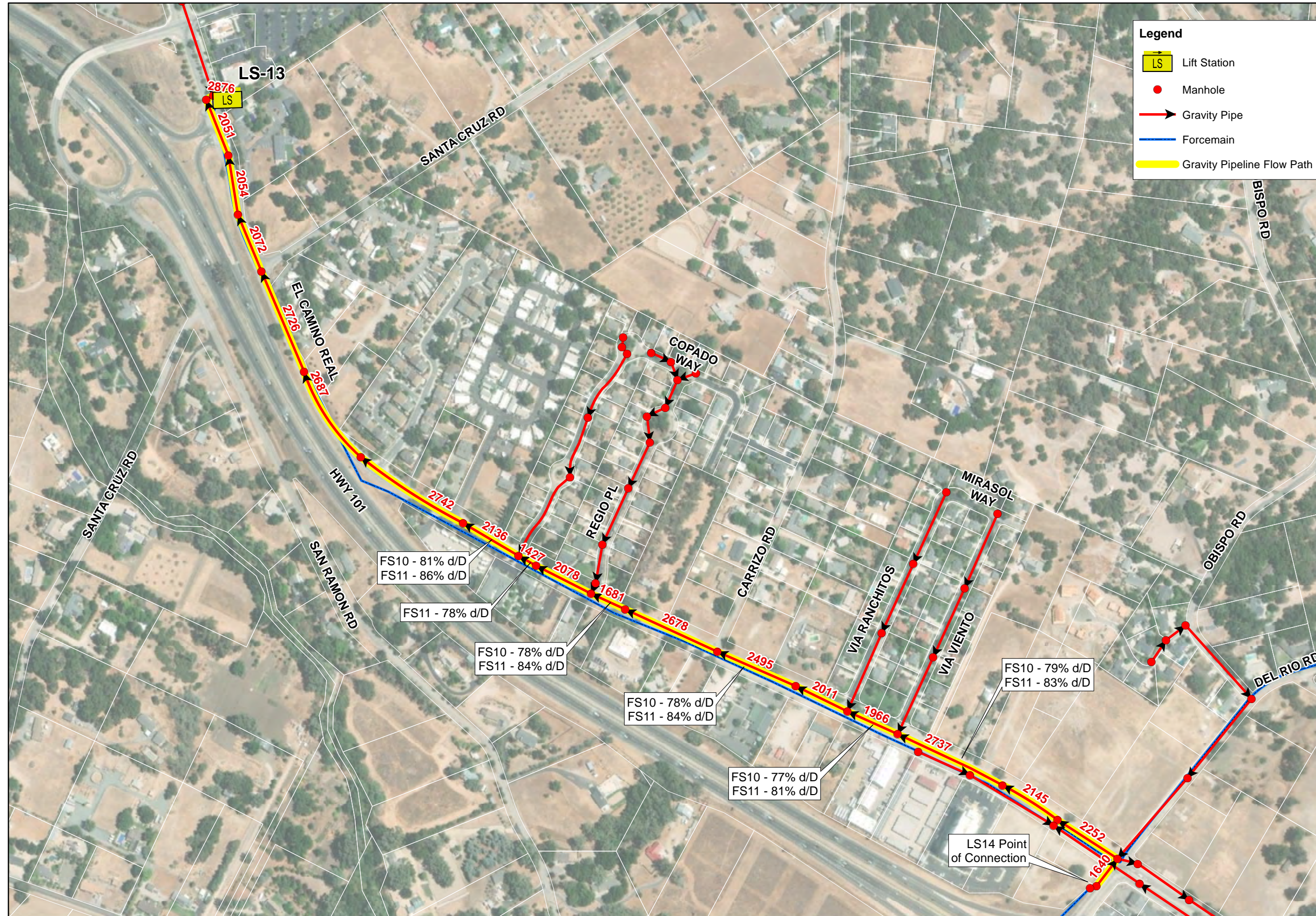
- The Barrel Creek Mixed-Use Project will contribute approximately 33% of the total future wastewater flow to LS14
- The existing LS14 pumping capacity will be deficient when development associated with Flow Scenario 3 (Barrel Creek Mixed-Use Phase 1) connects to the collection system
- The existing wet well can accommodate submersible pumps up to 30 HP
- 30 HP pumps will accommodate future flows up to Flow Scenario 5 (Barrel Creek Mixed-Use Phases 2 and 3)
- Larger (40 HP) pumps and a new 8-foot diameter wet well (minimum) will be required to serve build out of the LS14 sewershed (Flow Scenario 6)
- There is sufficient capacity within the existing Apple Valley collection system to serve the anticipated future flows to LS14 (Table 5-1)
- It is recommended that a preliminary design report be prepared to fully define the requirements of the lift station improvements including an electrical evaluation to further develop anticipated costs

### Attachments:

Attachment 1 – Downstream Wastewater Flow Path Map

Attachment 2 – Wastewater Model Results





**Legend**

- LS Lift Station
- Manhole
- Gravity Pipe
- Forcemain
- ▬ Gravity Pipeline Flow Path

**Infrastructure Review  
 for City of  
 Atascadero -  
 Barrel Creek  
 Development**

Attachment 1:  
 Downstream  
 Wastewater Flow  
 Path Map



Scale: NTS





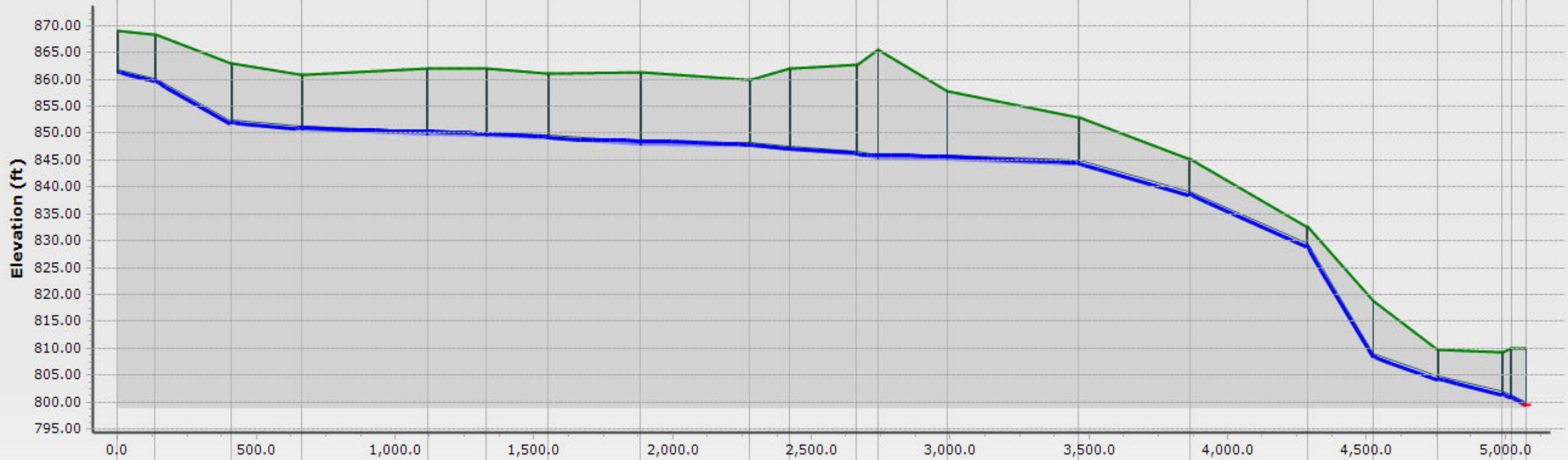
**Wastewater Model Result  
 d/D and Velocity Summary**

Date: 12/14/2022  
 Project Name: Barrel Creek Development

| Model Pipe ID | Diameter (in) | Length (ft) | Slope (%) | Flow Scenario 7 |                 |         | Flow Scenario 8 |                 |         | Flow Scenario 9 |                 |         | Flow Scenario 10 |                 |         | Flow Scenario 11 |                 |         |
|---------------|---------------|-------------|-----------|-----------------|-----------------|---------|-----------------|-----------------|---------|-----------------|-----------------|---------|------------------|-----------------|---------|------------------|-----------------|---------|
|               |               |             |           | Flow (gpm)      | Velocity (ft/s) | d/D (%) | Flow (gpm)      | Velocity (ft/s) | d/D (%) | Flow (gpm)      | Velocity (ft/s) | d/D (%) | Flow (gpm)       | Velocity (ft/s) | d/D (%) | Flow (gpm)       | Velocity (ft/s) | d/D (%) |
| 1640          | 8             | 134         | 0.012     | 134             | 3.7             | 38      | 134             | 3.7             | 39      | 134             | 3.7             | 39      | 240              | 4.3             | 52      | 298              | 4.6             | 58      |
| 2252          | 8             | 277         | 0.029     | 140             | 5.1             | 48      | 143             | 5.1             | 55      | 143             | 5.1             | 56      | 249              | 6.0             | 66      | 307              | 6.4             | 70      |
| 2145          | 12            | 252         | 0.005     | 372             | 3.5             | 41      | 546             | 3.9             | 51      | 581             | 4.0             | 54      | 687              | 4.1             | 60      | 745              | 4.2             | 63      |
| 2737          | 12            | 453         | 0.002     | 373             | 2.5             | 53      | 547             | 2.7             | 66      | 618             | 2.8             | 71      | 724              | 2.9             | 79      | 782              | 3.0             | 83      |
| 1966          | 12            | 214         | 0.001     | 393             | 1.5             | 52      | 567             | 1.6             | 65      | 638             | 1.8             | 69      | 744              | 2.1             | 77      | 802              | 2.3             | 81      |
| 2011          | 12            | 223         | 0.003     | 401             | 2.8             | 41      | 575             | 3.0             | 51      | 646             | 3.1             | 54      | 752              | 3.2             | 60      | 810              | 3.3             | 63      |
| 1681          | 12            | 146         | 0.004     | 404             | 3.4             | 40      | 578             | 3.5             | 64      | 649             | 3.6             | 69      | 755              | 3.7             | 78      | 813              | 3.8             | 84      |
| 2495          | 12            | 332         | 0.004     | 404             | 3.2             | 52      | 578             | 1.6             | 64      | 649             | 1.8             | 69      | 755              | 2.1             | 78      | 813              | 2.3             | 84      |
| 2678          | 12            | 393         | 0.001     | 404             | 1.6             | 52      | 583             | 3.8             | 48      | 654             | 3.9             | 51      | 760              | 4.0             | 56      | 818              | 4.1             | 58      |
| 2078          | 12            | 239         | 0.004     | 416             | 3.2             | 41      | 595             | 3.6             | 49      | 666             | 3.7             | 52      | 772              | 3.8             | 56      | 830              | 3.9             | 59      |
| 1427          | 12            | 78          | 0.008     | 423             | 4.4             | 51      | 602             | 4.8             | 63      | 673             | 4.9             | 67      | 779              | 5.1             | 74      | 837              | 5.2             | 78      |
| 2136          | 12            | 249         | 0.001     | 423             | 1.8             | 54      | 602             | 1.9             | 67      | 673             | 1.9             | 73      | 779              | 2.2             | 81      | 837              | 2.4             | 86      |
| 2054          | 12            | 233         | 0.018     | 424             | 5.7             | 41      | 603             | 6.3             | 49      | 674             | 6.5             | 52      | 780              | 6.8             | 56      | 838              | 6.9             | 58      |
| 2072          | 12            | 238         | 0.086     | 424             | 10.0            | 29      | 603             | 11.0            | 35      | 674             | 11.4            | 37      | 780              | 11.9            | 40      | 838              | 12.2            | 42      |
| 2687          | 12            | 401         | 0.014     | 424             | 5.3             | 34      | 603             | 5.8             | 41      | 674             | 6.0             | 44      | 780              | 6.2             | 47      | 838              | 6.4             | 49      |
| 2726          | 12            | 423         | 0.023     | 424             | 6.2             | 33      | 603             | 6.9             | 39      | 674             | 7.1             | 42      | 780              | 7.4             | 45      | 838              | 7.5             | 47      |
| 2742          | 12            | 473         | 0.002     | 424             | 2.6             | 44      | 603             | 2.8             | 54      | 674             | 2.9             | 58      | 780              | 3.0             | 63      | 838              | 3.0             | 66      |
| 1309          | 12            | 32          | 0.019     | 425             | 5.8             | 44      | 604             | 6.4             | 52      | 675             | 6.6             | 54      | 781              | 6.9             | 58      | 839              | 7.0             | 60      |
| 2051          | 12            | 232         | 0.012     | 425             | 5.0             | 35      | 604             | 5.5             | 42      | 675             | 5.7             | 45      | 781              | 5.9             | 48      | 839              | 6.0             | 50      |
| 2876          | 12            | 54          | 0.026     | 544             | 7.0             | 37      | 723             | 7.6             | 43      | 794             | 7.8             | 45      | 900              | 8.1             | 48      | 958              | 8.2             | 50      |

| Legend |   |
|--------|---|
| #      | Point of Connection   |
| #      | Pipeline velocity over 10.0 feet per second during PHF conditions                       |
| #      | Existing Pipeline with diameters >= 10 inches that exceed 75% d/D during PHF conditions |

### Profile - 16 - FS11



|                    |                 |               |               |                |                 |                |               |            |              |             |               |               |               |               |               |               |               |            |            |
|--------------------|-----------------|---------------|---------------|----------------|-----------------|----------------|---------------|------------|--------------|-------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|------------|------------|
| ID\Label           | 1640 \ 992      | 252 \ 991     | 2145 \ 1518   | 2737 \ 640     | 1966 \ 606      | 2011 \ 1268    | 2495 \ 451    | 2678 \ 885 | 1681 \ 1327  | 2078 \ 1427 | 13186 \ 275   | 2742 \ 650    | 2687 \ 184    | 2726 \ 692    | 2072 \ 227    | 2054 \ 728    | 2051 \ 1408   | 1408 \ 612 | 1607       |
| Link Length (ft)   | 134.3           | 276.9         | 251.8         | 452.5          | 214.0           | 223.1          | 331.6         | 393.1      | 145.5        | 238.9       | 78.3          | 249.2         | 473.4         | 400.5         | 423.3         | 237.5         | 233.0         | 232.3      | 3158.1     |
| Size (in)\Material | 8.0 \ PVC       | 8.0 \ PVC     | 12.0 \ PVC    | 12.0 \ PVC     | 12.0 \ PVC      | 12.0 \ PVC     | 12.0 \ PVC    | 12.0 \ PVC | 12.0 \ PVC   | 12.0 \ PVC  | 12.0 \ PVC    | 12.0 \ PVC    | 12.0 \ PVC    | 12.0 \ PVC    | 12.0 \ PVC    | 12.0 \ PVC    | 12.0 \ PVC    | 12.0 \ PVC | 12.0 \ PVC |
| Flow (gpm)         | 298             | 307           | 745           | 782            | 802             | 810            | 813           | 813        | 818          | 830         | 837           | 837           | 838           | 838           | 838           | 838           | 838           | 839        | 8358       |
| Slope (ft/ft)      | 0.012           | 0.029         | 0.005         | 0.002          | 0.001           | 0.003          | 0.004         | 0.001      | 0.004        | 0.004       | 0.008         | 0.001         | 0.002         | 0.014         | 0.023         | 0.086         | 0.018         | 0.012      | 0.0126     |
| ID\Label           | 2689 \ R-ELC-19 | 70 \ R-ELC-13 | 2146 \ MH-120 | 969 \ R-ELC-11 | 1582 \ R-ELC-12 | 947 \ R-ELC-10 | 989 \ R-ELC-9 | 1682 \ 988 | 78 \ R-ELC-8 | 987 \ 142   | 1407 \ MH-386 | 386 \ R-ELC-6 | 985 \ R-ELC-5 | 984 \ R-ELC-4 | 983 \ R-ELC-3 | 978 \ R-ELC-2 | 986 \ R-ELC-1 | 124 \ 300  | 124 \ 300  |
| Ground (ft)        | 869.00          | 868.40        | 862.83        | 860.82         | 862.00          | 862.00         | 861.08        | 861.24     | 860.00       | 861.97      | 862.48        | 857.75        | 852.94        | 845.14        | 832.53        | 818.94        | 809.63        | 809.63     | 809.63     |
| Invert (ft)        | 861.00          | 859.43        | 851.50        | 850.22         | 849.32          | 849.21         | 848.65        | 847.45     | 847.20       | 846.56      | 845.00        | 844.81        | 843.86        | 838.14        | 828.53        | 808.00        | 803.83        | 803.83     | 803.83     |
| Station (ft)       | 0.0             | 134.3         | 411.2         | 663.0          | 1115.5          | 1329.5         | 1552.6        | 1884.2     | 2277.4       | 2422.9      | 2661.4        | 2740.0        | 2989.2        | 3462.7        | 3863.2        | 4286.5        | 4524.0        | 4757.0     | 4989.2     |

**Figure 8 – Traffic Impact Study**

See Following

# Barrel Creek

## Transportation Impact Study

**Prepared For: RRM Design Group**

Central Coast Transportation Consulting  
895 Napa Avenue, Suite A-6  
Morro Bay, CA 93442  
(805) 316-0101

September 2022



## Executive Summary

This study evaluates the potential transportation impacts of the proposed Barrel Creek project in the City of Atascadero. The project includes 35,000 square feet (s.f.) of light industrial space, 20 single-family residential dwelling units, 40 multifamily residential dwelling units, a 120-room hotel, 10,000 s.f. of restaurant space, 5,000 s.f. of winery/brewery space, and 16 recreational vehicle sites. The following sections summarize the deficiencies and recommendations detailed in this report.

**Intersection Operations:** The study intersections operate acceptably under Existing Plus Project Conditions except at the Del Rio Road/Ramona Road (#2) intersection where the 95th percentile queue would block the Ramona Road intersection. The project increases the queue by less than one vehicle, the average queue would not block Ramona Road, and Ramona Road carries low volumes. Therefore, under Existing Plus Project conditions the queue blockage would be infrequent and would affect few drivers. Do Not Block Intersection Markings per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 3B.17 could be considered to address this infrequent blockage.

Under Existing Plus Approved Plus Project Conditions, the Del Rio Road/El Camino Real (#5) intersection does not operate acceptably and the following improvements are recommended:

- Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,
- Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,
- Modify the southbound and northbound left turns to protected-permissive phasing,
- Add overlap phasing to the southbound right turn pocket currently under construction,
- Replace eight-inch traffic signal heads with 12-inch heads,
- Install yellow reflective tape on all backplates,
- Install new signage and replace non-reflective signs, and
- Optimize signal timings including updating pedestrian and yellow clearance times.

The improvements at Del Rio Road/El Camino Real (#5) are a condition of approval the Del Rio Marketplace project prior to occupancy. The Barrel Creek project does not trigger these improvements.

In addition, the following improvements are recommended under Cumulative Conditions:

- Del Rio Road/Ramona Road (#2): Realign Ramona Road approximately 200 feet west of the existing location to provide greater separation from the US 101 Southbound Ramps.
- Del Rio Road/US 101 Southbound Ramps (#3): Construct an eastbound right turn lane and optimize the coordinated signal timing with the Northbound Ramps.
- Del Rio Road/US 101 Northbound Ramps (#4): Construct a westbound right turn lane and optimize the coordinated signal timing with the Southbound Ramps.

Signal head, signage, and pedestrian push button upgrades as well as reflective tape on backplates are recommended for all traffic signal modifications.

The improvements recommended under Existing Plus Approved Plus Project at the Del Rio Road/El Camino Real (#5) intersection operate at level of service (LOS C) under Cumulative Conditions with



the addition of project traffic. No traffic signal coordination or restriping of the northbound approach are required for acceptable queuing.

The improvements above have previously been identified in recent planning documents and traffic studies. However, the eastbound right turn lane at Del Rio Road/US 101 Southbound Ramps (#3) was not identified in the *Del Rio Specific Plan Amendment Traffic Analysis* (W-Trans, August 2020) and is not needed under Cumulative No Project Conditions for acceptable queuing.

We recommend the project make a fair share contribution towards the cost of these improvements. The project's fair share contribution is summarized at the end of this report.

***Site Access and On-Site Circulation Recommendations:***

The following summarizes the key site plan (provided as **Figure 2**) concepts and recommendations:

- Full access is proposed on San Ramon Road to serve the single-family residences. Only emergency access will be provided between the single-family residences and the remainder of the project.
- The site access on Del Rio Road is located between San Ramon Road and the Tiny Home driveway/future Ramona Road realignment and full access is proposed.
- A network of project frontage sidewalks and internal sidewalks are proposed. We recommend a pedestrian crossing of Street A to connect Del Rio Road to the commercial land uses.
- No mid-block pedestrian crossings are recommended on Del Rio Road. A crosswalk is proposed on the east side of the San Ramon Road intersection. If installed, we recommend the crosswalk be supplemented with ladder striping and pedestrian warning signage (W11-2 and W16-7P). A rectangular rapid flashing beacon (RRFB) could also be considered.

***Vehicle Miles Traveled:*** The project's residential VMT per capita and office VMT per employee would be below OPR and SLOCOG's recommended thresholds of 15 percent below the regional average. The project would have a less-than-significant impact to VMT.

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## 1.0 Introduction

This study evaluates the potential transportation impacts of the proposed Barrel Creek project in the City of Atascadero. The project includes 35,000 square feet (s.f.) of light industrial space, 20 single-family residential dwelling units, 40 multifamily residential dwelling units, a 120-room hotel, 10,000 s.f. of restaurant space, 5,000 s.f. of winery/brewery space, and 16 recreational vehicle sites.

The project location and study intersections are shown on **Figure 1**. The project site plan is shown on **Figure 2**.

The following intersections were analyzed during the weekday PM peak hour:

1. Del Rio Road/San Ramon Road
2. Del Rio Road/Ramona Road
3. Del Rio Road/US 101 Southbound Ramps
4. Del Rio Road/US 101 Northbound Ramps
5. Del Rio Road/El Camino Real

The level of service (LOS) and queuing are reported for each of the study intersections. The intersections were evaluated under the following scenarios:

- **Existing Conditions** reflects recent traffic counts and the existing transportation network.
- **Existing Plus Approved Conditions** adds approved projects to existing traffic volumes.
- **Existing Plus Approved Plus Project** adds Project-generated traffic to the Existing Plus Approved Conditions volumes.
- **Cumulative Conditions** represents future traffic conditions reflective of the buildout of land uses in the area, not including the proposed Project.
- **Cumulative Plus Project** represents future traffic conditions reflective of the buildout of land uses in the area, including the proposed Project.

Each scenario is described in more detail in the appropriate chapter.

### 1.1 BACKGROUND

The project would develop a portion of the northwest quadrant (known as the ‘Church site’) of the US 101/Del Rio Road interchange. Past studies identified the need for new roundabouts along Del Rio Road to accommodate traffic from the Walmart project and other area development. The withdrawal of the Walmart project enabled identification of smaller and less costly improvements to maintain traffic flows and acceptable operations.

#### 1.1.1 Del Rio Road Interchange Traffic Analysis

The *Del Rio Road/US 101 Interchange Traffic Sensitivity Analysis* (W-Trans, March 2020) was prepared to evaluate multiple land use alternatives and their potential impacts to the Del Rio Road/US 101 interchange. This analysis resulted in the abandonment of the roundabout concept in favor of lower cost improvements to the signalized intersections along the corridor. Mitigation 1 would add a westbound right turn lane to the Del Rio Road/US 101 NB Ramps and Mitigation 2 would retime the signals and modify the Del Rio Road/El Camino Real intersection to construct a southbound right turn lane and provide more efficient signal phasing. Combined, these two mitigations would result in acceptable operations under the most intensive likely scenario.

Scenario 8c was identified as the most intensive likely scenario. On the Church site, this scenario included 120 single-family dwelling units, a 120-room hotel, a 36,000 s.f. business park, 7,000 s.f. of retail uses, a 5,000 s.f. brewery, and a 2,500 s.f. restaurant. A trip generation comparison between this development scenario and the proposed Barrel Creek project is provided in the Existing Plus Project Conditions section of this report.

### **1.1.2 Del Rio Commercial Area Specific Plan**

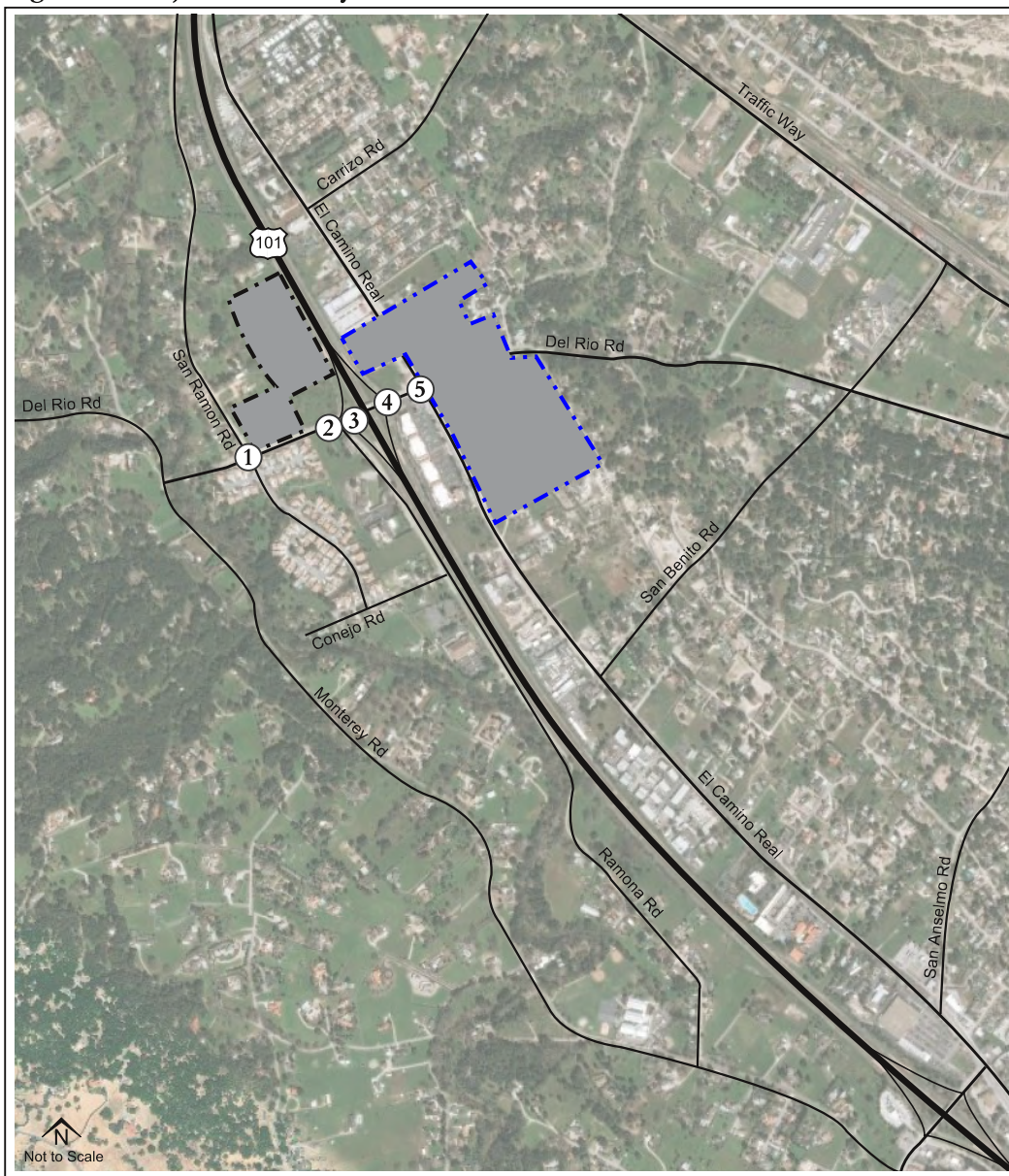
The proposed project is located near the Del Rio Commercial Area Specific Plan. The Specific Plan was recently amended to accommodate the withdrawal of the Walmart project and interest in alternative land uses. The amendment and Final Environmental Impact Report (FEIR) Addendum were supported by the *Del Rio Specific Plan Amendment Traffic Analysis* (W-Trans, August 2020) that describes existing and future traffic operations along Del Rio Road. This analysis (Scenario 9a) reflects future conditions with six additional houses on the Church site (not the Barrel Creek project as currently envisioned or as evaluated in the interchange analysis described above).

The traffic analysis identifies two phases of mitigations, effectively the same as Mitigation 1 and 2 described above in the Del Rio Road Interchange Traffic Analysis section, that can accommodate the planned growth with acceptable traffic operations. It also concludes that a large regional retail project on the Walmart site would require widening the Del Rio Road overcrossing.

Since the amendment, additional information about project development east of El Camino Real has been received from applicants. In May 2021, CCTC prepared the *Del Rio Ranch Transportation Impact Study* for the former Walmart site south of Del Rio Road. The proposed project's land uses included light industrial, multi-family dwellings, RV campsites, a hotel, a conference center, an amphitheater, and a small shopping center.

In March 2022, CCTC prepared the *Del Rio Marketplace Draft Transportation Impact Study* which evaluates a grocery store and associated uses. The trip generation was higher than analyzed in the amended Specific Plan.

Figure 1: Project and Study Locations



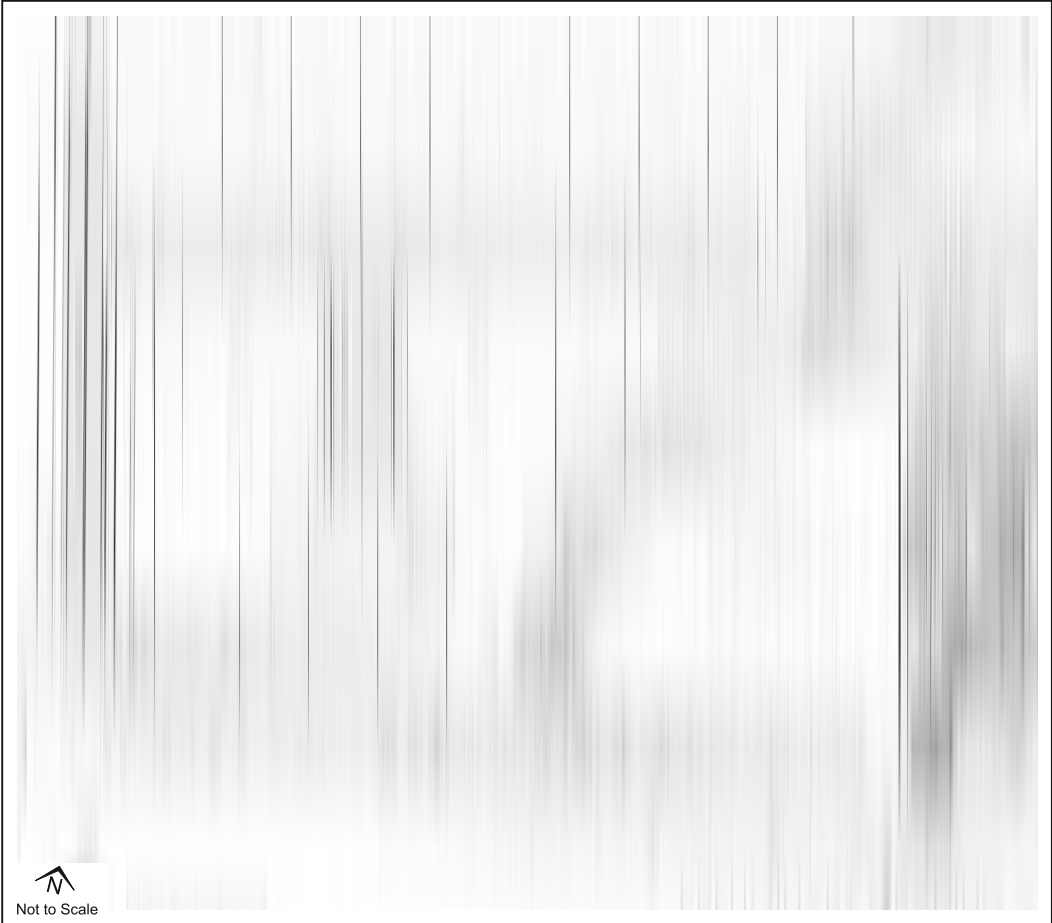
Legend:

- Project Site
- Del Rio Specific Plan
- Study Intersection

September 2022

Barrel Creek

Figure 2: Project Site Plan



Source: RRM Design Group



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Barrel Creek



## 2.0 Analysis Methods

The analysis approach was developed based on City of Atascadero and Caltrans standards.

The State Office of Planning and Research (OPR) published a Technical Advisory in December 2018 with recommendations for evaluating VMT for various project types. The Technical Advisory notes that for mixed use projects the lead agency can evaluate each component of the project independently or may consider only the project’s dominant use.

The City of Atascadero has not adopted VMT thresholds but the State Office of Planning and Research (OPR) and SLOCOG have suggested thresholds of 15 percent below the regional average for residential VMT per capita and office VMT per employee, which are used here. The SLOCOG Travel Demand Model is used to evaluate the project’s change to VMT as described below:

- Residential VMT is calculated as the sum of all home-based productions (home to work, shop, school, college, and other), each multiplied by distances between zone pairs.
- Office VMT is calculated as home-based work attractions multiplied by distances between zone pairs.

While LOS is not an allowable CEQA metric it remains in planning documents for the City of Atascadero. The LOS thresholds for intersections based on the 6<sup>th</sup> Edition Highway Capacity Manual (HCM) are presented in **Table 1**. The study intersections were analyzed with the Synchro 10 software package applying the HCM 6<sup>th</sup> Edition methods, except where unusual signal phasing required the use of HCM 2000.

**Table 1: Intersection Level of Service Thresholds**

| Intersection Level of Service Thresholds |                     |  |                     |
|--|---------------------|--|---------------------|
| Signalized Intersections <sup>1</sup>    |                     | Stop Controlled Intersections <sup>2</sup> |                     |
| Control Delay<br>(sec/vehicle)           | Level of<br>Service | Control Delay<br>(sec/vehicle)             | Level of<br>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 or v/c > 1                            | F                   |

1. Source: Exhibit 19-8 of the Highway Capacity Manual 6<sup>th</sup> Edition.  
2. Source: Exhibits 20-2 and 21-8 of the Highway Capacity Manual 6<sup>th</sup> Edition.

The City’s Circulation Element specifies that level of service (LOS) C or better operations shall be maintained as the standard at all intersections and on all arterial and collector roads. Upon City Council approval, LOS D is acceptable where residences are not directly impacted and improvements to meet the City’s standard would be prohibitively costly or disruptive.

Caltrans has eliminated LOS consistent with SB 743 and now relies on VMT and safety to evaluate transportation impacts. Caltrans recently issued a series of policy documents related to transportation impacts and CEQA determinations. Caltrans published a VMT-Focused TIS Guide in May 2020 which replaced the prior guide reliant on LOS. The TIS Guide notes that lead agencies have the discretion to choose VMT thresholds and methods, and generally conforms to OPR guidance.

## 3.0 Existing Conditions

This section describes the existing transportation system and current operating conditions in the study area.

### 3.1 EXISTING CIRCULATION NETWORK

The existing roadways adjacent to the proposed project are described below. Bicycle facilities in the community include Class I, II, and III bikeways. A Class I bikeway (bike path) provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized. A Class II bikeway (bike lane) provides a striped lane for one-way bicycle travel on the side of the street adjacent to vehicle traffic. A Class III bikeway (bike route) consists of a roadway that is shared between bicycle and vehicle traffic. Roadways in the vicinity of the project include:

- *US 101* is a four-lane freeway serving intercity and regional travel. There is a full access interchange at Del Rio Road.
- *El Camino Real* is a major arterial paralleling US 101. There are two to four travel lanes, Class II bikeways, and intermittent sidewalks.
- *Del Rio Road* is a minor arterial west of El Camino Real and a collector east of El Camino Real. There are two travel lanes, intermittent Class II bikeways, and intermittent sidewalks. There are proposed Class II bikeways through the study area.
- *San Ramon Road* is a collector north of Del Rio Road with two travel lanes and no sidewalks. South of Del Rio Road it is a local street with two travel lanes and sidewalks. There are no bikeways.
- *Ramona Road* is a local street with two travel lanes, no bikeways, and no sidewalks.

The existing study intersections are described below:

- Del Rio Road/San Ramon Road (#1): Side-street stop controlled with marked crosswalk on the south leg only.
- Del Rio Road/Ramona Road (#2): Side-street stop controlled with no marked crosswalks.
- Del Rio Road/US 101 Southbound Ramps (#3): Existing traffic signal with marked crosswalk and pedestrian signals on the south leg only.
- Del Rio Road/US 101 Northbound Ramps (#4): Existing traffic signal with marked crosswalk and pedestrian signals on the south leg only.
- Del Rio Road/El Camino Real (#5): Existing traffic signal with marked crosswalks and pedestrian signals on all legs.

#### 3.1.1 Transit

The San Luis Obispo Regional Transit Authority (RTA) operates fixed route transit service in the study area. *RTA Route 9* is a bus service traveling between San Luis Obispo, Santa Margarita, Atascadero, Templeton, Paso Robles, and San Miguel with hourly headways on weekdays and reduced frequency on weekends. The closest bus stops to the project site are approximately one-quarter mile away on El Camino Real near Del Rio Road at Mission Oaks Plaza.



**3.2 EXISTING OPERATIONS**

Traffic count data at the study intersections was collected in February 2022 except for Del Rio Road/San Ramon Road (#1) intersection which was collected in December 2020 and adjusted up using adjacent intersection count data due to the Pandemic and balanced with the 2022 volumes.

Consistent with recent studies in the area, only the weekday commute PM peak hour was analyzed since this is the hour which dictates future improvements. Additionally, the project is expected to generate more vehicle trips during the PM peak hour than during the AM peak hour, as shown in the Existing Plus Project section of this report.

Figure 3 shows the Existing traffic volumes and lane configurations. Traffic count sheets are provided in Appendix A. Table 2 summarizes the LOS and Table 3 summarizes key vehicular queuing for the study intersections, with detailed calculation sheets included in Appendix B.

**Table 2: Existing PM Peak Hour LOS**

| Existing PM Peak Hour Levels of Service  |                    |       |
|--|--------------------|-------|
| Intersection   | Existing           |       |
|  | Delay <sup>1</sup> | LOS   |
| 1. Del Rio Rd/San Ramon Rd   | 1.6 (10.9)         | - (B) |
| 2. Del Rio Rd/Ramona Rd  | 0.7 (9.9)          | - (A) |
| 3. Del Rio Rd/US 101 SB Ramps  | 12.0               | B     |
| 4. Del Rio Rd/US 101 NB Ramps  | 9.6                | A     |
| 5. Del Rio Rd/El Camino Real   | 13.5               | B     |
| 1. HCM 6th average control delay in seconds per vehicle (HCM 2000 used for Intersections 3 and 4). For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall intersection delay. |                    |       |

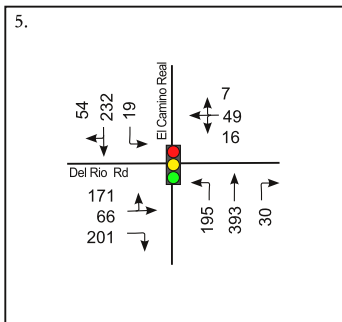
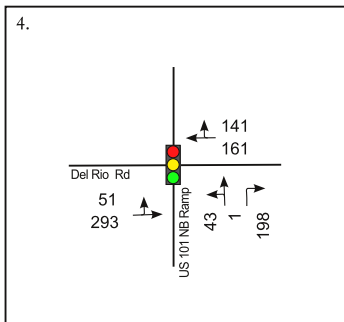
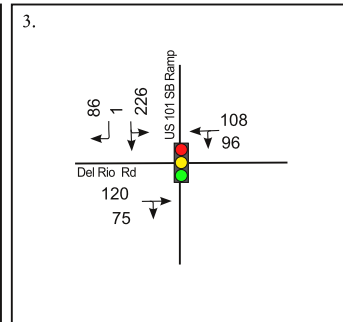
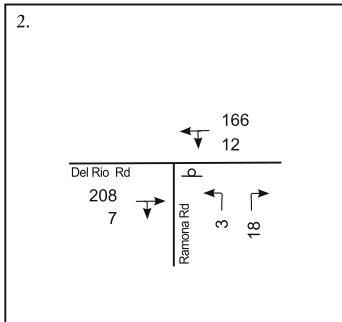
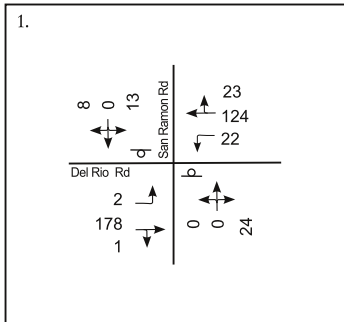
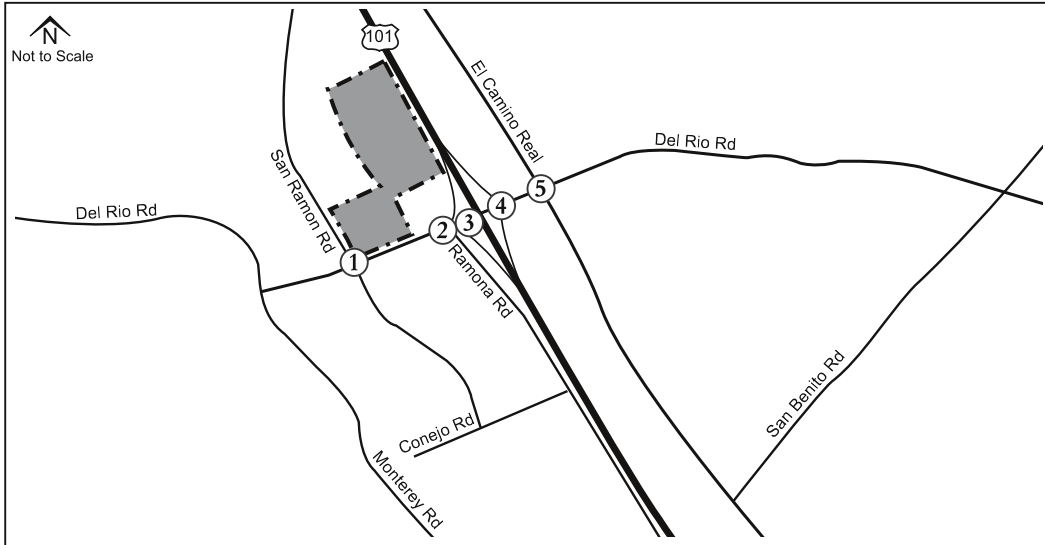
**Table 3: Existing PM Peak Hour Queues**

| Existing PM Peak Hour Intersection Queues |                  |                     |   |
|---|------------------|---------------------|---|
| Intersection                              | Movement         | Storage Length (ft) | 95 <sup>th</sup> Percentile Queue (ft) <sup>1</sup> |
| 3. Del Rio Rd/US 101 SB Ramps             | EBT              | 40                  | <b>47</b>   |
|   | WBT              | 290                 | 64  |
|   | SBL <sup>2</sup> | 705                 | 126   |
|   | SBR              | 25                  | 20  |
| 4. Del Rio Rd/US 101 NB Ramps             | EBT              | 290                 | 157   |
|   | WBT              | 240                 | 53  |
|   | NBL <sup>3</sup> | 475                 | 36  |
|   | NBR              | 175                 | 46  |
| 5. Del Rio Rd/El Camino Real              | EBL              | 240                 | 211   |
|   | EBR              | 240                 | 50  |
|   | NBL              | 280                 | 188   |
|   | SBL              | 150                 | 36  |

1. Queue length in feet that would not be exceeded 95 percent of the time. # indicates that the 95th percentile volume exceeds capacity and the queue may be longer.  
 2. Deceleration length of 235 feet has been subtracted from the storage length per the Highway Design Manual for 30 mph design speed.  
 3. Deceleration length of 425 feet has been subtracted from the storage length per the Highway Design Manual for 50 mph design speed.  
**Bold indicates queue length longer than storage length.**

All study intersections operate acceptably under Existing Conditions except the eastbound through movement 95th percentile queue length at the Del Rio Road/US 101 Southbound Ramps (#3) intersection would exceed the available storage and block the Ramona Road intersection.

Figure 3: Existing Volumes and Lane Configurations



**Legend:**

- Project Site
- xx - PM Peak Hour Traffic Volumes
- (X) - Study Intersection
- Traffic Signal
- q - Stop Sign



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## 4.0 Existing Plus Project Conditions

This section evaluates the effects of the proposed project on the surrounding transportation network under existing plus project conditions and existing plus approved plus project conditions.

### 4.1 PROJECT TRAFFIC

The amount of project traffic affecting the study locations 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.

#### 4.1.1 Trip Generation and Trip Distribution

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* 11th Edition was used to estimate the trip generation of the Barrel Creek project. Internal capture trips were deducted to obtain total external trips. No pass-by reduction was applied, consistent with the previous analysis of the site. If applied, the pass-by reduction would be 39 trips during the PM peak hour. **Table 4** summarizes the project trip generation.

Table 4: Trip Generation

| Barrel Creek Weekday Vehicular Trip Generation |           |              |              |           |            |              |            |            |
|--|-----------|--------------|--------------|-----------|------------|--------------|------------|------------|
| Land Use                                       | Size      | Daily Total  | AM Peak Hour |           |            | PM Peak Hour |            |            |
|  |           |              | In           | Out       | Total      | In           | Out        | Total      |
| Light Industrial <sup>1</sup>                  | 35,000 SF | 182          | 24           | 4         | 28         | 3            | 16         | 19         |
| Single-Family Housing <sup>2</sup>             | 20 DU     | 230          | 4            | 13        | 17         | 14           | 8          | 22         |
| Multifamily Housing <sup>3</sup>               | 40 DU     | 270          | 4            | 12        | 16         | 12           | 8          | 20         |
| Hotel <sup>4</sup>                             | 120 rooms | 877          | 29           | 24        | 53         | 31           | 30         | 61         |
| Restaurant <sup>5</sup>                        | 10,000 SF | 1,072        | 53           | 43        | 96         | 55           | 36         | 91         |
| Winery/Brewery <sup>6</sup>                    | 5,000 SF  | 230          | 7            | 3         | 10         | 18           | 19         | 37         |
| RV Park <sup>7</sup>                           | 16 sites  | 70           | 1            | 4         | 5          | 4            | 3          | 7          |
| Subtotal                                       |           | 2,931        | 122          | 103       | 225        | 137          | 120        | 257        |
| Internal Capture Trips <sup>8</sup>            |           | -180         | -10          | -10       | -20        | -18          | -18        | -36        |
| <b>Total External Trips<sup>9</sup></b>        |           | <b>2,751</b> | <b>112</b>   | <b>93</b> | <b>205</b> | <b>119</b>   | <b>102</b> | <b>221</b> |

DU = Dwelling Unit; SF = Square Feet; ITE = Institute of Transportation Engineers.

- ITE Land Use Code #110, General Light Industrial. Fitted curve equations used.
- ITE Land Use Code #210, Single-Family Detached Housing. Fitted curve equations used.
- ITE Land Use Code #220, Multifamily Housing (Low-Rise). Average rates used based on data cluster.
- ITE Land Use Code #310, Hotel. Fitted curve equations used.
- ITE Land Use Code #932, High-Turnover (Sit-Down) Restaurant. Average rates used.
- ITE Land Use Code #970, Winery. Average rates used.
- ITE Land Use Code #416, Campground/RV Park. Fitted curve equations used. Daily assumed 10 times PM trips.
- AM & PM Internal Trips from TripGen 10 software; Daily Internal Trips assumed five times PM internal trips.
- Pass-by trips were not considered for consistency with previous analysis.

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

The proposed project would generate 2,751 trips per weekday, including 205 AM peak hour trips and 221 PM peak hour trips. Only six dwelling units were assumed on the Church site in the *Del Rio Specific Plan Amendment Traffic Analysis* (W-Trans, August 2020).

Trip distribution and assignment for the project trips were estimated using the SLOCOG Travel Demand Model, refined based on the site plan and local knowledge as shown in **Table 5**. The Existing Plus Project volumes are shown on **Figure 4**.

**Table 5: Trip Distribution**

| Trip Distribution      |             |
|------------------------|-------------|
| Location               | %           |
| Ramona Road            | 1%          |
| San Ramon (South)      | 1%          |
| El Camino Real (North) | 4%          |
| El Camino Real (South) | 11%         |
| Del Rio Road (East)    | 6%          |
| Del Rio Road (West)    | 10%         |
| US 101 (North)         | 25%         |
| US 101 (South)         | 42%         |
| <b>Total</b>           | <b>100%</b> |

**4.2 APPROVED PROJECTS**

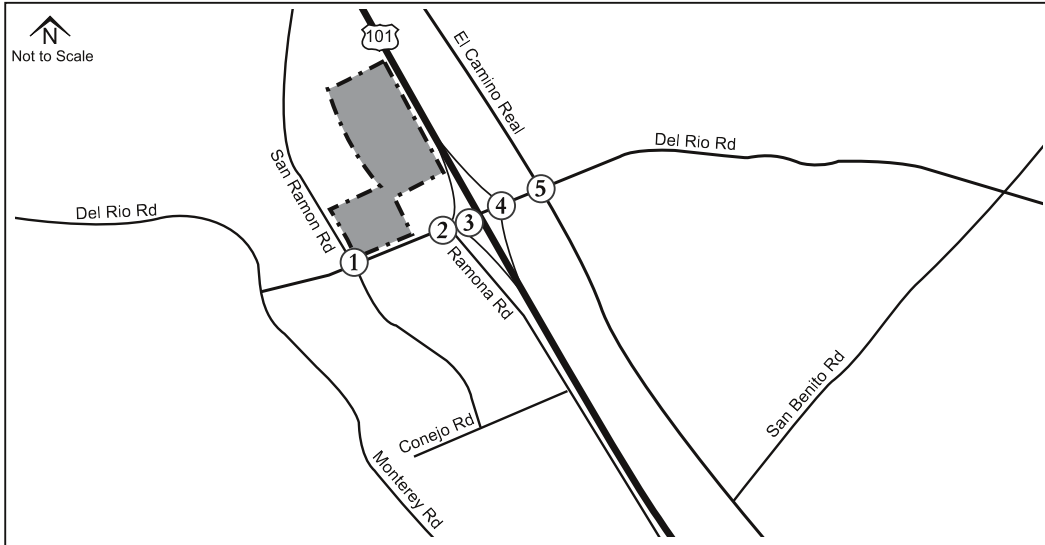
Approved developments were added to the existing traffic volumes to develop Existing Plus Approved Conditions. The approved projects included are summarized in and the Existing Plus Approved Plus Project volumes are shown in **Figure 5**.

**Table 6: Approved Projects**

| Approved Projects   |                     |  |
|---|---------------------|--|
| Project   | Size                | Trip Generation Source   |
| Taco Bell   | 1,900 square feet   | Del Rio Specific Plan Amendment Traffic Analysis                 |
| Gas Station   | 12 fueling stations | Del Rio Specific Plan Amendment Traffic Analysis                 |
| Retail Pad  | 2,000 square feet   | Del Rio Specific Plan Amendment Traffic Analysis                 |
| Sit-Down Restaurant   | 2,000 square feet   | Del Rio Specific Plan Amendment Traffic Analysis                 |
| Tiny Hotel  | 22 sites/units      | ITE Land Use Code #416 Campground/RV Park                        |
| Emerald Ridge   | 208 dwelling units  | ITE Land Use #220 Multi-Family Low Rise                          |
| Del Rio Ridge   | 42 dwelling units   | ITE Land Use #220 Multi-Family Low Rise                          |
| The Edge  | 15,000 square feet  | ITE Land Use #822 Retail Plaza, #932 Restaurant, and #970 Winery |
| Del Rio Marketplace   | 203,700 square feet | Del Rio Marketplace Draft Transportation Impact Analysis         |
| Sources: Del Rio Specific Plan Amendment Traffic Analysis, Table 3 (W-Trans, August 2020), Del Rio Marketplace Draft Transportation Impact Study (CCTC, March 2022), & Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Ed. |                     |  |

The recently constructed hotel project is included in the 2022 traffic volumes. The intersection operations are discussed under Existing Plus Approved Plus Project intersection operations. The Del Rio Ranch project is included in the Cumulative No Project scenario.

Figure 4: Existing Plus Project



1.

|            |              |
|------------|--------------|
| Del Rio Rd | San Ramon Rd |
| ← 9        | ← 36         |
| → 0        | → 133        |
| ← 20       | ← 23         |
| → 3        | → 0          |
| ← 189      | ← 0          |
| → 1        | → 25         |

2.

|            |           |
|------------|-----------|
| Del Rio Rd | Ramona Rd |
| ← 272      | ← 12      |
| → 298      | → 4       |
| ← 8        | ← 18      |

3.

|            |                |
|------------|----------------|
| Del Rio Rd | US 101 SB Ramp |
| ← 116      | ← 184          |
| → 1        | → 96           |
| ← 226      | ← 167          |
| → 118      | → 118          |

4.

|            |                |
|------------|----------------|
| Del Rio Rd | US 101 NB Ramp |
| ← 141      | ← 198          |
| → 186      | → 1            |
| ← 77       | ← 94           |
| → 314      | → 198          |

5.

|            |                |
|------------|----------------|
| Del Rio Rd | El Camino Real |
| ← 7        | ← 56           |
| → 16       | → 16           |
| ← 59       | ← 232          |
| → 19       | → 0            |
| ← 175      | ← 208          |
| → 72       | → 393          |
| ← 212      | ← 30           |

**Legend:**

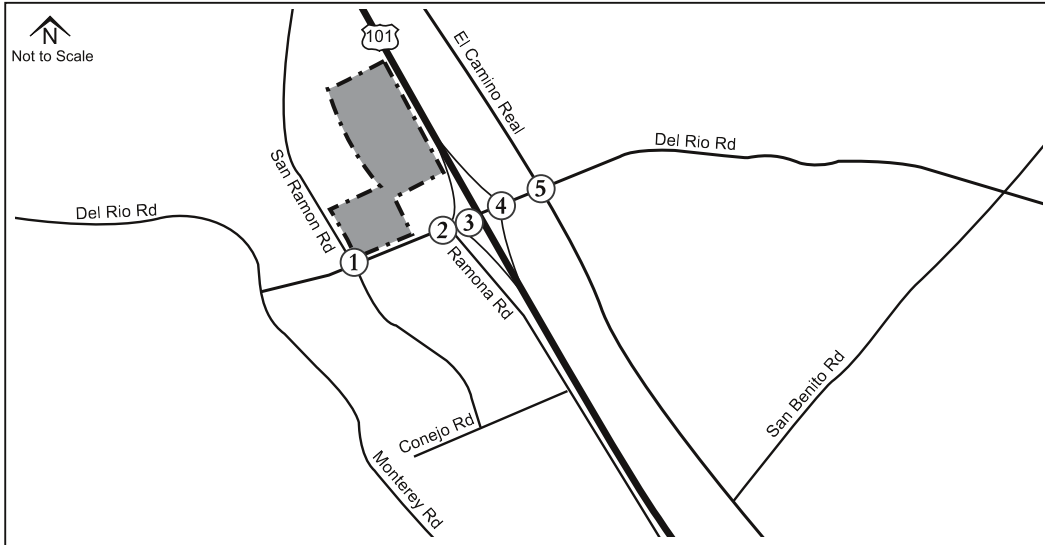
- Project Site
- xx - PM Peak Hour Traffic Volumes
- Study Intersection



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Figure 5: Existing Plus Approved Plus Project Volumes



1.

|            |              |
|------------|--------------|
| Del Rio Rd | San Ramon Rd |
| ↑ 9        | ↑ 36         |
| → 0        | ↑ 166        |
| ↓ 20       | ↑ 23         |
| ← 3        | ↓ 0          |
| ← 219      | ↓ 0          |
| ↓ 1        | ↓ 25         |

2.

|            |           |
|------------|-----------|
| Del Rio Rd | Ramona Rd |
| ↑ 309      | ↑ 12      |
| → 332      | ↑ 4       |
| ↓ 8        | ↓ 18      |

3.

|            |                |
|------------|----------------|
| Del Rio Rd | US 101 SB Ramp |
| ↑ 118      | ↑ 219          |
| → 1        | ↑ 346          |
| ↓ 199      | ↓ 196          |
| ← 120      |                |

4.

|            |                |
|------------|----------------|
| Del Rio Rd | US 101 NB Ramp |
| ↑ 259      | ↑ 321          |
| → 78       | ↓ 95           |
| ↓ 466      | ↓ 1            |
|            | ↓ 295          |

5.

|            |                |
|------------|----------------|
| Del Rio Rd | El Camino Real |
| ↑ 14       | ↑ 143          |
| → 289      | ↑ 64           |
| ↓ 25       | ↓ 255          |
| ← 6        | ↓ 458          |
| ← 178      | ↓ 46           |
| ← 114      |                |
| ← 280      |                |

**Legend:**

- Project Site
- xx - PM Peak Hour Traffic Volumes
- Study Intersection



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Barrel Creek

**4.3 EXISTING PLUS PROJECT AND EXISTING PLUS APPROVED PLUS PROJECT INTERSECTION OPERATIONS**

Table 7 summarizes the LOS and Table 8 presents the key queues for the study intersections during the weekday PM peak hour, with detailed calculation sheets included in Appendix B.

**Table 7: Existing Plus Project and Existing Plus Approved Plus Project PM Peak Hour LOS**

| Existing Plus Project and Existing Plus Approved Plus Project PM Peak Hour Levels of Service |                    |       |                    |       |  |              |
|--|--------------------|-------|--------------------|-------|--|--------------|
| Intersection   | Existing           |       | Existing + Project |       | Existing + Approved + Project <sup>2</sup> |              |
|  | Delay <sup>1</sup> | LOS   | Delay <sup>1</sup> | LOS   | Delay <sup>1</sup>                         | LOS          |
| 1. Del Rio Rd/San Ramon Rd   | 1.6 (10.9)         | - (B) | 1.7 (11.6)         | - (B) | 1.6 (12.3)                                 | - (B)        |
| 2. Del Rio Rd/Ramona Rd  | 0.7 (9.9)          | - (A) | 0.5 (11.1)         | - (B) | 0.5 (11.5)                                 | - (B)        |
| 3. Del Rio Rd/US 101 SB Ramps  | 12.0               | B     | 11.2               | B     | 15.9                                       | B            |
| 4. Del Rio Rd/US 101 NB Ramps  | 9.6                | A     | 10.1               | B     | 10.7                                       | B            |
| 5. Del Rio Rd/El Camino Real   | 13.5               | B     | 18.1               | B     | <b>113.9 (21.2)</b>                        | <b>F (C)</b> |

1. HCM 6th average control delay in seconds per vehicle (HCM 2000 used for Intersections 2 and 3). For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall intersection delay.  
 2. Queues in parentheses include improvements to be completed by Del Rio Marketplace.  
**Unacceptable operations shown in bold text.**



**Table 8: Existing Plus Project and Existing Plus Approved Plus Project Peak Hour Queues**

| Existing Plus Project and Existing Plus Approved Plus Project PM Peak Hour Queues <sup>1</sup> |                  |                     |          |                    |                                       |
|--|------------------|---------------------|----------|--------------------|---------------------------------------|
| Intersection   | Movement         | Storage Length (ft) | Existing | Existing + Project | Ex. + Approved + Project <sup>4</sup> |
| 3. Del Rio Rd/<br>US 101 SB Ramps  | EBT              | 40                  | 47       | 71                 | 85                                    |
|  | WBT              | 290                 | 64       | 99                 | #128                                  |
|  | SBL <sup>2</sup> | 705                 | 126      | 126                | #231                                  |
|  | SBR              | 25                  | 20       | 33                 | 33                                    |
| 4. Del Rio Rd/<br>US 101 NB Ramps  | EBT              | 290                 | 157      | 168                | m275                                  |
|  | WBT              | 240                 | 53       | 62                 | 166                                   |
|  | NBL <sup>3</sup> | 475                 | 36       | 65                 | 63                                    |
| 5. Del Rio Rd/<br>El Camino Real   | NBR              | 175                 | 46       | 45                 | 52                                    |
|  | EBL              | 240                 | 211      | 228                | <b>#717</b> (#231)                    |
|  | EBR              | 240                 | 50       | 51                 | 66 (50)                               |
|  | NBL              | 280                 | 188      | 208                | <b>292</b> (126)                      |
|  | SBL              | 150                 | 36       | 37                 | 52 (22)                               |

1. Queue length in feet that would not be exceeded 95 percent of the time. # indicates that the 95th percentile volume exceeds capacity and the queue may be longer.  
2. Deceleration length of 235 feet has been subtracted from the storage length per the Highway Design Manual for 30 mph design speed.  
3. Deceleration length of 425 feet has been subtracted from the storage length per the Highway Design Manual for 50 mph design speed.  
4. Queues in parentheses include improvements to be completed by Del Rio Marketplace.  
# indicates 95th percentile volume > capacity, queue may be longer. **Bold indicates queue longer than storage length.**

At Del Rio Road/US 101 Southbound Ramps (#3), the eastbound through movement queue would further be exceeded by the addition of project traffic and the approved projects. The project would add slightly less than one vehicle to the eastbound through movement queue.

All study locations operate with acceptable LOS except Del Rio Road/El Camino Real (#5) under Existing Plus Approved Plus Project Conditions. The improvements to be completed by the Del Rio Marketplace project are included in parenthesis in **Table 7** and **Table 8** and are summarized in the following section.

**4.3.1 Recommended Improvements**

The following intersection improvements are recommended:

- Del Rio Road/Ramona Road (#2): Ramona Road carries low volumes and the queues reported in **Table 8** would not be exceeded 95 percent of the time. The average (50<sup>th</sup> percentile) queue from the downstream intersection would not block Ramona Road with the addition of project traffic and would be less than two vehicles with the addition of approved projects. Therefore, under Existing Plus Project conditions the queue blockage would be infrequent and would affect few drivers. Do Not Block Intersection Markings per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 3B.17 could be considered to address this infrequent blockage.
- Del Rio Road/El Camino Real (#5): The following improvements are recommended:
  - Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,

- Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,
- Modify the southbound and northbound left turns to protected-permissive phasing,
- Add overlap phasing to the southbound right turn pocket currently under construction,
- Replace eight-inch traffic signal heads with 12-inch heads,
- Install yellow reflective tape on all backplates,
- Install new signage and replace non-reflective signs, and
- Optimize signal timings including updating pedestrian and yellow clearance times.

The improvements at Del Rio Road/El Camino Real (#5) are a condition of approval the Del Rio Marketplace project prior to occupancy. The Barrel Creek project does not trigger these improvements.

#### 4.4 SITE ACCESS AND ON-SITE CIRCULATION

This section discusses issues related to site access and on-site circulation. On-site circulation deficiencies would occur if the project designs fail to meet appropriate standards, fail to provide adequate truck access, or would result in hazardous conditions.

The American Association of State Highway and Transportation Officials (AASHTO) states that, “ideally, driveways should not be located within the functional area of an intersection or the influence area of an adjacent driveway.”

The site plan shown on **Figure 2** currently proposes two driveways, one on San Ramon Road and one on Del Rio Road. Full access is proposed on San Ramon Road which will serve the single family residences. Only emergency access will be provided between the single family residences and the remainder of the project.

Due to its proximity to the US 101 Southbound Ramps, Ramona Road, and the future realignment of Ramona Road west of the existing location, the Del Rio Road driveway was located between the San Ramon Road intersection and the future realignment of Ramona Road to allow for full access.

The site plan includes a network of project frontage sidewalks on Del Rio Road and San Ramon Road and internal sidewalks on one or both sides of each roadway. We recommend a pedestrian crossing of Street A to connect El Camino Real to the commercial land uses.

Landscaping and sight distance shall comply with City Standard Drawing Number 414.

Crosswalks whether marked or unmarked exist at all intersections unless prohibited. Guidance from the Federal Highway Administration recommends that a minimum of 20 pedestrians per peak hour (or 15 or more elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk.

During the six hour Del Rio Road/San Ramon Road (#1) intersection turning movement count, a maximum of two pedestrians per hour were counted in the southern crosswalk and one pedestrian total was counted in the west crosswalk. No pedestrian volumes were observed in the northern or eastern crosswalk. There is currently a standard crosswalk on the southern leg of the intersection and crosswalks are proposed on the northern leg and eastern leg. Ladder crosswalk striping is recommended for the eastern uncontrolled crosswalk only. We recommend the ladder crosswalk be supplemented with pedestrian warning signage (W11-2 and W16-7P) on both sides of the roadway. A rectangular rapid flashing beacon (RRFB) could also be considered.

No mid-block pedestrian crossings are recommended on Del Rio Road. The CAMUTCD pedestrian hybrid beacon (PHB) or HAWK and in roadway warning light (IRWL) warrants would not be met along Del Rio Road and crossing at an intersection is preferred.

The existing pedestrian facilities on the US 101 overcrossing are located on the south side of the road. Pedestrians from the project site can access the overcrossing by crossing Del Rio at San Ramon and traveling on the existing sidewalk on the southern side. There is an existing 200 foot sidewalk gap just west of the Ramona Road intersection. Implementation of the planned interchange improvements, including the Ramona Road realignment, would close this gap.

## 5.0 Cumulative Conditions

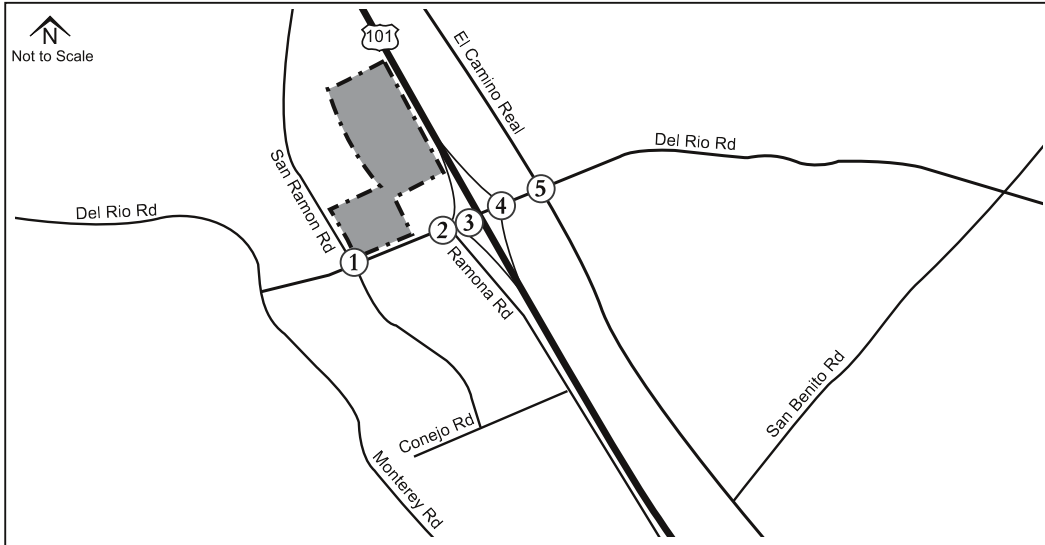
Cumulative conditions (2035) represent build-out of the land uses in the region. Cumulative traffic volume forecasts were developed based on the *Del Rio Commercial Area Specific Plan Amendment Traffic Analysis* (W-Trans, August 2020), *Del Rio Ranch Traffic Impact Study* (CCTC, May 2021), and the *Del Rio Marketplace Draft Traffic Impact Study* (CCTC, March 2022). The amended Specific Plan analysis forecasts were updated to include the Del Rio Ranch and Marketplace projects as currently proposed. In addition, the forecasts were updated based on the difference between the 2022 counts and the 2018 data previously used in the Specific Plan amendment. The estimated trips from the existing hotel were also subtracted from the cumulative base volumes.

No roadway improvements were assumed in the study area under Cumulative conditions.

**Figures 6 and 7** show the Cumulative and Cumulative Plus Project traffic volumes, respectively. Under Cumulative conditions a Peak Hour Factor (PHF) of 0.92 was used for the analysis. However, if the existing PHF exceeded this value the higher PHF was used. In addition, two percent trucks were assumed under Cumulative Conditions.



Figure 7: Cumulative Plus Project Volumes



1.

|            |              |
|------------|--------------|
| Del Rio Rd | San Ramon Rd |
| ↑ 14       | ↑ 44         |
| → 5        | ↑ 184        |
| ↓ 27       | ↑ 31         |
| ← 8        | ↓ 5          |
| ← 196      | → 5          |
| ← 6        | → 41         |

2.

|            |           |
|------------|-----------|
| Del Rio Rd | Ramona Rd |
| ↑ 342      | ↑ 27      |
| → 323      | ↓ 5       |
| → 8        | → 36      |

3.

|            |                |
|------------|----------------|
| Del Rio Rd | US 101 SB Ramp |
| ↑ 140      | ↑ 229          |
| → 1        | ↑ 457          |
| → 237      | ↑ 233          |
| → 122      |                |

4.

|            |                |
|------------|----------------|
| Del Rio Rd | US 101 NB Ramp |
| ↑ 336      | ↑ 367          |
| → 106      | ↓ 95           |
| → 588      | → 1            |
|            | → 329          |

5.

|            |                |
|------------|----------------|
| Del Rio Rd | El Camino Real |
| ↑ 196      | ↑ 19           |
| → 301      | ↑ 206          |
| → 29       | ↑ 75           |
| → 6        | ↓ 301          |
| → 317      | → 455          |
| → 199      | → 61           |
| → 353      |                |

**Legend:**

- Project Site
- xx - PM Peak Hour Traffic Volumes
- Study Intersection



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Barrel Creek

**5.1 CUMULATIVE INTERSECTION OPERATIONS**

Table 9 and Table 10 present the LOS and key queues for the study intersections under Cumulative and Cumulative Plus Project conditions, with detailed calculation sheets included in Appendix B.

**Table 9: Cumulative and Cumulative Plus Project PM Peak Hour LOS**

| Cumulative Plus Project PM Peak Hour Levels of Service |                    |          |                      |          |
|--|--------------------|----------|----------------------|----------|
| Intersection   | Cumulative         |          | Cumulative + Project |          |
|  | Delay <sup>1</sup> | LOS      | Delay <sup>1</sup>   | LOS      |
| 1. Del Rio Rd/San Ramon Rd                             | 2.5(12.5)          | -(B)     | 2.6(13.3)            | -(B)     |
| 2. Del Rio Rd/Ramona Rd                                | 1.1(10.2)          | -(B)     | 0.9(11.3)            | -(B)     |
| 3. Del Rio Rd/US 101 SB Ramps                          | 25.5               | C        | 25.5                 | C        |
| 4. Del Rio Rd/US 101 NB Ramps                          | 11.7               | B        | 13.6                 | B        |
| 5. Del Rio Rd/El Camino Real                           | <b>170.2</b>       | <b>F</b> | <b>182.1</b>         | <b>F</b> |

1. HCM 6th average control delay in seconds per vehicle (HCM 2000 used for Intersections 2 and 3). For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall intersection delay.  
Unacceptable operations shown in bold text.

**Table 10: Cumulative and Cumulative Plus Project PM Peak Hour Queues**

| Cumulative and Cumulative Plus Project PM Peak Hour Queues <sup>1</sup> |                  |                     |             |                      |
|---|------------------|---------------------|-------------|----------------------|
| Intersection  | Movement         | Storage Length (ft) | Cumulative  | Cumulative + Project |
| 3. Del Rio Rd/US 101 SB Ramps   | EBT              | 40                  | 72          | 101                  |
|   | WBT              | 290                 | 118         | <b>#291</b>          |
|   | SBL <sup>2</sup> | 705                 | <b>#331</b> | <b>#331</b>          |
|   | SBR              | 25                  | 30          | 43                   |
| 4. Del Rio Rd/US 101 NB Ramps   | EBT              | 290                 | m284        | <b>m#328</b>         |
|   | WBT              | 240                 | 220         | 240                  |
|   | NBL <sup>3</sup> | 475                 | 34          | 62                   |
|   | NBR              | 175                 | 84          | 89                   |
| 5. Del Rio Rd/El Camino Real  | EBL/T            | 240                 | <b>#858</b> | <b>#881</b>          |
|   | EBR              | 240                 | 113         | 122                  |
|   | NBL              | 280                 | <b>315</b>  | <b>326</b>           |
|   | SBL              | 150                 | 59          | 59                   |

1. Queue length in feet that would not be exceeded 95 percent of the time. # indicates that the 95th percentile volume exceeds capacity and the queue may be longer. M indicates the queue is metered by an upstream signal.  
2. Deceleration length of 235 feet has been subtracted from the storage length per the Highway Design Manual for 30 mph design speed.  
3. Deceleration length of 425 feet has been subtracted from the storage length per the Highway Design Manual for 50 mph design speed.  
**Bold indicates queue length longer than storage length.**

The following LOS and queuing deficiencies are reported:

- Del Rio Road/US 101 Southbound Ramps (#3): The project would worsen the eastbound through movement queue length blocking the Ramona Road intersection. In addition, the project would cause the westbound through movement to exceed the storage length on the US 101 overpass. The southbound offramp approach queues would not affect US 101 freeway operations.
- Del Rio Road/US 101 Northbound Ramps (#4): The project would worsen the westbound through movement reaching the El Camino Real intersection. The addition of project traffic would also cause the eastbound through movement queue to exceed the storage length on the US 101 Overpass. The northbound offramp approach would not affect US 101 freeway operations.
- Del Rio Road/El Camino Real (#5): The intersection operates unacceptably with and without the addition of project traffic and the project would worsen the northbound left turn and eastbound left/through queue length further exceeding the available storage.

### **5.1.1 Recommended Improvements**

The following improvements are recommended at the study intersections under Cumulative Plus Project conditions:

- Del Rio Road/San Ramon Road (#1): The intersection would operate acceptably, and no improvements are recommended.
- Del Rio Road/Ramona Road (#2): Consistent with recent studies in the area, realigning Ramona Road approximately 200 feet to the west would provide greater separation from the US 101 ramps and constructing a westbound left turn pocket would separate the left turn queue from through traffic.
- Del Rio Road/US 101 Southbound Ramps (#3): Consistent with recent studies in the area, optimizing signal timings would improve corridor operations. In addition, an eastbound right turn lane is recommended to reduce queuing on the US 101 overpass. The turn lane could use the existing Ramona Road intersection approach and be reconstructed when the Del Rio Road/Ramona Road (#2) intersection is realigned.
- Del Rio Road/US 101 Northbound Ramps (#4): Consistent with recent studies in the area, constructing a westbound right turn lane and optimizing signal timings would improve corridor operations.
- Del Rio Road/El Camino Real (#5): The following set of improvements consistent with Existing Plus Approved Plus Project Conditions are recommended:
  - Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,
  - Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,
  - Modify the southbound and northbound left turns to protected-permissive phasing,
  - Add overlap phasing to the southbound right turn pocket currently under construction,
  - Replace eight-inch traffic signal heads with 12-inch heads,
  - Install yellow reflective tape on all backplates,
  - Install new signage and replace non-reflective signs, and



- Optimize signal timings including updating pedestrian and yellow clearance times.

With the recommended improvements all intersections would operate at LOS C or better or better and queuing would not encroach into the deceleration distance needed for vehicles exiting US 101.

All recommended intersection improvements have been previously identified in other studies except the eastbound right turn lane at Del Rio Road/ US 101 Southbound Ramps (#3). The eastbound right turn lane at Del Rio Road/US 101 Southbound Ramps (#3) was not identified in the *Del Rio Specific Plan Amendment Traffic Analysis* (W-Trans, August 2020) and is not needed under Cumulative No Project Conditions for acceptable queuing.

We recommend the project make a fair share contribution towards the cost of these improvements.

### **5.1.2 Fair Share Contribution**

Projects within the Specific Plan area are required to pay their fair share toward improvements on the Del Rio Road corridor. In addition, the proposed project will be required to pay their fair share. Using the Caltrans Equitable Share Responsibility equation (Caltrans 2002), the project generated intersection volumes, the cumulative plus project intersection volumes, and the baseline volumes from the Specific Plan (March, 2012) which included approved projects at the time the Specific Plan area was created and conditioned to pay their fair share. The Barrel Creek fair share percentages are summarized below:

- Del Rio Road/San Ramon Road (#1): 52%
- Del Rio Road/Ramona Road (#2): 26%
- Del Rio Road/US 101 Southbound Ramps (#3): 12%
- Del Rio Road/El Camino Real (#5): 3%

## 6.0 Vehicle Miles Traveled (VMT)

The project’s VMT was estimated using the SLOCOG Travel Demand Model. The regional VMT is summarized in **Table 11**.

**Table 11: Regional VMT**

| Regional VMT Analysis         |                    |              |            |                                  |             |             |                        |                |
|-------------------------------|--------------------|--------------|------------|----------------------------------|-------------|-------------|------------------------|----------------|
| Scenario                      | Total Regional VMT | Demographics |            | VMT By Trip Purpose <sup>1</sup> |             |             | VMT Efficiency Metrics |                |
|                               |                    | Employees    | Population | Residential VMT                  | Office VMT  | Retail VMT  | Res VMT/ Capita        | Office VMT/Emp |
| 2020 No Project               | 8,899,234          | 117,276      | 246,732    | 4,480,333                        | 1,595,434   | 5,631,405   | 18.16                  | 13.60          |
| 2020 With Project             | 8,899,902          | 117,423      | 246,901    | 4,476,936                        | 1,594,872   | 5,630,759   | 18.13                  | 13.58          |
| <i>Change from No Project</i> | <i>669</i>         | <i>147</i>   | <i>169</i> | <i>-3,397</i>                    | <i>-562</i> | <i>-646</i> | <i>-0.03</i>           | <i>-0.02</i>   |

1. Residential VMT is produced by households (sum of home-based productions); office VMT is attracted to offices (sum of home-based-work attractions); and retail VMT is attracted to retail uses. There is some overlap between these categories so totals do not  
 Source: SLOCOG TDM, CCTC, 2021

The project is expected to increase overall regional VMT slightly and reduce residential, office, and retail VMT. While the City of Atascadero has not yet adopted VMT standards the State Office of Planning and Research (OPR) and SLOCOG have suggested thresholds of 15 percent below the regional average for residential VMT per capita and office VMT per employee. **Table 12** shows thresholds derived from the rates shown in Table 11 using OPR’s recommended thresholds.

**Table 12: Potential VMT Thresholds**

| Potential Thresholds <sup>1</sup> |                 |                |
|-----------------------------------|-----------------|----------------|
| Scenario                          | Res VMT/ Capita | Office VMT/Emp |
| 2020 No Project                   | 15.43           | 11.56          |

1. Calculated as 85% of regional average.

**Table 13** summarizes the project-specific VMT.

**Table 13: Project Only VMT**

| Project Only VMT Analysis |                 |                      |
|---------------------------|-----------------|----------------------|
| Scenario                  | Res VMT/ Capita | Office VMT/ Employee |
| 2020 With Project         | 11.13           | 3.12                 |

Source: SLOCOG TDM, CCTC, 2021

The project residential VMT/capita and office VMT/employee are below the 15 percent under the regional average threshold, which indicates a less-than-significant impact to VMT. The provision of commercial uses in a predominantly residential area improves the jobs:housing balance which shortens commute trips lengths. The mix of uses on the project site provides destinations serving project residents as well as other residents nearby. This is consistent with SB 743 goals to encourage mixed-use infill developments.

The proposed project is consistent with SLOCOG’s 2019 Regional Transportation Plan’s preferred land use scenario which increases jobs in the North County to improve the jobs:housing balance in the region.

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**Figure 9 – Biological Assessment**

See Following



**SIERRA DELTA CONSULTANTS LLC**  
A Full-Service Consulting Company

**BIOLOGICAL EVALUATION**

Barrel Creek Mixed Use Project  
NWC of Del Rio Road / Highway 101  
APNs: 049-131-043, 049-131-044, 049-131-052, 049-131-058,  
049-131- 061 & 049-131-066  
Atascadero, California 93422

*Prepared for*

Construction Developers Inc  
5320 North Barcus Avenue  
Fresno, California 93722

SDC Project Number: *CDEV.02*

Report Date: *December 19, 2019*

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*I hereby certify that I am responsible for the services described in this document and for the preparation of this document. The services described in this document have been provided in a manner consistent with the current standards of the profession and to the best of my knowledge comply with all applicable Federal, State and Local Statutes, Regulations and Ordinances.*

Handwritten signature of Robert I. Eidemiller.

Robert I. Eidemiller, President & CEO  
Environmental Professional

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## EXECUTIVE SUMMARY

Sierra Delta Consultants conducted a Biological Evaluation for the “Project Area” identified as Barrel Creek Mixed Use Project, located to the northwest of the Del Rio Road exit to Highway 101. This assessment was requested by Construction Developers Inc. and was conducted between November 26, 2019 and December 19, 2019. The site visit was made by Sierra Delta Consultant (SDC) biologist, Mr. Kelly Gillogly and junior biologist Ms. Paige Richardson. The Project Area is located to the northwest of the Del Rio Road exit to Highway 101 in northern Atascadero. The Project Area is defined as 19.48-acres of land utilized as pasture / agriculture with some rural residential / commercial on the southern portions.

### *Summary of Findings*

Based on the site visit, a search of floral and faunal databases and review of historical Atascadero wildlife and natural communities, it was determined that no direct impacts to sensitive plant or animal species would likely occur within the Project Area. No critical habitat, sensitive plant or animal species were found within the Project Area during the research and development of this report. For additional information regarding potential sensitive plants found within the Project Area, a botanical survey would be necessary in the spring months during the flowering periods. Below are summaries of findings for each sensitive species considered to have potential to be directly or indirectly affected by the proposed project (via the U.S. Fish & Wildlife; Information for Planning and Consultation (IPAC) Database). Other species utilizing the Project Area may be indirectly affected by the temporary noise of construction.

- **San Joaquin Kit Fox (*Vulpes macrotis mutica*)**

No San Joaquin kit fox were identified within the Project Area. No burrows were identified to be greater than 1 – 2 inches in diameter and no signs (tracks, scat, or prey remains) of kit fox activity were identified within the Project Area or in the immediate vicinity of the Project Area. The Project Area does not lie within any known corridors for the SJ kit fox. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the kit fox.

- **Giant Kangaroo Rat (*Dipodomys ingens*)**

Giant Kangaroo Rats were not identified within the Project Area. The giant kangaroo rat is a small burrowing rodent with large hind limbs, long tail and large fur-lined cheek pouches adapted for bipedal locomotion. Giant kangaroo rats are primarily seed eaters, but also eat green plants and insects and inhabit annual grassland communities with few or no shrubs, well drained, sandy-loam soils located on gentle slopes. The kangaroo rats form colonies of burrows called precincts, in which multiple individuals reside. They are primarily nocturnal and are active all year in all types of weather. While there is a potential that kangaroo rats do occur within the vicinity of the Project Area, there were no sign of any precincts or colonies of kangaroo rats in the Project Area. Currently, the closest known populations are located in Eastern San Luis Obispo County within the San Juan Creek Valley and Carrizo Plains. Based on the evaluation of the Project Site, it is unlikely the project will directly or indirectly affect the kangaroo rat.

- **California Clapper Rail (*Rallus longirostris obsoletus*)**

The IPAC (Information for Planning and Consultation) database identified the California Clapper Rail as potential affected by the Project Area. California clapper rails occur almost exclusively in tidal salt and brackish marshes with unrestricted daily tidal flows, adequate invertebrate prey food supply, well developed tidal channel networks, and suitable nesting and escape cover as refugia during extreme high tides. Evaluation of the Project Area did not identify suitable habitat for the clapper rail. Based on the evaluation of the Project Site, it is unlikely the project will directly or indirectly affect the clapper rail.

- **Blunt-nosed Leopard Lizard (*Gambelia silus*)**

Blunt-nosed Leopard Lizards were not identified within the Project Area. The species is a relatively large lizard in the Iguanidae family with a long, regenerative tail; long, powerful hind limbs; and a short, blunt snout. Although their under surface is uniformly white, the species exhibits tremendous variation in color and pattern on the backs, ranging from yellowish or light graybrown to dark brown. Males are typically larger and weigh more than females with adults ranging in size from 3.4 to 4.7 inches and weighing between 0.8 and 1.5 ounces. This species typically inhabits open, sparsely vegetated areas of low relief on the San Joaquin Valley floor and in the surrounding foothills. The closest known populations are in Eastern San Luis Obispo County and the Carrizo Plains. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the blunt-nosed lizard.

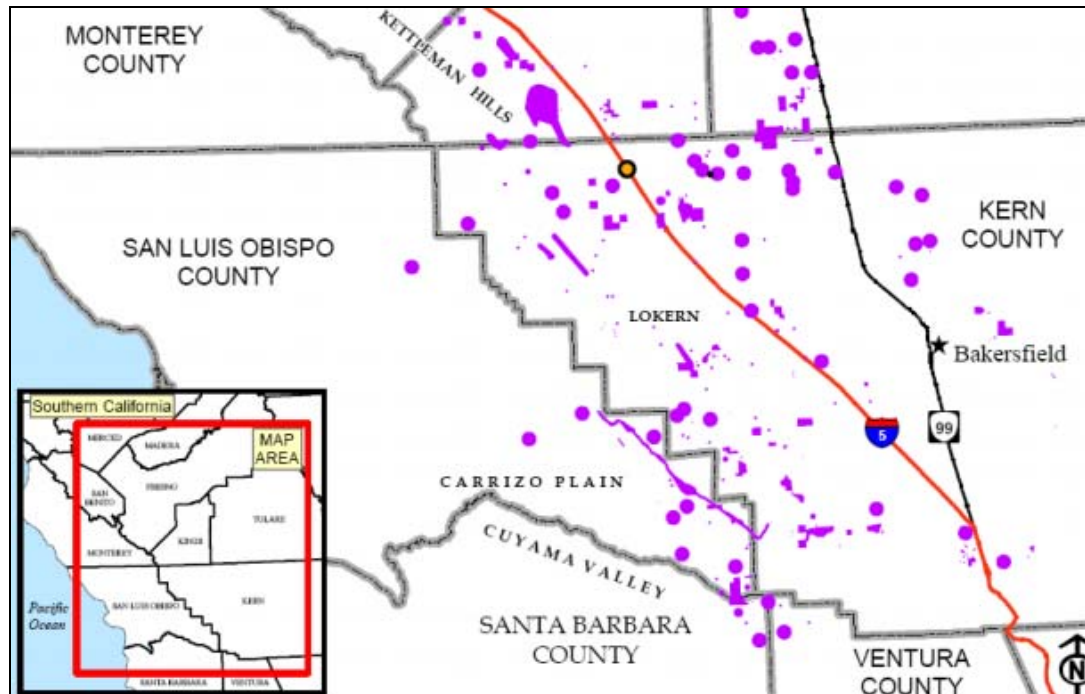


Figure 1: Population extant of Blunt-nosed Leopard Lizard. (USF&W 5-Year Review)

- **California Red-Legged Frog (*Rana draytonii*).** The California red-legged frog is federally listed as threatened. This subspecies of red-legged frog occurs from sea level to elevations of approximately 5,200-feet. It has been extirpated from 70 percent of its former range and now is found primarily in coastal drainages of central California, from Marin County, California, south to northern Baja California, Mexico.

The California red-legged frog requires a variety of habitat elements with aquatic breeding areas embedded within a matrix of riparian and upland dispersal habitats. Breeding sites of the California red-legged frog are in aquatic habitats including pools and backwaters within streams and creeks, ponds, marshes, springs, sag ponds, dune ponds and lagoons. Additionally, California red-legged frogs frequently breed in artificial impoundments such as stock ponds. The Project Site was identified as outside the final critical habitat for this species. Based on the evaluation of the Project Site, no suitable habitat for this species was identified and it is unlikely the project will directly or indirectly affect the red-legged frog.

- **California Tiger Salamander (*Ambystoma californiense*).** The California tiger salamander is divided into three separate Distinct Population Segments (DPSs): the Central California, Sonoma, and Santa Barbara DPSs. While genetically distinct and geographically isolated from each other, these three DPSs have similar biological needs and life histories. The Central California DPS of California tiger salamander (Central California tiger salamander) spends the majority of its life underground in small mammal burrows and migrates to pools and ponds for breeding during rain events. The Central California tiger salamander is restricted to the Central Valley and Inner Coast Range from Tulare and San Luis Obispo Counties in the south, to Sacramento and Yolo Counties in the north. Within this area, the species is known from sites on the Central Valley floor near sea level, up to a maximum elevation of roughly 3,940 feet in the Coast Ranges and 1,640 feet in the Sierra Nevada foothills. The Central California tiger salamander is threatened primarily by habitat loss and fragmentation due to agricultural conversion and urban development, competition with and predation from non-native species, and hybridization with non-native tiger salamanders. Based on the evaluation of the Project Site and lack of breeding habitat, it is unlikely the project will directly or indirectly affect the California Tiger Salamander.



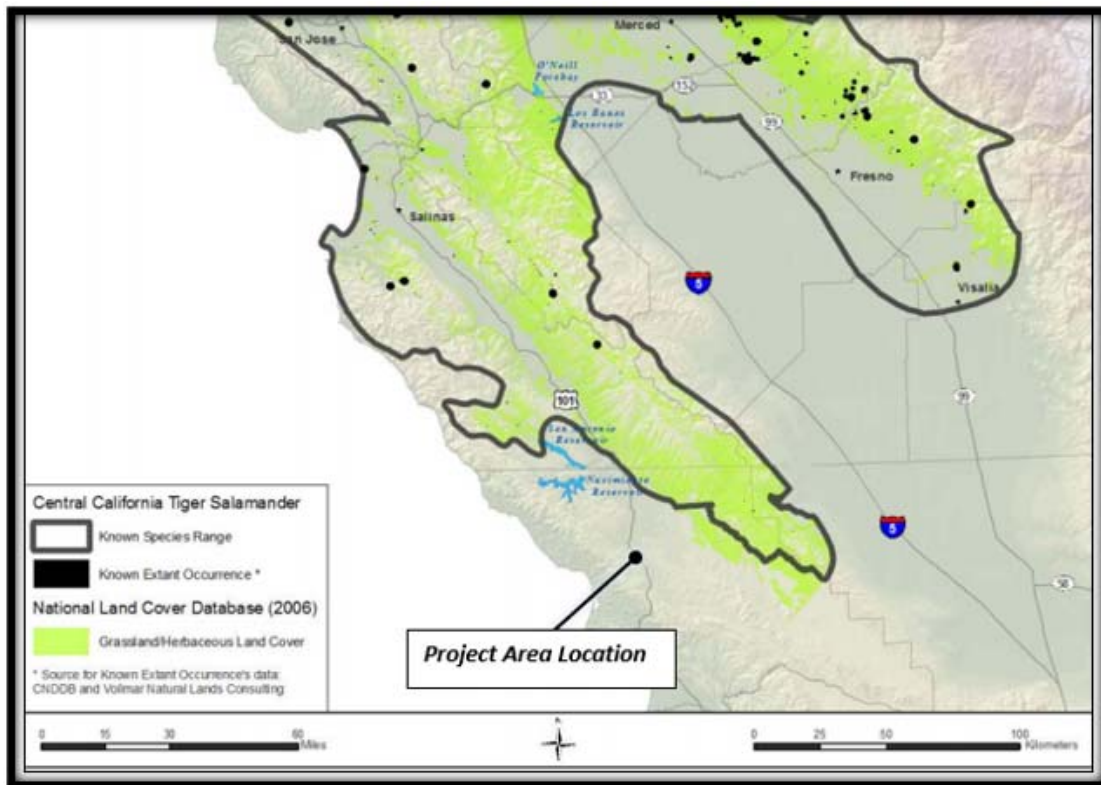


Figure 2: California Tiger Salamander Known Species Range.

- **Vernal Pool Fairy Shrimp** (*Branchinecta lynchi*). The vernal pool fairy shrimp (*Branchinecta lynchi*) is a small freshwater crustacean (0.12 to 1.5 inches long) belonging to an ancient order of branchiopods, the Anostraca. Like other anostracans, it has stalked compound eyes and eleven pairs of phyllopods (swimming legs that also function as gills). The vernal pool fairy shrimp is endemic to California and the Agate Desert of southern Oregon. It has the widest geographic range of the federally-listed vernal pool crustaceans, but it is seldom abundant where found, especially where it co-occurs with other species. The vernal pool fairy shrimp has an ephemeral life cycle and exists only in vernal pools or vernal pool-like habitats; the species does not occur in riverine, marine, or other permanent bodies of water. Based on the evaluation of the Project Site, no suitable habitat (pooling of stormwater runoff for multiple days) for this species was identified and it is unlikely the project will directly or indirectly affect the vernal pool fairy shrimp
- The IPAC Database also identified the California Condor (*Gymnogyps californianus*), the Least Bell's Vireo (*Vireo bellii pusillus*), and the Southwestern Willow Flycatcher (*Empidonax traillii eximius*), as potential affected by the development of the Project Area. The Project Area was determined to be outside of the final critical habitat for these species. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the above species.

- **Critical Habitats.** The U.S. Fish and Wildlife; Information for Planning and Consulting (IPAC) database did not identify any designated critical habitats within the Project Area.

No special status plant species were found within the Project Area during the site reconnaissance. It should be noted, the biological evaluation was not conducted during the spring months when plants are flowering. The IPAC Database identified five special status plants as potentially impacted by the Project Site. Due to the habitat requirements and known extant of populations, and the marginal habitat located on the Project Site, it is unlikely the project will directly or indirectly affect the five special status species.

- **California Jewelflower** (*Caulanthus californicus*) Known Extant: Eastern San Luis Obispo County and Carrizo Plains.

- **Chorro Creek Bog Thistle** (*Cirsium fontinales* var *obispoense*) Lack of suitable habitat.

- **Marsh Sandword** (*Arenaria paludicola*) Lack of suitable habitat. Only known location in southwestern San Luis Obispo County near Oso Flaco Lake.

- **Purple Amole** (*Chlorogalum purpureum*) Known Extant: Fort Hunter Liggett / Camp Roberts

- **Spreading Navarrentia** (*Navarrentia fossalis*) Lack of suitable habitat.

***It is SDC's opinion that the special status species identified with the potential to be within the Project Area are unlikely to be affected directly or indirectly by the development of the project site. SDC does not recommend any further investigation at this time.***

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**Appendices**

Appendix A – Site Photographs

## 1.0 INTRODUCTION

This report presents the results of a Biological Evaluation conducted for Barrel Creek Mixed Use Project located to the northwest of the Del Rio Road exit to Highway 101. This assessment was requested by Construction Developers Inc. and was conducted between November 26, 2019 and December 19, 2019. The site visit was made by Sierra Delta Consultant (SDC) biologist, Ms. Paige Eidemiller and biologist Mr. Kelly Gillogly.

The purpose of this Biological Assessment (BA) was to determine the sensitive fauna and floral species that have the potential to occur near the proposed Project Area. This assessment focuses on sensitive communities and sensitive species, and identifies potential biological impacts during the construction and operation of the well and supporting structure.

### 1.1 *Project Location*

The Project Area is located to the northwest of the Del Rio Road exit to Highway 101 in northern Atascadero. The Project Area is defined as 19.48-acres of land utilized as pasture / agriculture with some rural residential / commercial on the southern portions. (Figures 3 and 4).

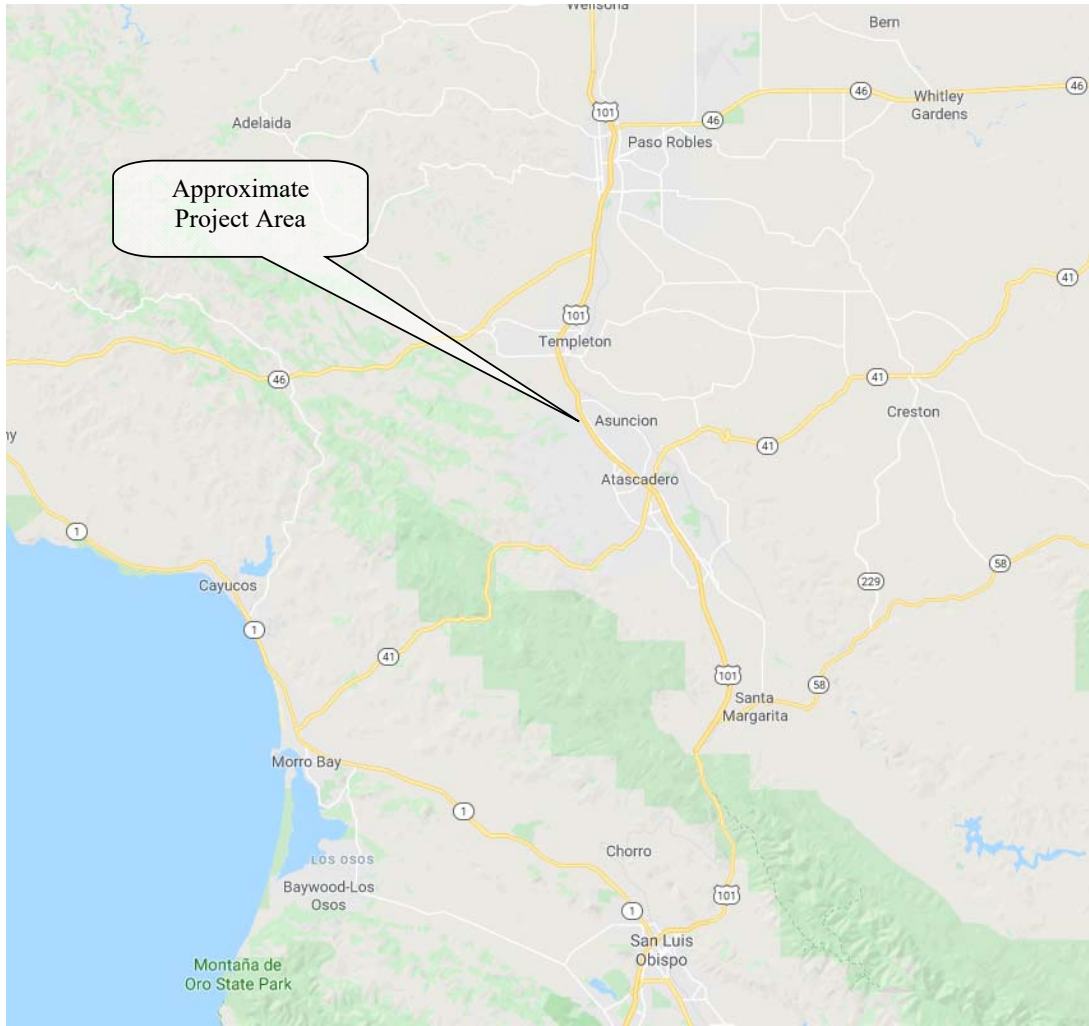


Figure 3. Regional Map



Figure 4. Project Area Map

## 2.0 METHODS

A survey was conducted by SDC biologist Mr. Kelly Gillogly and junior biologist Paige Richardson on December 16, 2019. The temperature was in the low 50's degree Fahrenheit; the sky was partly cloudy, and a wind of 1-3 mph was blowing from the north. Reconnaissance of the Project Area was completed by walking the site for approximately two hours, looking for burrows and suitable habitat for the special status species identified by the IPAC Database, and noting all species observed. The visible plants were identified and recorded during the survey, and all holes, mounds, and any potential burrows were investigated for kit fox and other sensitive species activity. See Appendix A for site photographs.



### 3.0 FINDINGS

No sensitive plant, mammal, bird, amphibian, crustacean, or reptile species were identified within the Project Area during the site reconnaissance of the site.

No critical habitats were identified on the Project Site during the site reconnaissance.

Based on the near absence of hydrophilic vegetation and the man-made component of the hydrology of the drainage swells on the Project Site, it is SDC's opinion the ephemeral drainage channel does not meet the criteria for riparian habitat, or vernal pool habitat, and would not be covered under CDFG jurisdiction for streams and / or riparian habitat.

The property does not qualify as ACOE Section 404 wetlands due to a lack of appropriate soils and the near absence of hydrophytic vegetation observed during the site reconnaissance.

No potential burrows larger than 1 -2 inches in diameter (typical of pocket gophers and ground squirrels) were observed along the proposed Project Area. No kit fox signs (prey remains, tracks, scat, matted vegetation, or berms), were observed within the Project Area. It was determined that none of the burrow openings could potentially house San Joaquin kit fox due to size restrictions and lack of kit fox signs. The openings also lacked scat from other mammals and / or signs of kit fox activity. Ground squirrels were observed during the site reconnaissance and appeared to be actively using the burrows identified during the site reconnaissance.

#### 4.0 CONCLUSIONS

Based on the site visit, a search of floral and faunal databases and review of historical Atascadero wildlife and natural communities, it was determined that no direct impacts to sensitive plant or animal species would likely occur within the Project Area. No critical habitat, sensitive plant or animal species were found within the Project Area during the research and development of this report. For additional information regarding potential sensitive plants found within the Project Area, a botanical survey would be necessary in the spring months during the flowering periods. Below are summaries of findings for each sensitive species considered to have potential to be directly or indirectly affected by the proposed project (via the U.S. Fish & Wildlife; Information for Planning and Consultation (IPAC) Database). Other species utilizing the Project Area may be indirectly affected by the temporary noise of construction.

- **San Joaquin Kit Fox (*Vulpes macrotis mutica*)**

No San Joaquin kit fox were identified within the Project Area. No burrows were identified to be greater than 1 – 2 inches in diameter and no signs (tracks, scat, or prey remains) of kit fox activity were identified within the Project Area or in the immediate vicinity of the Project Area. The Project Area does not lie within any known corridors for the SJ kit fox. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the kit fox.

- **Giant Kangaroo Rat (*Dipodomys ingens*)**

Giant Kangaroo Rats were not identified within the Project Area. The giant kangaroo rat is a small burrowing rodent with large hind limbs, long tail and large fur-lined cheek pouches adapted for bipedal locomotion. Giant kangaroo rats are primarily seed eaters, but also eat green plants and insects and inhabit annual grassland communities with few or no shrubs, well drained, sandy-loam soils located on gentle slopes. The kangaroo rats form colonies of burrows called precincts, in which multiple individuals reside. They are primarily nocturnal and are active all year in all types of weather. While there is a potential that kangaroo rats do occur within the vicinity of the Project Area, there were no sign of any precincts or colonies of kangaroo rats in the Project Area. Currently, the closest known populations are located in Eastern San Luis Obispo County within the San Juan Creek Valley and Carrizo Plains. Based on the evaluation of the Project Site, it is unlikely the project will directly or indirectly affect the kangaroo rat.

- **California Clapper Rail (*Rallus longirostris obsoletus*)**

The IPAC (Information for Planning and Consultation) database identified the California Clapper Rail as potential affected by the Project Area. California clapper rails occur almost exclusively in tidal salt and brackish marshes with unrestricted daily tidal flows, adequate invertebrate prey food supply, well developed tidal channel networks, and suitable nesting and escape cover as refugia during extreme high tides. Evaluation of the Project Area did not identify

suitable habitat for the clapper rail. Based on the evaluation of the Project Site, it is unlikely the project will directly or indirectly affect the clapper rail.

- **Blunt-nosed Leopard Lizard (*Gambelia silus*)**

Blunt-nosed Leopard Lizards were not identified within the Project Area. The species is a relatively large lizard in the Iguanidae family with a long, regenerative tail; long, powerful hind limbs; and a short, blunt snout. Although their under surface is uniformly white, the species exhibits tremendous variation in color and pattern on the backs, ranging from yellowish or light graybrown to dark brown. Males are typically larger and weigh more than females with adults ranging in size from 3.4 to 4.7 inches and weighing between 0.8 and 1.5 ounces. This species typically inhabits open, sparsely vegetated areas of low relief on the San Joaquin Valley floor and in the surrounding foothills. The closest known populations are in Eastern San Luis Obispo County and the Carrizo Plains. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the blunt-nosed lizard.

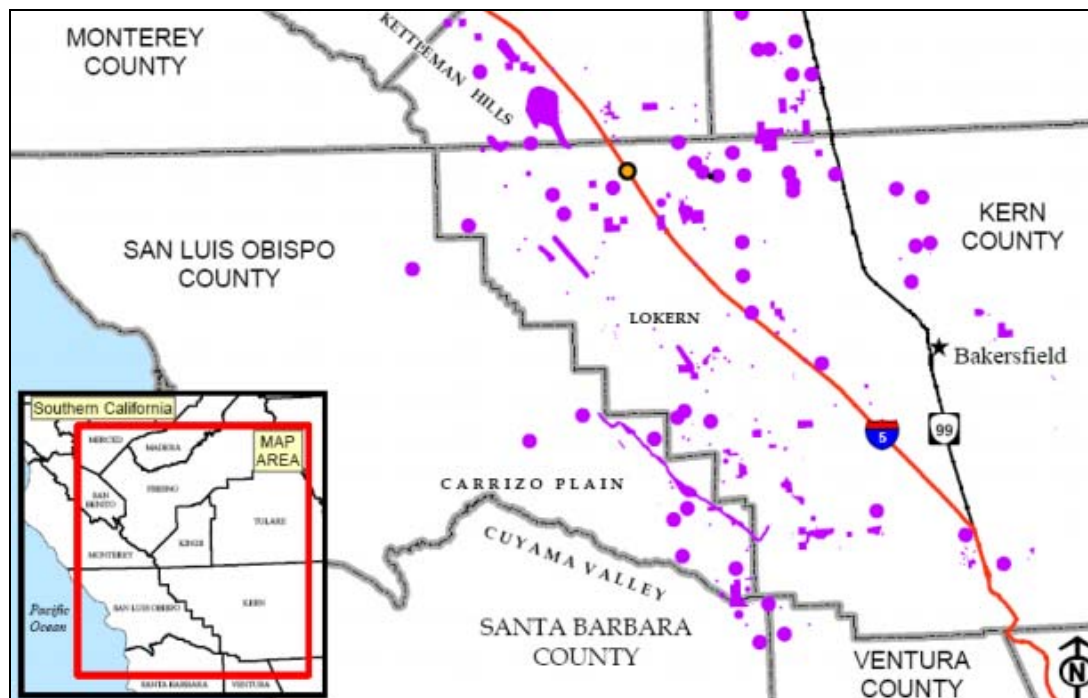


Figure 1: Population extant of Blunt-nosed Leopard Lizard. (USF&W 5-Year Review)

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central California, from Marin County, California, south to northern Baja California, Mexico.

The California red-legged frog requires a variety of habitat elements with aquatic breeding areas embedded within a matrix of riparian and upland dispersal habitats. Breeding sites of the California red-legged frog are in aquatic habitats including pools and backwaters within streams and creeks, ponds, marshes, springs, sag ponds, dune ponds and lagoons. Additionally, California red-legged frogs frequently breed in artificial impoundments such as stock ponds. The Project Site was identified as outside the final critical habitat for this species. Based on the evaluation of the Project Site, no suitable habitat for this species was identified and it is unlikely the project will directly or indirectly affect the red-legged frog.

- **California Tiger Salamander** (*Ambystoma californiense*). The California tiger salamander is divided into three separate Distinct Population Segments (DPSs): the Central California, Sonoma, and Santa Barbara DPSs. While genetically distinct and geographically isolated from each other, these three DPSs have similar biological needs and life histories. The Central California DPS of California tiger salamander (Central California tiger salamander) spends the majority of its life underground in small mammal burrows and migrates to pools and ponds for breeding during rain events. The Central California tiger salamander is restricted to the Central Valley and Inner Coast Range from Tulare and San Luis Obispo Counties in the south, to Sacramento and Yolo Counties in the north. Within this area, the species is known from sites on the Central Valley floor near sea level, up to a maximum elevation of roughly 3,940 feet in the Coast Ranges and 1,640 feet in the Sierra Nevada foothills. The Central California tiger salamander is threatened primarily by habitat loss and fragmentation due to agricultural conversion and urban development, competition with and predation from non-native species, and hybridization with non-native tiger salamanders. Based on the evaluation of the Project Site and lack of breeding habitat, it is unlikely the project will directly or indirectly affect the California Tiger Salamander.

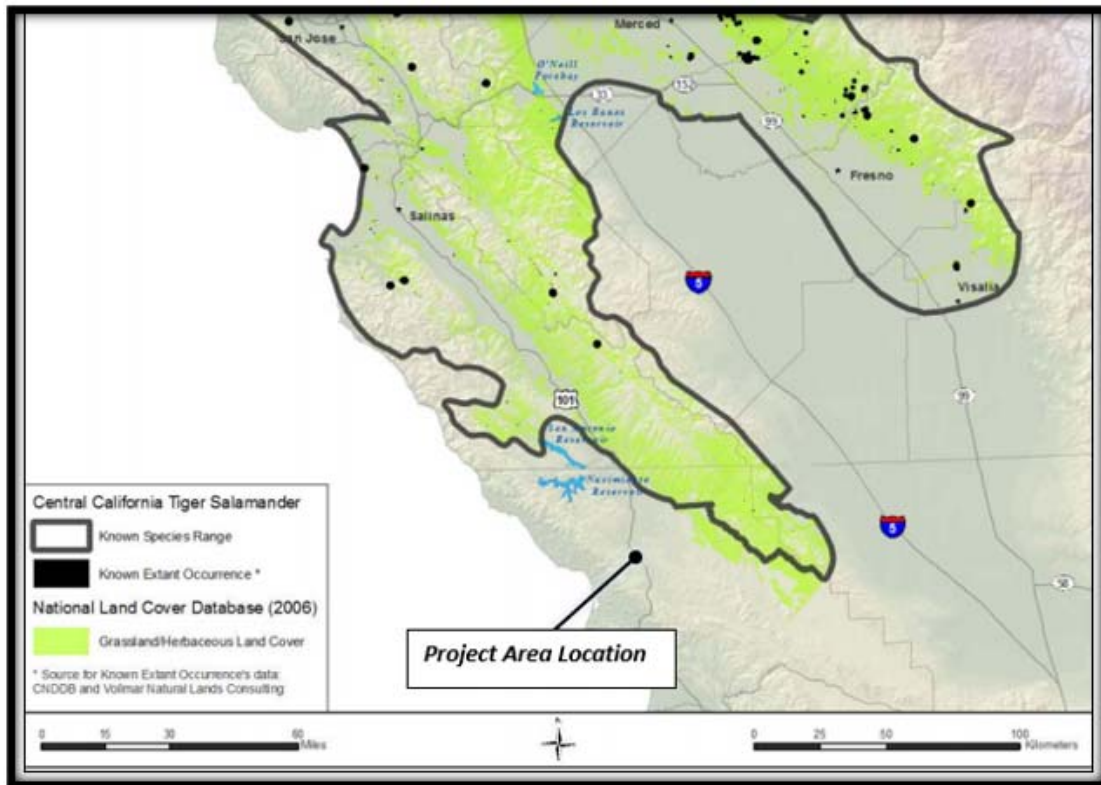


Figure 2: California Tiger Salamander Known Species Range.

- **Vernal Pool Fairy Shrimp (*Branchinecta lynchi*).** The vernal pool fairy shrimp (*Branchinecta lynchi*) is a small freshwater crustacean (0.12 to 1.5 inches long) belonging to an ancient order of branchiopods, the Anostraca. Like other anostracans, it has stalked compound eyes and eleven pairs of phylloids (swimming legs that also function as gills). The vernal pool fairy shrimp is endemic to California and the Agate Desert of southern Oregon. It has the widest geographic range of the federally-listed vernal pool crustaceans, but it is seldom abundant where found, especially where it co-occurs with other species. The vernal pool fairy shrimp has an ephemeral life cycle and exists only in vernal pools or vernal pool-like habitats; the species does not occur in riverine, marine, or other permanent bodies of water. Based on the evaluation of the Project Site, no suitable habitat (pooling of stormwater runoff for multiple days) for this species was identified and it is unlikely the project will directly or indirectly affect the vernal pool fairy shrimp
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of the final critical habitat for these species. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the above species.

- **Critical Habitats.** The U.S. Fish and Wildlife; Information for Planning and Consulting (IPAC) database did not identify any designated critical habitats within the Project Area.

No special status plant species were found within the Project Area during the site reconnaissance. It should be noted, the biological evaluation was not conducted during the spring months when plants are flowering. The IPAC Database identified five special status plants as potentially impacted by the Project Site. Due to the habitat requirements and known extant of populations, and the marginal habitat located on the Project Site, it is unlikely the project will directly or indirectly affect the five special status species.

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- **Chorro Creek Bog Thistle** (*Cirsium fontinales var obispoense*) *Lack of suitable habitat.*

- **Marsh Sandword** (*Arenaria paludicola*) *Lack of suitable habitat. Only known location in southwestern San Luis Obispo County near Oso Flaco Lake.*

- **Purple Amole** (*Chlorogalum purpureum*) *Known Extant: Fort Hunter Liggett / Camp Roberts*

- **Spreading Navarrentia** (*Navarrentia fossalis*) *Lack of suitable habitat.*

*It is SDC's opinion that the special status species identified with the potential to be within the Project Area are unlikely to be affected directly or indirectly by the development of the project site. SDC does not recommend any further investigation at this time.*

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Sierra Delta Consultants LLC, Subject Property Photographs  
Barrel Creek Development, Atascadero, California 93422

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Picture 1: Looking north from the western portion of the Subject Property.



Picture 2: Looking west across the southern parcels.



Picture 3: Dead vegetation and new growth of native grasses.



Picture 4: Looking west along the southern boundary of the Subject Property.



Picture 5: Vegetation on the southern boundary of the Subject Property.



Picture 6: Looking north along the western side of the building on the Subject Property.



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Barrel Creek Development, Atascadero, California 93422

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Picture 7: Looking west from the building on the Subject Property.



Picture 8: Looking east across the Subject Property.



Picture 9: Looking southeast at the building on the Subject Property.



Picture 10: Looking south from the southwest corner of the Subject Property.



Picture 11: Looking northeast from the southern parcels of the Subject Property.



Picture 12: Ground squirrel burrows observed on the property.



Sierra Delta Consultants LLC, Subject Property Photographs  
Barrel Creek Development, Atascadero, California 93422

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Picture 13: Vegetation on the southwest portion of the Subject Property.



Picture 14: Looking south at the northern side of the building on the Subject Property.



Picture 15: Looking southeast from the eastern boundary of the southern parcels of the Subject Property.



Picture 16: Fifty-five-gallon drum on the southern boundary of the northern parcel of the Subject Property.



Picture 17: Looking east along the southern boundary of the northern parcel with the water drainage from the highway visible.



Picture 18: Looking east across grasslands on the northern parcel.



Sierra Delta Consultants LLC, Subject Property Photographs  
Barrel Creek Development, Atascadero, California 93422

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Picture 19: Drainage swell from stormwater runoff on the northern parcel.



Picture 20: Drainage swell from stormwater runoff on the northern parcel.



Picture 21: Dead grassland vegetation.



Picture 22: Looking east from the southeast corner of the northern parcel.



Picture 23: Willow in the stormwater runoff swell on the northern parcel.



Picture 24: Vegetation in the drainage swell on the northern parcel.



Sierra Delta Consultants LLC, Subject Property Photographs  
Barrel Creek Development, Atascadero, California 93422

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Picture 25: Vegetation in the drainage swell on the northern parcel.



Picture 26: Drainage on the northern parcel.



Picture 27: Vegetation located within the drainage.



Picture 28: Stormwater drainage on the northern parcel.



Picture 29: Stormwater drainage across the northern parcel.



Picture 30: Stormwater drainage on the northern parcel.



Sierra Delta Consultants LLC, Subject Property Photographs  
Barrel Creek Development, Atascadero, California 93422

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Picture 31: Stormwater drainage on the northern parcel.



Picture 32: Stormwater drainage on the northern parcel.



Picture 33: Drainage swells on the northern parcel.



Picture 34: Drainage swells on the northern parcel.



Picture 35: Looking across grasslands on the northern portion of the northern parcel.



Picture 36: Looking across grasslands on the northern portion of the northern parcel.



Sierra Delta Consultants LLC, Subject Property Photographs  
Barrel Creek Development, Atascadero, California 93422

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Picture 37: Looking southeast from the northern parcel.



Picture 38: Looking south from the northern parcel.



Picture 39: Dead grasslands with new vegetation starting.



Picture 40: Looking across grasslands on the northern portion of the north parcel.



Picture 41: Looking west across the northern parcel.



Picture 42: Looking south across the northern parcel.



Sierra Delta Consultants LLC, Subject Property Photographs  
Barrel Creek Development, Atascadero, California 93422

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Picture 43: Looking southwest across the northern parcel.



Picture 44: Motor observed on the northern portion of the north parcel.



Picture 45: Looking south from the northern parcel.



Picture 46: Looking west from the north parcel with rural residential in the background.



Picture 47: Looking north from the north parcel with rural residential in the background.



Picture 48: Looking northwest across the northern parcel.



Sierra Delta Consultants LLC, Subject Property Photographs  
Barrel Creek Development, Atascadero, California 93422

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Picture 49: Dead vegetation and new growth of native grasses.



Picture 50: Dead vegetation and new growth of native grasses.



Picture 51: Looking north across the northern parcel.



Picture 52: Oak tree on the northern parcel.



Picture 53: Vegetation in the drainage swell on the northern parcel.



Picture 54: Looking south along the eastern boundary of the southern parcels.



Sierra Delta Consultants LLC, Subject Property Photographs  
Barrel Creek Development, Atascadero, California 93422

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Picture 55: Looking south along the western boundary of the single parcel south of Del Rio Road.



Picture 56: Looking southeast at the residential structure on the parcel south of Del Rio Road.



Picture 57: Looking southeast at the residence located on the parcel south of Del Rio Road.



Picture 58: Looking south along the western portion of the parcel south of Del Rio Road.



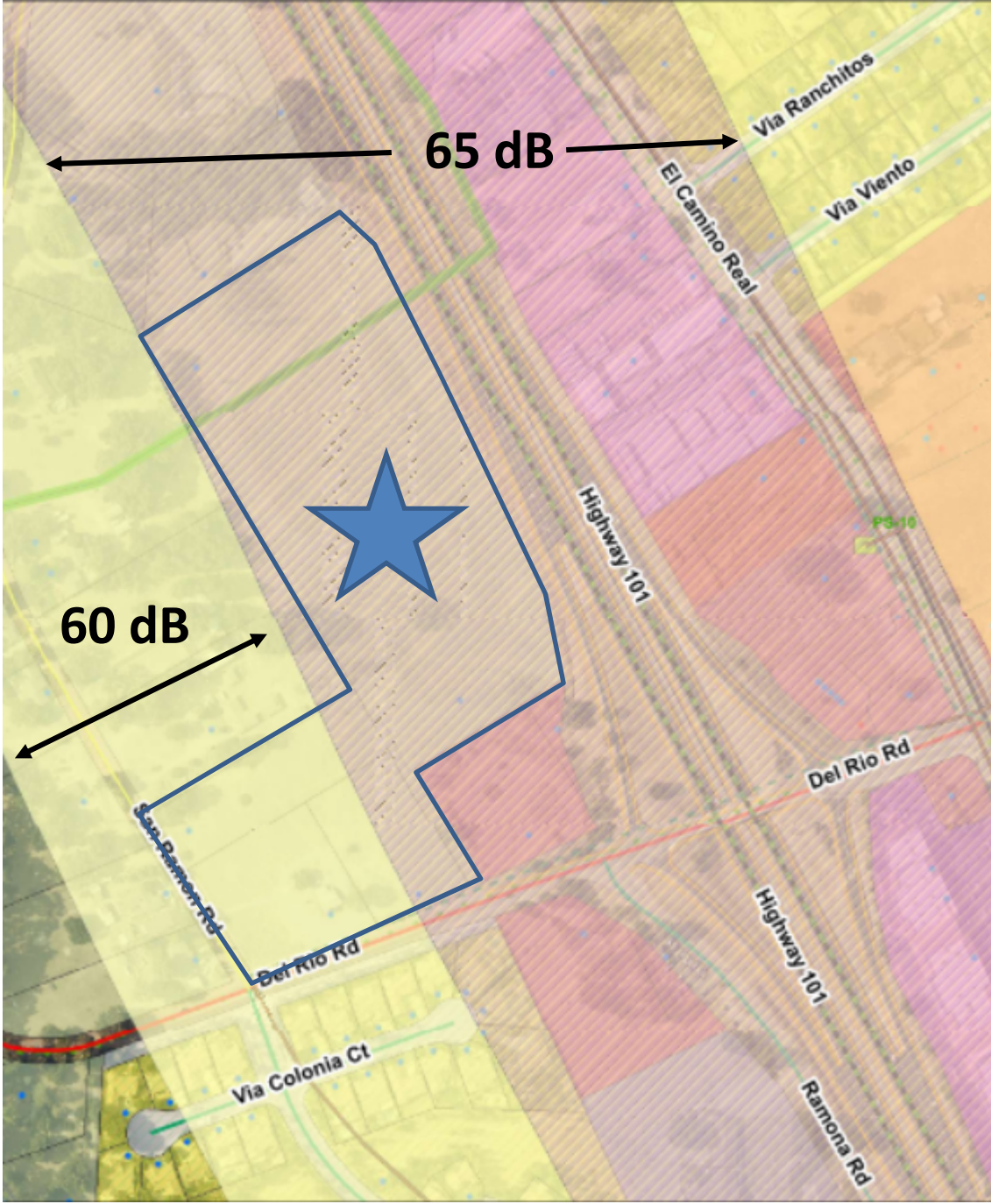
Picture 59: Live oak tree on the parcel south of Del Rio Road.



Picture 60: Looking south at the residential structure on the parcel south of Del Rio Road.



**Figure 10 – Noise Contour Map**



**EXHIBIT B: Mitigation Monitoring Program**

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**MITIGATION MONITORING PROGRAM**

**Barrel Creek**

**DEV21-0066**

Per Public Resources Code § 21081.6, the following 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, are responsible to verify compliance with these COAs.

|                   | <b>MITIGATION MEASURE</b>   | <b>TIMING</b>                                     |
|-------------------|---|---|
| <b>Aesthetics</b> |   |   |
| AES-1             | Landscaping shall be included along the San Ramon and Del Rio frontages to buffer higher density residential lots from surrounding existing rural residences. Landscaping shall include small shrubs and grasses along with street trees. Street trees along San Ramon shall be installed in a natural grouped pattern and shall include native species. Landscaping along Del Rio shall include shrubs and grasses as well as London plan trees at a spacing of 30-feet on-center consistent with the adjacent Apple Valley development. A minimum of 8 feet of landscaped area shall be provided along each frontage. | Prior to Building Permit Issuance / Project Final |
| AES-2             | Columnar landscaping and canopy shade trees shall be provided along the norther property line to provide visual screening of the 4-story hotel from the adjacent residential parcel. Landscaping shall include evergreen species and shall be designed to block visual impacts to the greatest extent possible.   | Prior to Building Permit Issuance / Project Final |
| AES-03            | Site lighting shall be low-level safety lighting for the parking lot areas. Lighting shall be on motion sensors to minimize lighting when areas are not in use. All pole lighting shall be a maximum of 14-feet in height and shall be shielded and directional.  | Prior to Building Permit Issuance / Project Final |
| AES-04            | Low level lighting shall be placed at the intersection of San Ramon and Del Rio Road for safety. Additional lighting at the Apple Valley frontage shall be installed as needed to facilitate safe lighting levels at the intersection.  | Prior to Building Permit Issuance / Project Final |
| AES-05            | All site walls visible from the exterior of the site shall be decorative walls and shall include decorative veneer.   | Prior to Building Permit Issuance / Project Final |

|                                 | <b>MITIGATION MEASURE</b>  | <b>TIMING</b>                                     |
|---------------------------------|--|---|
| AES-06                          | Lighting at the north hotel façade and west facing portion of the façade closest to the proposed multi-family units shall include pedestrian scale bollard lighting only. No architectural feature lighting is permitted. Fully shielded directional lighting shall be permitted where needed for egress safety. | Prior to Building Permit Issuance / Project Final |
| <b>Air Quality</b>              |  |   |
| AQ-01                           | Water exposed soil during active construction at a specific frequency to achieve dust suppression.   | Ongoing during Construction                       |
| AQ-02                           | Apply water at a specific frequency during active demolition to achieve dust suppression.  | Ongoing during Construction                       |
| AQ-03                           | Water construction roads a minimum of twice daily.   | Ongoing during Construction                       |
| AQ-04                           | Maintain a 25 mile per hour speed limit for all vehicles during construction   | Ongoing during Construction                       |
| AQ-05                           | Zero or low-VOC paints shall be used throughout the project.   | Prior to Building Permit Issuance / Project Final |
| AQ-06                           | Limit heavy equipment idling to no greater than 5 minutes at a single location   | Ongoing during Construction                       |
| <b>Cultural Resources</b>       |  |   |
| CUL-01                          | Prior to the issuance of any permits on-site, an Archeological Monitoring Plan shall be prepared by a qualified archeologist and shall be approved by the City of Atascadero. All recommendations of the plan shall be implemented as directed.  | Prior to Building Permit Issuance                 |
| CUL-02                          | All grading and site disturbance activities shall be monitored by a qualified archeologist and a monitor from a local tribal representative.   | Ongoing during Construction                       |
| CUL-03                          | Prior to demolition of the Quonset hut, the applicant shall provide documentation that includes floor plans, elevations, photographs and historical facts related to the structure. The report shall be approved and filed by the City prior to permit issuance for demolition.                                  | Prior to Building Permit Issuance                 |
| <b>Greenhouse Gas Emissions</b> |  |   |
| GHG-01                          | Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users to make   | Prior to Building Permit Issuance                 |

|                       | <b>MITIGATION MEASURE</b>   | <b>TIMING</b>                                     |
|-----------------------|---|---|
|                       | alternative transportation more convenient, comfortable and safe.   |   |
| GHG-02                | Provide large canopy shade trees throughout the parking areas to reduce evaporative emissions from parked vehicles.   | Prior to Building Permit Issuance                 |
| GHG-03                | The multi-family portion of the development shall meet or exceed CALGreen Tier 2 standards.   | Prior to Building Permit Issuance                 |
| GHG-04                | See AQ mitigation measures  |   |
| <b>Noise</b>          |   |   |
| NOI-01                | Construction activities shall be limited to 9am to 7pm on Saturdays and shall not occur on Sundays.   | Ongoing during construction                       |
| <b>Transportation</b> |   |   |
| TRANS-01              | The Crosswalk at Del Rio Road shall include ladder striping for the crosswalk at the eastern leg of the intersection. The crosswalk shall be supplemented with pedestrian warning signage and rectangular rapid flashing beacon (RRFB) on both sides of the road. The crosswalk across the northern side San Ramon Road shall not be included.  | Prior to Building Permit Issuance / Project Final |
| TRANS-02              | The intersection of San Ramon Road and Del Rio Road shall be illuminated with down lighting sufficient for pedestrian and vehicular safety. Light shall be provided both on the north and south side of the intersection.   | Prior to Building Permit Issuance / Project Final |
| TRANS-03              | A contiguous pedestrian path of travel shall be provided along Del Rio Road to the existing sidewalk on the south side of the freeway overpass prior to occupancy of any residential units.   | Prior to Building Permit Issuance / Project Final |
| TRANS-04              | Prior to occupancy of any use on the project, the following improvements shall be completed at the Del Rio and El Camino Real intersection: <ul style="list-style-type: none"> <li>• Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,</li> <li>• Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,</li> </ul> | Prior to Occupancy                                |

**MITIGATION MEASURE**

**TIMING**

- Modify the southbound and northbound left turns to protected-permissive phasing,
- Add overlap phasing to the southbound right turn pocket currently under construction,
- Replace eight-inch traffic signal heads with 12-inch heads,
- Install yellow reflective tape on all backplates,
- Install new signage and replace non-reflective signs, and
- Optimize signal timings for all coordinated signals including updating pedestrian and yellow clearance times at Del Rio and El Camino Real.

It is anticipated that these improvements will be completed by the Marketplace Project prior to commencement of the Barrel Creek Project. This project shall pay their fair share toward these improvements. Fair share shall be based on current cost estimates. Should the developer construct the improvements, any costs of the installed improvements in excess of the project's proportional share may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other development conditioned to construct specified improvements.

TRANS-05

The applicant/developer shall pay their fair share towards improvements at the US101/Del Rio interchange as specified in the Del Rio Road Commercial Area Specific Plan including the addition of a westbound right-turn lane to the intersection of Del Rio Road/US 101, such that there would be two westbound lanes on Del Rio Road from El Camino Real to the US 101 North ramp with a dedicated right turn lane onto US 101 northbound.

Prior to Building Permit Issuance

TRANS-06

The applicant/developer shall pay their fair share toward the realignment of Ramona Road and associated frontage improvements along Del Rio Road between San

Prior to Building Permit Issuance

**MITIGATION MEASURE**

**TIMING**

Ramon and US 101. Cost estimates for the fair share payment shall be based on a current cost estimate or the actual costs if the project is completed prior to permit issuance. It is anticipated that the City will complete these improvements prior to commencement of the project. If these improvements are not completed, Do Not Block Intersection Markings per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 3B.17 shall be completed at the Ramona Road intersection prior to occupancy of any commercial or residential use.

|          |  |   |
|----------|--|---|
| TRANS-07 | A striped crosswalk shall be provided across "Street A" (project entry street at Del Rio Road) to connect the pedestrians from the commercial portion of the project to the Del Rio Road sidewalk and crossing at San Ramon. | Prior to Building Permit Issuance / Project Final |
|----------|--|---|

**Tribal and Cultural Resources**

TCR-01 See mitigation measure CUL-01.

**Utility and Service Systems**

|        |   |                 |
|--------|---|-----------------|
| USS-01 | Prior to occupancy for any use, the developer shall upgrade Lift Station 14 with the following: | Building Permit |
|--------|---|-----------------|

- Install new 30 HP submersible pumps and associated piping improvements
- Install new wet well roof and hatch
- Install new Motor Control Center (MCC), Variable Frequency Drives (VFDs), and upgrade controls
- Install emergency generator, propane tank and associated piping
- Bypass pumping during construction

|        |   |                 |
|--------|---|-----------------|
| USS-02 | Prior to occupancy of any use that exceeds 196 gallons per minute at peak hour flow at Lift Station 14, the developer shall upgrade Lift Station 14 with the following: | Building Permit |
|--------|---|-----------------|

- Replacement of 30-Hp submersible pumps with 40-Hp pumps and associated piping upgrades
- Remove and replaced existing wet well with minimum 8' diameter wet well
- Pipeline connection improvements
- Install new MCC, VFDs, and upgrade controls
- Upsize the emergency generator
- Bypass pumping during construction

**DRAFT RESOLUTION B**

**RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF ATASCADERO, CALIFORNIA,  
APPROVING A GENERAL PLAN AMENDMENT (MAP DESIGNATION  
CHANGE AND MODIFICATION TO THE URBAN SERVICES LINE)  
FOR THE BARREL CREEK PROJECT**

**BARREL CREEK  
(DEV21-0066)  
6010, 6020, 6030 DEL RIO RD AND 1505, 1855 SAN RAMON RD  
APNs 049-131-043, 044, 052, 058, AND 066**

**WHEREAS**, an application has been received from Legacy Realty and Development, LLC (5390 E. Pine Avenue, Fresno, CA 93727), Applicant and First Assembly of God Church (5545 Ardilla Ave, Atascadero, CA 93422) Owner, to consider a General Plan Amendment, Zone Change, Vesting Tentative Tract Map, Tree Removal Permit, and Master Plan of Development (Conditional Use Permit) including a Commercial Sign Program and height exception; and

**WHEREAS**, the site's current General Plan Land Use Designation is Suburban Estates (SE); and

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

**WHEREAS**, the site has previously been identified by the City Council as a key development opportunity site based on the site's adjacency to Highway 101 and proximity to the key commercial node at El Camino Real and Del Rio Road; and

**WHEREAS**, the City Council reviewed the request at their regularly scheduled meeting on April 28, 2020 at which time the Council authorized the applicants to submit a formal application; and

**WHEREAS**, City Council Policy requires that a neighborhood meeting be held by the applicant to receive input from surrounding property owners, residents, and interested persons to assist in achieving neighborhood compatibility; and

**WHEREAS**, the project held a neighborhood meeting to gather input from surrounding residents and interested persons on September 23, 2020; and

**WHEREAS**, the proposed amendment is in conformance with the other elements of the adopted General Plan Goals, Policies, and Programs and the overall intent of the General Plan; 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 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 application; and

**WHEREAS**, the Planning Commission heard the item at their January 17, 2023 meeting and February 7, 2023 meeting and recommended that the City Council approve the proposed Barrel Creek project and associated entitlements; and

**WHEREAS**, a timely and properly noticed Public Hearing upon the subject application was held by the City Council of the City of Atascadero on March 14, 2023, at which hearing evidence, oral and documentary, was admitted on behalf of said application.

**NOW, THEREFORE BE IT RESOLVED**, by the City Council of the City of Atascadero:

**SECTION 1. Recitals**: The above recitals are true and correct.

**SECTION 2. Public Hearing**. The City Council of the City of Atascadero, at a Public Hearing held on March 14, 2023, considered testimony and reports from staff, the applicants, and the public.

**SECTION 3. Facts and Findings**. The City Council makes the following findings and determinations:

**A. Findings for approval of a General Plan Amendment**

**FINDING**: The proposed amendment is in the public interest.

**FACT**: The proposed map amendment changes the development potential of a currently rural residential site adjacent to Highway 101 to a mix of commercial and residential uses. The project has been designed to provide transitions from the adjacent single-family neighborhoods and will provide increased economic benefit to the City.

Modification to the Urban Services Line would allow all parcels proposed as part of the Barrel creek project to be within the designated boundary. As all project utilities and access are served from Del Rio Road or San Ramon Road, this modification will be consistent with project approvals.

**FINDING**: The proposed amendment is in conformance with the adopted General Plan Goals, Policies, and Programs and the overall intent of the General Plan.

**FACT**: The proposed re-designation increased commercial development opportunities within the city and locates potential goods and services close to existing residential neighborhoods. The project is designed to provide a transition between the existing single-family neighborhoods to the project uses and provides development of a site directly adjacent to Highway and with direct access to the 101 interchange. The project is within proximity to the developing Del Rio Road / El Camino Real commercial node and has been previously identified by the City Council as an economic development opportunity site.

The City's General Plan strives to balance commercial and residential uses, fostering a vibrant economy while preserving and maintain the City's rural, small-town character. The General Plan recognizes the need for growth and contains policies and programs to center that growth around the city's core area, namely paralleling the Highway 101 corridor and Morro Road, where services are available and infrastructure is designed to support added intensity. This project is located adjacent to a key commercial node at the intersection of del Rio Road and Highway 101. The project is designed with a small-lot single family subdivision on the western option of the site, similar to the adjacent Apple Valley development.

**FINDING:** The proposed amendment is compatible with existing development, neighborhoods, and the environment.

**FACT:** The proposed project is currently comprised of 5 mostly vacant parcels with one structure used as a weekly food distribution center. The site abuts highway 101 and is located adjacent to a key commercial node. Surrounding uses include large-lot rural residential, small-lot single family development, and currently un- or under-developed commercial tourist parcels. The proposed project increases commercial intensity adjacent to Highway 101 and provides for a small-lot single-family development along the most western edge, adjacent to existing residential neighborhoods. The intensified commercial uses will include entertainment, tourist serving, and local serving services and uses. The Del Rio area has been previously identified as a key economic development opportunity site and has been designed with transitional uses to existing surrounding uses.

**FINDING:** The proposed map amendment will not create any new significant and unavoidable impacts to traffic, infrastructure, or public services.

**FACT:** The project has been analyzed under the provisions of CEQA and the City's development review process. As part of this process, traffic and utility service analyses were completed to determine project impacts and appropriate measures to mitigate any impacts. Based on the Initial Study and Proposed Mitigated Negative Declaration, the project will not create and new significant impacts to traffic, infrastructure, or public services as conditioned and with the incorporated mitigation measures as identified.

**FINDING:** The proposed amendment is consistent with the adopted EIR and mitigation monitoring program.

**FACT:** The proposed project is consistent with the City's economic and land use policies. The project site was previously identified as a key site for commercial expansion and opportunities for increased housing. Infrastructure and services are available to serve the project and the project is consistent with the General plan EIR and subsequent Mitigated Negative Declaration prepared for the project.

**SECTION 4. CEQA.** An Initial Study was prepared to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that the project results in no significant impacts with mitigation measures incorporated. Consequently, a Mitigated Negative Declaration was prepared and circulated for public review on December 28, 2022. Based

ITEM NUMBER: B-1  
DATE: 03/14/23  
ATTACHMENT: 2

on testimony from the public, the document was updated and re-circulated to the public on February 2, 2023. Council resolved to certify the Mitigated Negative Declaration prepared for the Barrel Creek Project at the March 14, 2023 meeting.

**SECTION 5. Approval.** The City Council of the City of Atascadero, California, in a regular session assembled on March 14, 2023 resolved to approve the General Plan Map Designation Amendment and Modification to the Urban Services Line for the Barrel Creek Project consistent with the following:

EXHIBIT A: General Plan Land Use and Urban Services Line Amendment Diagram

**PASSED AND ADOPTED** at a regular meeting of the City Council held on the \_\_th day of March, 2023.

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

CITY OF ATASCADERO

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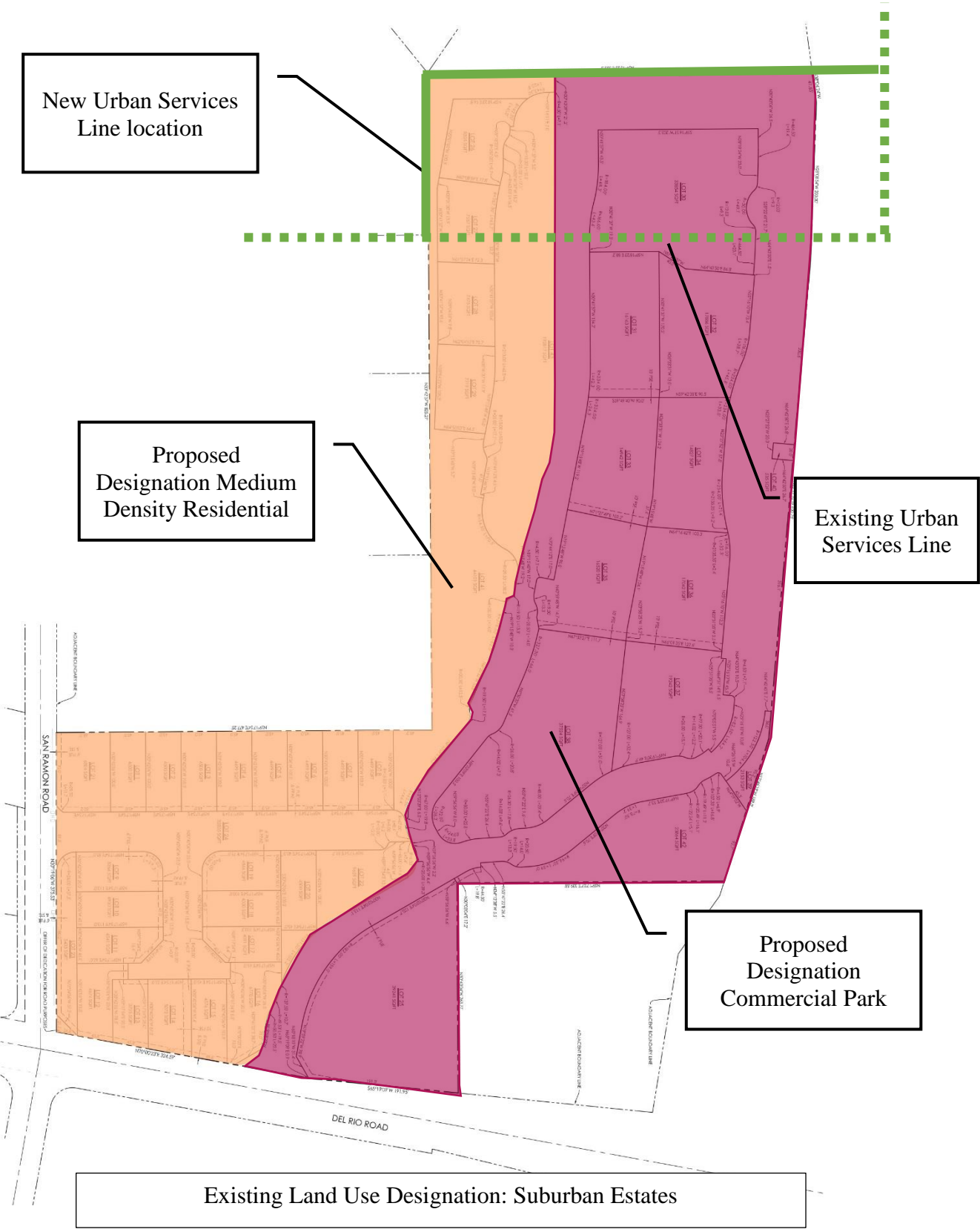
Heather Moreno, Mayor

ATTEST:

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Lara K. Christensen, City Clerk

**EXHIBIT A: General Plan Land Use and Urban Services Line Amendment Diagram**



**DRAFT ORDINANCE A**

**ORDINANCE OF THE CITY COUNCIL  
OF THE CITY OF ATASCADERO, CALIFORNIA,  
MODIFYING THE OFFICIAL ZONING MAP CONVERTING  
APPROXIMATELY 15.2 ACRES FROM RESIDENTIAL SUBURBAN TO  
RESIDENTIAL MULTI-FAMILY – 10 AND COMMERCIAL PARK  
FOR THE BARREL CREEK PROJECT**

**BARREL CREEK  
(DEV21-0066)  
6010, 6020, 6030 Del Rio Rd and 1505, 1855 San Ramon Rd  
APNs 049-131-043, 044, 052, 058, and 066**

**WHEREAS**, an application has been received from Legacy Realty and Development, LLC (5390 E. Pine Avenue, Fresno, CA 93727), Applicant and First Assembly of God Church (5545 Ardilla Ave, Atascadero, CA 93422) Owner, to consider a General Plan Amendment, Zone Change, Vesting Tentative Tract Map, Tree Removal Permit, and Master Plan of Development (Conditional Use Permit) including a Commercial Sign Program and height exception; and

**WHEREAS**, the site's current General Plan Land Use Designation is Suburban Estates (SE); and

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

**WHEREAS**, the site has previously been identified by the City Council as a key development opportunity site based on the site's adjacency to Highway 101 and proximity to the key commercial node at El Camino Real and Del Rio Road; and

**WHEREAS**, the City Council reviewed the request for General Plan Amendment and Zone Change at their regularly scheduled meeting on April 28, 2020 at which time the Council authorized the applicants to submit a formal application; and

**WHEREAS**, City Council Policy requires that a neighborhood meeting be held by the applicant to receive input from surrounding property owners, residents, and interested persons to assist in achieving neighborhood compatibility; and

**WHEREAS**, the project held a neighborhood meeting to gather input from surrounding residents and interested persons on September 23, 2020; and

**WHEREAS**, the proposed amendment is in conformance with the other elements of the adopted General Plan Goals, Policies, and Programs and the overall intent of the General Plan; 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 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 application; and

**WHEREAS**, the Planning Commission heard the item at their January 17, 2023 meeting and February 7, 2023 meeting and recommended that the City Council approve the Barrel Creek project and associated entitlements, and

**WHEREAS**, a timely and properly noticed Public Hearing upon the subject application was held by the City Council of the City of Atascadero on March 14, 2022, at which hearing evidence, oral and documentary, was admitted on behalf of said application; and

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF ATASCADERO HEREBY ORDAINS AS FOLLOWS:**

**SECTION 1. Recitals:** The above recitals are true and correct.

**SECTION 2. Public Hearing.** The City Council of the City of Atascadero, at a Public Hearing held on March 14, 2023, considered testimony and reports from staff, the applicants, and the public and introduced for first reading, by title only, an Ordinance modifying the official Zoning Map converting approximately 15.2 acres from residential suburban to residential multi-family – 10 and commercial park for the Barrel Creek Project.

**SECTION 3. Facts and Findings.** The City Council makes the following findings and determinations:

**A. Findings for approval of a Zoning Map Amendment**

**FINDING:** The Zoning Map Change is consistent with General Plan policies and all other applicable ordinances and policies of the City.

**FACT:** The project includes a request for a General plan Amendment and Zone Map Amendment with associated entitlements for the Barrel Creek project. The proposed zoning map amendment changes the development potential of a currently rural residential site adjacent to Highway 101 to a mix of commercial and residential uses. The project has been designed to provide transitions from the adjacent single-family neighborhoods and will provide increased economic benefit to the City.

**FINDING:** This Amendment of the Zoning Map will provide for the orderly and efficient use of lands where such development standards are applicable.

**FACT:** The proposed project is located adjacent to Highway 101 at Del Rio Road. The project site was previously identified as a key development opportunity site. The site is adjacent to the key commercial node at Del Rio Road and El Camino Real. The Apple Valley development to the south of the project site is comprised of a small-lot single family development with similar lot patterns to the proposed single-family portion of the project. Frontage and intersection improvements will be complete prior to occupancy of

the project to ensure that the adjacent street system is designed to accommodate added traffic.

**FINDING:** The Map Change will not, in itself, result in significant environmental impacts.

**FACT:** The proposed project is consistent with the City’s economic and land use policies. The project site was previously identified as a key site for commercial expansion and opportunities for increased housing. Infrastructure and services are available to serve the project and the project is consistent with the General plan EIR and subsequent Mitigated Negative Declaration prepared for the project.

**SECTION 4. CEQA.** An Initial Study was prepared to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that the project results in no significant impacts with mitigation measures incorporated. Consequently, a Mitigated Negative Declaration was prepared and circulated for public review on December 28, 2022. Based on public testimony, the document was revised and re-circulated for public review on February 2, 2023. The City Council resolved to certify the Mitigated Negative declaration prepared for the Barrel Creek Project at the March 14, 2023 meeting.

**SECTION 5. Approval.** The City Council resolved to approve the Zoning Map Amendment for the Barrel Creek Project consistent with the following:

EXHIBIT A: Zoning Map Amendment Diagram

**SECTION 6. Interpretation.** This Ordinance must be broadly construed in order to achieve the purposes stated in this Ordinance. It is the City Council’s intent that the provisions of this Ordinance be interpreted or implemented by the City and others in a manner that facilitates the purposes set forth in this Ordinance.

**SECTION 7. Preservation.** Repealing of any provision of the Atascadero Municipal Code or of any previous Code Sections, does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before this Ordinance’s effective date. Any such repealed part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Ordinance.

**SECTION 8. Effect of Invalidation.** If this entire Ordinance or its application is deemed invalid by a court of competent jurisdiction, any repeal or amendment of the Atascadero Municipal Code or other City Ordinance by this Ordinance will be rendered void and cause such previous Atascadero Municipal Code provision or other City Ordinance to remain in full force and effect for all purposes.

**SECTION 9. Severability.** If any part of this Ordinance or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Ordinance are severable.

**SECTION 10. Notice.** The City Clerk is directed to certify the passage and adoption of this Ordinance, cause it to be entered into the City of Atascadero’s book of original ordinances,

make a note of the passage and adoption in the records of this meeting and within fifteen (15) days after the passage and adoption of this Ordinance, cause it to be published or posted in accordance with California law.

**SECTION 11. Effective Date.** This Ordinance will take effect on the 30th day following its final passage and adoption.

**INTRODUCED** at a regular meeting of the City Council held on \_\_\_\_\_, 2023, and **PASSED, APPROVED** and **ADOPTED** by the City Council of the City of Atascadero, State of California, on \_\_\_\_\_, 2023.

- AYES:
- NOES:
- ABSTAIN:
- ABSENT:

CITY OF ATASCADERO

\_\_\_\_\_  
Heather Moreno, Mayor

ATTEST:

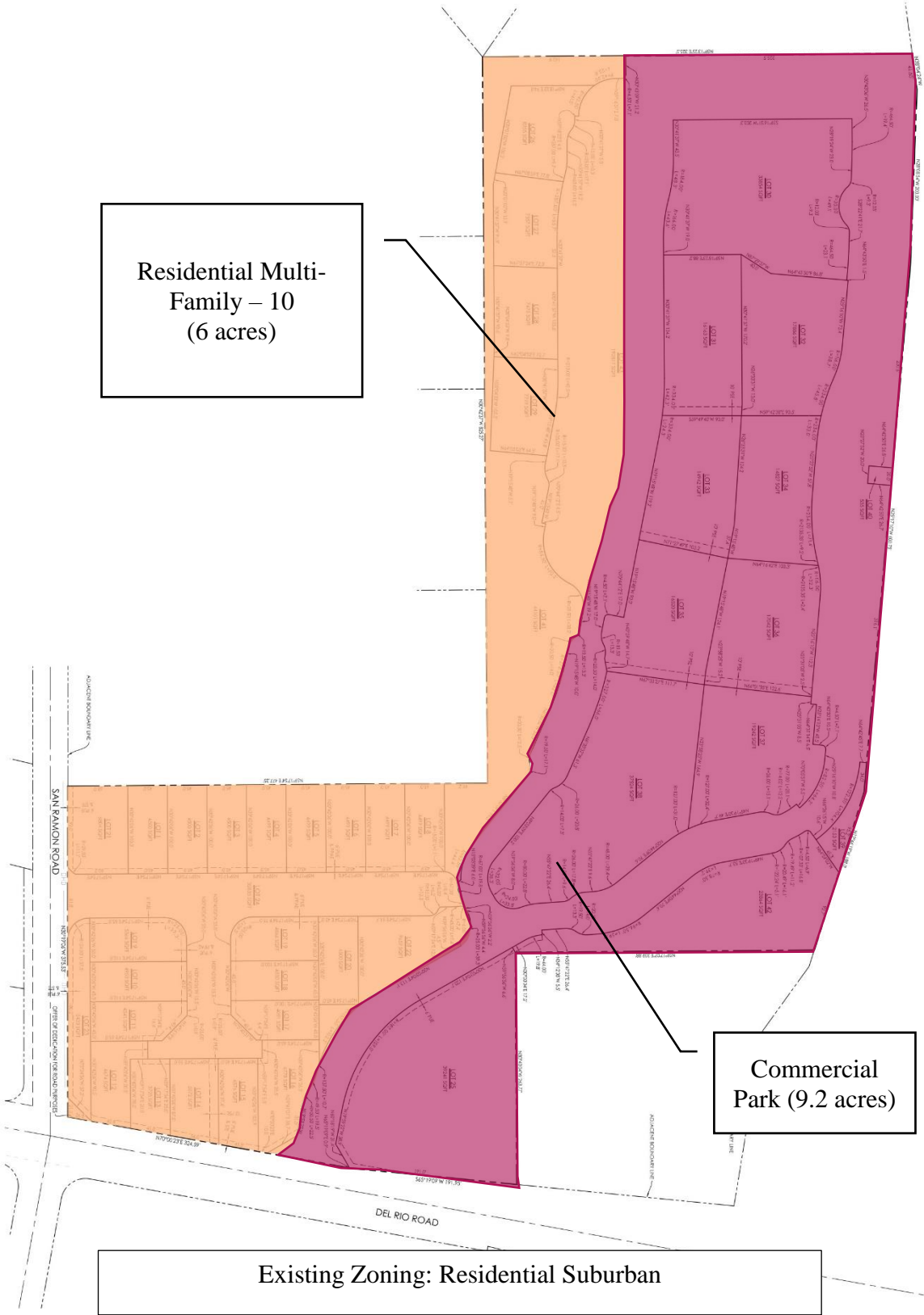
\_\_\_\_\_  
Lara K. Christensen, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Brian A. Pierik, City Attorney



**EXHIBIT A: Zoning Amendment Diagram**



Residential Multi-Family - 10  
(6 acres)

Commercial Park (9.2 acres)

Existing Zoning: Residential Suburban

**DRAFT ORDINANCE B**

**ORDINANCE OF THE CITY COUNCIL  
OF THE CITY OF ATASCADERO, CALIFORNIA,  
AMENDING TITLE 9 (PLANNING AND ZONING), CHAPTER 3  
(ZONING DISTRICTS), ARTICLE 28 (PLANNED DEVELOPMENT  
OVERLAY ZONE) OF THE ATASCADERO MUNICIPAL CODE TO  
ESTABLISH PLANNED DEVELOPMENT NO. 38 (PD38)  
FOR THE BARREL CREEK PROJECT**

**BARREL CREEK  
(DEV21-0066)  
6010, 6020, 6030 Del Rio Rd and 1505, 1855 San Ramon Rd  
APNs 049-131-043, 044, 052, 058, and 066**

**WHEREAS**, an application has been received from Legacy Realty and Development, LLC (5390 E. Pine Avenue, Fresno, CA 93727), Applicant and First Assembly of God Church (5545 Ardilla Ave, Atascadero, CA 93422) Owner, to consider a General Plan Amendment, Zone Change, Vesting Tentative Tract Map, Tree Removal Permit, and Master Plan of Development (Conditional Use Permit) including a Commercial Sign Program and height exception; and

**WHEREAS**, the site's current General Plan Land Use Designation is Suburban Estates (SE); and

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

**WHEREAS**, the site has previously been identified by the City Council as a key development opportunity site based on the site's adjacency to Highway 101 and proximity to the key commercial node at El Camino Real and Del Rio Road; and

**WHEREAS**, the City Council reviewed the request for General Plan Amendment and Zone Change at their regularly scheduled meeting on April 28, 2020 at which time the Council authorized the applicants to submit a formal application; and

**WHEREAS**, City Council Policy requires that a neighborhood meeting be held by the applicant to receive input from surrounding property owners, residents, and interested persons to assist in achieving neighborhood compatibility; and

**WHEREAS**, the project held a neighborhood meeting to gather input from surrounding residents and interested persons on September 23, 2020; and

**WHEREAS**, the proposed amendment is in conformance with the other elements of the adopted General Plan Goals, Policies, and Programs and the overall intent of the General Plan; 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 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 application; and

**WHEREAS**, the Planning Commission heard the item at their January 17, 2023 meeting and February 7, 2023 meeting and recommended that the City Council approve the Barrel Creek project and associated entitlements, and

**WHEREAS**, a timely and properly noticed Public Hearing upon the subject application was held by the City Council of the City of Atascadero on March 14, 2022, at which hearing evidence, oral and documentary, was admitted on behalf of said application.

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF ATASCADERO HEREBY ORDAINS AS FOLLOWS:**

**SECTION 1. Recitals:** The above recitals are true and correct.

**SECTION 2. Public Hearing.** The City Council of the City of Atascadero, at a Public Hearing held on March 14, 2023, considered testimony and reports from staff, the applicants, and the public and introduced for first reading, by title only, an Ordinance amending Title 9, Chapter 3, Article 28 of the Atascadero Municipal Code to establish Planned Development No. 38 (PD38) for the Barrel Creek Project.

**SECTION 3. Facts and Findings.** The City Council makes the following findings and determinations:

**A. Findings for approval of a Zoning Map Amendment**

**FINDING:** The Zoning Map Change is consistent with General Plan policies and all other applicable ordinances and policies of the City.

**FACT:** The project includes a request for a General plan Amendment and Zone Map Amendment with associated entitlements for the Barrel Creek project. The proposed zoning map amendment changes the development potential of a currently rural residential site adjacent to Highway 101 to a mix of commercial and residential uses. The project has been designed to provide transitions from the adjacent single-family neighborhoods and will provide increased economic benefit to the City.

**FINDING:** This Amendment of the Zoning Ordinance will provide for the orderly and efficient use of lands where such development standards are applicable.

**FACT:** The proposed project is located adjacent to Highway 101 at Del Rio Road. The project site was previously identified as a key development opportunity site. The site is adjacent to the key commercial node at Del Rio Road and El Camino Real. The Apple Valley development to the south of the project site is comprised of a small-lot single

family development with similar lot patterns to the proposed single-family portion of the project. Frontage and intersection improvements will be complete prior to occupancy of the project to ensure that the adjacent street system is designed to accommodate added traffic.

Establishment of a custom Planned Development Overlay Zone will allow the property to transition to the surrounding neighborhoods with custom attention to compatible uses and development standards to ensure a quality and well-integrated project.

**FINDING:** The Text Change will not, in itself, result in significant environmental impacts.

**FACT:** The proposed project is consistent with the City's economic and land use policies. The project site was previously identified as a key site for commercial expansion and opportunities for increased housing. Infrastructure and services are available to serve the project and the project is consistent with the General plan EIR and subsequent Mitigated Negative Declaration prepared for the project.

**FINDING:** 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 PD38 zoning overlay establishes 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.

**FINDING:** 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.

**FACT:** The Planned Development 38 overlay text modifies standard development requirements to allow for a mixed residential and commercial project adjacent to existing residential neighborhood and commercial properties, including Highway 101. Modified standards for the development enable the project to provide adequate transitions to the existing neighborhood and ensure compatible uses within the commercial portion.

**FINDING:** Benefits derived from the Planned Development Overlay Zone cannot be reasonably achieved through existing development standards or processing requirements.

**FACT:** The Planned Development Overlay Zone 38 ensures that development within the area provides certain benefit as identified by Council Policy. Development under the PD38 standards will maintain and enhance neighborhood character and provide transition between commercial and single-family uses.

**FINDING:** 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 4. CEQA.** An Initial Study was prepared to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that the project results in no significant impacts with mitigation measures incorporated. Consequently, a Mitigated Negative Declaration was prepared and circulated for public review on December 28, 2022. Based on public testimony, the document was re-circulated for public review on February 2, 2023. The City Council resolved to certify the Mitigated Negative declaration prepared for the Barrel Creek Project at the March 14, 2023 meeting.

**SECTION 5. Approval.** The City Council resolved to approve an Amendment to Title 9 of the Atascadero Municipal Code for the Barrel Creek Project consistent with the following:

EXHIBIT A: 9-3.683 Establishment of Planned Development Overlay No. 38 (PD38)

**SECTION 6. Interpretation.** This Ordinance must be broadly construed in order to achieve the purposes stated in this Ordinance. It is the City Council's intent that the provisions of this Ordinance be interpreted or implemented by the City and others in a manner that facilitates the purposes set forth in this Ordinance.

**SECTION 7. Preservation.** Repealing of any provision of the Atascadero Municipal Code or of any previous Code Sections, does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before this Ordinance's effective date. Any such repealed part will remain in full force and effect for sustaining action or prosecuting violations occurring before the effective date of this Ordinance.

**SECTION 8. Effect of Invalidation.** If this entire Ordinance or its application is deemed invalid by a court of competent jurisdiction, any repeal or amendment of the Atascadero Municipal Code or other City Ordinance by this Ordinance will be rendered void and cause such previous Atascadero Municipal Code provision or other City Ordinance to remain in full force and effect for all purposes.

**SECTION 9. Severability.** If any part of this Ordinance or its application is deemed invalid by a court of competent jurisdiction, the City Council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Ordinance are severable.

**SECTION 10. Notice.** The City Clerk is directed to certify the passage and adoption of this Ordinance, cause it to be entered into the City of Atascadero's book of original ordinances, make a note of the passage and adoption in the records of this meeting and within fifteen (15) days after the passage and adoption of this Ordinance, cause it to be published or posted in accordance with California law.

**SECTION 11. Effective Date.** This Ordinance will take effect on the 30th day following its final passage and adoption.

ITEM NUMBER: B-1  
DATE: 03/14/23  
ATTACHMENT: 4

**INTRODUCED** at a regular meeting of the City Council held on \_\_\_\_\_, 2023, and **PASSED, APPROVED** and **ADOPTED** by the City Council of the City of Atascadero, State of California, on \_\_\_\_\_, 2023.

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

CITY OF ATASCADERO

\_\_\_\_\_  
Heather Moreno, Mayor

ATTEST:

\_\_\_\_\_  
Lara K. Christensen, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Brian A. Pierik, City Attorney

**EXHIBIT A: 9-3.683 Establishment of Planned Development Overlay No. 38 (PD38)**

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*The following shall be added to the Atascadero Municipal Code Title 9, Chapter 3, Article 28:*

**9-3.683 Establishment of Planned Development Overlay Zone No. 38: (PD38).**

Planned Development Overlay Zone No. 38 is established as shown on the official zoning maps (Section 9-1.102 of this title) on parcels APNs 049-131-043, 044, 052, 058, and 066 (Parcels 1-42 of TR3177). The following development standards shall be applied to all development within the PD38 overlay district:

General Requirements:

- (a) All utilities, including electric, telephone and cable, along the frontage of and within the PD shall be installed underground.
- (b) All lighting shall be fully shielded, directional, and dark sky compliant unless specifically exempted below.
- (c) All mitigation measures listed in the Mitigation Monitoring Program shall be adhered to for the life of the project.

Commercial Development:

- (a) A Master Plan of Development must be established for the commercial development area and all development shall be consistent with the approved Master Plan of Development.
- (b) All building mounted and parking lot lighting shall be dark sky compliant and designed to reduce off-site glare. All lighting shall be directed downward. The following exceptions shall be permitted:
  - 1. Festoon lighting shall be permitted within the commercial plaza and hotel inner courtyard
  - 2. Lower level up-lighting is permitted within the commercial plaza and inner hotel courtyard to highlight architectural building features.
  - 3. Low level bollard lighting is permitted adjacent to pedestrian paths.
- (c) All building signage shall comply with the following:
  - 1. All wall signs shall be externally or halo lit.
  - 2. No cabinet signs shall be permitted
  - 3. Each business shall be allowed a wall sign over the entry in addition to a parking lot facing sign if the tenant space is adjacent to the parking area.
  - 4. Projecting signage shall be permitted as well as an extruded metal sign on the metal canopy(ies).
  - 5. Window graphics shall be permitted per the Atascadero Municipal Code
  - 6. A center identification sign in the form of a water tower shall be permitted along Highway 101 in the area designated in the Master Plan of development. The water tower shall have a maximum height of 65-feet. The water tower sign shall display the name of the project only.
  - 7. The hotel shall be allowed the following:

- i. No signage shall be permitted facing residential uses. Lighting facing the freeway shall be externally illuminated with downward lighting. All lighting shall be set on a timer to turn off or dim between the hours of 10pm and 7am.
- (d) All parking lot trees shall be maintained in a manner which allows the trees to reach their natural height and width. No growth inhibitors shall be permitted.
- (e) Amplified sound shall be permitted within the commercial plaza, amphitheater, and hotel courtyard area between the hours of 11am and 10pm. Amplified outside of these hours or locations shall require approval of an AUP.
- (f) All uses shall comply with the listed uses for the CPK zone, with the following modifications:
  1. The following uses shall be allowed by right
    - i. Bar/Tavern
    - ii. Hotels, Motels
  2. The following uses shall be allowed with the approval of a conditional use permit
    - i. Social and Service Organizations
  3. The following uses shall not be permitted
    - i. Accessory storage
    - ii. Auto Dealers (New and Used) and supplies
    - iii. Auto Repair and Services
    - iv. Bed and Breakfast
    - v. Building Materials and Hardware w/ outdoor storage areas
    - vi. Collection Stations
    - vii. Drive-Through Sales or Services
    - viii. Farm Equipment and Supplies with outdoor storage areas
    - ix. Financial Services and Banks
    - x. Fuel Dealer
    - xi. Health Care Services
    - xii. Horticultural Specialties
    - xiii. Laundries and Dry-Cleaning Plants
    - xiv. Medical Extended Care Services
    - xv. Mini-Storage
    - xvi. Retail Sales – Restricted
    - xvii. Sales Lots
    - xviii. Small Family Day Care
    - xix. Transit Stations
    - xx. Vehicle and Equipment Storage

Multi-family Development:

- (a) All multi-family buildings shall include consistent materials and building styles. Color variations are permitted.
- (b) All materials and finishes shall be consistent with the approved entitlement design package.
- (c) All windows shall be non-sliders. No wide vinyl casings or stiles shall be permitted.



Single-Family Parcels:

- (a) No subsequent tentative parcel or tract map shall be approved within the single-family development area. Urban Subdivisions shall not be permitted.
- (b) Second units shall be permitted consistent with the City's standards for single-family parcels.
- (c) No Urban Dwelling Units shall be permitted
- (d) Maximum height shall be 30-feet.
- (e) A minimum of 2 parking spaces are required per lot. These may not be located within the front setback area. On-street parking shall not be used to satisfy the parking requirements. Driveway areas within the setback may provide for guest parking.
- (f) Building setbacks shall be as follows:

|   |                                     |
|---|-------------------------------------|
| Primary Front at porch                            | 9 feet                              |
| Primary Front at dwelling – 1 <sup>st</sup> story | 15 feet                             |
| Primary Front at dwelling – 2 <sup>nd</sup> story | 20 feet                             |
| Primary Front at garage/required on-site parking  | 20 feet                             |
| Secondary street setback (corner lot)             | 10 feet                             |
| Interior Side                                     | 5 feet                              |
| Rear Yard first story                             | 10 feet                             |
| Rear Yard at second story                         | 5-feet greater than the first story |
| Accessory structure side and rear yards           | 5 feet                              |

- 1. Garages shall be recessed from the front of the residence by at least ten (10) feet.
- 2. Architectural projections shall be allowed per the Atascadero Municipal Code.
- (g) Building coverage (residence plus garage footprint) shall not exceed forty-five percent (45%) of the individual lot area. Landscaping shall constitute a minimum of forty percent (25%) of the lot area. The measurement of landscaped areas shall be exclusive of driveways, patios, decks, etc.
- (h) Two- (2) story residences shall have a second floor that is limited to seventy-five percent (75%) of the gross area of the first floor inclusive of the garage.
- (i) Architectural Features: Use of at least five (5) of the following architectural features on all street facing elevations, and at least three (3) of the following architectural features on all interior and rear yard elevations, as appropriate for the building type and style, is required.
  - 1. Dormers;
  - 2. Gable roof form;
  - 3. Recessed entries (at least 3 feet);
  - 4. Covered porch entries with a minimum projection of 6-feet;
  - 5. Cupolas or towers;
  - 6. Pillars or posts;
  - 7. Eaves (minimum 12-inch projection);
  - 8. Off-sets in building face (minimum 16 inches);
  - 9. Window trim;

10. Bay or oriel windows;
  11. Balconies;
  12. A minimum of 2 decorative patterns on exterior finishes (e.g., scales/shingles, wainscoting, board and batten, and similar features); and
  13. Decorative cornices and roof lines (e.g., for flat roofs).
- (j) All mechanical equipment, including HVAC units and utility meters, shall be screened from view from adjacent streets and properties.
  - (k) Exterior fencing shall be consistent throughout the single-family area. Privacy fencing shall be setback a minimum of 2-feet from the front building façade. Wood fencing shall include a top rail. No dog-eared fencing shall be allowed. Rear yard fencing of lots adjacent to the Del Rio Road Frontage shall be setback a minimum of 3-feet from any retaining wall in excess of 2-feet.
  - (l) Accessory buildings (sheds, etc.) will be allowed; however, the footprint of such accessory buildings will count toward the maximum percent of allowable building coverage. Patio covers open on at least 3 sides shall not count toward maximum coverage.
  - (m) Laundry hook-ups shall be provided in each unit.
  - (n) All front yards and street facing side yards shall be landscaped.
  - (o) Individual trash collection shall be used for each residential unit. Provisions shall be made for storage of trashcans within the garage or fenced area.
  - (p) Alterations or additions to established dwelling units shall be subject to the density standards of the underlying zone and shall be reviewed pursuant to the City's Appearance Review Guidelines.
  - (q) No farm animals may be kept on a lot.

Cottage Hotel Development:

- (a) A Master Plan of Development shall be approved prior to development of the site. All site development shall be consistent with the approved Master Plan.
- (b) A 10-foot landscape buffer shall be provided between all public and private road rights-of-way and the units.
- (c) A minimum 5-foot setback shall be maintained between the units and the side property line shared with the adjacent commercial property.

**DRAFT RESOLUTION C**

**RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF ATASCADERO, CALIFORNIA, APPROVING A CONDITIONAL  
USE PERMIT TO ESTABLISH A MASTER PLAN OF DEVELOPMENT  
AND APPROVE A MASTER SIGN PROGRAM, TREE REMOVAL, AND  
HIGHT EXCEPTION, AND APPROVE VESTING TENTATIVE TRACT  
MAP 3177 (TR 3177) FOR THE BARREL CREEK PROJECT**

**BARREL CREEK  
LEGACY REALTY AND DEVELOPMENT, LLC  
(DEV21-0066)**

**WHEREAS**, an application has been received from Legacy Realty and Development, LLC (5390 E. Pine Avenue, Fresno, CA 93727), Applicant and First Assembly of God Church (5545 Ardilla Ave, Atascadero, CA 93422) Owner, to consider a General Plan Amendment, Zone Change, Vesting Tentative Tract Map, Tree Removal Permit, and Master Plan of Development (Conditional Use Permit) including a Commercial Sign Program and height exception; and

**WHEREAS**, the site's current General Plan Land Use Designation is Suburban Estates (SE); and

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

**WHEREAS**, the site has previously been identified by the City Council as a key development opportunity site based on the site's adjacency to Highway 101 and proximity to the key commercial node at El Camino Real and Del Rio Road; and

**WHEREAS**, the City Council reviewed the request at their regularly scheduled meeting on April 28, 2020 at which time the Council authorized the applicants to submit a formal application; and

**WHEREAS**, the project held a neighborhood meeting to gather input from surrounding residents and interested persons on September 23, 2020; and

**WHEREAS**, the minimum lot size in the CPK zoning district is 2 acres; and

**WHEREAS**, the proposed commercial subdivision includes parcels ranging from 0.34 acres to 0.86 acres; and

**WHEREAS**, the minimum lot size in the RMF-10 zoning district is 0.5 acres; and

**WHEREAS**, the proposed residential subdivision includes parcels ranging from 0.09 acres to 0.19 acres; and

**WHEREAS**, the Atascadero Municipal Code allows for establishment of custom Planned Development Overlay Zones to create custom zoning for unique projects and allow for smaller-lot sizes that would otherwise be allowed by underlying zoning; and

**WHEREAS**, shared parking and access easements are required to be recorded to ensure that all parcels have legal access from the adjacent rights-of-way; and

**WHEREAS**, the project was reviewed by the Design Review Committee at their regularly scheduled meeting on March 10, 2022 where they recommended approval as conditioned; 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 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 application; and

**WHEREAS**, the Planning Commission heard the item at their January 17 meeting and February 7 meeting and recommended that the City Council approve the Barrel Creek project and the associated entitlements, and

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

**NOW, THEREFORE BE IT RESOLVED** by the City Council of the City of Atascadero:

**SECTION 1. Recitals:** The above recitals are true and correct.

**SECTION 2. Public Hearings.** The City Council of the City of Atascadero, at a Public Hearing held on March 14, 2023, considered testimony and reports from staff, the applicants, and the public.

**SECTION 3. Facts and Findings.** The City Council makes the following findings and determinations:

**1. Findings for Approval of a Conditional Use Permit**

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

**FACT:** The proposed project includes a General plan Amendment and Zone Change to modify the development potential of the project site and intensify uses from what is allowed today. The project site is located adjacent to Highway 101 and a key commercial node at Del Rio Road and El Camino Real. The site is adjacent to services and a majority of the site is within the City's identified Urban Services Line. The

project is consistent with the Land Use, Open Space and Circulation (LOC) Policies and Programs 1.1.7 for infill development; 1.4.1 for screening exterior lights; 2.1.3 and 7.2.3 for providing street trees; and, 8.5.3 for providing on-site stormwater management. In addition, the project is consistent with Circulation Element (CIR) Policies and Programs 1.4 for requiring a tree lined street; 1.5.1 for requiring adequate off-street parking; and 2.3.1 for providing adequate sidewalks as required for all new commercial development in the City.

The General Plan also includes policies and programs aimed at enhancing the City’s visual character and promoting economic viability. The City Council has previously identified this site as a key opportunity for increased economic development and expanded housing. In addition, LOC13 provides policies and programs aimed at establishing a range of employment and business opportunities to provide a sound economic base and ensure that new development generates sufficient revenue to support public service needs and quality environmental, social, and educational opportunities. LOC14 also encourages land uses that provide jobs and services for residents that fit within the City’s character.

The project, as proposed, will provide additional services to surrounding residents and provide increased property taxes once the site has been developed. The project provides rental and for-sale units that are “affordable-by-design” and will contribute to affordable housing through compliance with the City’s interim affordable housing policy.

- B. **FINDING:** The proposed project or use satisfies all applicable provisions of the Zoning Ordinance

**FACT:** The proposed mixed commercial and residential development includes a request for a General Plan Amendment and Zone Change to modify the development potential of the project site. With those approvals, the project is consistent with the Atascadero Municipal Code and the established Planned Development Overlay Zone. The proposed structures and site plan are consistent with the applicable provisions of the Atascadero Municipal Code as conditioned.

- C. **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 development will be located at the intersection of Highway 101, Del Rio Road, and San Ramon Road. Adequate access to the site is provided off Del Rio Road and San Ramon Road. The site design has been reviewed by all City departments for consistency with code requirements. Impacts have been analyzed through the Initial Study and a proposed Mitigated Negative Declaration has been prepared identifying mitigation measures to reduce any impacts to a level of

insignificance. The project is conditioned to construct frontage improvements along Del Rio Rd and San Ramon Road that will ensure safe traffic patterns in and out of the site. The intersection of Del Rio Road and San Ramon Road is also conditioned to be improved with a pedestrian crosswalk and pedestrian safety features to ensure safe pedestrian traffic to and from the project site. As conditioned, the project will not be detrimental or unsafe to those working, visiting, or living on the project site nor those within the surrounding neighborhoods.

- D. 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 proposed project is adjacent to Highway 101, the Apple Valley neighborhood, comprised of small-lot single-family residences, and rural residential parcels fronting San Ramon Road. The project has been designed to focus residential uses adjacent to existing neighborhoods. The lot pattern of the proposed small-lot single-family subdivision is similar to the Apple Valley development. Commercial uses have been located adjacent to Highway 101 and the drainage which runs adjacent to the project site to the west provides a natural visual buffer between existing residences and the higher intensity commercial and multi-family uses.

- E. 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 proposed project has been reviewed by Central Coast Transportation Consultants and an analysis was performed to determine appropriate mitigation measures to accommodate the proposed development. The project will create additional traffic, both from new residents to the project and visitors and employees to the commercial portion of the project. The analysis concluded that traffic volumes and patterns will be safe and within the capacity of adjacent roadways with mitigation incorporated.

- F. FINDING: The proposed project is in compliance with any pertinent City policy or criteria adopted by ordinance or resolution of the City Council.

FACT: The Design Review Committee has reviewed the proposed project and found the site plan and elevations to be consistent with the criteria in the City's Design Review Manual. The project site has been previously identified as an opportunity site for increased development and an opportunity for economic development. The City Council has an existing policy governing requests for general plan amendments and all processes outlined in that policy have been completed. The Council also has a policy related to the approval of Planned Development Overlay Zones outlining community benefits associated with the request for modified zoning standards. The project, as analyzed and conditions, is in compliance with this policy.

## 2. Findings for Approval of a Tentative Tract Map

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

FACT: The proposed project includes a General plan Amendment and Zone Change to modify the development potential of the project site and intensify uses from what is allowed today. The project site is located adjacent to Highway 101 and a key commercial node at Del Rio Road and El Camino Real. The site is adjacent to services and a majority of the site is within the City's identified Urban Services Line. The project is consistent with the Land Use, Open Space and Circulation (LOC) Policies and Programs 1.1.7 for infill development; 1.4.1 for screening exterior lights; 2.1.3 and 7.2.3 for providing street trees; and, 8.5.3 for providing on-site stormwater management. In addition, the project is consistent with Circulation Element (CIR) Policies and Programs 1.4 for requiring a tree lined street; 1.5.1 for requiring adequate off-street parking; and 2.3.1 for providing adequate sidewalks as required for all new commercial development in the City.

The General Plan also includes policies and programs aimed at enhancing the City's visual character and promoting economic viability. The City Council has previously identified this site as a key opportunity for increased economic development and expanded housing. In addition, LOC13 provides policies and programs aimed at establishing a range of employment and business opportunities to provide a sound economic base and ensure that new development generates sufficient revenue to support public service needs and quality environmental, social, and educational opportunities. LOC14 also encourages land uses that provide jobs and services for residents that fit within the City's character.

The project, as proposed, will provide additional services to surrounding residents and provide increased property taxes once the site has been developed. The project provides rental and for-sale units that are "affordable-by-design" and will contribute to affordable housing through compliance with the City's interim affordable housing policy.

- B. FINDING: The site is physically suitable for the type of development (Government Code§ 66474(c)), and

FACT: The property, after approval, will be zoned Commercial Park and Residential Multi-Family. The site is located adjacent o Del Rio Road and San Ramon Road and adjacent to the Del Rio Road / Highway 101 interchange. The Del Rio Road right-of-way is wide enough to accommodate all proposed improvements. The project site is relatively flat with an existing drainage bisecting the site. The site has been designed to accommodate all stormwater generated from the project.

- C. FINDING: The site is physically suitable for the proposed density of development (Government Code § 66474(d)), and

FACT: The property, after approval, will be zoned Commercial Park and Residential Multi-Family. The site is located adjacent o Del Rio Road and San Ramon Road and adjacent to the Del Rio Road / Highway 101 interchange. The Residential Multi-Family zoning allows for a maximum base density of 10 dwelling units per acre. The project site zoned for residential uses will be 6 acres, resulting is a proposed density of 10 units/acre.

- D. FINDING: 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)), and

FACT: The proposed project is on a site with an existing drainage that bisects the property originating from a culvert under Highway 101 and continuing north-west to Graves Creek. The existing drainage has minimal vegetation and was determined by the biologist to not contain sensitive species or be under the jurisdiction of any State or federal agency. The project is designed to enhance this feature.

- E. FINDING; The design of the subdivision or the type of improvements will not cause serious health problems. (Government Code § 66474(f)), and

FACT: The project is designed in accordance with all local and State regulations. The project proposes a mixed commercial and residential development at a key opportunity site in the City and will not create any impacts to public health.

- F. FINDING; 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 proposed project includes conditions to provide shared access and parking easements throughout the site for the benefit of all applicable parcels ensuring access to all proposed parcels and uses.

### 3. Findings for Approval of a Tree Removal Permit

FINDING: The tree is obstructing proposed improvements that cannot be reasonably designed to avoid the need for tree removal, as certified by a report from the site planner and determined by the Community Development Department based on the following factors:

- a. Early consultation with the City,
- b. Consideration of practical design alternatives,
- c. Provision of cost comparisons (from applicant) for practical design alternatives,
- d. If saving tree eliminates all reasonable use of the property, or
- e. Saving the tree requires the removal of more desirable trees.



FACT: The project proposes the removal of 4 native oak trees totaling 99 inches dbh. The trees proposed for removal are within the residential development area and would conflict with grading and drainage improvements.

**4. Findings for Approval of a Height Exception**

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 height is exceeded by architectural and roof features for the hotel building buildings located along the norther portion of the site. The modified height will provide visual interest and has been reviewed by the Fire Department. The modified height will not exceed the lifesaving equipment capabilities of the Fire Department and is intended to enhance the appearance of the project and provide variation in building form and massing. The building is setback approximately 75-feet from the northern property line where an adjacent residential property and outbuilding currently exist. The project has been conditioned to provide screening landscaping along this property line to minimize impacts to the adjacent residential rear yard area.

**SECTION 4. CEQA.** An Initial Study was prepared to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that the project results in no significant impacts with mitigation measures incorporated. Consequently, a Mitigated Negative Declaration was prepared and circulated for public review on December 28, 2022. Based on public testimony, the document was revised and re-circulated for public review on February 2, 2023. The City Council resolved to certify the Mitigated Negative declaration prepared for the Barrel Creek Project at the March 14, 2023 meeting.

**SECTION 5. Approval.** The City Council of the City of Atascadero, California, resolved to approve a Conditional Use Permit and Vesting Tentative Tract Map for the Barrel Creek project (DEV21-0066) subject to the following:

1. EXHIBIT A: Conditions of Approval
2. EXHIBIT B: Project Entitlement Package

**PASSED AND ADOPTED** at a regular meeting of the City Council held on the \_\_th day of March, 2023.

CITY OF ATASCADERO

\_\_\_\_\_  
Heather Moreno, Mayor

ATTEST:

\_\_\_\_\_  
Lara K. Christensen, City Clerk

| <b>Conditions of Approval</b><br><b>DEV21-0066</b><br><b>Vesting Tentative Tract Map 3177</b><br><b>Barrel Creek</b><br><br><b>APNs 049-131-043, 044, 052, 058, and 066</b>   | <b>Timing</b><br><br>FM: Final Map<br>BL: Business License<br>PR: Permit Review<br>FI: Final Inspection<br>TO: Temporary Occupancy<br>FO: Final Occupancy | <b>Responsibility /Monitoring</b><br><br>PS: Planning Services<br>BS: Building Services<br>FD: Fire Department<br>PD: Police Department<br>CE: City Engineer |
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| <b>Planning Department</b>  |   |  |
| <p>1. This approval includes the following entitlements:</p> <p>a) Vesting Tentative Tract Map (TR3177) is for the creation of 42 legal lots of record (as conditioned) described on the attached exhibits and shall apply to APN 049-131-043, 044, 052, 058, and 066 regardless of owner.</p> <p>b) Master Plan of Development / Conditional Use Permit for approximately 53,500 sf of commercial / light industrial space, a 120-room hotel, 40 multi-family apartment units, 16 short-term stay cottages, and a 20 single family parcels. Approval also includes a height exception and Master Sign Program.</p>   | <p><b>Ongoing</b></p>   | <p><b>PS</b></p>   |
| <p>2. All commercial buildings (excluding the hotels) shall be required to receive final occupancy prior to any residential unit receiving final occupancy. Improvements must be completed as follows, and as detailed in subsequent conditions:</p> <p>Phase I (commercial):</p> <ul style="list-style-type: none"> <li>• Road A in its entirety to the satisfaction of the Fire Marshal</li> <li>• All associated drainage facilities</li> <li>• All frontage improvements on Del Rio Road and at the intersection of Del Rio Road and San Ramon</li> <li>• All landscaping within the commercial portion of the project including north edge landscaping</li> <li>• All associated public utilities including extension of the sanitary sewer main in Del Rio Road</li> <li>• Upgrades to Lift Station 14</li> </ul> <p>Phase 2 (multi-family)</p> <ul style="list-style-type: none"> <li>• Street B and adjacent parking</li> <li>• All associated drainage facilities</li> <li>• All associated landscaping</li> <li>• All associated public utilities</li> <li>• Any needed additional upgrades to Lift Station 14</li> </ul> <p>Phase 2 (single-family):</p> <ul style="list-style-type: none"> <li>• Streets C and D</li> <li>• All frontage improvements along San Ramon Road</li> <li>• All associated drainage facilities</li> <li>• All associated landscaping</li> <li>• All associated public utilities</li> <li>• Any needed additional upgrades to Lift Station 14</li> </ul> |   |  |

| <b>Conditions of Approval</b><br><b>DEV21-0066</b><br><b>Vesting Tentative Tract Map 3177</b><br><b>Barrel Creek</b><br><br><b>APNs 049-131-043, 044, 052, 058, and 066</b>  | <b>Timing</b><br><br>FM: Final Map<br>BL: Business License<br>PR: Permit Review<br>FI: Final Inspection<br>TO: Temporary Occupancy<br>FO: Final Occupancy | <b>Responsibility /Monitoring</b><br><br>PS: Planning Services<br>BS: Building Services<br>FD: Fire Department<br>PD: Police Department<br>CE: City Engineer |
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| <p>The Hotel and short term stay cottages can be constructed at any time. Upgrades to Lift Station 13 may be required if flows exceed estimates.</p> <p>Construction of the residential portion of the project may not commence until building permits for commercial buildings have been issued and construction has begun on the commercial / light industrial portion of the project.</p> <p>A deed covenant shall be recorded concurrently with the final map to notify residential parcels of the requirement for the commercial portion of the project to be completed prior to any residential units, per the phasing listed above.</p> |   |  |
| <p>3. Final design of each phase and project component must be in substantial conformance with provided Exhibit(s) adopted with this Resolution, and any conditions of approval related to such.</p>   | <p><b>Ongoing</b></p>   | <p><b>PS</b></p>   |
| <p>4. The approval of these entitlements shall become final and effective for the purposes of issuing building permits the day after the City Council hearing, unless an appeal is made in accordance with the Atascadero Municipal Code.</p>  | <p><b>Ongoing</b></p>   | <p><b>PS</b></p>   |
| <p>5. In accordance with the Atascadero Municipal Code section 9-8.105, any violation of any of the conditions of approval may be cause for revocation of this entitlement and subject the applicant and/or future property owners to the penalties set for in the Atascadero Municipal Code, as well as any other available legal remedies.</p>   | <p><b>Ongoing</b></p>   | <p><b>PS</b></p>   |
| <p>6. The Community Development Director and/or City Engineer shall have the authority to make modifications to the final map that remain in substantial conformance with the approved Tentative Map.</p>  | <p><b>FM</b></p>  | <p><b>PS/CE</b></p>  |
| <p>7. The Community Development Director and/or City Engineer shall have the authority to make minor modifications to the Master Plan of development that are necessary to address code requirements or result in superior design.</p>   | <p><b>PR</b></p>  | <p><b>PS/CE</b></p>  |
| <p>8. Approval of these entitlements 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 final map (Tentative Map entitlement) or building permit (Master Plan of Development), or a time extension has been granted, consistent with the Atascadero Municipal Code.</p>   | <p><b>PR / FM</b></p>   | <p><b>PS</b></p>   |
| <p>9. Vesting Tentative Subdivision Map was deemed complete on <b>12/21/2022</b>, for the purposes of vested development rights and fees consistent with the Subdivision Map Act of the State of California.</p>   | <p><b>Ongoing</b></p>   | <p><b>PS/CE</b></p>  |
| <p>10. A final map drawn in substantial conformance with the approved vesting tentative map, and in compliance with all conditions set forth</p>   | <p><b>FM</b></p>  | <p><b>PS/CE</b></p>  |

| <p><b>Conditions of Approval</b><br/> <b>DEV21-0066</b><br/> <b>Vesting Tentative Tract Map 3177</b><br/> <b>Barrel Creek</b><br/> <br/> <b>APNs 049-131-043, 044, 052, 058, and 066</b></p>  | <p><b>Timing</b></p> <p>FM: Final Map<br/>                     BL: Business License<br/>                     PR: Permit Review<br/>                     FI: Final Inspection<br/>                     TO: Temporary Occupancy<br/>                     FO: Final Occupancy</p> | <p><b>Responsibility /Monitoring</b></p> <p>PS: Planning Services<br/>                     BS: Building Services<br/>                     FD: Fire Department<br/>                     PD: Police Department<br/>                     CE: City Engineer</p> |
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| <p>herein, shall be submitted for review and approval in accordance with the Subdivision Map Act and the City's Subdivision Ordinance</p>   |  |   |
| <p>11. 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.</p>   | <p><b>Ongoing</b></p>  |   |
| <p>12. All subsequent Tentative Map and construction permits shall be consistent with the Master Plan of Development approved for the project.</p>  | <p><b>PR / FM</b></p>  | <p><b>PS/CE</b></p>   |
| <p>13. The subdivision shall be subject to additional fees for park or recreation purposes (QUIMBY Act) as required by City Ordinance</p>   | <p><b>PR</b></p>   | <p><b>PS</b></p>  |
| <p>14. All maintenance costs listed below shall be 100% funded by the project in perpetuity, except for public facilities that are accepted for maintenance by the City of Atascadero. The service and maintenance cost shall be funded through an entity or mechanism established by the developer, subject to City Staff approval. This entity or mechanism must be in place prior to, or concurrently with acceptance of any final map(s) or the issuance of any building permits. The entity or mechanism shall be approved by the City Attorney, City Engineer and Administrative Services Director prior to acceptance of any Final Map(s) or issuance of any building permits. The administration of the above-mentioned funds, and the coordination and performance of maintenance activities, shall be the responsibility of the entity or mechanism.</p> <ul style="list-style-type: none"> <li>a) All roads, sidewalks, pathways, parking, and access areas.</li> <li>b) All landscaping and lighting within the proposed project area.</li> <li>c) Common area fencing and/or features.</li> <li>d) Open areas on private property within the proposed project area including detention facilities, bio-swales, and other low-impact-development features.</li> <li>e) All drainage facilities within the project area.</li> <li>f) Landscaped frontages within the right-of-way of all public streets within the defined project boundary, including irrigation.</li> <li>g) On-site sanitary sewer system(s) and storm drains located within the project area.</li> </ul> | <p><b>Ongoing</b></p>  | <p><b>PS/CE</b></p>   |
| <p>15. 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</p>  | <p><b>FM</b></p>   | <p><b>PS</b></p>  |

| <p><b>Conditions of Approval</b><br/> <b>DEV21-0066</b><br/> <b>Vesting Tentative Tract Map 3177</b><br/> <b>Barrel Creek</b><br/> <b>APNs 049-131-043, 044, 052, 058, and 066</b></p>  | <p><b>Timing</b></p> <p>FM: Final Map<br/>           BL: Business License<br/>           PR: Permit Review<br/>           FI: Final Inspection<br/>           TO: Temporary Occupancy<br/>           FO: Final Occupancy</p> | <p><b>Responsibility /Monitoring</b></p> <p>PS: Planning Services<br/>           BS: Building Services<br/>           FD: Fire Department<br/>           PD: Police Department<br/>           CE: City Engineer</p> |
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| <p>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.</p> <ul style="list-style-type: none"> <li>▪ All Atascadero Police Department service costs to the project.</li> <li>▪ All Atascadero Fire Department service costs to the project.</li> <li>▪ Off-site common City of Atascadero park facilities maintenance service costs related to the project</li> </ul> <p>Annexation into the Community Facilities District shall be required prior to, or concurrently with, recordation of the final map, or prior to occupancy of any residential unit if the tract map is abandoned.</p> |  |   |
| <p>16. Affordable Housing: The applicant shall deed restrict 4 units at the moderate-income level within the single-family subdivision.</p> <p>The applicant shall deed restrict the following units within the multi-family area:</p> <ul style="list-style-type: none"> <li>• 3 moderate units (3.44 rounded down)</li> <li>• 2 low income units (2.16 rounded down)</li> <li>• 2 very-low income units (1.6 rounded up)</li> <li>• In-lieu fees collected for the missing fraction</li> </ul>  | <b>FM</b>  | <b>PS</b>   |
| <p>17. Shared parking and access easements shall be recorded over all parcels as applicable. Easements shall also be recorded for shared drainage facilities. Parking shall not be designated for each use except for short-term pick-up spaces and multi-family residential uses as needed. A maximum of one space per residential unit shall be designated as reserved.</p>   | <b>FM</b>  | <b>PS/CE</b>  |
| <p>18. Prior to final map, the applicant shall submit CC&amp;Rs for review by the Community Development Department. CC&amp;Rs for the commercial and residential portions of the project may be separate, combined, or tiered.</p>  | <b>FM</b>  | <b>PS</b>   |
| <p>19. The central commercial plaza space shall be designed with main entrances to any abutting space from the Plaza. This does not prohibit entrances from also being located facing the surrounding access/parking areas.</p>   | <b>PR</b>  | <b>PS</b>   |

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| 20. Agreements shall be required to be recorded against each residential parcel notifying any residential tenant of the commercial nature of the site to ensure that commercial activities are prioritized.   | <b>FM, PR</b>   | <b>PS/CE</b>   |
| 21. All landscape on-site or planted along the street frontage shall be maintained in a manner that allows the tree to grow to its full natural height and natural canopy. No growth suppressants shall be permitted that result in stunting or modifying the natural growth pattern of the tree.   | <b>Ongoing</b>  | <b>PS</b>  |
| 22. A tree protection plan shall be submitted as part of each building permit package. The plan shall identify the size and species of all trees, all trees proposed for removal, the location of any required tree protection fencing, and construction related mitigation measures dictated by the project arborist and/or City Native Tree Guidelines. All tree removals shall be mitigated consistent with the requirements of the Atascadero Municipal Code. Any required mitigation fees shall be paid prior to permit issuance.  | <b>PR</b>   | <b>PS</b>  |
| 23. Taller landscaping shall be included at the rear of the proposed multi-family buildings. Landscaping shall include taller trees and shrubs designed to enhance visual screening. Landscaping shall be placed to avoid conflicts with retaining walls and footings.  | <b>Ongoing</b>  | <b>PS</b>  |
| 24. All perimeter / retaining walls facing San Ramon Road, Del Rio Road, and walls at the rear of the multi-family buildings shall include decorative veneer or natural stone texture. All other walls shall be a dark color split face block or shall match decorative walls. All walls and veneers shall be approved by the Community Development Director and shall be included in the permit application.   | <b>PR</b>   | <b>PS</b>  |
| 25. A fencing plan shall be included with each development phase / permit. Fencing for the commercial and multi-family portion of the project shall be limited to safety fencing as deemed necessary by the Community Development Director and/or the City Engineer or as required for outdoor restaurant areas. No chain-link fencing shall be permitted. Solid fencing may be used to screen mechanical equipment or provide small privacy areas where appropriate. Single-family properties shall be fenced per the guidelines of the Planned Development Overlay Zone. Wood fencing shall be high quality and shall include a top rail. No dog-eared fencing will be permitted. | <b>PR</b>   | <b>PS/CE</b>   |
| 26. Evergreen landscaping shall be included along the northern project edge adjacent to existing residentially zoned parcels to the greatest extent feasible. Landscape materials shall include trees and shrubs that provide visual screening above the fence/wall line and visual screening of the hotel and lighted freeway sign.  | <b>PR</b>   | <b>PS</b>  |
| 27. London Plane street trees shall be planted along the Del Rio Road frontage at a spacing of 30-feet on-center or as approved by the City Engineer. Street trees along the San Ramon frontage may be grouped  | <b>PR</b>   | <b>PS/CE</b>   |

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| <p>for a more natural rural appearance. Additional frontage landscaping shall include accent trees and native grasses.</p> <p>In addition to the London Plane Sycamores, medium sized native grasses, such as deer grass and California oat grass, and small shrubs, such as manzanita and ceanothus, shall be included along the Del Rio frontage to provide visual softening of the retaining wall.</p>   |   |  |
| <p>28. Entry sign concept 2B shall be utilized for the Del Rio Road and commercial area entrances. Stone veneer shall be compatible with the decorative treatment conditioned for the retaining / perimeter walls.</p>  | <b>PR</b>   | <b>PS</b>  |
| <p>29. Water tower signage lighting shall be externally illuminated and shall be dark sky compliant and directional.</p>  | <b>PR</b>   | <b>PS</b>  |
| <p>30. Future buildings shall be approved by planning staff prior to permit issuance and shall incorporate design elements consistent with a contemporary agrarian design theme, consistent with this Master Plan of Development. Building footprints and elevations may vary provided the overall design theme and square-footage analyzed for traffic and sewer capacity are maintained.</p>  | <b>PR</b>   | <b>PS</b>  |
| <p>31. All trash enclosures shall be constructed of dark color split face block or similar and shall include high quality solid metal doors. Enclosures shall be designed in accordance with Cal Green requirements.</p>  | <b>PR</b>   | <b>PS</b>  |
| <p>32. Any second floor greater than 50% of the first floor area of a commercial building shall have a finished floor elevation of a minimum of 16-feet from finished floor elevation of the ground floor.</p>  | <b>PR</b>   | <b>PS</b>  |
| <p>33. All stormwater basins shall be unfenced. Low level decorative split rail fencing may be approved by the Community Development Director.</p>  | <b>PR</b>   | <b>PS/CE</b>   |
| <p>34. Lot 40 shall be eliminated from the final map.</p>   | <b>FM</b>   | <b>PS/CE</b>   |
| <p>35. Easements for common access, parking, drainage, and amenity areas shall be recorded on the face of the map. Separate covenants shall be recorded governing use and maintenance responsibilities. An additional covenant shall be recorded notifying all future property owners that the project is governed by a Planned Development Overlay zone and any modifications or changes to the appearance, fencing, or amenity areas requires approval by the City.</p> | <b>FM</b>   | <b>PS</b>  |
| <p>36. All site lighting shall be shielded, directional, and dark sky compliant. Up lighting and festoon lighting shall be permitted within the commercial plaza area, hotel courtyard, amphitheater, and along the hotel entry façade only. Bollard and/or low level in-ground safety lighting shall be permitted along pedestrian pathways.</p>   | <b>PR</b>   | <b>PS</b>  |

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| 37. Tenant signage shall compliant with the project exhibits and PD38 standards.   | <b>PR</b>   | <b>PS</b>  |
| 38. Rear yard fencing of lots adjacent to the Del Rio Road Frontage shall be setback a minimum of 3-feet from any retaining wall in excess of 2-feet.  | <b>PR</b>   | <b>PS</b>  |
| 39. Drainage crossings shall be designed to enhance the natural drainage feature. Grading shall be minimized and shall be blended into the natural terrain to reduce impacts. Riparian vegetation shall be included in the landscape plan to enhance the drainage feature. Headwalls shall include decorative veneer or texture. Arched culvert or similar natural bottom culverts are required unless waived by the Community Development Director and City Engineer.   | <b>PR</b>   | <b>PS/CE</b>   |
| 40. The site shall be maintained in and kept clear of any debris or storage including construction debris, unless part of an active, approved construction permit. All finishes shall be repaired or replaced as needed to maintain a high quality commercial / resort development. Any dead or non-thriving landscaping shall be immediately replaced. All landscaping required for screening of any use, structure, or utility /mechanical equipment shall be maintained at a height and density to achieve maximum screening while appearing groomed and orderly.   | <b>Ongoing</b>  | <b>PS</b>  |
| 41. No gates shall be permitted on any public or private roadway or accessway within the project area.   | <b>Ongoing</b>  | <b>PS</b>  |
| 42. For commercial, industrial, office or multi-family projects, all existing and/or new ground-mounted appurtenances such as air-conditioning condensers, electrical transformers, backflow devices etc., shall be screened from public view through the use of decorative landscaping subject to approval by the Community Development Director or his designee. All fire department connections and/or back flow prevention devices for commercial and multi-family buildings shall be incorporated into the served buildings, unless waived by Community Development Director. If building integration is infeasible, all equipment shall be placed in a landscape planter and shall be fully screened by appropriately sized landscape species. | <b>PR</b>   | <b>PS/FD</b>   |
| 43. All existing and/or new roof appurtenances such as air-conditioning units, grease hoods, etc. shall be screened from public view. The screening shall be architecturally integrated with the building design and constructed of compatible materials to the satisfaction of the Community Development Director or his  | <b>Ongoing</b>  | <b>PS</b>  |



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| designee.   |   |  |
| 44. All mitigation measures included in the Mitigation Monitoring Program are hereby incorporated by reference and shall be implemented as listed or as conditioned.  | <b>Ongoing</b>  | <b>PS/CE/FD</b>  |
| 45. Cottage hotel units shall not include units over which the State has permitting jurisdiction. A maximum of 25% of the unit can have a full kitchen, unless otherwise approved by the subsequent Master Plan of Development.   | <b>PR</b>   | <b>PS</b>  |
| 46. A deed notification shall be required to be recorded on all residential parcels notifying future buyers of the rural nature of the surrounding neighborhood and the possibility for animals and farm equipment that may produce added noise and odors.  |   |  |
| <b>Public Works Department</b>  |   |  |
| <i><b>Public Works - Grading, Drainage, and Stormwater</b></i>  |   |  |
| 47. A final Stormwater Control Plan (SWCP) and supporting hydrology report shall be approved by the City Engineer prior to issuance of any building permit, in accordance with the State regulations (Regional Water Quality Control Board Res. No. R3-2013-0032).  | <b>PR</b>   | <b>CE</b>  |
| 48. Prior to a final inspection of any permit the following City Stormwater documents shall be completed and approved by the City Engineer: <ul style="list-style-type: none"> <li>• ATAS - SWP-1001_Engineer Certification Form</li> <li>• ATAS - SWP-1003_OwnerAgentInfo</li> <li>• ATAS - SWP-1007_Exhibit_B_Instructions_SCM FORM</li> <li>• ATAS - SWP-1008_Stormwater System Plans and Manuals</li> <li>• ATAS - SWP-2002 Stormwater O&amp;M Process and Form Instructions</li> <li>• ATAS - SWP-3001_Stormwater System O&amp;M_Agreement</li> <li>• ATAS - SWP-3002_Private Stormwater System Recorded Notice</li> <li>• Any other stormwater documents required by the Water Board or State of California.</li> </ul> <p>Email publicworks@atascadero.org for copies of the above City templates.</p> | <b>PR</b>   | <b>CE</b>  |
| 49. A Storm Water Pollution Prevention Plan (SWPPP) is required prior to any ground disturbing activities greater than 1 acre. The  | <b>PR</b>   | <b>CE</b>  |

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| <p>Waste Discharger Identification (WDID) number provided upon acceptance of the SWPPP into the State's SMARTS system registration shall be noted on the Title Sheet of the relevant project plans. A project Qualified Stormwater Professional (QSP) shall coordinate with the City Inspector for State mandated storm water inspections and shall provide verification of QSP inspections, monitoring, SWPPP modifications and actions throughout project.</p>   |   |  |
| <p>50. All stormwater management improvements to be owned or managed by the funding mechanism referenced in Condition #14 and shall be identified in an Operation and Maintenance Plan/Agreement (OMP) and shall be recorded concurrently with the Final Map. The OMP shall include a financial plan addressing annual and long-term maintenance as well as replacement. Specific requirements for stormwater management may be required to be identified on an additional Final Map information sheet.</p>  | <p><b>PR/F</b></p>  | <p><b>CE</b></p>   |
| <p>51. All culverts conveying creek stormwater shall not exceed velocity that results in detrimental environmental impacts such as downstream flooding, erosion, minimization of vegetation.</p>   | <p><b>PR</b></p>  | <p><b>CE</b></p>   |
| <p>52. 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 seven (7) days to the satisfaction of the City Engineer.</p> <p><u>Retention Basin.</u> Any drainage basin which is used as a terminal disposal facility shall be classified as a retention basin. If included in the project, any retention basin shall comply with all applicable State and local regulations including the following:</p> <p>a. 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 seven-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 below the basin bottom.</p> <p><u>Detention Basin.</u> Any drainage basin which has a downstream outlet designed to meter the outflow shall be classified as a detention basin. If included in the project, any detention basin shall comply with all applicable State and local regulations.</p> | <p><b>PR</b></p>  | <p><b>CE</b></p>   |

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| <p><u>Subsurface Infiltration Basins.</u> Subsurface basins may be used for either retention or detention of site runoff, where their application is suitable for project conditions. If included in the project, any subsurface basins shall comply with all applicable State and local regulations. 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.</p> <p><u>Drain Rock.</u> 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.</p> <p><u>Operational Requirements.</u></p> <ul style="list-style-type: none"> <li>• Water quality of inflow (both sediment and chemical loading) may require pretreatment or separation</li> <li>• Maintenance plan, including provisions for vehicular access and confined-space entry safety requirements, where applicable</li> <li>• A safe overflow path shall be identified on the plan and may require easements</li> </ul> <p><u>Overflow Path Required.</u> The design of all drainage basins shall identify the designated route for overflow. The Project Engineer shall design the overflow path so that the flow in a 100- year storm is non-erosive and will not damage downstream improvements, including other basins. Easements may be required for concentrated flows across multiple properties.</p> |   |  |
| <p><b>Public Works - Utilities</b></p>  |   |  |
| <p>53. Public utilities shall be installed in all public rights-of-way to the satisfaction of the City Engineer. This shall include the installation of fiber optic cable or conduit for such as appropriate.</p>   | <p><b>PR</b></p>  | <p><b>CE</b></p>   |
| <p>54. 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.</p>  | <p><b>FM</b></p>  | <p><b>CE</b></p>   |
| <p>55. Each building shall be served with separate services for water, sewer, gas, power, telephone, fiber/communication, and cable TV. Utility laterals shall be located and constructed to each building in accordance with City Engineering Standards and Standard Specifications and other applicable codes.</p>  | <p><b>PR</b></p>  | <p><b>CE</b></p>   |

**ITEM NUMBER:**

**B-1**

**DATE:**

**03/14/23**

**ATTACHMENT:**

**5A**

| <p><b>Conditions of Approval</b><br/> <b>DEV21-0066</b><br/> <b>Vesting Tentative Tract Map 3177</b><br/> <b>Barrel Creek</b><br/> <br/> <b>APNs 049-131-043, 044, 052, 058, and 066</b></p>  | <p><b>Timing</b></p> <p>FM: Final Map<br/> BL: Business License<br/> PR: Permit Review<br/> FI: Final Inspection<br/> TO: Temporary Occupancy<br/> FO: Final Occupancy</p> | <p><b>Responsibility /Monitoring</b></p> <p>PS: Planning Services<br/> BS: Building Services<br/> FD: Fire Department<br/> PD: Police Department<br/> CE: City Engineer</p> |
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| <p>56. New and replacement utility distribution systems and services, including all existing utilities along all project frontages, shall be constructed underground, to the satisfaction of the City Engineer.</p>   | <p><b>PR</b></p>   | <p><b>CE</b></p>  |
| <p>57. The Applicant shall extend the water distribution system to the satisfaction of the Atascadero Mutual Water Company (AMWC) and City Engineer.</p>  | <p><b>PR</b></p>   | <p><b>CE</b></p>  |
| <p>58. 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.</p>   | <p><b>PR</b></p>   | <p><b>CE</b></p>  |
| <p>59. Separate water meters shall be installed for irrigation of common open space areas.</p>  | <p><b>PR</b></p>   | <p><b>CE</b></p>  |
| <p>60. Above ground facilities required for the water distribution system, such as backflow prevention device assemblies, pressure reducing units, and pressure booster stations, shall be located outside the public right-of-way and shall include visual screening to the satisfaction of AMWC and the City. Fire connections and backflow devices for the commercial and multifamily buildings shall be installed per Condition #42.</p>  | <p><b>PR</b></p>   | <p><b>CE</b></p>  |
| <p>61. The wastewater collection system shall be designed and constructed in accordance with City Engineering Standards and Specifications to the satisfaction of the City Engineer. Gravity sanitary sewer (SS) mains shall terminate in manholes. The development's private sanitary sewer main shall tie in to City sewer on Del Rio Road and/or San Ramon Road in a manhole.</p>  | <p><b>PR</b></p>   | <p><b>CE</b></p>  |
| <p>62. All non-residential uses/buildings must demonstrate that wastewater effluent composition meets City requirements, or pre-treatment may be required. For uses that require pre-treatment, a sampling location shall be provided to sample effluent prior to discharge to sewer main line.</p>   | <p><b>PR</b></p>   | <p><b>CE</b></p>  |
| <p>63. Sewer capacity charges/fees will be applied to building permit at issuance. The applicant shall pay sewer fees in effect at the time the Vesting Parcel Map was deemed complete. If any unique uses are proposed, specific wastewater information may be required to be submitted, subject to the request and approval of the City Engineer.</p>   | <p><b>PR</b></p>   | <p><b>CE</b></p>  |
| <p>64. Per Mitigation Measure USS-01, prior to occupancy for any use, the developer shall upgrade City Lift Station 14 with the following:</p> <ul style="list-style-type: none"> <li>a. Install new 30 HP submersible pumps and associated piping improvements</li> <li>b. Install new wet well roof and hatch</li> <li>c. Install new Motor Control Center (MCC), Variable Frequency Drives (VFDs), and upgrade controls</li> <li>d. Install stationary emergency generator, propane tank, and associated piping</li> </ul> | <p><b>PR</b></p>   | <p><b>CE</b></p>  |

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| e. Bypass pumping during construction<br><br>Concurrent with the submittal of the first building permit, submit a public improvement plan set for the upgrading of the Lift Station 14 outlined above to the Public Works Department for review and approval.  |   |  |
| 65. Per Mitigation Measure USS-02, prior to occupancy of any use that exceeds 196 gallons per minute at peak hour (GPM) flow at Lift Station 14, the developer shall upgrade City Lift Station 14 with the following: <ul style="list-style-type: none"> <li>a. Replacement of existing pumps with minimum 40-Hp pumps and associated piping upgrades, or as approved by the City Engineer based on an updated analysis.</li> <li>b. Remove and replace existing wet well with minimum 8' diameter wet well.</li> <li>c. Pipeline connection improvements.</li> <li>d. Install new MCC, VFDs, and upgrade controls.</li> <li>e. Upsize the emergency generator as needed.</li> <li>f. Bypass pumping during construction.</li> </ul> Concurrent with the submittal of the any building permit application which would trigger the exceedance of 196 GPM, submit a public improvement plan set for the upgrade of Lift Station 14 as outlined above to the Public Works Department for review and approval. | <b>PR</b>   | <b>CE</b>  |
| <b>Public Works – Subdivision / Public Improvements</b>  |   |  |
| 66. If any conditioned improvements are installed by another project, this project shall pay their fair share toward any installed improvement or facility. Fair Share payments shall be determined by the City Engineer.  | <b>PR</b>   | <b>CE</b>  |
| 67. Prior to the issuance of building permits, the applicant shall provide the fair share payment for the Ramona Rd realignment and planned improvements for the Del Rio Road corridor in the vicinity of US 101 and any associated improvements and signal timing modifications as listed in the mitigation monitoring program, including: <ul style="list-style-type: none"> <li>• Ramona Road realignment and associated widening of Del Rio Road including pedestrian facilities.</li> <li>• Reconfiguration and signal modifications of US101 southbound / Del Rio Road intersection, including pedestrian crosswalks.</li> <li>• Addition of dedicated right turn lane on Del Rio Road to US101 northbound ramp and associated signal modifications.</li> </ul>  | <b>PR</b>   | <b>CE</b>  |

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| <ul style="list-style-type: none"> <li>Intersection improvements at Del Rio Road / El Camino Real.</li> </ul> <p>All fair share percentages and fees shall be reviewed and approved by the City Engineer. Fair share percentages shall be based on an updated traffic analysis, paid for by the developer and approved by the City Engineer. Fair share fees shall be based on an updated project cost estimate at the time of permit issuance, as determined by the City Engineer. Fair share fees shall be paid prior to issuance of each building permit for any traffic generating use.</p> <p>It is anticipated that the City will complete the Ramona Road realignment prior to commencement of the project. If these improvements are not completed, "Do Not Block" Intersection Markings per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 3B.17 shall be completed at the Ramona Road intersection prior to occupancy of any commercial or residential use.</p> <p>Should the improvements outlined in MM TRANS-04 (Del Rio/US101/El Camino Real) not be complete at the time of occupancy for any use in the project, the developer shall be responsible for constructing those improvements. An updated traffic analysis may be provided to determine the trigger for improvement completion. If improvements are not constructed prior to permit submittal for this project, the applicant will coordinate with the City and Caltrans on construction of the required lane widening.</p> |   |  |
| <p>68. Should a developer construct oversized improvements, any costs of the installed improvements in excess of the project's proportional share, may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other developments conditioned to participate.</p>  | <b>Ongoing</b>  | <b>PS/CE</b>   |
| <p>69. The project shall construct all improvements needed to accommodate each phase of the development.<br/>         Phase 1 (Commercial): Prior to or concurrently with the issuance of permits to commence the project, a public improvement plan shall be reviewed and approved by the City Engineer and an encroachment permit shall be issued for improvements on Del Rio Road and any improvements at the intersection of San Ramon Road and Del Rio Road including:</p> <ol style="list-style-type: none"> <li>Curb, gutter, and a 6-foot sidewalk along Del Rio Road</li> <li>Associated road widening</li> <li>Striping and signage</li> </ol>  | <b>FM</b>   | <b>PS/CE</b>   |

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| <ul style="list-style-type: none"> <li>d. Improvements on project corner.</li> <li>e. Installation of a ladder striped crosswalk on the eastern leg of the Del Rio Road / San Ramon intersection</li> <li>f. The crosswalk shall be supplemented with pedestrian warning signage and rectangular rapid flashing beacon (RRFB) on both sides of the road. The crosswalk across the northern side San Ramon Road shall not be included.</li> <li>g. Lighting at the intersection of Del Rio Road and San Ramon Road sufficient for pedestrian and vehicular safety. Light shall be provided both on the north and south side of the intersection</li> </ul> <p>Phase 2 (single-family): Prior to issuance of any permit for the single-family neighborhood, a public improvement plans shall be reviewed and approved by the City Engineer and an encroachment permit shall be issued for improvements as detailed below:</p> <ul style="list-style-type: none"> <li>a. Curb, gutter, and a 6-foot sidewalk along San Ramon Road. Sidewalk shall terminate to a point North of Street D as determined by the City Engineer.</li> <li>b. A contiguous pedestrian path of travel shall be provided along Del Rio Road to the existing sidewalk on the south side of the freeway overpass.</li> </ul> <p>Both phase 1 and phase 2 public improvements must be completed or bonded for prior to recordation of the final map. Phase 2 multi-family Improvements are the same as listed for Phase 1 and are to be complete prior to construction of any multi-family building per conditions.</p> |   |  |
| <p>70. The connection between Street D and Street A shall be designed as one-way with traffic flowing from the residential area to the commercial area. The intersection shall be designed to discourage through traffic and shall include signage to prohibit entry from Street A to Street D (commercial to residential). This connection will also serve as an emergency egress from Street D and shall not be gated or designed in any way which hinders emergency vehicle access.</p>   | <b>FM/PR</b>  | <b>CE/PS/FD</b>  |
| <p>71. All mitigation measures included in the mitigation monitoring program shall be implemented as conditioned. Conditions listed are intended to supplement and refine mitigation measures. Any discrepancy shall be resolved by a determination of the City Engineer and Community Development Director.</p>   | <b>Ongoing</b>  | <b>PS/CE</b>   |
| <p>72. 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. All plans shall contain the City of Atascadero "Standard Notes for Improvement Plans" on file in the City Engineer's office.</p>  | <b>PR</b>   | <b>CE</b>  |

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| 73. A 6-foot wide Public Utility Easement (PUE) shall be dedicated contiguous to the new road rights-of-way for the property frontages along San Ramon Road and Del Rio Road.  | <b>FM</b>   | <b>CE</b>  |
| 74. Road slope easements shall be dedicated where the road prism cut/fill slopes extend beyond the right-of-way. The easement 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.  | <b>FM</b>   | <b>CE</b>  |
| 75. Prior to Encroachment permit issuance, the Developer shall execute an "Engineer of Work Agreement" form designating who will be providing engineering support for the design and construction of the improvements for the project (Engineer of Record). The City and Engineer of Record (EOW) inspectors are to work together in collection and record keeping necessary for the inspection and approval of the improvements. The EOW inspector shall be onsite when work requiring inspection occurs. City inspections will occur based on the agreed upon schedule with City Staff.  | <b>PR</b>   | <b>CE</b>  |
| 76. The horizontal and vertical design of roads shall be in compliance with the City of Atascadero Engineering Standards and Caltrans design requirements, if applicable, 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.  | <b>PR</b>   | <b>CE</b>  |
| 77. The design of structural pavement sections for on-site roads shall be based on minimum a Traffic Index (TI) = 6.0 and a 20-year design life. Off-site/public roads must match existing pavement sections and/or City Standards Specifications to the satisfaction of the City Engineer.  | <b>PR</b>   | <b>CE</b>  |
| 78. 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: <ol style="list-style-type: none"> <li>a. 1" if the pavement is placed prior to building construction (not phased)</li> <li>b. 1.5" if the pavement construction is phased (i.e. – a portion of the ultimate pavement thickness is deferred and a final pavement wearing course placed prior to final inspection).</li> <li>c. Final pavement wearing course shall not be less than 1.5"</li> </ol> | <b>PR</b>   | <b>CE</b>  |



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| <p>d. Street centerline monuments shall be provided at intersections and at the beginning and end of curves along the street centerline</p>  |   |  |
| <p><b>Public Works - General</b></p>   |   |  |
| <p>79. All public improvements shall be constructed in conformance with the City of Atascadero Engineering Department Standard Specifications and Drawings, except as noted above or as approved by the City Engineer.</p>   | <p><b>PR</b></p>  | <p><b>CE</b></p>   |
| <p>80. In the event that the applicant is allowed to bond for the public improvements required as a condition of the map, the applicant shall enter into a Subdivision Improvement Agreement with the City.</p>  | <p><b>FM</b></p>  | <p><b>CE</b></p>   |
| <p>81. An engineer's estimate of probable cost for Subdivision Improvements shall be submitted for review and approval by the City Engineer to determine the amount of the bond.</p>   | <p><b>FM</b></p>  | <p><b>CE</b></p>   |
| <p>82. The Subdivision Improvement Agreement (SIA) shall record concurrently with the Final Map. If it is the intent of the developer to pursue a reimbursement agreement with the City for the installation of any oversized improvements, reference to said agreement and terms shall be included in the SIA.</p>  | <p><b>FM</b></p>  | <p><b>CE</b></p>   |
| <p>83. The applicant shall be responsible for the relocation and/or alteration of existing utilities.</p>  | <p><b>PR</b></p>  | <p><b>CE</b></p>   |
| <p>84. The applicant shall monument all property corners for construction control and shall promptly replace them if disturbed.</p>  | <p><b>FM</b></p>  | <p><b>CE</b></p>   |
| <p>85. Prior to recording the final map, the applicant shall either bond for or set monuments at all new property corners. A registered civil engineer licensed to perform land surveying or licensed land surveyor shall indicate by certificate on the parcel map, that corners have been set or shall be set by a date specific and that they will be sufficient to enable the survey to be retraced.</p> | <p><b>FM</b></p>  | <p><b>CE</b></p>   |
| <p>86. The applicant shall acquire title interest in any off-site land that may be required to allow for the construction of the improvements. The applicant shall bear all costs associated with the necessary acquisitions. The applicant shall also gain concurrence from all adjacent property owners whose ingress and egress is affected by these improvements.</p>                                    | <p><b>FM</b></p>  | <p><b>CE</b></p>   |
| <p>87. Drainage easements shall be provided as needed to accommodate both public and private drainage facilities.</p>  | <p><b>FM</b></p>  | <p><b>CE</b></p>   |
| <p>88. Prior to recording the tract map, the applicant shall pay all outstanding plan check/inspection fees.</p>   | <p><b>FM</b></p>  | <p><b>CE</b></p>   |

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| 89. Prior to recording the map, the applicant shall bond for or complete all improvements required by these conditions of approval.   | <b>FM</b>  | <b>CE</b>  |
| 90. Prior to the final inspection of any public improvements, the applicant shall submit a written statement from a registered civil engineer that all work has been completed and is in full compliance with the approved plans.   | <b>FM</b>  | <b>CE</b>  |
| 91. Prior to the final inspection, the applicant shall submit a written certification from a registered civil engineer or land surveyor that all survey monuments have been set as shown on the final map.  | <b>FO/TO</b>   | <b>CE</b>  |
| 92. An encroachment permit shall be obtained prior to any work within City rights of way.   | <b>PR</b>  | <b>CE</b>  |
| 93. Prior to the issuance of building permits, the applicant shall submit a grading and drainage plan prepared by a registered civil engineer for review and approval by the City Engineer.   | <b>PR</b>  | <b>CE</b>  |
| <b>Fire Department</b>  |  |  |
| 94. Fire hydrants shall be located within 100-feet of the fire department connection for each building.   | <b>PR</b>  | <b>FD</b>  |
| 95. A 26-foot wide fire lane shall be provided no closer than 15-feet and no farther than 30-feet from any building exceeding 30-feet in height, subject to the approval of the Fire Marshal and City Engineer. This may be accommodated within the parking lot drive aisles. | <b>PR</b>  | <b>FD/CE</b>   |
| 96. An Atascadero Construction Site Safety Plan is required to be submitted and approved prior issuance of building permits.  | <b>PR</b>  | <b>FD</b>  |
| 97. The turn-around area at the terminus of street "C" within the residential subdivision shall include red curb and no parking signage.  | <b>PR</b>  | <b>FD/CE</b>   |
| 98. A fire flow calculation for each commercial and multi-family structure shall be provided during building permit review to determine required hydrant spacing.   | <b>PR</b>  | <b>FD</b>  |
| <b>MITIGATION MEASURE</b>   |  | <b>Timing</b>  |
| <b>Aesthetics</b>   |  |  |
| AES-1   | Landscaping shall be included along the San Ramon and Del Rio frontages to buffer higher density residential lots from surrounding existing rural residences. Landscaping shall include small shrubs and grasses along with street trees. Street trees along San Ramon shall be installed in a natural grouped pattern and shall include native species. Landscaping along Del Rio shall include shrubs and grasses as well as London plan trees at a spacing of 30-feet on-center consistent with the adjacent Apple Valley | Prior to Building Permit Issuance / Project Final  |

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|                           | development. A minimum of 8 feet of landscaped area shall be provided along each frontage.   |   |
| AES-2                     | Columnar landscaping and canopy shade trees shall be provided along the norther property line to provide visual screening of the 4-story hotel from the adjacent residential parcel. Landscaping shall include evergreen species and shall be designed to block visual impacts to the greatest extent possible.  | Prior to Building Permit Issuance / Project Final |
| AES-03                    | Site lighting shall be low-level safety lighting for the parking lot areas. Lighting shall be on motion sensors to minimize lighting when areas are not in use. All pole lighting shall be a maximum of 14-feet in height and shall be shielded and directional.   | Prior to Building Permit Issuance / Project Final |
| AES-04                    | Low level lighting shall be placed at the intersection of San Ramon and Del Rio Road for safety. Additional lighting at the Apple Valley frontage shall be installed as needed to facilitate safe lighting levels at the intersection.   | Prior to Building Permit Issuance / Project Final |
| AES-05                    | All site walls visible from the exterior of the site shall be decorative walls and shall include decorative veneer.  | Prior to Building Permit Issuance / Project Final |
| AES-06                    | Lighting at the north hotel façade and west facing portion of the façade closest to the proposed multi-family units shall include pedestrian scale bollard lighting only. No architectural feature lighting is permitted. Fully shielded directional lighting shall be permitted where needed for egress safety. | Prior to Building Permit Issuance / Project Final |
| <b>Air Quality</b>        |  |   |
| AQ-01                     | Water exposed soil during active construction at a specific frequency to achieve dust suppression.   | Ongoing during Construction                       |
| AQ-02                     | Apply water at a specific frequency during active demolition to achieve dust suppression.  | Ongoing during Construction                       |
| AQ-03                     | Water construction roads a minimum of twice daily.   | Ongoing during Construction                       |
| AQ-04                     | Maintain a 25 mile per hour speed limit for all vehicles during construction   | Ongoing during Construction                       |
| AQ-05                     | Zero or low-VOC paints shall be used throughout the project.   | Prior to Building Permit Issuance / Project Final |
| AQ-06                     | Limit heavy equipment idling to no greater than 5 minutes at a single location   | Ongoing during Construction                       |
| <b>Cultural Resources</b> |  |   |
| CUL-01                    | Prior to the issuance of any permits on-site, an Archeological Monitoring Plan shall be prepared by a qualified archeologist and shall be approved by the City of Atascadero. All recommendations of the plan shall be implemented as directed.  | Prior to Building Permit Issuance                 |
| CUL-02                    | All grading and site disturbance activities shall be monitored by a qualified archeologist and a monitor from a local tribal representative.   | Ongoing during Construction                       |

|                                 |   |   |
|---------------------------------|---|---|
| CUL-03                          | Prior to demolition of the Quonset hut, the applicant shall provide documentation that includes floor plans, elevations, photographs and historical facts related to the structure. The report shall be approved and filed by the City prior to permit issuance for demolition.   | Prior to Building Permit Issuance                 |
| <b>Greenhouse Gas Emissions</b> |   |   |
| GHG-01                          | Provide a pedestrian-friendly and interconnected streetscape with good access to/from the development for pedestrians, bicyclists, and transit users to make alternative transportation more convenient, comfortable and safe.  | Prior to Building Permit Issuance                 |
| GHG-02                          | Provide large canopy shade trees throughout the parking areas to reduce evaporative emissions from parked vehicles.   | Prior to Building Permit Issuance                 |
| GHG-03                          | The multi-family portion of the development shall meet or exceed CALGreen Tier 2 standards.   | Prior to Building Permit Issuance                 |
| GHG-04                          | See AQ mitigation measures  |   |
| <b>Noise</b>                    |   |   |
| NOI-01                          | Construction activities shall be limited to 9am to 7pm on Saturdays and shall not occur on Sundays.   | Ongoing during construction                       |
| <b>Transportation</b>           |   |   |
| TRANS-01                        | The Crosswalk at Del Rio Road shall include ladder striping for the crosswalk at the eastern leg of the intersection. The crosswalk shall be supplemented with pedestrian warning signage and rectangular rapid flashing beacon (RRFB) on both sides of the road. The crosswalk across the northern side San Ramon Road shall not be included.  | Prior to Building Permit Issuance / Project Final |
| TRANS-02                        | The intersection of San Ramon Road and Del Rio Road shall be illuminated with down lighting sufficient for pedestrian and vehicular safety. Light shall be provided both on the north and south side of the intersection.   | Prior to Building Permit Issuance / Project Final |
| TRANS-03                        | A contiguous pedestrian path of travel shall be provided along Del Rio Road to the existing sidewalk on the south side of the freeway overpass prior to occupancy of any residential units.   | Prior to Building Permit Issuance / Project Final |
| TRANS-04                        | <p>Prior to occupancy of any use on the project, the following improvements shall be completed at the Del Rio and El Camino Real intersection:</p> <ul style="list-style-type: none"> <li>• Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,</li> <li>• Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,</li> <li>• Modify the southbound and northbound left turns to protected-permissive phasing,</li> <li>• Add overlap phasing to the southbound right turn pocket currently under construction,</li> <li>• Replace eight-inch traffic signal heads with 12-inch heads,</li> <li>• Install yellow reflective tape on all backplates,</li> <li>• Install new signage and replace non-reflective signs, and</li> <li>• Optimize signal timings for all coordinated signals including updating pedestrian and yellow clearance times at Del Rio and El Camino Real.</li> </ul> | Prior to Occupancy                                |

|                                      |  |   |
|--------------------------------------|--|---|
|                                      | It is anticipated that these improvements will be completed by the Marketplace Project prior to commencement of the Barrel Creek Project. This project shall pay their fair share toward these improvements. Fair share shall be based on current cost estimates. Should the developer construct the improvements, any costs of the installed improvements in excess of the project's proportional share may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other development conditioned to construct specified improvements. |   |
| TRANS-05                             | The applicant/developer shall pay their fair share towards improvements at the US101/Del Rio interchange as specified in the Del Rio Road Commercial Area Specific Plan including the addition of a westbound right-turn lane to the intersection of Del Rio Road/US 101, such that there would be two westbound lanes on Del Rio Road from El Camino Real to the US 101 North ramp with a dedicated right turn lane onto US 101 northbound.   | Prior to Building Permit Issuance                 |
| TRANS-06                             | The applicant/developer shall pay their fair share toward the realignment of Ramona Road and associated frontage improvements along Del Rio Road between San Ramon and US 101. Cost estimates for the fair share payment shall be based on a current cost estimate or the actual costs if the project is completed prior to permit issuance. It is anticipated that the City will complete these improvements prior to commencement of the project. If these improvements are not completed, Do Not Block Intersection Markings per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 3B.17 shall be completed at the Ramona Road intersection prior to occupancy of any commercial or residential use.   | Prior to Building Permit Issuance                 |
| TRANS-07                             | A striped crosswalk shall be provided across "Street A" (project entry street at Del Rio Road) to connect the pedestrians from the commercial portion of the project to the Del Rio Road sidewalk and crossing at San Ramon.   | Prior to Building Permit Issuance / Project Final |
| <b>Tribal and Cultural Resources</b> |  |   |
| TCR-01                               | See mitigation measure CUL-01.   |   |
| <b>Utility and Service Systems</b>   |  |   |
| USS-01                               | Prior to occupancy for any use, the developer shall upgrade Lift Station 14 with the following: <ul style="list-style-type: none"> <li>• Install new 30 HP submersible pumps and associated piping improvements</li> <li>• Install new wet well roof and hatch</li> <li>• Install new Motor Control Center (MCC), Variable Frequency Drives (VFDs), and upgrade controls</li> <li>• Install emergency generator, propane tank and associated piping</li> <li>• Bypass pumping during construction</li> </ul>   | Building Permit                                   |
| USS-02                               | Prior to occupancy of any use that exceeds 196 gallons per minute at peak hour flow at Lift Station 14, the developer shall upgrade Lift Station 14 with the following: <ul style="list-style-type: none"> <li>• Replacement of 30-Hp submersible pumps with 40-Hp pumps and associated piping upgrades</li> <li>• Remove and replaced existing wet well with minimum 8' diameter wet well</li> </ul>  | Building Permit                                   |

**ITEM NUMBER:** B-1  
**DATE:** 03/14/23  
**ATTACHMENT:** 5A

|  |  |  |
|--|--|--|
|  | <ul style="list-style-type: none"><li>• Pipeline connection improvements</li><li>• Install new MCC, VFDs, and upgrade controls</li><li>• Upsize the emergency generator</li><li>• Bypass pumping during construction</li></ul> |  |
|--|--|--|



# BARREL CREEK MIXED-USE

## PROJECT DIRECTORY

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## VICINITY MAP



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## PROJECT STATISTICS

|                                  |   |
|----------------------------------|---|
| <b>EXISTING ZONING</b>           | RS - RURAL SUBURBAN<br>CR - COMMERCIAL RETAIL   |
| <b>PROPOSED ZONING</b>           | MFR-10 - LOW DENSITY RESIDENTIAL MULTI-FAMILY<br><br>WITH PLANNED OVERLAY (PD)<br>+/-15.4 ACRES (+/-671,726 SF) |
| <b>PARCEL SIZE:</b>              | 7.250 SF PER BUILDING A<br>8.625 SF PER BUILDING B<br>(9X7,250 SF) + (2X8,625 SF) = 53,500 SF                   |
| <b>BUILDING GROSS AREA</b>       | 9,019 SF PER BUILDING<br>4 X 9,019 SF = 36,076 SF   |
| <b>COMMERCIAL</b>                | 7,250 SF PER BUILDING A<br>8,625 SF PER BUILDING B<br>(9X7,250 SF) + (2X8,625 SF) = 53,500 SF                   |
| <b>BUILDING A AND BUILDING B</b> | 61,870 SF   |
| <b>HOTEL</b>                     | 61,870 SF   |
| <b>TOTAL BUILDING AREAS</b>      | 36,076 SF + 53,500 SF + 61,870 SF =<br><b>151,446 SF</b>  |
| <b>MAX. PROPOSED HEIGHT:</b>     | REFER TO ELEVATION SHEETS   |
| <b>PROPOSED SETBACKS:</b>        | REFER TO SFR DESIGN GUIDELINE SHEETS AND MASTER ARCHITECTURAL SITE PLAN SHEET                                   |

## PARKING

| AUTO PARKING   | CALCULATION  | REQUIRED COUNT |
|--|--|----------------|
| <b>PARKING REQUIRED:</b>                             |  |                |
| <b>MULTI-FAMILY APARTMENTS (40 DWELLING UNITS)</b>   | 1.5 STALLS PER 1 BEDROOM<br>2.0 STALLS PER 2 BEDROOM<br>ADDITIONAL 1/5 FOR GUESTS  | 78             |
| <b>HOTEL (120 KEYS)</b>                              | 2 SPACES, PLUS 1 SPACE PER UNIT, PLUS 1 PER 10 UNITS   | 134            |
| <b>RESTAURANT (10,000 SF)</b>                        | 10,000 SF TOTAL (4,680 SF OF INDOOR DINING/BAR & 5,320 SF OF KITCHEN/OFFICE/RESTROOM/BACK OF HOUSE). PARKING BASED ON 4,680 SF INDOOR DINING AREA/15 SF PER OCC = 312 OCC, THEREFORE 312 OCC/4 OCC PER TABLE = 78 TABLES. PER THE CITY REQUIREMENTS EACH TABLE EQUALS A PARKING STALL. | 78             |
| <b>RESTAURANT ONLY (2,400 SF)</b>                    | EMPLOYEE PARKING: 1 SPACE PER 6 TABLES - 78 TABLES/6 = 13<br>EMPLOYEE PARKING: 1 SPACE PER 100 SF OF KITCHEN - 1,000 SF OF KITCHEN/100 = 10  | 13<br>10       |
| <b>OUTDOOR DINING FOR RESTAURANT ONLY (2,400 SF)</b> | 2,000 SF OF OUTDOOR DINING/15 SF PER OCC = 133 OCC/4 OCC PER TABLE = 33 TABLES. PER CITY REQUIREMENTS EACH TABLE EQUALS A PARKING STALL.   | 33             |
| <b>LIGHT INDUSTRIAL-AG. PROCESSING (38,500 SF)</b>   | 1 STALL PER 1,000 SF<br>36,900 SF / 1,000 SF = 36.9 STALLS OR 37 STALLS.   | 37             |
| <b>LIGHT INDUSTRIAL-RETAIL (1,600 SF)</b>            | 1 STALL PER 200 SF<br>1,600 SF / 200 SF = 8 STALLS. PLUS 1 PER CHECKSTAND = 2  | 10             |
| <b>BREWERY/WINERY (5,000 SF)</b>                     | 5,000 SF TOTAL. PARKING REQ. [WINERY USE] = 1/1000 SF OR +1/8000 SF FOR STORAGE AND 1/100 SF PER TASTING. THEREFORE, 4,500 SF / 1,000 SF OR ACTIVE = 4.5 OR 5 PARKING STALLS AND 500 SF / 3,000 SF OF TASTING = 5 PARKING STALLS.  | 10             |

## PARKING - CONTINUED

| AUTO PARKING  | CALCULATION   | REDUCTION PROPOSED |
|---|---|--------------------|
| <b>SINGLE FAMILY RESIDENTIAL (20-LOTS)</b>  | 2 PER DWELLING, EXCEPT 1 PER DWELLING IS REQUIRED           | 40                 |
| <b>TOTAL PARKING REQUIRED (EXCLUSIVE OF SFR LOTS)</b>   | 78 + 134 + 78 + 13 + 10 + 33 + 7 + 37 + 10 + 10             | <b>400</b>         |
| <b>SHARED ON-SITE PARKING ADJUSTMENT, WHERE TWO (2) OR MORE NONRESIDENTIAL USES ARE ON A SINGLE SITE, THE NUMBER OF PARKING SPACES MAY BE REDUCED THROUGH ADMINISTRATIVE USE PERMIT APPROVAL (SECTION 9-1.112) AT A RATE OF FIVE PERCENT (5%) FOR EACH SEPARATE USE, UP TO A MAXIMUM OF TWENTY PERCENT (20%); AS LONG AS THE TOTAL NUMBER OF SPACES IS NOT LESS THAN REQUIRED FOR THE USE REQUIRING THE LARGEST NUMBER OF SPACES.</b> |   | 41                 |
| <b>TOTAL PARKING REQUIRED W/ 10% REDUCTION</b>  | 410 - 41  | <b>359</b>         |
| <b>SINGLE FAMILY RESIDENTIAL TOTAL PARKING REQUIRED</b>   |   | <b>40</b>          |
| <b>TOTAL PARKING PROPOSED FOR PARKING BREAKDOWN/LOCATIONS</b>   | REFER TO SHEET A-2 THIS SET FOR PARKING BREAKDOWN/LOCATIONS | <b>399</b>         |

## PROJECT DESCRIPTION

THE PROJECT IS IN THE CITY OF ATASCADERO ON THE CORNER OF DEL RIO ROAD AND SAN RAMON ROAD, WEST OF HIGHWAY 101. THE PROJECT SITE CONSISTS OF FIVE PARCELS TOTALING APPROXIMATELY 17.82-ACRES (APN: 049-131-043, 044, 052, 058 AND 061). THE PROPERTY IS CURRENTLY ZONED RURAL SUBURBAN (RS). THE PROJECT SITE IS MOSTLY VACANT EXCEPT FOR TWO EXISTING SINGLE-FAMILY RESIDENCES AND ACCESSORY STRUCTURES ON APN 049-131-044 AND 061, WHICH WILL BOTH BE DEMOLISHED AS PART OF THIS DEVELOPMENT.

THE PROJECT IS LOCATED ALONG DEL RIO ROAD AND SAN RAMON ROAD, AND ADJACENT TO THE 101 HIGHWAY. THE CURRENT PROJECT DESCRIPTION IS TO REZONE THE SITE TO ACCOMMODATE A MIXTURE OF RESIDENTIAL AND COMMERCIAL USES, INCLUDING 38,500 SQUARE FEET OF LIGHT INDUSTRIAL SPACE, 10,000 SQUARE FEET OF RESTAURANT SPACE, 5,000 SQUARE FEET OF WINERY/BREWERY SPACE, AND A 120-ROOM HOTEL; AS WELL AS 20 SINGLE-FAMILY RESIDENTIAL DWELLING UNITS, 40 MULTI-FAMILY RESIDENTIAL DWELLING UNITS AND A MICRO COMMUNITY.

THE FOLLOWING ENTITLEMENTS ARE ANTICIPATED TO BE COORDINATED WITH THE APPLICANT AND THE CITY OF ATASCADERO COMMUNITY DEVELOPMENT DEPARTMENT.

- GENERAL PLAN AMENDMENT
- ZONE CHANGE
- PLANNED DEVELOPMENT
- VESTING TENTATIVE TRACT MAP

ENTITLEMENT SUBMITTALS PROPOSE TO CHANGE THE EXISTING LAND USE AND ZONING CURRENTLY ZONED RESIDENTIAL SUBURBAN (RS) UNDER LAND USE SUBURBAN ESTATES (SE).

THE PROPOSED ZONE CHANGES WOULD CONSIST OF GENERAL RETAIL (CR) AND LOW DENSITY RESIDENTIAL MULTIFAMILY (MFR-10), WITH PLANNED OVERLAY (PD). THE PROPOSED LAND USES WOULD CONSIST OF GENERAL COMMERCIAL (GC) AND MEDIUM DENSITY RESIDENTIAL (MDR).

THE PLANNED DEVELOPMENT OVERLAY WOULD ACCOMMODATE THE RANGE IN USES CONTEMPLATED AND SERVE TO ALLOW MORE LOCAL PROPERTY DEVELOPMENT STANDARDS CONSISTENT WITH THE FUTURE CITY'S VISION OF THIS AREA.

ARCHITECTURAL DESIGN REVIEW IS ANTICIPATED FOR SITE AND BUILDING DESIGNS, INCLUDING DESIGN GUIDELINE STANDARDS FOR THE SINGLE FAMILY LOTS. ENVIRONMENTAL REVIEWS IN ANTICIPATION OF A MITIGATED NEGATIVE DECLARATION BASED ON AIR QUALITY IMPACTS AND TRAFFIC ANALYSIS STUDY ARE ASSUMED NEEDED TO AID IN THE EFFORTS OF DEVELOPING A TENTATIVE TRACT MAP FOR SUBDIVISION OF THE PROPERTY.



# BARREL CREEK MIXED-USE PROJECT COVER SHEET

T1  
 1515-02-LP19  
 SEPTEMBER 9, 2022  
 GPA/REZONE/PD OVERLAY & WITH

# Vesting Tentative Tract Map No. 3177

## IN THE CITY OF ATASCADERO, CALIFORNIA

### OWNER

ERIC TIENKEN  
 BARREL CREEK MANAGEMENT, LLC  
 5390 E. PINE AVE. FRESNO, CA 93727

### REPRESENTATIVE

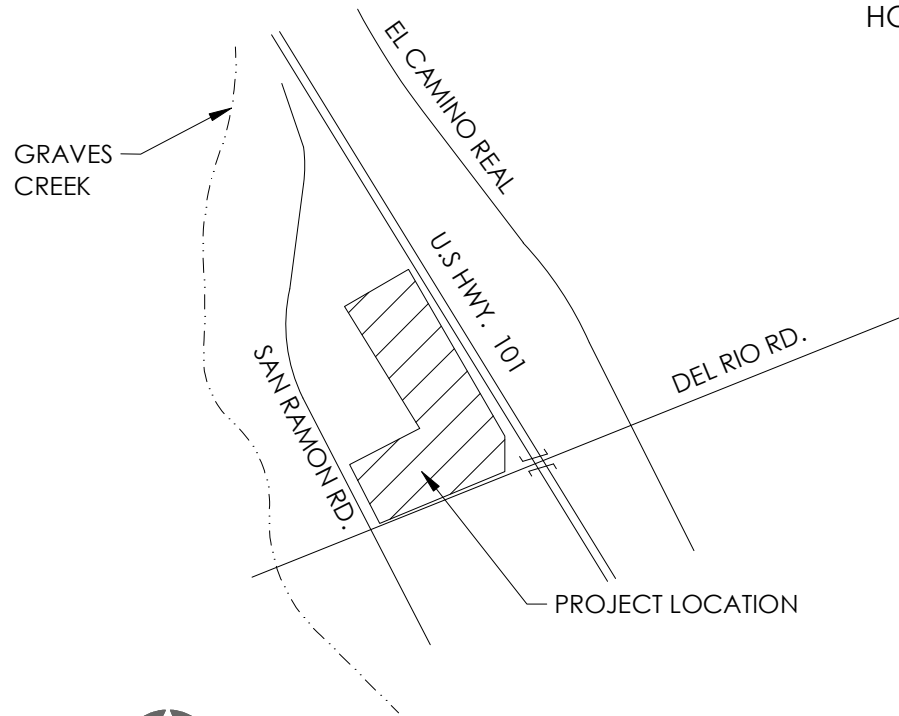
RRM DESIGN GROUP  
 3765 S. HIGUERA STREET  
 SAN LUIS OBISPO, CA 93401  
 (805) 543-1794

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- C5.....GRADING AND DRAINAGE
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- C7.....COMPOSITE UTILITIES
- C8.....COMPOSITE UTILITIES
- C9.....SITE SECTIONS
- C10.....SITE SECTIONS
- C11.....SITE SECTIONS
- C12.....SITE SECTIONS
- C13.....STORMWATER MANAGEMENT PLAN

### UTILITIES

- ELECTRIC..... PACIFIC GAS & ELECTRIC
- TELEPHONE..... AT&T
- CABLE..... CHARTER COMMUNICATIONS
- GAS..... SOCIAL GAS COMPANY
- SEWER..... CITY OF ATASCADERO
- WATER..... ATASCADERO MUNICIPAL WATER COMPANY



VICINITY MAP  
 NOT TO SCALE

### HORIZONTAL & VERTICAL CONTROL

THE BASIS OF BEARING IS BETWEEN TWO FOUND MONUMENTS ON DEL RIO ROAD TAKEN AS NORTH 70°00'23" EAST

ELEVATIONS ARE BASED ON NAVD-88 USING GPS OBSERVATIONS AND PROCESSED BY NGS ONLINE POSITIONING USER SERVICE

### TOPOGRAPHY

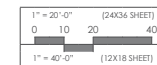
TOPOGRAPHY AND MAPPING UNDER THE DIRECTION OF RRM DESIGN GROUP, JANUARY 2019

### LAND USE

THE PROPOSED LAND USES ARE CONSISTENT WITH THE PROPOSED COMMERCIAL RETAIL (CR) ZONING DISTRICT WITH PLANNED DEVELOPMENT OVERLAY (PD) FOR 16 PARCELS; AND RESIDENTIAL MULTIPLE FAMILY (RMF-10) ZONING DISTRICT WITH PLANNED DEVELOPMENT OVERLAY (PD) FOR 28 PARCELS.



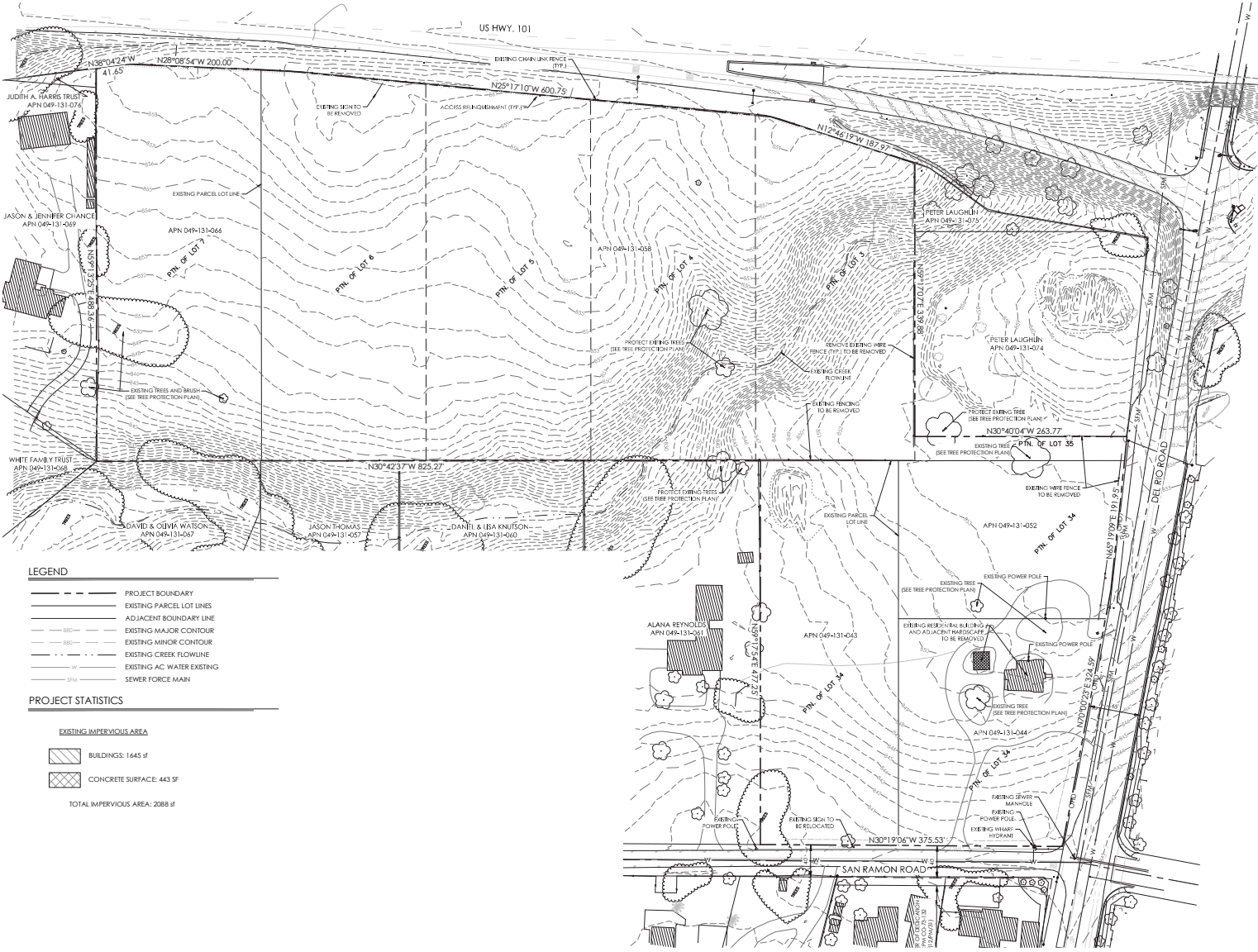
**BARREL CREEK MIXED-USE  
 CIVIL TITLE SHEET**



C1

GPA/REZONE/PD OVER-  
 LAY & VTHM





**LEGAL DESCRIPTION:**  
 REAL PROPERTY IN THE CITY OF ATASCADERO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

**PARCEL 1: (APN: 049-131-058)**  
 THOSE PORTIONS OF LOTS 3, 4, 5, 4 AND 35 IN BLOCK 48 OF AMENDMENT "B" OF ATASCADERO COLONY, IN THE CITY OF ATASCADERO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, ACCORDING TO MAP RECORDED JULY 21, 1916 IN BOOK 3, PAGE 65A OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE MOST WESTERY CORNER OF SAID LOT 4; THENCE (1) ALONG THE NORTHWESTERLY LINE OF SAID LOT 4 NORTH 89°10'00" EAST, 480.89 FEET TO AN INTERSECTION WITH THE COURSE DESCRIBED AS "SOUTH 39°42'30" EAST, 600.00 FEET" IN THE DEED TO THE STATE OF CALIFORNIA RECORDED NOVEMBER 28, 1949 IN BOOK 542 PAGE 573 OF OFFICIAL RECORDS; THENCE (2) ALONG SAID COURSE SOUTH 89°10'00" EAST, 36.46 FEET TO AN INTERSECTION WITH A LINE PROJECTED NORTH 27°12'00" WEST FROM A POINT DISTANT SOUTH 41°50'54" WEST, 120.00 FEET FROM ENGINEER'S STATION 144 + 99.11 P.O.T. ON THE CENTER LINE OF THE DEPARTMENT OF PUBLIC WORKS SURVEY FOR STATE HIGHWAY, AS SAID CENTER LINE IS SHOWN ON THE MAP FILED IN THE STATE HIGHWAY MAP BOOK, PAGES 342 TO 372, RECORDS OF SAID COUNTY; THENCE (3) ALONG SAID PROJECTED LINE, SOUTH 20°17'30" EAST, 400.75 FEET TO LAST SAID POINT; THENCE (4) SOUTH 12°49'29" EAST, 187.89 FEET TO THE SOUTHEASTERLY LINE OF SAID LOT 3; THENCE (5) ALONG SAID SOUTHEASTERLY LINE, SOUTH 89°18'09" WEST, 339.84 FEET TO THE NORTHERLY TERMINUS OF COURSE (6) IN THE DEED TO THE STATE OF CALIFORNIA RECORDED SEPTEMBER 13, 1963 IN BOOK 1366 PAGE 174 OF OFFICIAL RECORDS; THENCE (6) ALONG LAST SAID COURSE (4) SOUTH 30°41'30" EAST, 264.00 FEET TO THE SOUTHWESTERLY TERMINUS OF COURSE (5) IN LAST SAID DEED; THENCE (7) ALONG THE SOUTHWESTERLY PROLONGATION OF LAST SAID COURSE (5) SOUTH 45°53'57" WEST, 30.17 FEET TO THE SOUTHWESTERLY LINE OF SAID LOT 35; THENCE (8) ALONG THE SOUTHWESTERLY LINES OF SAID LOTS 35, 3, 4, 5 AND 6, NORTH 87°41'30" WEST, 1074.00 FEET TO THE POINT OF BEGINNING.

**PARCEL 2: (APN: 049-131-043)**  
 THAT PORTION OF LOT 34 IN BLOCK 48 OF AMENDMENT "B" OF ATASCADERO COLONY, IN THE CITY OF ATASCADERO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, ACCORDING TO MAP RECORDED IN BOOK 3 PAGE 65A OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF SAN RAMON ROAD WITH THE CENTER LINE OF DEL RIO ROAD, AS SHOWN ON SAID MAP; THENCE ALONG THE CENTER LINE OF SAID SAN RAMON ROAD, NORTH 31°57' WEST, 225.57 FEET TO A POINT ON THE SOUTHWESTERLY PROLONGATION OF THE NORTHWESTERLY LINE OF THE LAND DESCRIBED IN THE DEED TO WALTER LOUIS HELDT AND WIFE, RECORDED JANUARY 19, 1942 IN BOOK 112 PAGE 140 OF OFFICIAL RECORDS, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE ALONG SAID SOUTHWESTERLY PROLONGATION OF SAID NORTHWESTERLY LINE AND ITS NORTHWESTERLY PROLONGATION, NORTH 57°44' EAST, 498.57 FEET TO THE NORTHEASTERLY LINE OF SAID LOT 34; THENCE ALONG SAID NORTHEASTERLY LINE NORTH 32°16' WEST, 171.56 FEET; THENCE SOUTH 57°44' WEST, 497.42 FEET TO THE CENTER LINE OF SAID SAN RAMON ROAD; THENCE ALONG THE CENTER LINE OF SAID SAN RAMON ROAD, SOUTH 31°57' EAST, 171.27 FEET TO THE TRUE POINT OF BEGINNING.

EXCEPTING THEREFROM THAT PORTION OF THE LAND INCLUDED WITHIN THE LINES OF SAN RAMON ROAD, AS SHOWN ON SAID MAP.

**PARCEL 3: (APN: 049-131-044)**  
 THAT PORTION OF LOT 34 IN BLOCK 48 OF AMENDMENT "B" OF ATASCADERO COLONY, IN THE CITY OF ATASCADERO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, ACCORDING TO MAP RECORDED IN BOOK 3 PAGE 65A OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE INTERSECTION OF THE CENTER LINE OF SAN RAMON ROAD WITH THE CENTER LINE OF DEL RIO ROAD, AS SHOWN ON SAID MAP; THENCE ALONG THE CENTER LINE OF SAID DEL RIO ROAD, NORTH 48°55' EAST, 308.90 FEET; THENCE PARALLEL WITH THE NORTHEASTERLY LINE OF SAID LOT 34, NORTH 32°16' WEST, 282.87 FEET; THENCE SOUTH 57°44' WEST, 322.05 FEET TO THE CENTER LINE OF SAID SAN RAMON ROAD; THENCE ALONG THE CENTER LINE OF SAID SAN RAMON ROAD, SOUTH 31°57' EAST, 225.57 FEET TO THE POINT OF BEGINNING.

EXCEPTING THEREFROM THOSE PORTIONS OF THE LAND INCLUDED WITHIN THE LINES OF SAN RAMON ROAD AND DEL RIO ROAD, AS SHOWN ON SAID MAP.

**PARCEL 4: (APN: 049-131-052)**  
 ALL THAT PORTION OF LOT 34 IN BLOCK 48 OF AMENDMENT "B" OF ATASCADERO COLONY IN THE CITY OF ATASCADERO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, ACCORDING TO MAP RECORDED JULY 21, 1916 IN BOOK 3, PAGE 65A OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:  
 BEGINNING AT THE POINT OF INTERSECTION OF THE CENTER LINE OF SAN RAMON ROAD WITH THE CENTER LINE OF DEL RIO ROAD; THENCE NORTH 48°55' EAST, ALONG THE CENTER LINE OF SAID DEL RIO ROAD, 508 FEET TO THE POINT OF INTERSECTION WITH THE NORTHEASTERLY LINE OF SAID LOT 34; THENCE NORTH 32°16' WEST, 282.87 FEET; THENCE SOUTH 57°44' WEST, 322.05 FEET TO THE CENTER LINE OF SAID SAN RAMON ROAD; THENCE ALONG THE CENTER LINE OF SAID SAN RAMON ROAD; THENCE SOUTH 31°57' EAST, 225.57 FEET TO THE POINT OF BEGINNING.

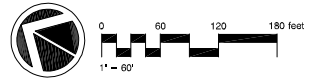
EXCEPTING THEREFROM THAT PORTION OF THE LAND DESCRIBED IN THE DEED TO WALTER LOUIS HELDT AND LAURA OLIVER HELDT, HUSBAND AND WIFE, RECORDED SEPTEMBER 3, 1953 IN BOOK 724 PAGE 422 OF OFFICIAL RECORDS.

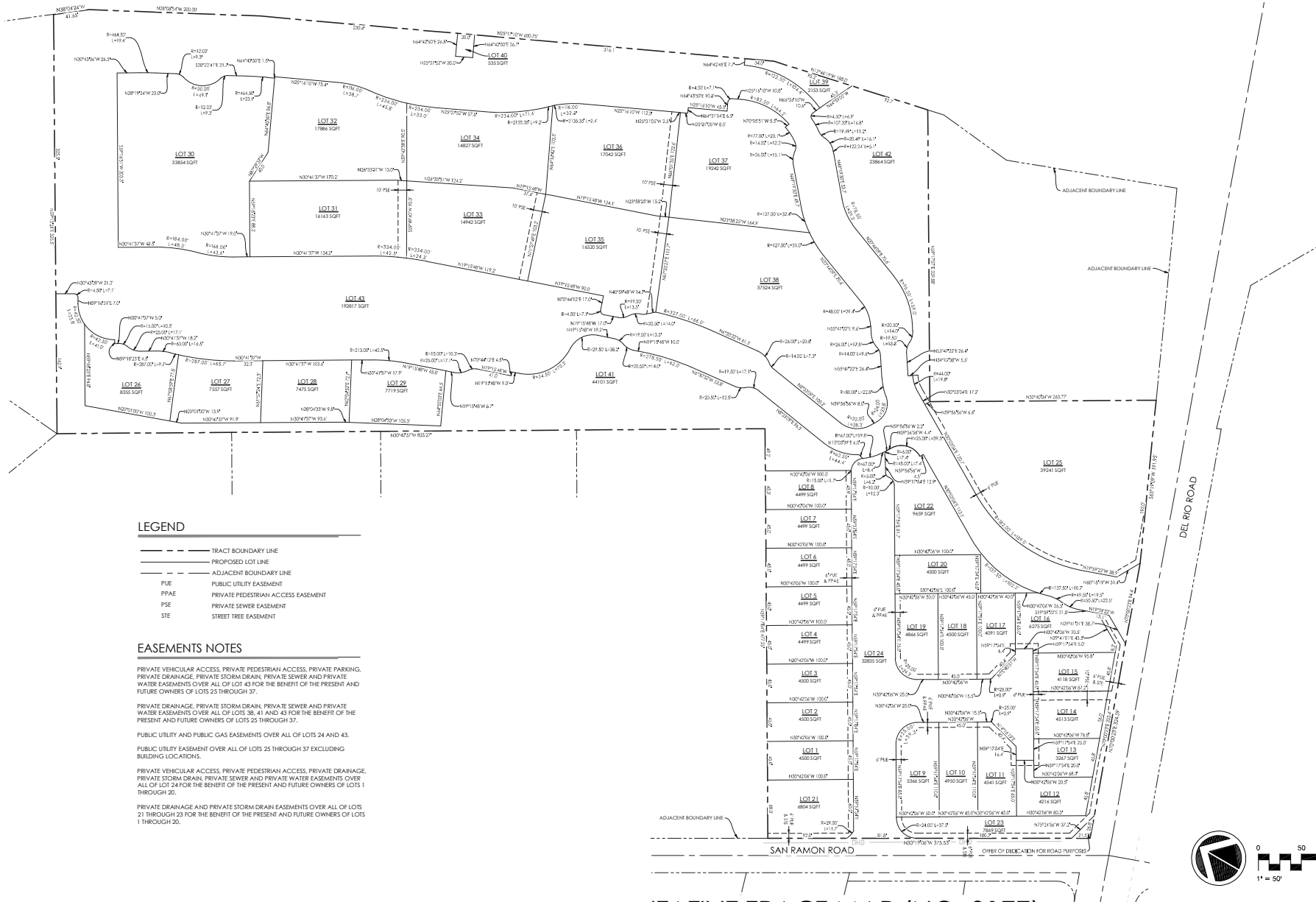
ALSO EXCEPTING THEREFROM THAT PORTION OF THE LAND DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 8, 1944 IN BOOK 1300 PAGE 545 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM ALL STREETS, ROADS AND ALLEYS AS SHOWN ON SAID MAP, PARCEL 5: (APN: 049-131-046)  
 LOT 7 IN BLOCK 48 OF AMENDMENT "B" OF ATASCADERO COLONY, IN THE CITY OF ATASCADERO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, ACCORDING TO MAP RECORDED JULY 21, 1916 IN BOOK 3 PAGE 65A OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THEREFROM THAT PORTION OF THE LAND LYING EAST OF THE WEST LINE OF THE LAND DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED NOVEMBER 28, 1949 IN BOOK 542 PAGE 573 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM ALL STREETS, ROADS AND ALLEYS SHOWN ON THE MAP ABOVE REFERRED TO.





**LEGEND**

- TRACT BOUNDARY LINE
- PROPOSED LOT LINE
- ADJACENT BOUNDARY LINE
- PUE PUBLIC UTILITY EASEMENT
- PPAE PRIVATE PEDESTRIAN ACCESS EASEMENT
- PSE PRIVATE SEWER EASEMENT
- STE STREET TREE EASEMENT

**EASEMENTS NOTES**

PRIVATE VEHICULAR ACCESS, PRIVATE PEDESTRIAN ACCESS, PRIVATE PARKING, PRIVATE DRAINAGE, PRIVATE STORM DRAIN, PRIVATE SEWER AND PRIVATE WATER EASEMENTS OVER ALL OF LOT 43 FOR THE BENEFIT OF THE PRESENT AND FUTURE OWNERS OF LOTS 25 THROUGH 37.

PRIVATE DRAINAGE, PRIVATE STORM DRAIN, PRIVATE SEWER AND PRIVATE WATER EASEMENTS OVER ALL OF LOTS 38, 41 AND 43 FOR THE BENEFIT OF THE PRESENT AND FUTURE OWNERS OF LOTS 25 THROUGH 37.

PUBLIC UTILITY AND PUBLIC GAS EASEMENTS OVER ALL OF LOTS 24 AND 43.

PUBLIC UTILITY EASEMENT OVER ALL OF LOTS 25 THROUGH 37 EXCLUDING BUILDING LOCATIONS.

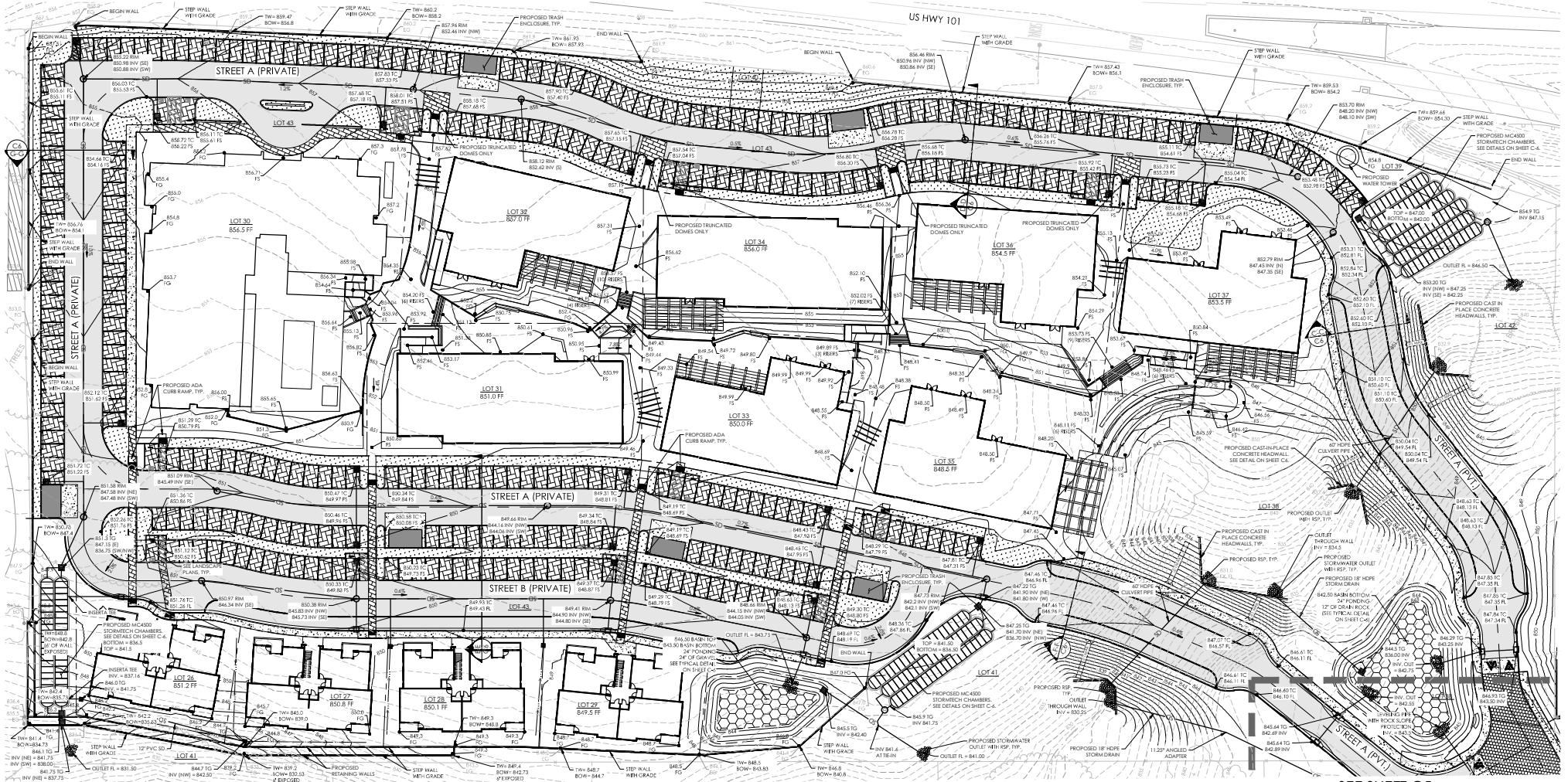
PRIVATE VEHICULAR ACCESS, PRIVATE PEDESTRIAN ACCESS, PRIVATE DRAINAGE, PRIVATE STORM DRAIN, PRIVATE SEWER AND PRIVATE WATER EASEMENTS OVER ALL OF LOT 24 FOR THE BENEFIT OF THE PRESENT AND FUTURE OWNERS OF LOTS 1 THROUGH 20.

PRIVATE DRAINAGE AND PRIVATE STORM DRAIN EASEMENTS OVER ALL OF LOTS 21 THROUGH 23 FOR THE BENEFIT OF THE PRESENT AND FUTURE OWNERS OF LOTS 1 THROUGH 20.



**BARREL CREEK MIXED-USE  
CIVIL PARCEL MAP**





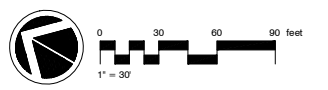
SEE SHEET C5

**LEGEND**

|  |        |  |
|--|--------|--|
|  | — SD — | PROPOSED PRIVATE 18" HDPE STORM DRAIN (LATERALS = 12")                               |
|  |        | PROPOSED CMU BLOCK WALL (TOW = TOP OF WALL) (BOW = BOTTOM OF WALL OR TOP OF FOOTING) |
|  |        | 24" CONCRETE MIDSTATE BOX  |
|  |        | CITY STANDARD CURB INLET   |
|  |        |  |

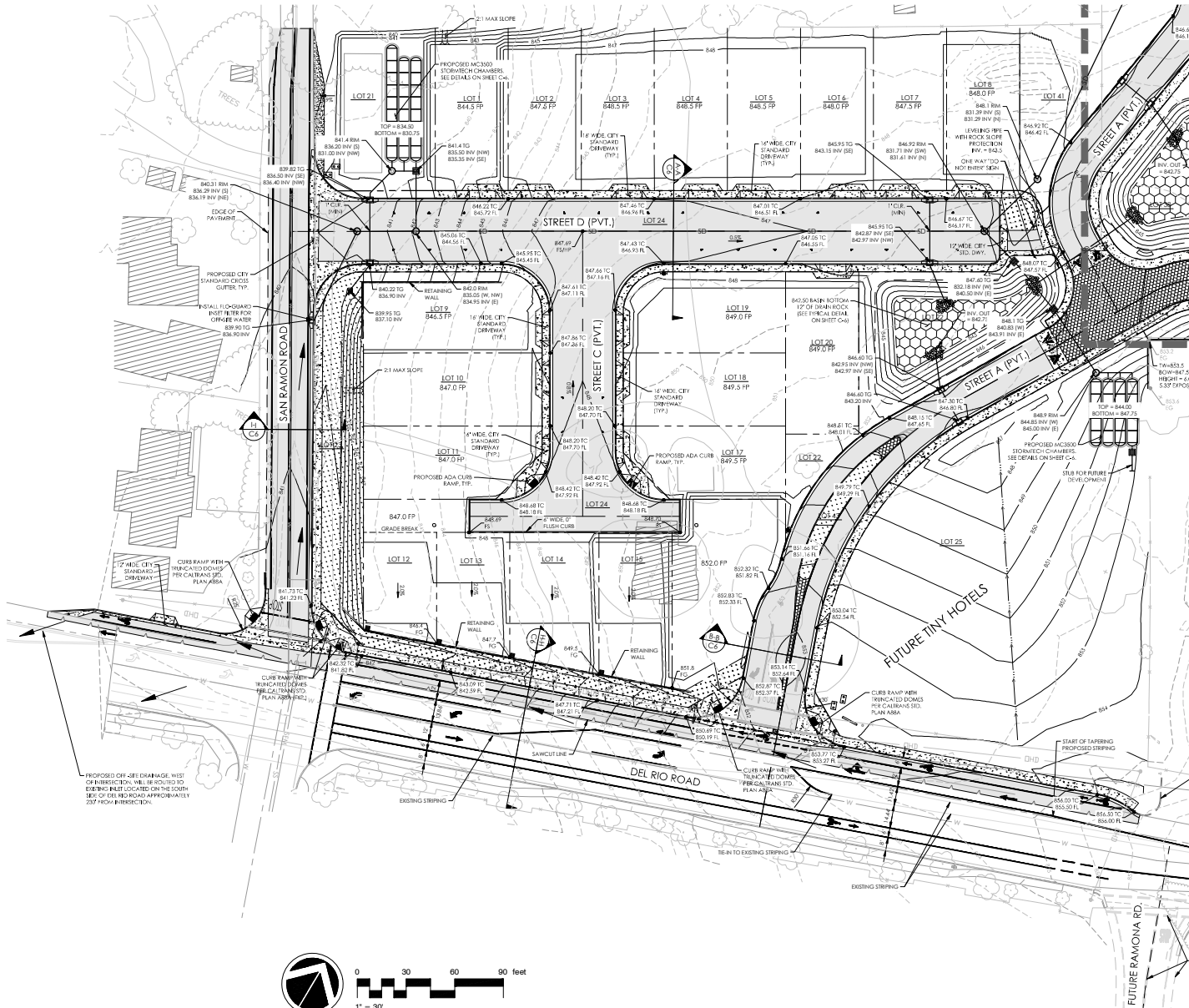


# BARREL CREEK MIXED-USE CIVIL GRADING & DRAINAGE



1515-02-LP19  
SEPTEMBER 9, 2022

C4  
GPA/REZONE/PD COVER  
LAT & VITAM



SEE SHEET C4

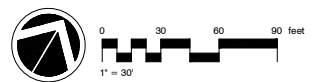
**LEGEND**

- SD — PROPOSED PRIVATE 18" HDPE STORM DRAIN (LATERALS = 12")
- [Pattern] STORM WATER BASIN
- [Pattern] AC PAVING
- [Pattern] PERMEABLE PAVERS
- [Pattern] REINFORCED CONCRETE
- [Pattern] DECORATIVE CONCRETE
- [Pattern] PROPOSED CMU BLOCK WALL
- [Symbol] 24" CONCRETE MIDSTATE BOX
- [Symbol] CITY STANDARD CURB INLET
- [Symbol] PARALLEL PARKING CORNER AND CENTER MARKINGS (9' X 22' STALLS DRAWN TO SCALE ON PLAN)
- [Symbol] PROPOSED OFFSITE FLOW PATTERN

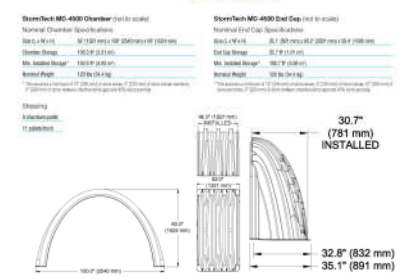
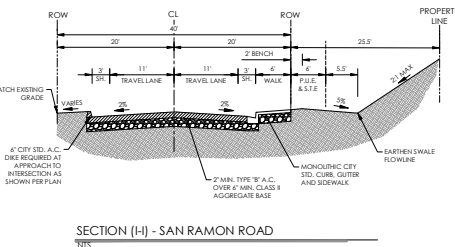
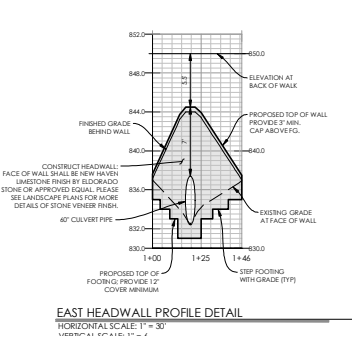
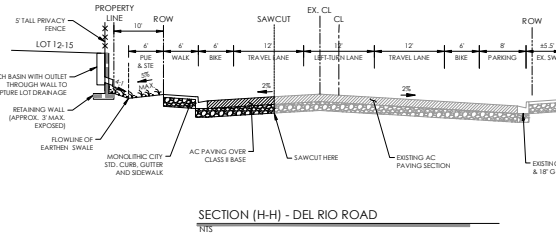
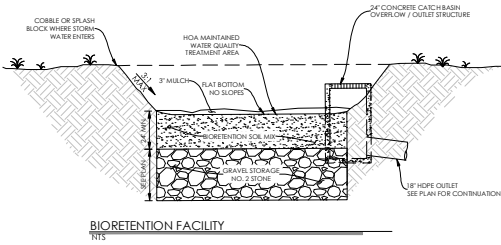
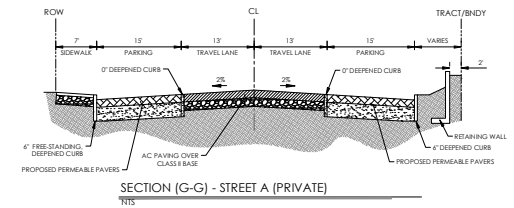
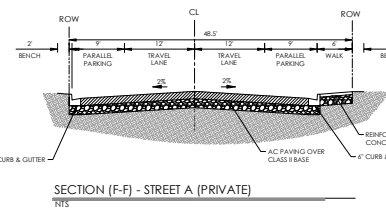
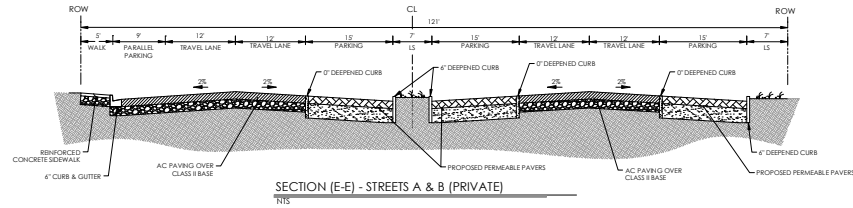
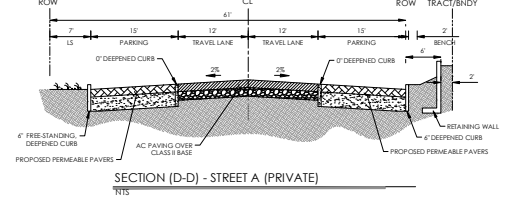
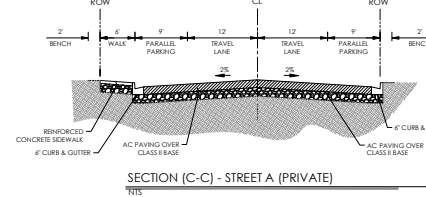
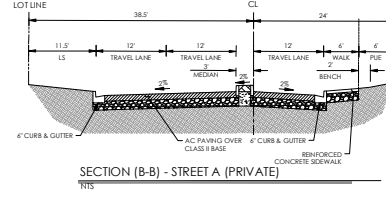
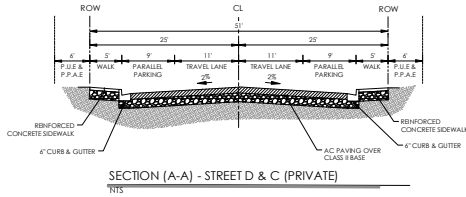
**APPROXIMATE EARTHWORK QUANTITIES**

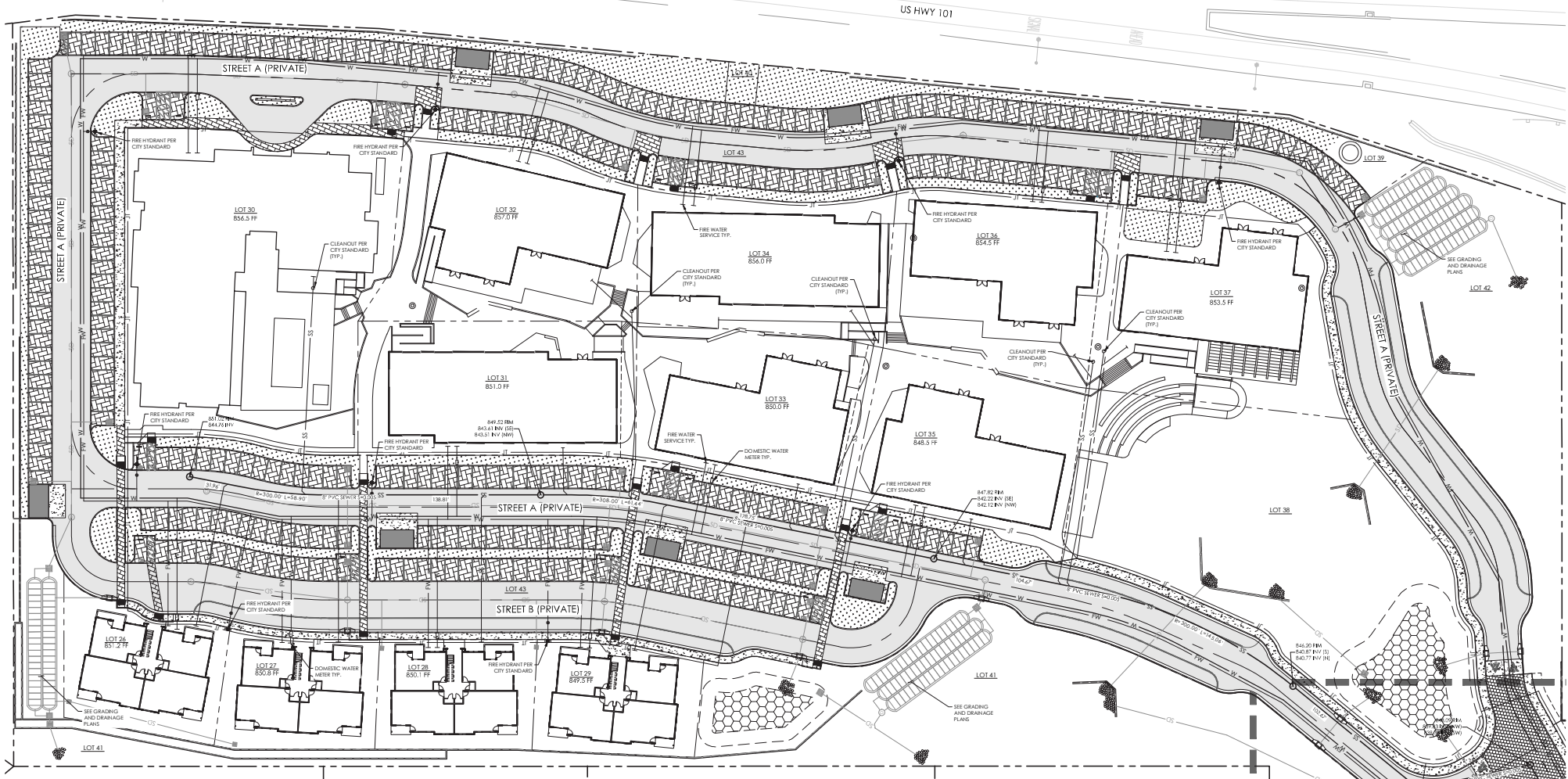
THE APPROXIMATE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE CALCULATED BETWEEN THE PROPOSED SUBGRADE AND EXISTING GRADE SURFACE, AND ARE SUBJECT TO CHANGE. THESE ESTIMATES DO NOT INCLUDE CONSIDERATIONS FOR LOSSES OR BULKING DUE TO SOIL AMENDMENTS, STABILIZATION, CONSTRUCTION TECHNIQUE, FOOTING & TRENCHING SPOILS, ETC. THESE CONSIDERATIONS, IN ADDITION TO ACTUAL FIELD CONDITIONS AND THE FINAL RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, MAY SIGNIFICANTLY AFFECT THE FINAL IMPORT/EXPORT QUANTITIES. APPROXIMATE QUANTITIES SHOWN ON THESE PLANS ARE FOR PERMITTING PURPOSES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CALCULATE ACTUAL QUANTITIES FOR THE PURPOSE OF CONSTRUCTION AND COST ESTIMATES. CONTRACTOR IS ALSO RESPONSIBLE FOR ADJUSTMENTS TO SLOPE HEDGE POINTS IN ORDER TO PROVIDE GRADED PAD AREA ADJACENT TO PATHS, WALKWAYS, AND ROADS FOR UTILITY BOXES, TRANSFORMERS, AND ABOVE GROUND UTILITY INFRASTRUCTURE.

|                    | CUT        | FILL      |                           |
|--------------------|------------|-----------|---------------------------|
| RAW CUT            | 37,300 CY  | -         |                           |
| RAW FILL           | -          | 25,350 CY |                           |
| STORMTECH CHAMBERS | 3,575 CY   | -         |                           |
| PERMEABLE PAVERS   | 1,650 CY   | -         | 12" MIN SECTION           |
| TRENCH SPOILS      | 4,950 CY   | -         |                           |
| PAVING             | 4,850 CY   | -         | ASSUMED 3" AC OVER 10' 8" |
| BUILDINGS          | 2,200 CY   | -         | ASSUMED 8" SLAB           |
| SHRINKAGE 15%      | -          | 3,800 CY  |                           |
| TOTAL EARTHWORK    | \$4,525 CY | 29,150 CY |                           |









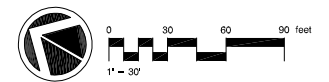
NOTES

- SEE SHEETS C4 & C5 FOR STORM DRAIN IMPROVEMENTS.
- SINGLE FAMILY RESIDENTIAL LOTS TO HAVE 4" SEWER LATERAL PER CITY OF ATASCADERO STANDARDS. LOCATION SHOWN ON PLAN.
- SINGLE FAMILY RESIDENTIAL DOMESTIC 1" WATER METERS ARE TO BE INSTALLED PER AMWC STANDARDS. MANFOLDS TO BE USED AT LOCATIONS SHOWN.
- MULTI-FAMILY RESIDENTIAL, COMMERCIAL, AND HOTEL LOTS TO HAVE 6" SEWER LATERAL PER CITY OF ATASCADERO STANDARDS. LOCATION SHOWN ON PLAN.

LEGEND

- W — PROPOSED PRIVATE 8" PVC WATER
- FW — 8" FIRE WATER PER PRIVATE WATER AND FIRE TRENCH DETAIL ON SHEET C-7
- DM — DOMESTIC WATER METER
- SS — PROPOSED PRIVATE SEWER MAIN LINE, SIZE PER PLAN, S = 0.005 FT/FT MIN.
- JT — APPROXIMATE LOCATION OF JOINT TRENCH
- FH — PROPOSED CITY STANDARD FIRE HYDRANT AND FIRE HYDRANT ASSEMBLY
- CC — CITY STANDARD CLEANOUT
- MH — 48" CITY STANDARD MANHOLE
- SD — PROPOSED PRIVATE STORM DRAIN (SEE GRADING AND DRAINAGE PLANS)
- SFM — EXISTING SEWER FORCE MAIN

SEE SHEET C-8

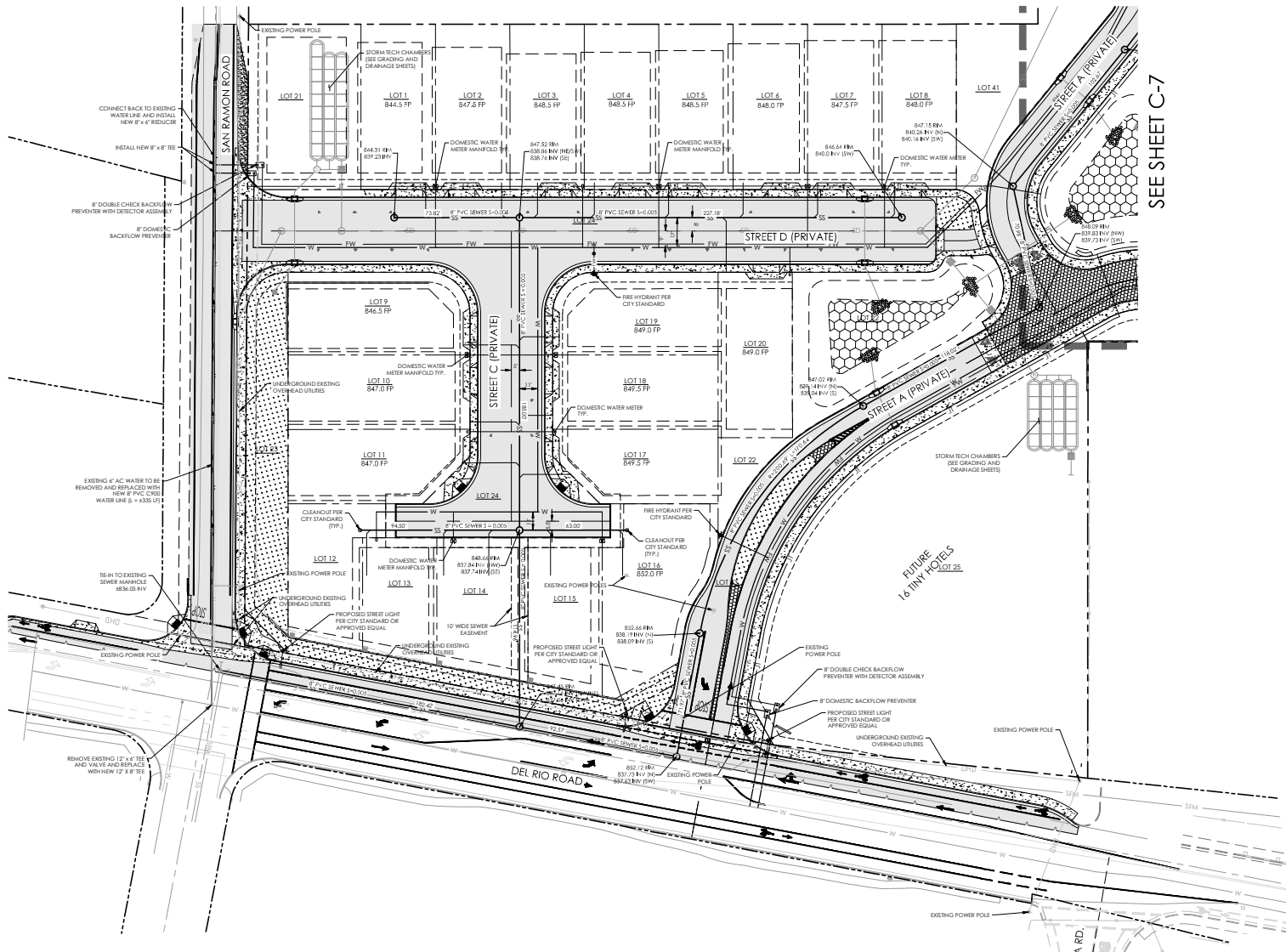


**BARREL CREEK MIXED-USE  
 CIVIL COMPOSITE UTILITIES**

C7

1515-02-LP19  
 SEPTEMBER 9, 2022

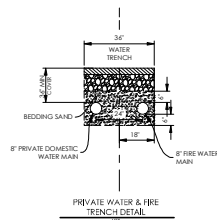
GPA/REZONE/PD OVER-  
 LAY & WITH



SEE SHEET C-7

**LEGEND**

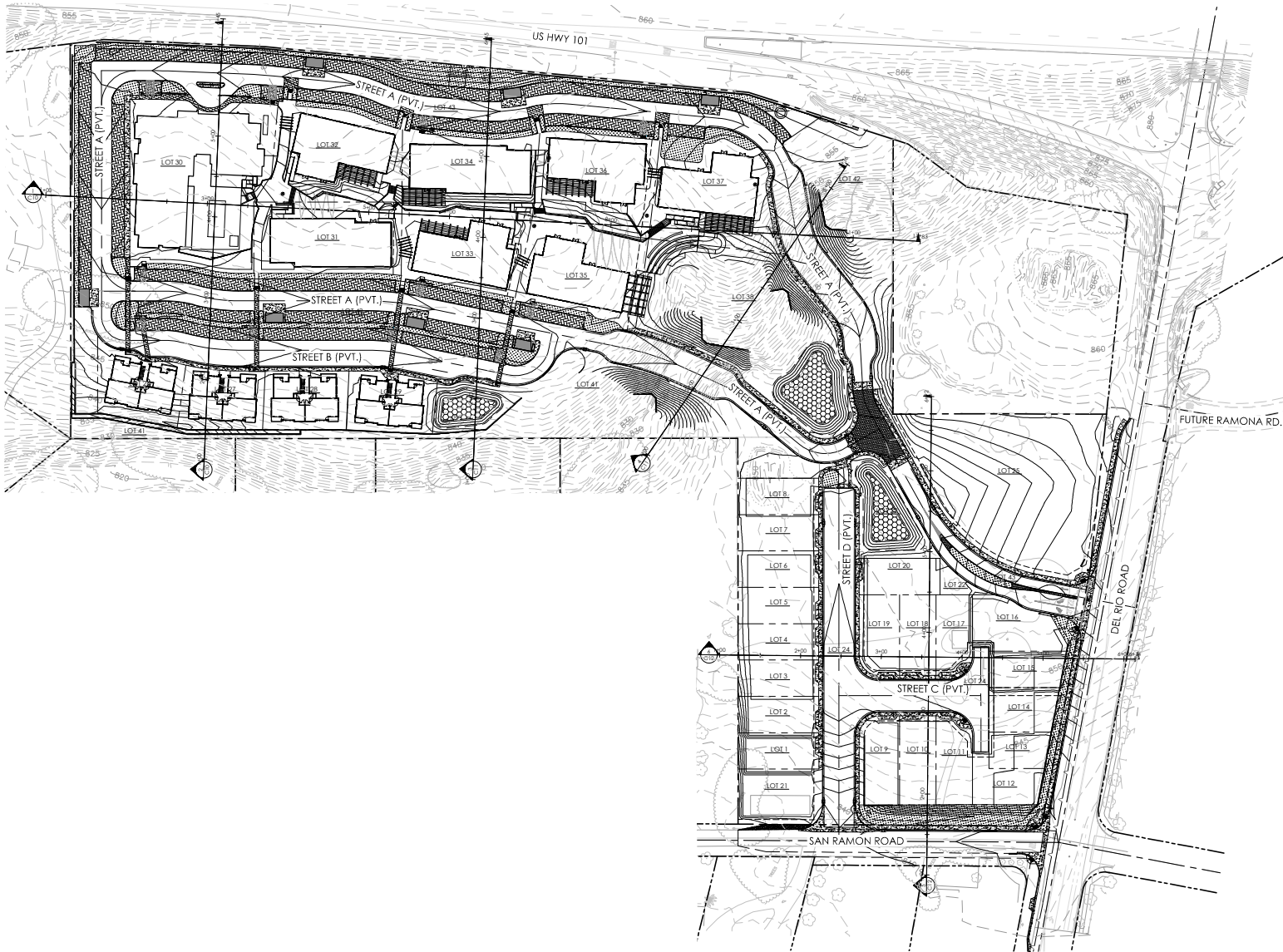
- PROPOSED PRIVATE 8" PVC WATER
- & 8" FIRE WATER PER PRIVATE WATER AND FIRE TRENCH DETAIL ON SHEET C-7
- DOMESTIC WATER METER
- PROPOSED PRIVATE SEWER MAIN LINE, SIZE PER PLAN, S = 0.005 FT/FT MIN.
- APPROXIMATE LOCATION OF JOINT TRENCH
- PROPOSED CITY STANDARD FIRE HYDRANT AND FIRE HYDRANT ASSEMBLY
- CITY STANDARD CLEANOUT
- 48" CITY STANDARD MANHOLE
- PROPOSED STREET LIGHT
- PROPOSED PRIVATE STORM DRAIN (SEE GRADING AND DRAINAGE PLANS)
- EXISTING SANITARY SEWER
- EXISTING SEWER FORCE MAIN
- EXISTING AC WATER



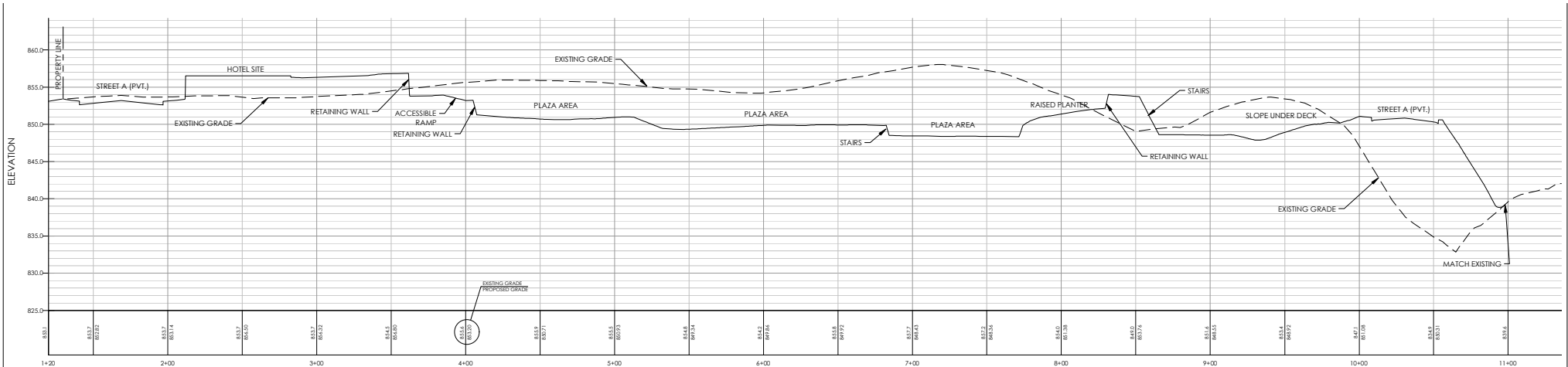
**NOTES**

1. SEE SHEETS C4 & C5 FOR STORM DRAIN IMPROVEMENTS.
2. SINGLE FAMILY RESIDENTIAL LOTS TO HAVE 4" SEWER LATERAL PER CITY OF ATASCADERO STANDARDS, LOCATION SHOWN ON PLAN.
3. SINGLE FAMILY RESIDENTIAL DOMESTIC 1" WATER METERS ARE TO BE INSTALLED PER ANAWC STANDARDS, MANHOLES TO BE USED AT LOCATIONS SHOWN.
4. MULTI FAMILY RESIDENTIAL, COMMERCIAL, AND HOTEL LOTS TO HAVE 6" SEWER LATERAL PER CITY OF ATASCADERO STANDARDS, LOCATION SHOWN ON PLAN.



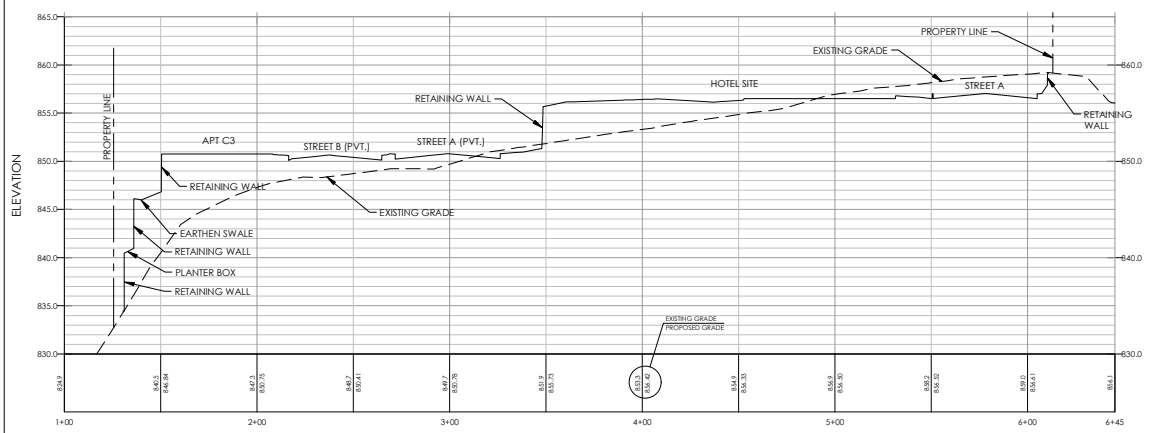






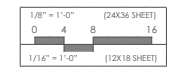
**SECTION 1**

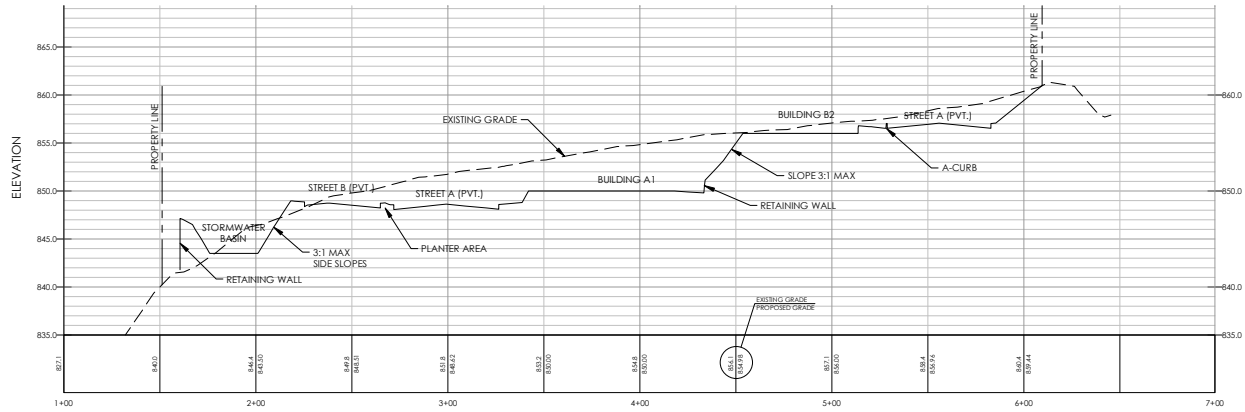
1" = 30' HORIZONTAL SCALE  
1" = 6' VERTICAL SCALE



**SECTION 2**

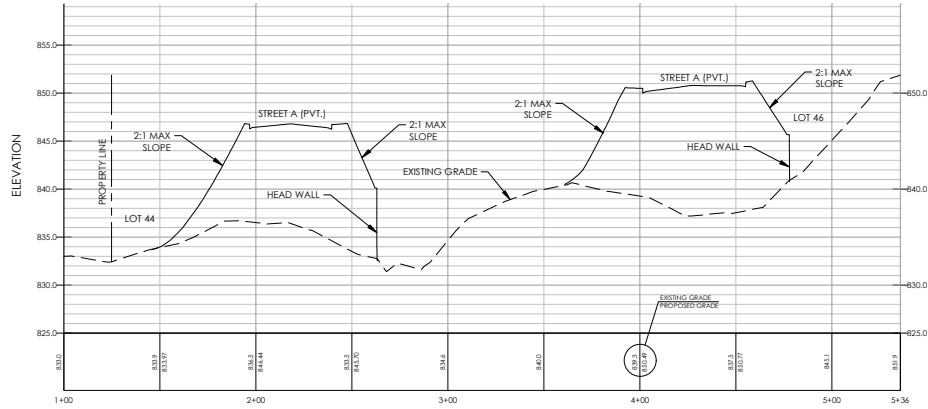
1" = 30' HORIZONTAL SCALE  
1" = 6' VERTICAL SCALE





**SECTION 3**

1" = 30' HORIZONTAL SCALE  
 1" = 6' VERTICAL SCALE

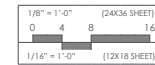


**SECTION 4**

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 1" = 6' VERTICAL SCALE



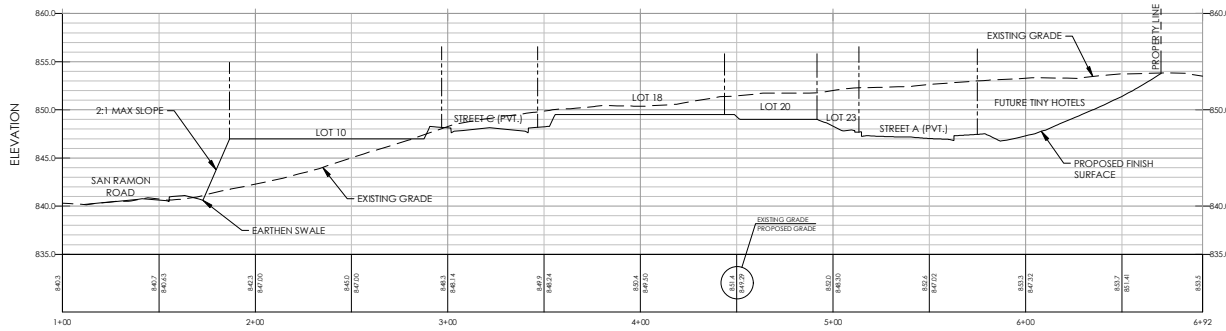
**BARREL CREEK MIXED-USE  
 SITE SECTIONS**



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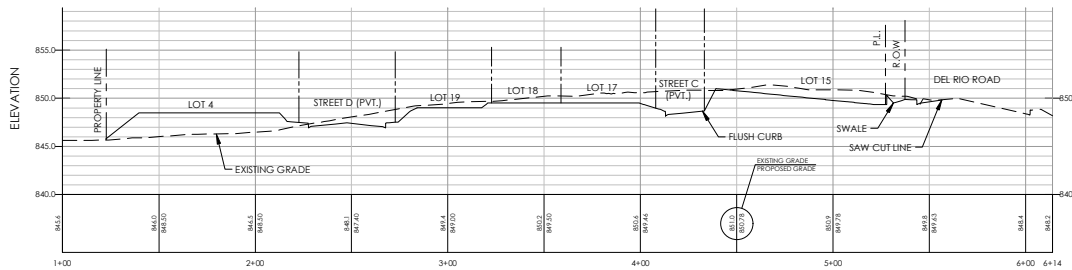
**C11**

GPA/REZONE/PD OVER-  
 LAY & VTM



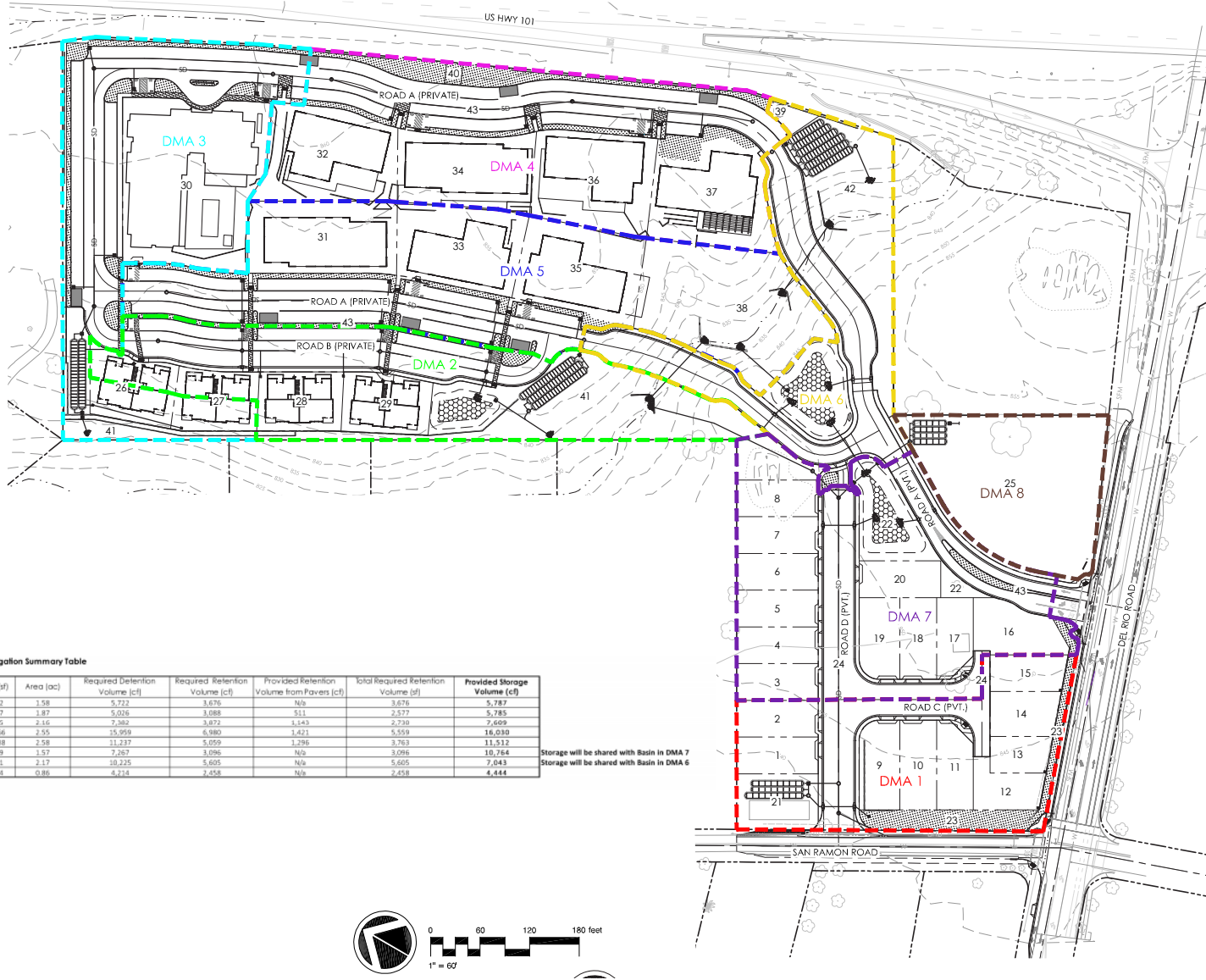
**SECTION 5**

1" = 30' HORIZONTAL SCALE  
1" = 6' VERTICAL SCALE



**SECTION 6**

1" = 30' HORIZONTAL SCALE  
1" = 6' VERTICAL SCALE



**LEGEND**

- SD — PROPOSED PRIVATE 18" HDPE STORM DRAIN
- DMA 1 (68,722 SF)
- DMA 2 (81,607 SF)
- DMA 3 (93,945 SF)
- DMA 4 (111,066 SF)
- DMA 5 (112,438 SF)
- DMA 6 (68,469 SF)
- DMA 7 (94,601 SF)
- DMA 8 (37,324 SF)

**PROJECT STATISTICS**

**(A) EXISTING CONDITION**

IMPERVIOUS AREA: 2,088 SF  
 PERVIOUS AREA: 668,384 SF

**(B) PROPOSED IMPROVEMENTS**

**TOTAL IMPERVIOUS AREA: 367,185 SF**  
 PAVER AREA: 46,790 SF  
 LANDSCAPE AREA: 254,197 SF  
**TOTAL PERVIOUS AREA: 300,987 SF**

**REQUIRED STORMWATER CONTROL MEASURES**

**TIER 1 - RUNOFF REDUCTION**

- ROOF DRAIN DISCONNECT
- MINIMIZE IMPERVIOUS AREAS

**TIER 2 - WATER QUALITY (85th PERCENTILE = 1.1')**

- ON-SITE RETENTION-BASED INFILTRATION

**TIER 3 - RETAIN 95TH PERCENTILE STORM EVENT (1.6')**

- PAVERS WILL RETAIN AND INFILTRATE AN APPROXIMATE VOLUME OF 4,500 CF
- BASINS WILL RETAIN AND INFILTRATE APPROXIMATE VOLUME 23,592 CF
- STORAGE CHAMBERS WILL RETAIN AND INFILTRATE APPROXIMATE VOLUME 45,382 CF

**TIER 4 - PEAK MANAGEMENT**

- BASIN AND STORAGE CHAMBERS ONSITE ARE SIZED TO DETAIN UP TO THE DIFFERENCE IN THE 2-YEAR STORM WATER RUN-OFF OF THE UNDEVELOPED SITE AND THE 50-YEAR STORM WATER RUN-OFF OF THE DEVELOPED SITE.

Stormwater Mitigation Summary Table

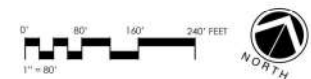
| DMA | Area (sf) | Area (ac) | Required Detention Volume (cf) | Required Retention Volume (cf) | Provided Retention Volume from Pavers (cf) | Total Required Retention Volume (sf) | Provided Storage Volume (cf) |
|-----|-----------|-----------|--------------------------------|--------------------------------|--|--------------------------------------|------------------------------|
| 1   | 68722     | 1.58      | 5,722                          | 3,676                          | N/A  | 3,676                                | 5,787                        |
| 2   | 81607     | 1.87      | 5,026                          | 3,088                          | 511  | 2,577                                | 5,785                        |
| 3   | 93945     | 2.16      | 7,382                          | 3,872                          | 1,143                                      | 2,730                                | 7,609                        |
| 4   | 111066    | 2.55      | 15,959                         | 6,980                          | 1,421                                      | 5,559                                | 16,030                       |
| 5   | 112438    | 2.58      | 11,237                         | 5,059                          | 1,296                                      | 3,763                                | 11,512                       |
| 6   | 68469     | 1.57      | 7,267                          | 3,096                          | N/A  | 3,096                                | 18,764                       |
| 7   | 94601     | 2.17      | 10,225                         | 5,605                          | N/A  | 5,605                                | 7,043                        |
| 8   | 37324     | 0.86      | 4,214                          | 2,458                          | N/A  | 2,458                                | 4,444                        |

Storage will be shared with Basin in DMA 7  
 Storage will be shared with Basin in DMA 6



**KEY**

1. Monument Signage
2. Entry Landscape
3. Single Family Lots
4. Bioretention Basin
5. Multi-family Bldgs. C1-C4
6. Specialty Paving
7. Permeable Paving
8. Trash Enclosure
9. Existing Seasonal Creek
10. Culvert and Headwalls
11. Water Tower/Signage
12. Pedestrian Access/Speed Table
13. Pedestrian Crossing
14. Covered Solar Carport (20 spaces)
15. 6-foot wide Public Utility Easement

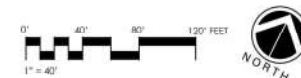




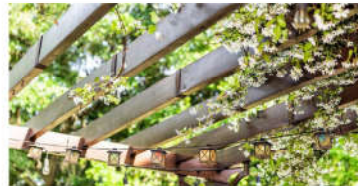
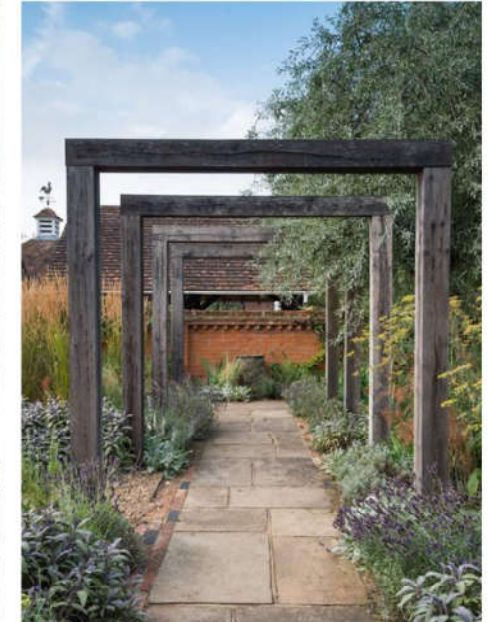


**KEY**

1. Amphitheater with Stage
2. Existing Tree - Protect in Place
3. Mural/Signage Opportunities - See Signage Program, Separate Submittal
4. Walkway Trellis
5. Seating Area
6. Patio Dining with Shade Structure
7. Informal Gathering Areas
8. Pedestrian Promenade (Accommodates Food Trucks)
9. Art Feature
10. Entertainment/Games
11. Water Feature
12. Not Used
13. Hotel Signage
14. Outdoor Fireplace
15. Permeable Paving
16. Trash Enclosure
17. Outdoor Dining
18. Pedestrian Connections
19. Hotel Entrance with Specialty Paving
20. Covered Solar Carport (20 spaces)
21. Bioretention Basin



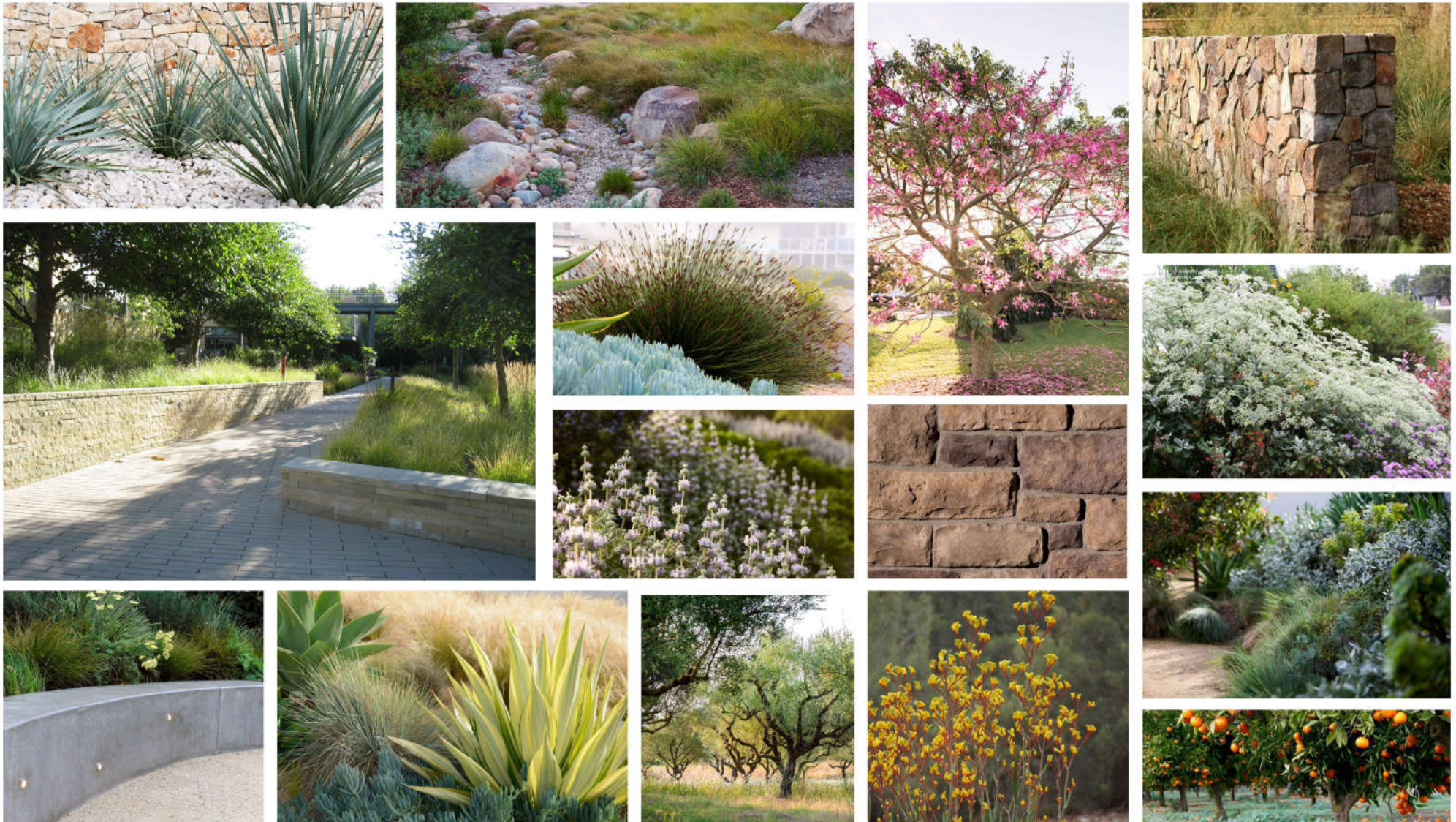














**CONCEPTUAL PLANT PALETTE**

**TREES**

- ARBUSUS X 'MARINA'
- ARCHONTOPHEONIX CUNNINGHAMIANA
- BRACHYCHITON DISCOLOR
- BRAHEA ARMATA
- CEDRUS DEODORA
- CEIBA SPECIOSA
- CERCIDIUM X 'DESERT MUSEUM'
- CHAMAEROPS HUMILIS
- CHILOPSIS LINEARIS
- CINNAMOMUM CAMPHORA
- CITRUS X LIMON
- CITRUS X SINENSIS 'DWARF VALENCIA'
- COTINUS COGGYRIA 'ATROPURPUREA'
- FEIJOA SELLOWIANA
- FREMONTODENDRON X 'CALIFORNIA GLORY'
- JACARANDA MIMOSIFOLIA
- OLEA EUROPAEA 'SWAN HILL'
- PHEONIX DACTYLIFERA
- PINUS PINEA
- PLATANUS RACEMOSA
- QUERCUS SPP.
- RHAPIS HUMILIS
- X CHITALPA TASHKENTENSIS
- MARINA STRAWBERRY TREE
- KING PALM
- QUEENSLAND LACEBARK
- MEXICAN BLUE PALM
- DEODAR CEDAR
- FLOSS SILK TREE
- DESERT MUSEUM PALO VERDE
- MEDITERRANEAN FAN PALM
- DESERT WILLOW
- CAMPHOR TREE
- LEMON
- DWARF VALENCIA ORANGE
- PURPLE SMOKE TREE
- PINEAPPLE GUAVA
- FLANNEL BUSH
- JACARANDA MULTI-TRUNK
- SWAN HILL OLIVE
- DATE PALM
- ITALIAN STONE PINE
- CALIFORNIA SYCAMORE
- OAK
- LADY PAM
- CHITALPA

**BIOSWALE SHRUBS**

- ACHILLEA MILLEFOLIUM
- AGROSTIS PALLENS
- CHONDROPETALUM TECTORUM 'EL CAMPO'
- JUNCUS EFFUSUS
- JUNCUS PATENS
- LEYMUS CONDENSATUS 'CANYON PRINCE'
- EYMUS TRITICOIDES 'LAGUNITA'
- MUHLENBERGIA RIGENS
- SOLIDAGO CALIFORNICA
- COMMON YARROW
- SEASHORE BENTGRASS
- SMALL CAPE RUSH
- SOFT RUSH
- CALIFORNIA GREY RUSH
- GIANT WILD RYE
- WILD RYE
- DEER GRASS
- CALIFORNIA GOLDENROD

**SHRUBS**

- ACHILLEA FILIPENDULINA
- ADENANTHOS X CANNINGHAMII
- AGAVE AMERICANA 'VARIEGATA'
- AGAVE X 'BLUE FLAME'
- ALOE ARBORESCENS
- ALOE PLICATILIS
- ANIGOZANTHOS X 'HARMONY'
- ARCTOSTAPHYLOS SPP.
- ASTERISCUS MARITIMUS
- BANKSIA BLECHNIFOLIA
- BANKSIA SPECIOSA
- BOUTELOUSA GRACILIS 'BLONDE AMBITION'
- BULBINE FRUTESCENS 'HALLMARK'
- CARPINTERIA CALIFORNICA
- CEANOTHUS X 'DARK STAR'
- FERNLEAF YARROW
- WOOLYBUSH
- CENTURY PLANT
- BLUE FLAME AGAVE
- TORCH ALOE
- FAN ALOE
- YELLOW KANGAROO PAW
- MANZANITA
- GOLD COIN DAISY
- GROUND BANKSIA
- SHOWY BANKSIA
- BLUE GRAMA GRASS
- STALKED BULBINE
- BUSH ANEMONE
- CALIFORNIA WILD LILAC

**SHRUBS**

- DIANELLA REVOLUTA 'VARIEGATED'
- DODONEA VISCOSA 'PURPUREA'
- ERIOGONUM FASCICULATUM 'THEODORE PAYNE'
- EUPHORBIA CHARACIAS WULFENII
- EUPHORBIA MYSINITES
- FESTUCA CALIFORNICA 'RIVER HOUSE BLUES'
- FESTUCA IDAHOENSIS
- GREVILLEA X 'MOONLIGHT'
- HEUCHERA MAXIMA
- HYDRANGEA QUERCIFOLIA
- KNIPHOFIA X 'MANGO POPSCICLE'
- LAVANDULA ANGUSTIFOLIA
- LEPECHINIA FRAGRANS
- LOMANDRA LONGIFOLIA 'BREEZE'
- LOROPETALUM CHINENSE
- MELIANTHUS MAJOR
- MISCANTHUS SINENSIS 'ADAGIO'
- MUHLENBERGIA CAPILLARIS
- MUHLENBERGIA DUBIA
- PENNISETUM MESSIACUM 'RED BUNNY TAILS'
- PENNISETUM SPATHIOLATUM
- PENSTEMON PALMERI
- PHORMIUM TENAX
- POLYSTICHUM CALIFORNICUM
- POLYSTICHUM MUNITUM
- RHAMNUS CALIFORNICA
- RHUS OVATA
- RIBES VIBURNIFOLIUM
- ROMNEYA COULTERI
- ROSMARINUS OFFICINALIS 'TUSCAN BLUE'
- SALVIA SPP.
- SANTOLINA CHAEMAECYPARISSUS
- SARCOCCA RUSCIFOLIA
- SEDUM X 'AUTUMN JOY'
- VERBENA LILACINA 'DE LA MINA'
- WESTRINGIA FRUTICOSA
- YUCCA FILAMENTOSA

**VINES**

- CLEMATIS ARMANDII
- CLYTOSTOMA CALLISTEGODES
- DISTICTUS BUCCINATORIA
- FICUS PUMILA
- MACFADYENA UNGUS-CATI
- PARTHENOCISSUS X 'HACIENDA CREEPER'
- PASSIFLORA INCARNATA
- VITIS CALIFORNICA 'ROGER'S RED'

- FLAX LILY
- PURPLE HOP BUSH
- CALIFORNIA BUCKWHEAT
- EVERGREEN SPURGE
- MYRTLE SPURGE
- CALIFORNIA FESCUE
- IDAHO FESCUE
- MOONLIGHT GREVILLEA
- ISLAND ALUM ROOT
- OAKLEAF HYDRANGEA
- HOT POKER
- ENGLISH LAVENDER
- ISLAND PITCHER SAGE
- BREEZE MAT RUSH
- CHINESE FRINGE FLOWER
- HONEY BUSH
- ADAGIO EULALIA GRASS
- PINK MUHLY GRASS
- PINE MUHLY
- FOUNTAIN GRASS
- RYE PUFFS
- PALMER'S PENSTEMON
- NEW ZEALAND FLAX
- CALIFORNIA FERN
- WESTERN SWORD FERN
- CALIFORNIA COFFEEBERRY
- SUGAR BUSH
- EVERGREEN CURRANT
- MATILIJJA POPPY
- ROSEMARY
- SAGE
- LAVENDER COTTON
- FRAGRANT SARCOCCOCCA
- AUTUMN JOY SEDUM
- LILAC VERBENA
- COAST ROSEMARY
- ADAM'S NEEDLE

- EVERGREEN CLEMATIS
- VIOLET TRUMPET VINE
- TRUMPET VINE
- CREEPING FIG
- CAT CLAW VINE
- HACIENDA CREEPER
- PASSION FLOWER VINE
- CALIFORNIA WILD GRAPE







**SINGLE FAMILY LOT - NORTH FACING**  
CONCEPTUAL PLANT PALETTE

- TREES**  
BRACHYCHITON DISCOLOR  
CEDRUS DEODORA  
PLATANUS RACEMOSA  
QUERCUS SPP.  
X CHITALPA TASHKENTENSIS  
*\*each lot shall include 1 street tree minimum*
- QUEENSLAND LACEBARK  
DEODAR CEDAR  
CALIFORNIA SYCAMORE  
OAK  
CHITALPA

- SHRUBS**  
BANKSIA BLECHNIFOLIA  
BULBINE FRUTESCENS 'HALLMARK'  
CARPINTERIA CALIFORNICA  
CEANOTHUS X 'DARK STAR'  
CHONDRPETALUM TECTORUM 'EL CAMPO'  
DIANELLA REVOLUTA 'VARIEGATED'  
HEUCHERA 'MAXIMA'  
HYDRANGEA QUERCIFOLIA  
JUNCUS PATENS  
KNIPHOFIA UVARIA  
LOMANDRA LONGIFOLIA 'BREEZE'  
MUHLENBERGIA DUBIA  
POLYSTICHUM CALIFORNICUM  
POLYSTICHUM MUNIUM
- GROUND BAKSIA  
STALKED BULBINE  
BUSH ANEMONE  
CALIFORNIA WILD LILAC  
SMALL CAPE RUSH  
FLAX LILY  
ISLAND ALUM ROOT  
OAKLEAF HYDRANGEA  
CALIFORNIA GREY RUSH  
TORCH LILY  
BREEZE MAT RUSH  
PINE MUHLY  
CALIFORNIA FERN  
WESTERN SWORD FERN



**SINGLE FAMILY LOT - SOUTH FACING**  
CONCEPTUAL PLANT PALETTE

- TREES**  
ARBUTUS X 'MARINA'  
CERCIDIUM X 'DESERT MUSEUM'  
CHAMAEROPS HUMILIS  
CHILOPSIS LINEARIS  
CITRUS X LIMON  
OLEA EUROPAEA 'SWAN HILL'  
*\*each lot shall include 1 street tree minimum*
- MARINA STRAWBERRY TREE  
DESERT MUSEUM PALO VERDE  
MEDITERRANEAN FAN PALM  
DESERT WILLOW  
LEMON  
SWAN HILL OLIVE

- SHRUBS**  
ACHILLEA FILIPENDULINA  
AGAVE X 'BLUE FLAME'  
ALOE ARBORESCENS  
ALOE PLICATILIS  
ANIGOZANTHOS X 'HARMONY'  
ARCTOSTAPHYLOS SPP.  
ERIOGONUM FASCICULATUM 'THEODORE PAYNE'  
EUPHORBIA CHARACIAS WULFENII  
EUPHORBIA MYSINITES  
FESTUCA CALIFORNICA 'RIVER HOUSE BLUES'  
GREVILLEA X 'LITTLE HONEY'  
KNIPHOFIA UVARIA  
PHORMIUM TENAX  
ROSMARINUS OFFICINALIS 'TUSCAN BLUE'  
SALVIA 'BEE'S BLISS'  
SANTOLINA CHAEMAECYPARISSUS
- FERNLEAF YARROW  
BLUE FLAME AGAVE  
TORCH ALOE  
FAN ALOE  
YELLOW KANGAROO PAW  
MANZANITA  
CALIFORNIA BUCKWHEAT  
EVERGREEN SPURGE  
MYRTLE SPURGE  
CALIFORNIA FESCUE  
LITTLE HONEY GREVILLEA  
TORCH LILY  
NEW ZEALAND FLAX  
ROSEMARY  
BEE'S BLISS SAGE  
LAVENDER COTTON





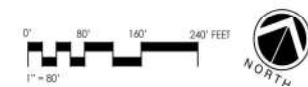


**STORMWATER BASIN & CHAMBER PLANTING**  
 CONCEPTUAL PLANT PALETTE

**SHRUBS**

- ACHILLEA MILLEFOLIUM
- AGROSTIS PALLENS
- CHONDROPETALUM TECTORUM 'EL CAMPO'
- JUNCUS EFFUSUS
- JUNCUS PATENS
- LEYMUS CONDENSATUS 'CANYON PRINCE'
- EYMUS TRITICOIDES 'LAGUNITA'
- MUHLENBERGIA RIGENS
- SOLIDAGO CALIFORNICA

- COMMON YARROW
- SEASHORE BENTGRASS
- SMALL CAPE RUSH
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- WILD RYE
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- CALIFORNIA GOLDENROD

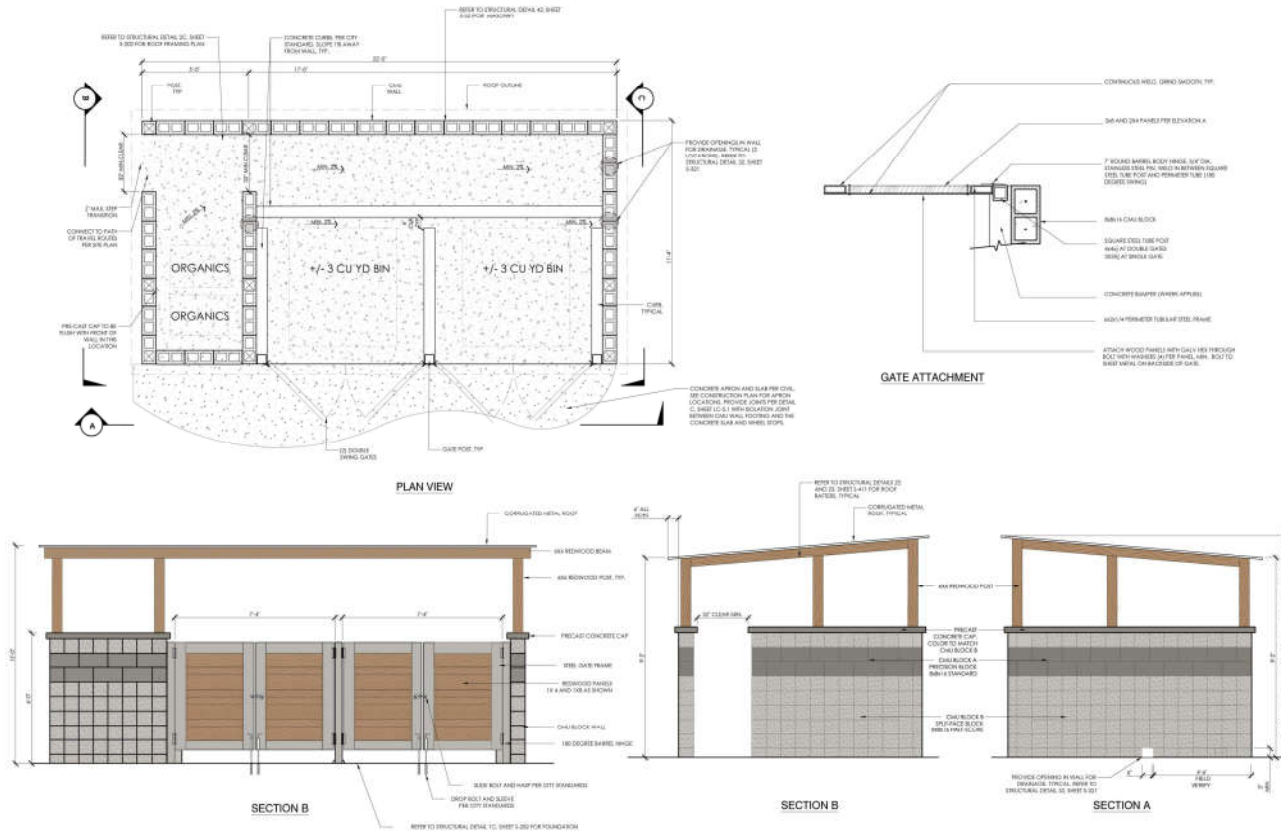


**BARREL CREEK MIXED-USE**  
**LANDSCAPE LIGHTING AND STRUCTURES**

L8

1515-02-LP19  
 SEPTEMBER 9, 2022

GPA/REZONE/PD OVER  
 LAY & VTAH



IN - GROUND ASPECT LED



LED ACCENT STRING LIGHTING



BOLLARD LIGMAN FORREY

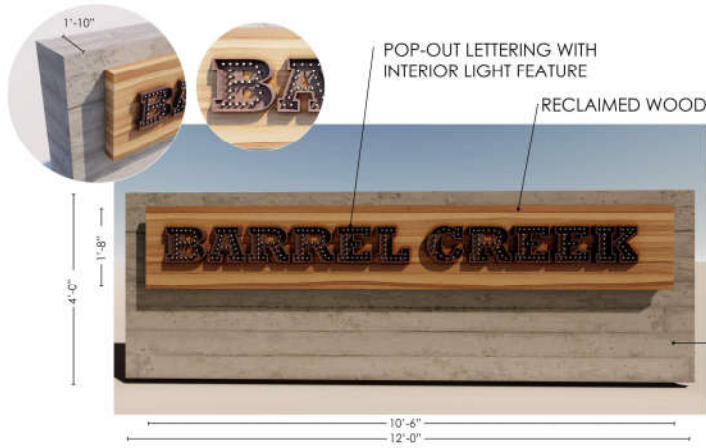


POST LIGHT LIGMAN FORREY



WATER TOWER

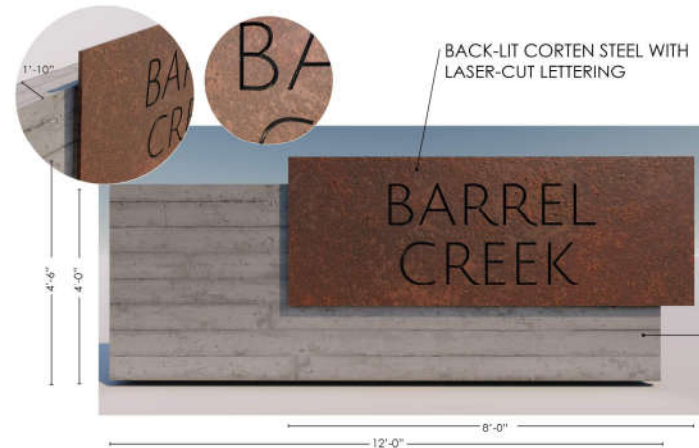




LETTERING FONT EXAMPLES:  
BARREL CREEK  
BARREL CREEK  
BARREL CREEK  
BARREL CREEK

BOARD FORM CONCRETE SIGNAGE BASE

OPTION 1 A



LETTERING FONT EXAMPLES:  
BARREL CREEK  
BARREL CREEK  
Barrel Creek  
BARREL CREEK

BOARD FORM CONCRETE SIGNAGE BASE

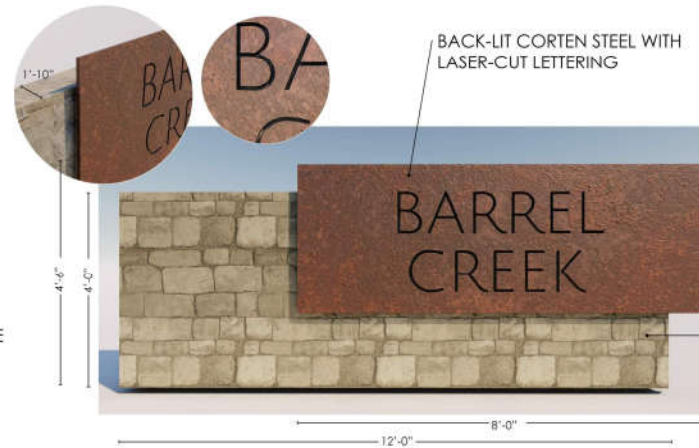
OPTION 2 A



LETTERING FONT EXAMPLES:  
BARREL CREEK  
BARREL CREEK  
BARREL CREEK  
BARREL CREEK

STONE VENEER SIGNAGE BASE

OPTION 1 B



LETTERING FONT EXAMPLES:  
BARREL CREEK  
BARREL CREEK  
Barrel Creek  
BARREL CREEK

STONE VENEER SIGNAGE BASE

OPTION 2 B



BOARD FORM CONCRETE



CORTEN STEEL



EL DORADO, NEW HAVEN



POP OUT LETTERING WITH INTERIOR LIGHT



BACK-LIT LASER-CUT LETTERING



RECLAIMED WOOD



**TREE PROTECTION KEY**

- TREE TO REMOVE
- TREE TO PROTECT IN PLACE
- DEAD OR DISEASED TREE TO REMOVE

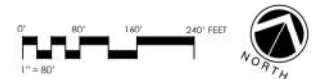
| TREE SPECIES:             | SIZE:              | ANALYSIS:        | NOTES:                  |
|---------------------------|--------------------|------------------|-------------------------|
| 1. QUERCUS AGRIFOLIA      | 3" DIA.            | PROTECT IN PLACE |                         |
| 2. PLATANUS RACEMOSA      | 24" DIA.           | PROTECT IN PLACE |                         |
| 3. DEAD - SALIX SPP.      |                    | REMOVE           | RESPROUT FROM DEAD TREE |
| 4. QUERCUS LOBATA         | 42" DIA.           | PROTECT IN PLACE |                         |
| 5. DEAD                   |                    | REMOVE           |                         |
| 6. SAMBUCUS SPP.          | MULTI-STEM 3" DIA. | REMOVE           | RESPROUT FROM DEAD TREE |
| 7. DEAD - EUCALYPTUS SPP. |                    | REMOVE           | HAZARDOUS LEANING       |
| 8. EUCALYPTUS GLOBULUS    | 42" DIA.           | REMOVE           | HAZARDOUS DISEASED      |
| 9. QUERCUS AGRIFOLIA      | 36" DIA.           | PROTECT IN PLACE |                         |
| 10. QUERCUS LOBATA        | 28" DIA.           | REMOVE           | UTILITY PRUNING DAMAGE  |
| 11. QUERCUS AGRIFOLIA     | 2" DIA.            | REMOVE           |                         |
| 12. ACER NEGUNDO          | 27" DIA.           | REMOVE           |                         |
| 13. JUGLANS SPP.          | MULTI-STEM 6" DIA. | REMOVE           |                         |
| 14. QUERCUS WISLEZNI      | 3" DIA.            | REMOVE           |                         |

NOTES:  
TREES HAVE BEEN REVIEWED ON SITE TO IDENTIFY SPECIES AND SIZE. TREES TO BE REVIEWED BY A CERTIFIED ARBORIST TO VERIFY NOTED CONDITIONS ARE APPROVED.

Site preparation: All existing trees to be protected shall be fenced off along the extent of the drip line of the tree. Tree protection fencing shall be a minimum of four feet high, made of pig wire with steel stakes or any material superior in quality. A tree protection zone sign shall be affixed to the fencing at appropriate intervals as determined by the arborist on site. All contractors, subcontractors and other personnel shall be warned that encroachment within the fenced area is forbidden without the consent of the Project Arborist. This includes, but is not limited to, storage of lumber and other materials, disposal of paints, solvents or other noxious materials, parked cars, grading equipment or other heavy equipment.

Grading/excavating: All grading plans that specify grading within the drip line of any tree shall first be reviewed by a certified arborist. Provisions for aeration, drainage, pruning, tunneling beneath roots, root pruning or other necessary actions to protect the trees shall be outlined by an arborist.







Care shall be taken to protect mature native oak trees on adjacent lots by following the above guidelines. Tree protection shall extend to existing trees on neighboring lots with a dripline that extends onto the site.





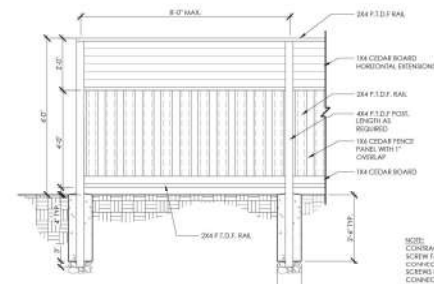


**KEY**

-  PERIMETER WALL- HEIGHTS PER CIVIL
-  RETAINING WALLS- HEIGHTS PER CIVIL
-  DECORATIVE RETAINING WALLS- HEIGHTS PER CIVIL
-  HEADWALLS- HEIGHTS PER CIVIL
-  RESIDENTIAL FENCE - 6' HEIGHT VERTICAL WOOD FENCE  
\*FINAL LOCATIONS WILL COMPLY WITH SETBACK REQUIREMENTS
-  RESIDENTIAL FENCE - 4' HEIGHT COURTYARD PRIVACY FENCE  
\*LOCATIONS TO BE DETERMINED BY ARCHITECTURE

FOR SINGLE FAMILY RESIDENTIAL COURTYARD WALL MATERIALS, SEE ARCHITECTURE SHEETS

**SAMPLE WALL FINISHES:**



6' HEIGHT VERTICAL WOOD FENCE DETAIL

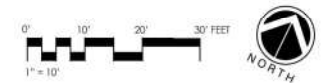
NOTE:  
 CONTRACTOR TO PROVIDE GALV.  
 SCREW FASTENERS FOR ALL WOOD  
 CONNECTIONS. MINIMUM TWO (2)  
 SCREWS FOR EACH RAIL TO POST  
 CONNECTION.





PLANT SCHEDULE 7

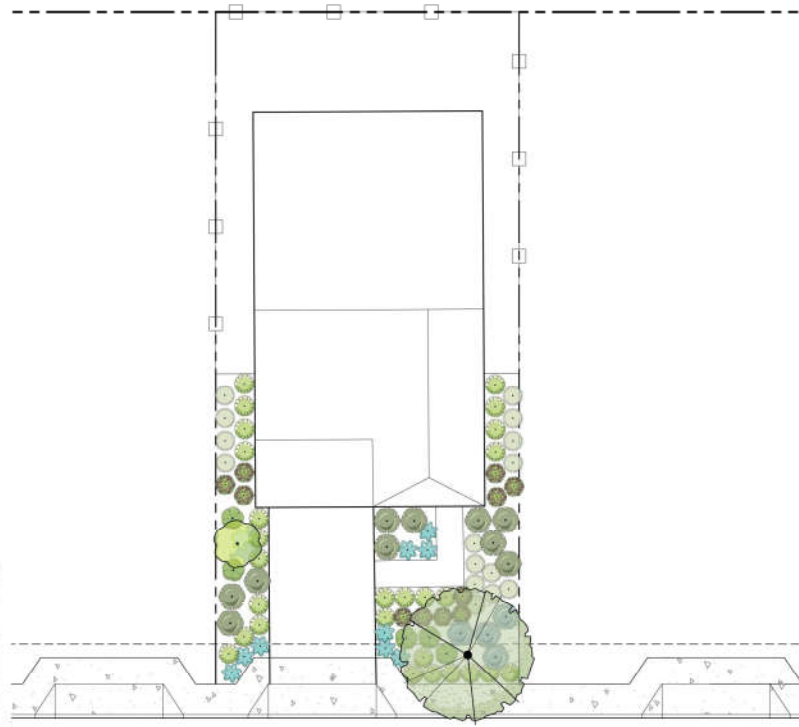
| TREES  | BOTANICAL NAME                          | COMMON NAME                 | CONT.  |
|--------|---|-----------------------------|--------|
|        | CERCIS OCCIDENTALIS                     | WESTERN REDBUD              | 15 GAL |
|        | LAGERSTROEMIA INDICA X FAUREI 'NATCHEZ' | NATCHEZ CRAPE MYRTLE        | 15 GAL |
|        | QUERCUS LOBATA                          | VALLEY OAK                  | 3" BOX |
| SHRUBS | BOTANICAL NAME                          | COMMON NAME                 | CONT.  |
|        | AGAVE AMERICANA 'VAREGATA'              | VAREGATED CENTURY PLANT     | 15 GAL |
|        | ANIGOZANTHOS X 'HARMONY'                | HARMONY YELLOW KANGAROO PAW | 5 GAL  |
|        | SOUTELOIA GRACILIS 'BLONDE AMBITION'    | BLONDE AMBITION BLUE GRAMA  | 1 GAL  |
|        | DIETES SPP.                             | FORTNIGHT LILY              | 1 GAL  |
|        | KNIPHORA X 'MANGO POPSICLE'             | MANGO POPSICLE HOT POKER    | 5 GAL  |
|        | LOMANDRA LONGIFOLIA 'BREEZE'™           | BREEZE MAT RUSH             | 1 GAL  |
|        | MULLENBERGIA DUBIA                      | PINE MULHLY                 | 1 GAL  |
|        | SALVIA APRANA                           | WHITE SAGE                  | 5 GAL  |
|        | SALVIA CLEVELANDII                      | CLEVELAND SAGE              | 5 GAL  |



BARREL CREEK MIXED-USE  
 GARDEN WALL LANDSCAPE TYPICAL

1515-02-LP19  
 SEPTEMBER 9, 2022

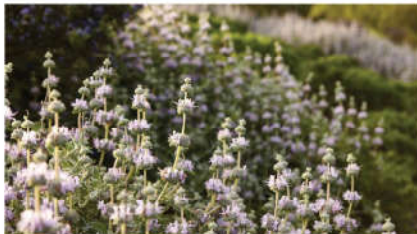
L13  
 GPA/REZONE/PD OVER  
 LAY & VITA



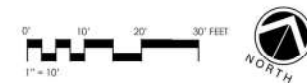
PLANT SCHEDULE 2

| TREES  | BOTANICAL NAME                       | COMMON NAME                 | CONT    |
|--------|--------------------------------------|-----------------------------|---------|
|        | CITRUS X LIMON                       | LEMON                       | 15 GAL  |
|        | X CHITALPA TASHKENTENSIS             | CHITALPA                    | 24" BOX |
| SHRUBS | BOTANICAL NAME                       | COMMON NAME                 | CONT    |
|        | AGAVE X 'BLUE FLAME'                 | BLUE FLAME AGAVE            | 5 GAL   |
|        | ANIGOSANTHOS X 'HARMONY'             | HARMONY YELLOW KANGAROO PAW | 5 GAL   |
|        | BOUTELOUA GRACILIS 'BLONDE AMBITION' | BLONDE AMBITION BLUE GRAMA  | 1 GAL   |
|        | LOMANDRA LONGIFOLIA 'BREEZE' TM      | BREEZE MAT RUSH             | 1 GAL   |
|        | ROSMARINUS OFFICINALIS 'TUSCAN BLUE' | TUSCAN BLUE ROSEMARY        | 5 GAL   |
|        | SALVIA CLEVELANDII                   | CLEVELAND SAGE              | 5 GAL   |
|        | SALVIA X 'WENDY'S WISH'              | SAGE                        | 5 GAL   |

\*Each lot shall maintain a minimum of 1 street tree per frontage.



Inspiration Imagery



BARREL CREEK MIXED-USE  
SINGLE FAMILY RESIDENTIAL LANDSCAPE TYPICAL

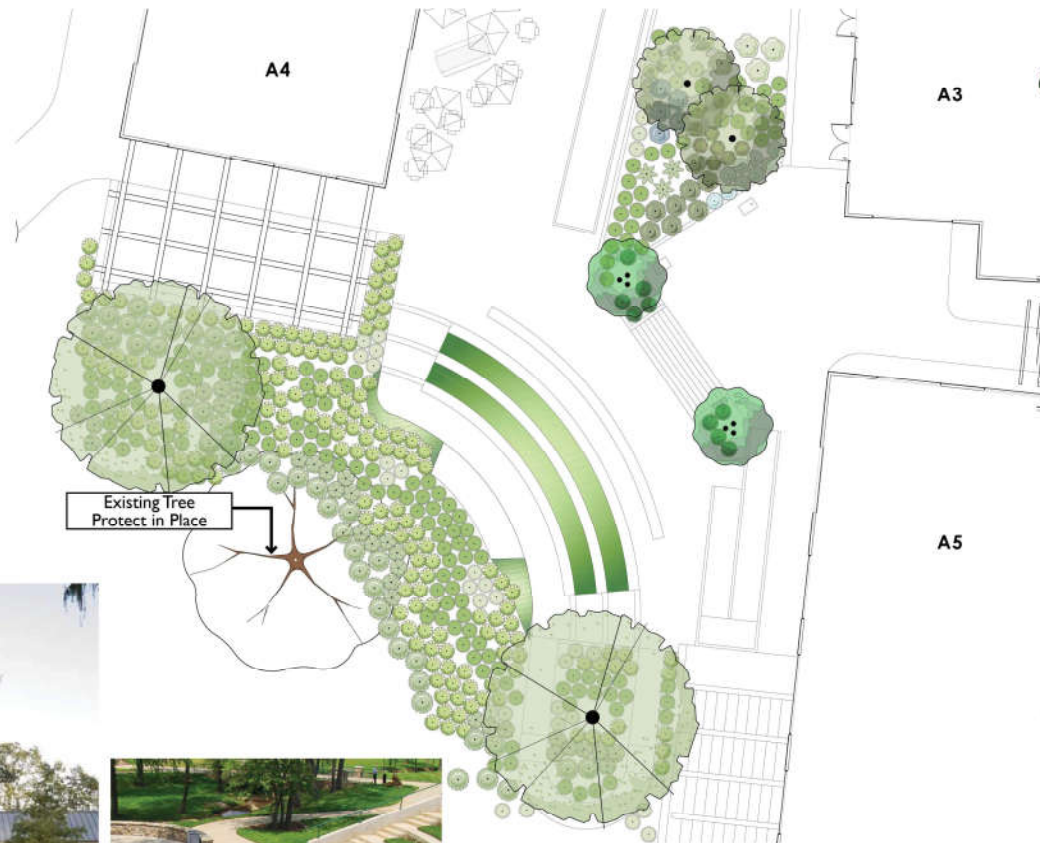
1515-02-LP19  
SEPTEMBER 9, 2022

L14

GPA/REZONE/PD OVER  
LAY & VTHA



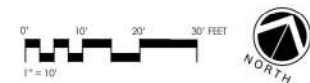
PLANT SCHEDULE 3



| TREES         | BOTANICAL NAME                         | COMMON NAME                   | CONT    |
|---------------|--|-------------------------------|---------|
|               | QUERCUS LOBATA                         | VALLEY OAK                    | 36" BOX |
|               | QUERCUS PALUSTRIS                      | PIN OAK                       | 24" BOX |
|               | QUERCUS SUBER                          | CORK OAK                      | 24" BOX |
| SHRUBS        | BOTANICAL NAME                         | COMMON NAME                   | CONT    |
|               | AGAVE AMERICANA 'VAREGATA'             | VAREGATED CENTURY PLANT       | 15 GAL  |
|               | ANIGOZANTHOS X 'HARMONY'               | HARMONY YELLOW KANGAROO PAW   | 5 GAL   |
|               | BOUTELOUA GRACILIS 'BLONDE AMBITION'   | BLONDE AMBITION BLUE GRAMA    | 1 GAL   |
|               | CALAMAGROSTIS FOUCOSA                  | REED GRASS                    | 5 GAL   |
|               | BROGONUM FASCICULATUM 'THEODORE PAYNE' | THEODORE PAYNE'S BUCKWHEAT    | 5 GAL   |
|               | LOMANDRA LONGIFOLIA 'BREEZE' TM        | BREEZE MAT RUSH               | 1 GAL   |
|               | MUHLENBERGIA DUBIA                     | PINE MUHLY                    | 1 GAL   |
|               | MUHLENBERGIA RIGENS                    | DEER GRASS                    | 5 GAL   |
|               | ROSMARINUS OFFICINALIS 'TUSCAN BLUE'   | TUSCAN BLUE ROSEMARY          | 5 GAL   |
|               | SALVIA APIANA                          | WHITE SAGE                    | 5 GAL   |
|               | SALVIA CLEVELANDII                     | CLEVELAND SAGE                | 5 GAL   |
|               | SALVIA GREGGII 'LIPSTICK'              | LIPSTICK AUTUMN SAGE          | 1 GAL   |
|               | SALVIA X 'WENDY'S WISIT'               | SAGE                          | 5 GAL   |
| GROUND COVERS | BOTANICAL NAME                         | COMMON NAME                   | CONT    |
|               | CAREX PANSA                            | SANDDUNE SEDGE                | PLUGS   |
|               | TURF HYDROSEED                         | DROUGHT TOLERANT FESCUE BLEND | FLAT    |



Inspiration Imagery



BARREL CREEK MIXED-USE  
AMPHITHEATER LANDSCAPE TYPICAL

1515-02-LP19  
SEPTEMBER 9, 2022

L15

GPA/REZONE/PD OVER  
LAY & VTAH



PLANT SCHEDULE 4

| TREES  | BOTANICAL NAME                          | COMMON NAME                        | CONT   |
|--------|---|------------------------------------|--------|
|        | ARBUTUS X 'MARINA'                      | MARINA STRAWBERRY TREE MULTI-TRUNK | 24"BOX |
|        | CEIBA SPECIOSA                          | FLOSS SILK TREE                    | 36"BOX |
| SHRUBS | BOTANICAL NAME                          | COMMON NAME                        | CONT   |
|        | AGAVE AMERICANA 'VAREGATA'              | VAREGATED CENTURY PLANT            | 15 GAL |
|        | AGAVE X 'BLUE FLAME'                    | BLUE FLAME AGAVE                   | 5 GAL  |
|        | ANIGOZANTHOS X 'HARMONY'                | HARMONY YELLOW KANGAROO PAW        | 5 GAL  |
|        | BOUTELOUA GRACILIS 'BLONDE AMBITION'    | BLONDE AMBITION BLUE GRAMA         | 1 GAL  |
|        | CALAMAGROSTIS FOLIOSA                   | REED GRASS                         | 5 GAL  |
|        | ERIOGONUM FASCICULATUM 'THEODORE PAYNE' | THEODORE PAYNE'S BUCKWHEAT         | 5 GAL  |
|        | LOMANDRA LONGIFOLIA 'BREEZE' TM         | BREEZE MAT RUSH                    | 1 GAL  |
|        | MUHLENBERGIA DUBIA                      | PINE MUHLY                         | 1 GAL  |
|        | ROSMARINUS OFFICINALIS 'TUSCAN BLUE'    | TUSCAN BLUE ROSEMARY               | 5 GAL  |
|        | SALVIA APIANA                           | WHITE SAGE                         | 5 GAL  |
|        | SALVIA CLEVELANDII                      | CLEVELAND SAGE                     | 5 GAL  |
|        | SALVIA GREGGI 'LIPSTICK'                | LIPSTICK AUTUMN SAGE               | 1 GAL  |
|        | SALVIA X 'WENDY'S WISH'                 | SAGE                               | 5 GAL  |



Inspiration Image



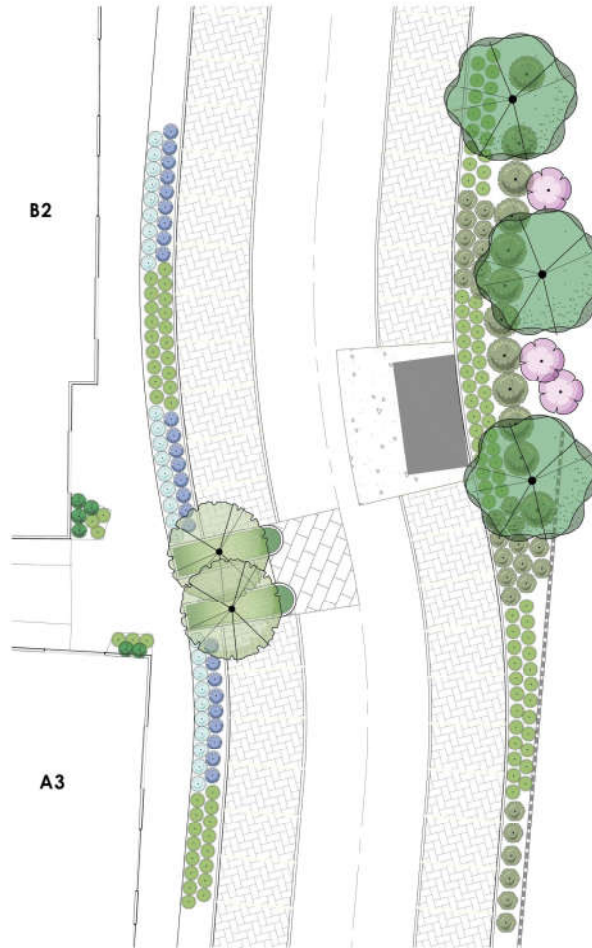
BARREL CREEK MIXED-USE  
 INNER COURTYARD LANDSCAPE TYPICAL

1515-02-LP19  
 SEPTEMBER 9, 2022

L16  
 GPA/REZONE/PD OVER  
 LAY & VTM

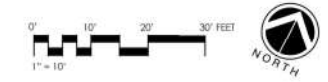


Inspiration Imagery

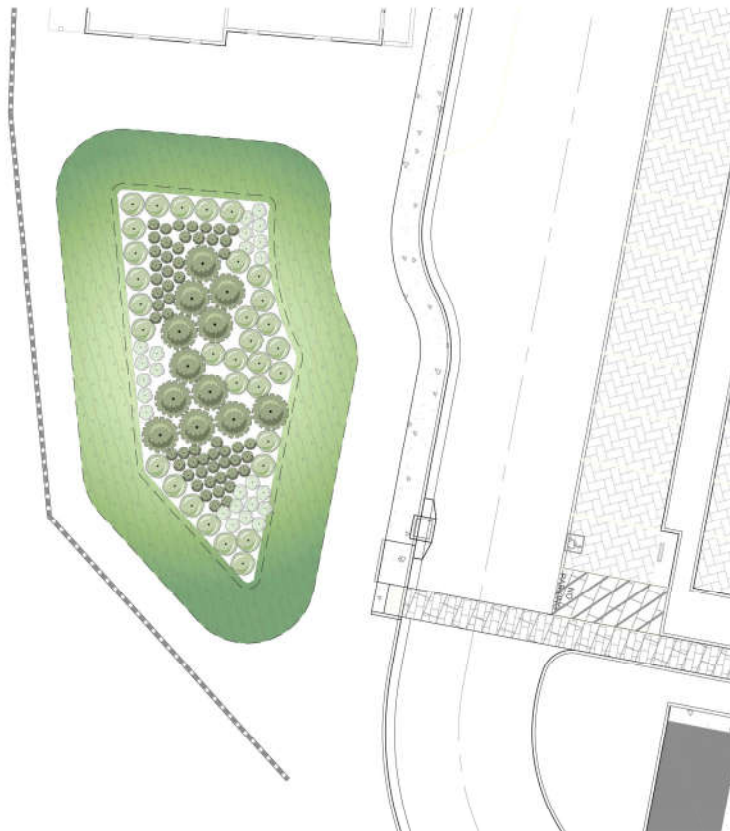


PLANT SCHEDULE 5

| TREES         | BOTANICAL NAME                        | COMMON NAME                | CONT   |
|---------------|---------------------------------------|----------------------------|--------|
|               | CERCIS OCCIDENTALIS                   | WESTERN REDBUD             | 15 GAL |
|               | QUERCUS AGRIFOLIA                     | COAST LIVE OAK MULTI-TRUNK | 24"BOX |
|               | X CHITALPA TASHKENTENSIS              | CHITALPA                   | 24"BOX |
| SHRUBS        | BOTANICAL NAME                        | COMMON NAME                | CONT   |
|               | MULENBERGIA DUBIA                     | FINE MUHLY                 | 1 GAL  |
|               | RHAMNUS CALIFORNICA                   | CALIFORNIA COFFEEBERRY     | 5 GAL  |
|               | ROSAMARNIUS OFFICINALIS 'TUSCAN BLUE' | TUSCAN BLUE ROSEMARY       | 5 GAL  |
|               | SALVIA APIANA                         | WHITE SAGE                 | 5 GAL  |
|               | SALVIA GREGGII 'LIPSTICK'             | LIPSTICK AUTUMN SAGE       | 1 GAL  |
|               | VERBENA LILACINA 'DE LA MINA'         | LILAC VERBENA              | 1 GAL  |
| GROUND COVERS | BOTANICAL NAME                        | COMMON NAME                | CONT   |
|               | CAREX PANSA                           | SANDDUNE SEDGE             | PLUGS  |







**PLANT SCHEDULE 6**

| SHRUBS        | BOTANICAL NAME                     | COMMON NAME              | CONT  |
|---------------|------------------------------------|--------------------------|-------|
|               | ACHILLEA MILLEFOLIUM               | COMMON YARROW            | 1 GAL |
|               | CHONDROPETALUM ELEPHANTINUM        | LARGE CAPE RUSH          | 5 GAL |
|               | CHONDROPETALUM TECTORUM 'EL CAMPO' | EL CAMPO SMALL CAPE RUSH | 5 GAL |
|               | JUNCUS PATENS                      | CALIFORNIA GRAY RUSH     | 1 GAL |
| GROUND COVERS | BOTANICAL NAME                     | COMMON NAME              | CONT  |
|               | LEYMUS TRITICOIDES                 | WILD RYE                 | PLUGS |

SEE SHEET L7 FOR FULL LIST OF STORMWATER BASIN AND CHAMBER PLANT MATERIALS.



Inspiration Imagery







Global Motion  
5-12 yr old



Shade Structure



NEIGHBORHOOD PARK ENLARGEMENT

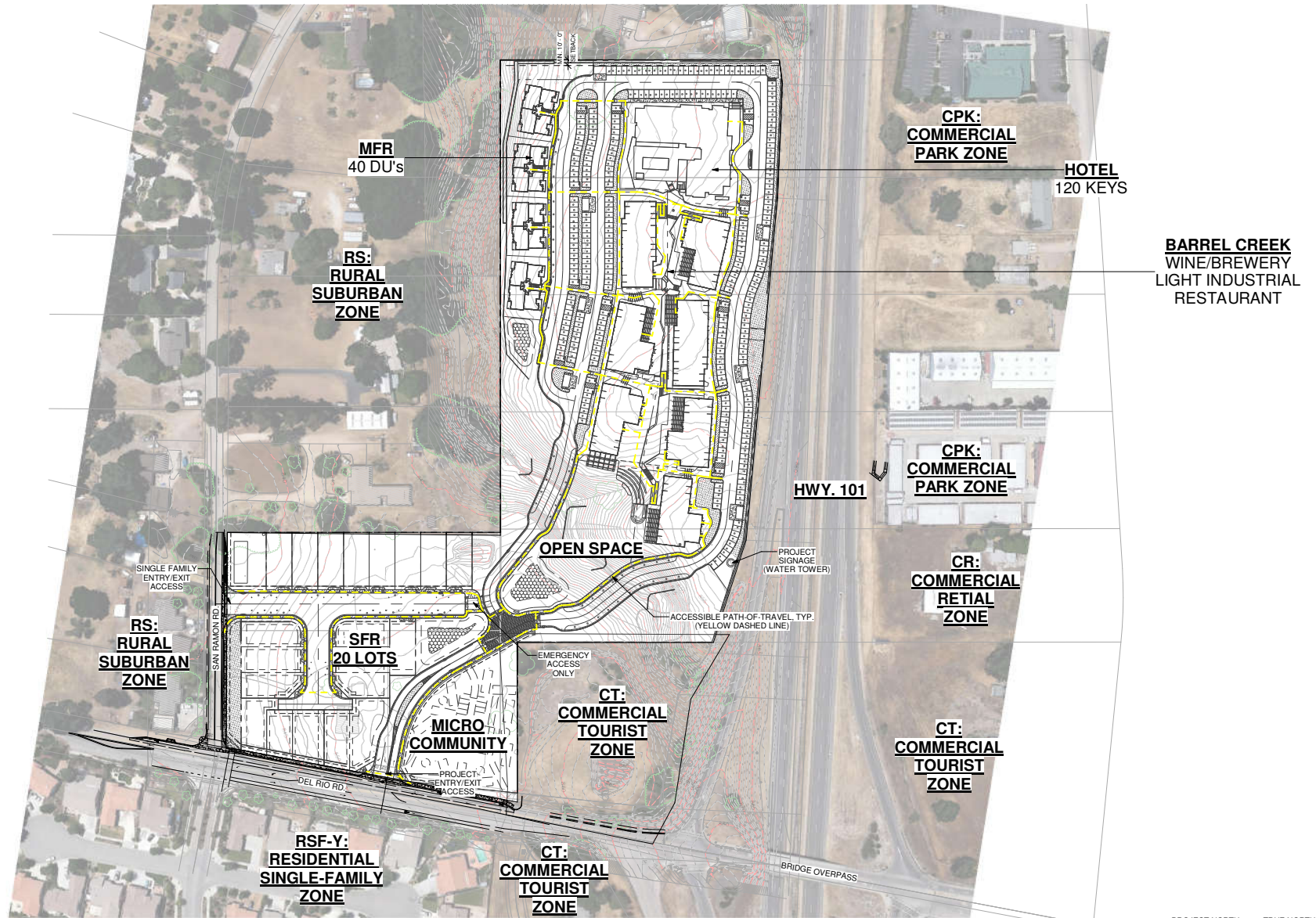


Small Bouncy Net  
2-5 yr old



Forma Swing  
All Ages



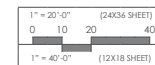


① 01--(E) TOPO/AERIAL  
SCALE: 1" = 80'-0"

PROJECT NORTH TRUE NORTH



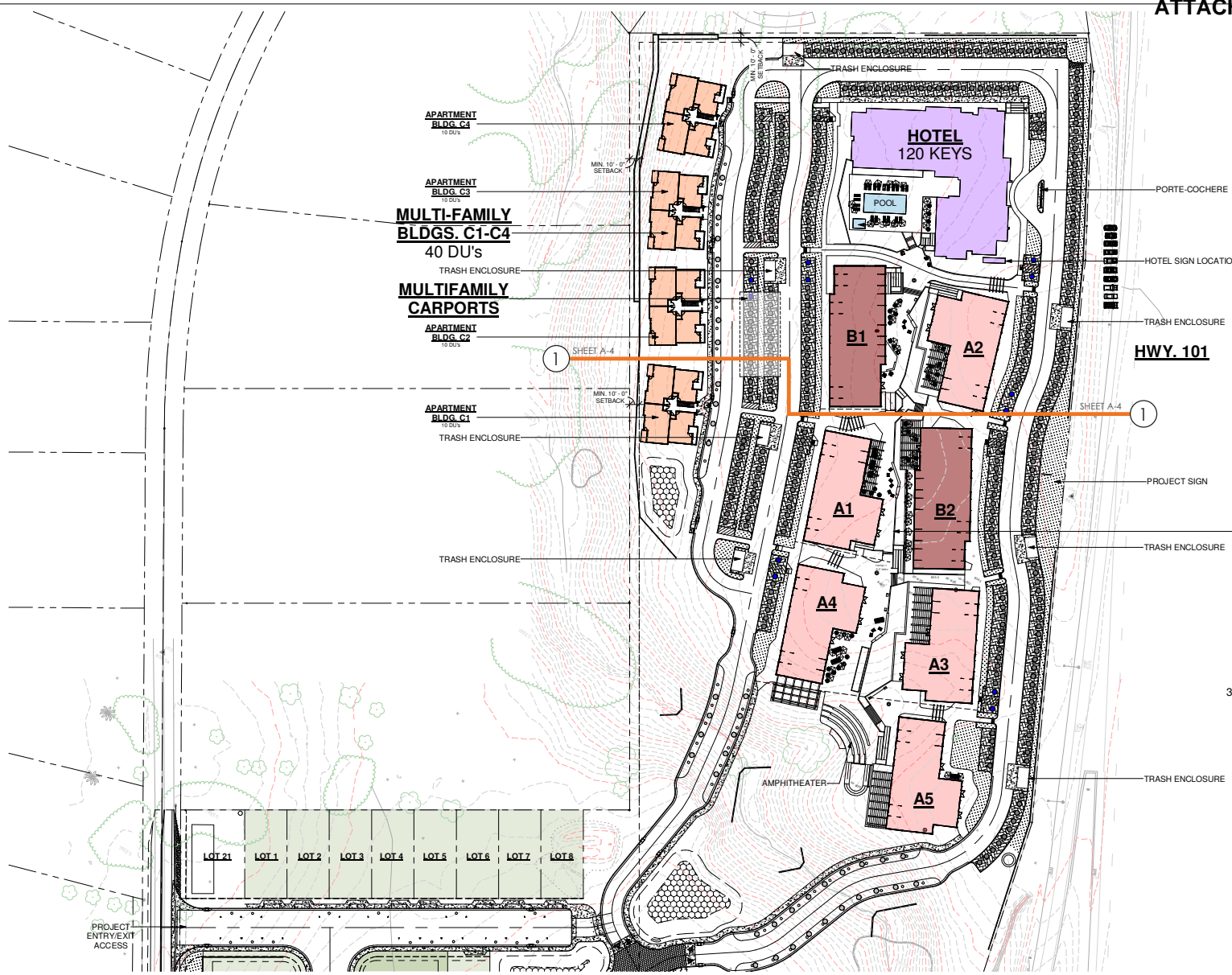
# BARREL CREEK MIXED-USE ARCHITECTURAL MASTER SITE MAP



1515-02-LP19  
SEPTEMBER 9, 2022

A1

GPA/REZONE/PD OVER-  
LAY & VTHM



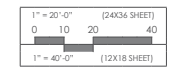
**BARREL CREEK**  
**TOTAL AREA 53,500 SF**  
**BLDGS. A1-A5 & B1-B2**  
 WINE/BREWERY - 5,000 SF  
 LIGHT INDUSTRIAL - 38,500 SF  
 RESTAURANT - 10,000 SF

**TOTAL PARKING**  
**369 STALLS**  
 315 STANDARD (INCLUDES 39 COVERED)  
 42 PARALLEL  
 12 ADA (INCLUDES 1 COVERED)

1 ARCH. SITE PLAN - MIXED-USE  
 SCALE: 1" = 50'-0"



**BARREL CREEK MIXED-USE**  
**ARCHITECTURAL SITE PLAN - MFR & COMMERCIAL**



1515-02-LP19  
 SEPTEMBER 9, 2022

**A2**  
 GPA/REZONE/PD OVER  
 LAY & WITHN

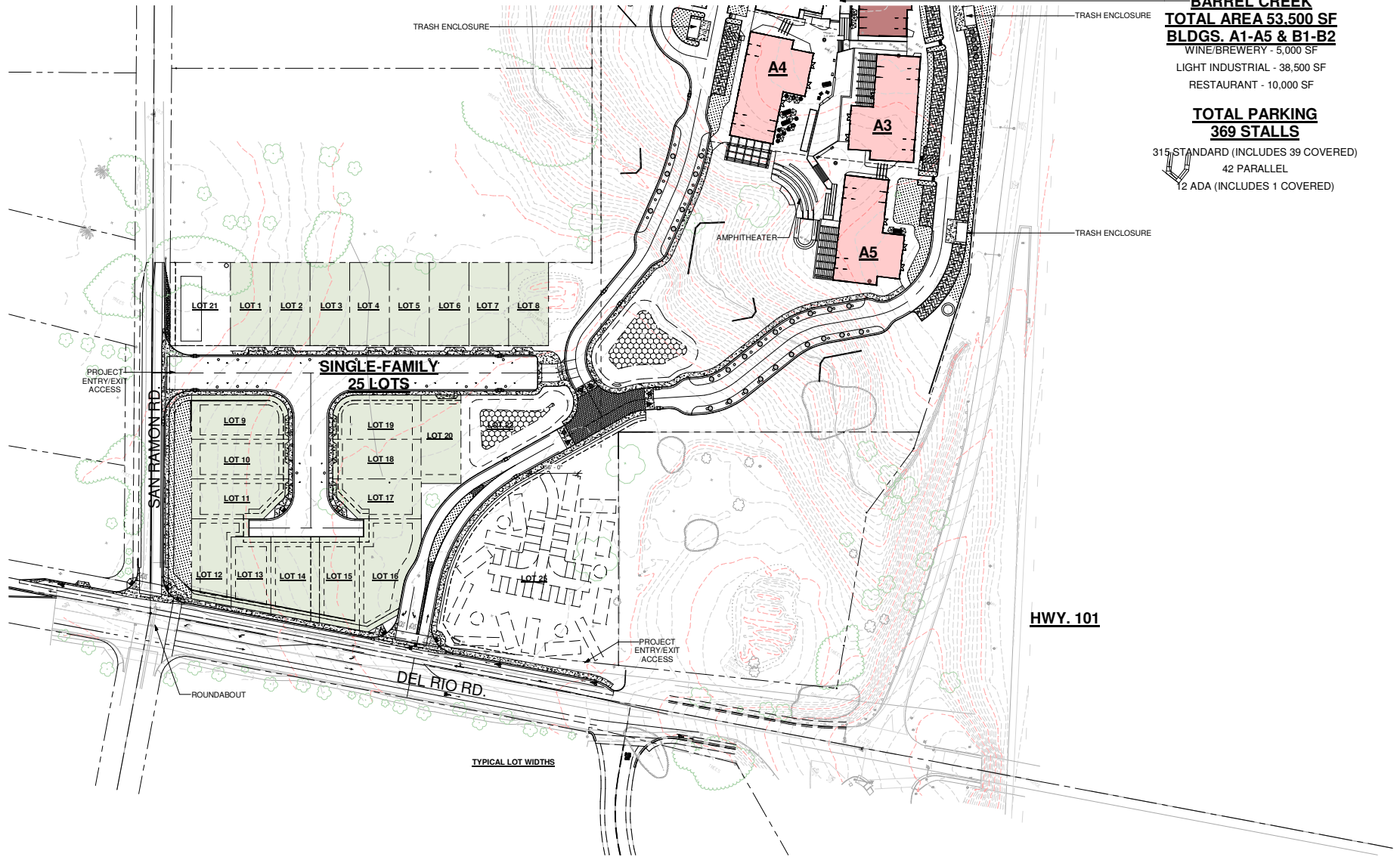


**BARREL CREEK**  
**TOTAL AREA 53,500 SF**  
**BLDGS. A1-A5 & B1-B2**

WINE/BREWERY - 5,000 SF  
 LIGHT INDUSTRIAL - 38,500 SF  
 RESTAURANT - 10,000 SF

**TOTAL PARKING**  
**369 STALLS**

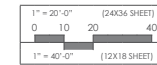
315 STANDARD (INCLUDES 39 COVERED)  
 42 PARALLEL  
 12 ADA (INCLUDES 1 COVERED)



1 ARCH. SITE PLAN - SFR LOTS  
 SCALE: 1" = 50'-0"



**BARREL CREEK MIXED-USE**  
**ARCHITECTURAL SITE PLAN - SINGLE FAMILY LOTS**



PROJECT NORTH  
 TRUE NORTH

A3

GPA/REZONE/PD OVER  
 LAY & WITH



# BARREL CREEK MIXED-USE ARCHITECTURAL SITE SECTION



1315-02-UP19  
SEPTEMBER 9, 2022

A4

GPA/RECON/PD OVER-  
LAY & VTD/L

# SINGLE-FAMILY ZONE

20 RESIDENTIAL LOTS  
45' WIDE LOTS  
1-STORY & 2-STORY HOMES

2-CAR GARAGE PARKING  
ADU & JADU OPPORTUNITIES

FARM STYLE & AGRARIAN STYLE  
THEMED NEIGHBORHOOD



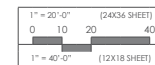




FARM STYLE AND AGRARIAN STYLE THEMED



# BARREL CREEK MIXED-USE ARCHITECTURAL SFR LOTS - INSPIRATION IMAGE BOARD



A6

GPA/REZONE/PD OVER  
LAY & VTHM





SAMPLE FARMHOUSE STYLE: 1-STORY BUILDING MASSING & FINISHES



SAMPLE FARMHOUSE STYLE: 2-STORY BUILDING MASSING & FINISHES

## DESIGN STANDARDS

### BUILDING LOT COVERAGE

BUILDING COVERAGE (RESIDENCE PLUS GARAGE FOOTPRINT AND COVERED PATIOS) SHALL NOT EXCEED FORTY-FIVE PERCENT (45%) OF THE INDIVIDUAL LOT AREA. LANDSCAPING SHALL CONSTITUTE A MINIMUM OF TWENTY-FIVE PERCENT (25%) OF THE LOT AREA. THE MEASUREMENT OF LANDSCAPED AREAS SHALL BE EXCLUSIVE OF DRIVEWAYS, PATIOS, PORCHES, DECKS, ACCESSORY STRUCTURES AND ACCESSORY DWELLING UNITS.

### SETBACKS STANDARDS

FRONT - FRONT FACING GARAGE (<50' WIDE LOTS) MIN. 20-FEET  
 FRONT - 1-STORY LIVING AREA MIN. 15-FEET  
 FRONT - 2-STORY LIVING AREA MIN. 20-FEET

FRONT - COVERED PORCH PROJECTION SEE SITE EXHIBIT; MAX. 6- FEET

REAR SIDE INTERIOR LOT MIN. 10- FEET  
 SECONDARY STREET CORNER MIN. 5- FEET  
 MIN. 10- FEET

SIDE CHIMNEY, BAYWINDOW, OTHER SEE SITE EXHIBIT; MAX. ARCHITECTURAL PROJECTIONS 2- FEET

ACCESSORY DWELLING UNIT\* SEE SITE EXHIBIT; \*ALLOWED IN THE FRONT AND REAR YARDS WITHIN MIN. PER ADU CODE REQUIRED SETBACKS AND HEIGHT LIMITS AS SPECIFIED BY LOCAL AND STATE REGULATIONS.

### MAXIMUM BUILDING HEIGHT

RESIDENTIAL SINGLE FAMILY ZONE 30- FEET

THE HEIGHT OF A BUILDING OR STRUCTURE IS TO BE MEASURED AS THE VERTICAL DISTANCE FROM THE HIGHEST POINT OF THE STRUCTURE TO THE AVERAGE OF THE HIGHEST AND LOWEST POINTS WHERE THE EXTERIOR WALLS TOUCH THE FINISH GRADE. (ORD. 68 § 9-4.112, 1985)

### MINIMUM PARKING REQUIRED

SINGLE FAMILY RESIDENCE \* 2 GARAGE SPACES

\*ONE (1) GUEST PARKING SPACE SHALL BE PROVIDED ON EACH INDIVIDUAL LOT. THE DRIVEWAY AREA MAY BE USED TO SATISFY THE GUEST PARKING REQUIREMENT. ON-STREET PARKING SHALL NOT BE USED TO SATISFY ANY OF THESE PARKING REQUIREMENTS.

ACCESSORY DWELLING UNIT - PER ADU CODE

### DRIVEWAY STANDARDS

DRIVEWAYS FOR SINGLE-FAMILY RESIDENCES SHALL BE IMPROVED PER MUNICIPAL CODE SECTION 9-4.123 IN ORDER TO MAKE ADEQUATE PROVISION FOR ACCESS INCLUDING THAT NECESSARY FOR EMERGENCY VEHICLES.

### LANDSCAPE STANDARDS

SINGLE FAMILY ZONING DISTRICTS:  
 PER RESIDENTIAL LANDSCAPE TYPICAL SHEET

AS REQUIRED BY THE MASTER PLAN OF DEVELOPMENT AND CONDITIONS OF APPROVAL. ALL FRONT YARDS AND SECONDARY STREET CORNER LOTS SHALL BE LANDSCAPED WITH DROUGHT TOLERANT LANDSCAPING CONSISTENT WITH THE STATE OF CALIFORNIA DROUGHT TOLERANT LANDSCAPING GUIDELINES.

FENCING AND SCREENING - EXTERIOR FENCING SHALL BE CONSISTENT THROUGHOUT THE PROJECT. DESIGN AND APPEARANCE OF FENCES AND/OR WALLS SHALL BE COMPATIBLE WITH THE DESIGN OF THE DWELLING UNITS AND BE CONSISTANT WITH THE APPROVED ENTITLEMENTS PACKAGE.

ALL MECHANICAL EQUIPMENT, INCLUDING HVAC UNITS AND UTILITY METERS, SHALL BE SCREENED FROM VIEW FROM ADJACENT STREETS AND PROPERTIES.

INDIVIDUAL TRASH COLLECTION SHALL BE USED FOR EACH RESIDENTIAL UNIT. PROVISIONS SHALL BE MADE FOR STORAGE OF TRASH CANS WITHIN THE GARAGE OR FENCED AREA. THESE SHALL BE IDENTIFIED IN THE APPROVED LANDSCAPE PLAN IN THE APPROVED BUILDING PERMIT FOR EACH PLAN.

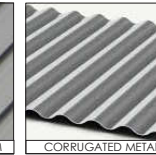
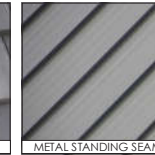
## SFR DESIGN GUIDELINES

### EXTERIOR LIGHT FIXTURE TYPES

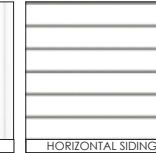
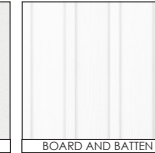
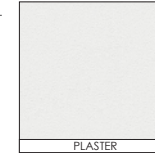
SEE MUNICIPAL CODE SECTION 9-4.137



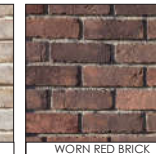
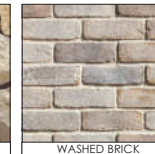
### ROOF FINISH TYPES



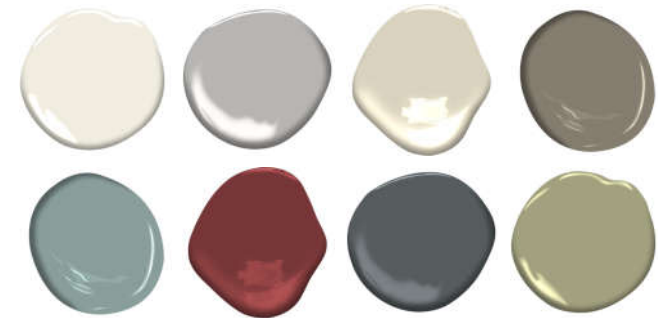
### EXTERIOR WALL FINISH TYPES



### STONE & BRICK VANNER TYPES



### PAINT COLOR TONE TYPES



## SFR DESIGN GUIDELINES - CONTINUED

### GENERAL

THE PURPOSE OF THE RESIDENTIAL ARCHITECTURAL GUIDELINES IS TO PROVIDE GENERAL DESIGN CRITERIA AND GUIDANCE FOR THE SINGLE FAMILY RESIDENTIAL COMPONENT OF THE PROJECT TO ACHIEVE COMPATIBILITY WITH THE EXISTING NEIGHBORHOOD AND CHARACTER AS WELL AS THE OVERALL GENERAL PLAN INTENT.

TRADITIONAL ELEMENTS, CONSISTENT WITH THE ARCHITECTURAL STYLE RECOMMENDATIONS ARE TO ENCOURAGE A PLEASANT PEDESTRIAN-ORIENTED NEIGHBORHOOD ENVIRONMENT. THESE ELEMENTS INCLUDE FRONT PORCHES, RECESSED FRONT GARAGES, GENEROUS STREET LANDSCAPING, AND MAXIMIZED PEDESTRIAN ACCESS BETWEEN NEIGHBORHOODS, PARKS, TRAILS, PEDESTRIAN WALKWAYS AND PUBLIC GATHERING AREAS.

THE FOLLOWING PROVIDED SOME GENERAL DESIGN GUIDELINES FOR THE TYPE OF APPROPRIATE ARCHITECTURAL CRITERIA RECOMMENDED WITH THE BUILDING DESIGN OF THE HOMES:

- ARTICULATION OF WALL PLANES;
- PROJECTIONS AND RECESSES TO PROVIDE SHADOW AND DEPTH;
- TRADITIONAL ARCHITECTURAL FORMS.
- LARGE BUILDING MASSES SHALL BE AVOIDED TO ACHIEVE A DESIRABLE SCALE AND RELATIONSHIP TO THE PEDESTRIAN STREET SCENE.
- VERTICAL AND HORIZONTAL VARIATION SHALL BE APPROPRIATELY IMPLEMENTED IN ORDER TO ADD RICHNESS AND VARIETY TO THE OVERALL MASS OF THE BUILDING.
- EACH HOME SHALL HAVE A WELL-DEFINED ENTRY WITH CAREFUL ROOF AND FACADE ARTICULATION TO CREATE VISUAL INTEREST AND SCALE.
- FRONT PORCHES OR ENTRY COURTS ARE REQUIRED AT PRIMARY AND SECONDARY RESIDENCES WITHIN THE FRONT SETBACK. WRAPPED PORCHES ARE ENCOURAGED ON CORNER LOTS.
- WHERE FEASIBLE SINGLE-STORY HOMES OR STEPPED TWO STORIES SHALL BE LOCATED ON CORNER LOTS.
- FRONT ELEVATIONS WRAPPING TO THE SIDES OF RESIDENCES SHALL BE DETAILED AND ARTICULATED. WALLS SHALL BE DESIGNED WITH CHANGES IN PLANE OR OTHER FORMS OF ARTICULATION SUCH AS BAY WINDOWS, CHIMNEYS, TRELLISES OR CHANGES IN MATERIALS AS AUTHENTIC TO EACH ARCHITECTURAL STYLE. THESE FEATURES WILL CREATE DEPTH AND INTEREST ON BUILDING FACADES.
- BALCONIES, DECKS, AND EXTERIOR STAIRS SHALL BE DESIGNED AS INTEGRAL COMPONENTS OF THE STRUCTURE AND SHALL REFLECT THE STYLE OF THE HOME. THESE ELEMENTS SHALL BE INTEGRATED TO BREAK UP LARGE WALL MASSES, OFFSET FLOOR SETBACKS, AND ADD HUMAN SCALE TO BUILDINGS.
- COVERED FRONT PORCHES AND SITTING AREAS AT THE FRONT OF HOUSES ARE ENCOURAGED AS APPROPRIATE FOR EACH ARCHITECTURAL STYLE.

### BUILDING FORM AND MASS

PROPER DESIGN CONSIDERATIONS FOR BUILDING MASS AND FORM WILL CREATE A VISUALLY ATTRACTIVE COMMUNITY THAT IS SENSITIVE TO THE SURROUNDING ENVIRONMENT. ONE-STORY AND TWO-STORY MASSING COMPOSITIONS ARE ENCOURAGED. LONG, UNBROKEN FACADES MUST BE AVOIDED AND OFFSETS AND BUILDING PROJECTIONS MADE AN INTEGRAL PART OF THE DESIGN. A KEY TECHNIQUE FOR CREATING A SENSE OF VARIETY WITHIN A RESIDENTIAL PROJECT IS TO VARY THE HEIGHTS AND FORMS OF THE HOMES AS SEEN FROM THE STREET. THIS CAN BE ACCOMPLISHED BY UTILIZING A DIVERSITY OF ARCHITECTURAL ELEMENTS THEREBY CREATING A VARIETY OF SCALE. VARYING THE DEPTHS OF FLOOR PLANS PROVIDES OPPORTUNITIES TO CREATE INTERESTING MASSING WITHOUT ADDING SUPERFICIAL DESIGN ELEMENTS.

LOT COVERAGE SHALL MEET THE REQUIREMENTS OUTLINED IN THE MUNICIPAL CODE FOR THE CITY OF ATASCADERO.

### RESIDENTIAL ARCHITECTURAL STYLES

IN ORDER TO ENCOURAGE A NEIGHBORHOOD WITH TASTEFUL VARIETY, A VARIETY OF ARCHITECTURAL STYLES ARE ACCEPTABLE. PROVIDED THAT THE STYLES ARE APPROPRIATE TO A RURAL FEEL. WESTERN AMERICAN ARCHITECTURAL STYLES SUCH AS CRAFTSMAN, CALIFORNIA RANCH, SPANISH COLONIAL, AMERICAN COLONIAL, FARMHOUSE AND AGRARIAN ARE ENCOURAGED. AUTHENTIC BUILDING ARTICULATION, AS WELL AS OTHER EXTERIOR ELEMENTS THAT ADD INTEREST (SUCH AS BALCONIES AND DECKS), ARE ALSO ENCOURAGED. CONTEMPORARY HOMES MAY BE ACCEPTABLE IF NATURAL MATERIALS SUCH AS STONE OR EXPOSED WOOD MEMBERS ARE INCORPORATED. MODERNISTIC HOMES OR HOMES WITH A HIGHLY URBAN FEEL ARE DISCOURAGED.

### EXTERIOR MATERIALS AND FINISHES

THE APPROPRIATE SELECTION OF MATERIALS AND COLORS CONTRIBUTES TO THE GOAL OF PRODUCING HOMES THAT POSSESS THEIR OWN INDIVIDUAL IDENTITY. THESE HOMES MUST ALSO BE COMPATIBLE WITH THE SURROUNDING RESIDENCES AND CONTRIBUTE TO THE OVERALL QUALITY OF THE COMMUNITY. NATURAL MATERIALS THAT HARMONIZE AND BLEND WITH THE SURROUNDING ENVIRONMENT ARE ENCOURAGED. MATERIALS SUCH AS BRICK, STONE, WOOD, AND LIGHT TEXTURED STUCCO SHALL BE USED. CARE SHALL BE TAKEN NOT TO MIX TOO MANY TYPES OF MATERIALS. STUCCO FINISHES SHALL BE SMOOTH TROWELED OR SAND FINISH.

THE MATERIALS AND FINISHES SHALL BE AUTHENTIC TO THE ARCHITECTURAL STYLE CHOSEN. CAREFUL DETAIL SHALL BE TAKEN AT THE INTERSECTIONS OF DIFFERENT MATERIALS TO AVOID AWKWARD TRANSITIONS. TRANSITIONS BETWEEN MATERIAL FINISHES SHALL ONLY OCCUR AT INTERIOR CORNERS.

SUBTLE, WARM, EARTH TONES WITH COMPLIMENTARY ACCENTS ARE RECOMMENDED TO CREATE VISUAL COMPATIBILITY BETWEEN THE STRUCTURES AND THE NATURAL SURROUNDINGS.

SIMPLE COLOR SCHEMES INVOLVING A MAXIMUM OF THREE COLORS ARE RECOMMENDED. BRIGHT WHITE AND OTHER BRIGHT PASTELS ARE NOT PERMITTED. CERTAIN MATERIALS SUCH AS STONE AND BRICK HAVE DISTINCT COLORING IN THEIR NATURAL STATE AND SHALL BE THOUGHT OF AS AN ELEMENT OF THE COLOR PALETTE TO BE INCORPORATED INTO THE OVERALL DESIGN.

### ROOFS AND CHIMNEYS

ROOF COLORS SHALL COMPLEMENT THE WALL AND FASCIA COLOR. THEY SHALL HOWEVER, BE OF A GENERALLY NEUTRAL TONE. HIGH CONTRAST OR BLATANT COLORS SHALL BE AVOIDED. HIGHLY REFLECTIVE ROOF MATERIALS SHALL NOT BE ALLOWED. ROOF VENTS SHALL BE OF THE SAME SHADE AS THE SURROUNDING ROOF SURFACE. A MIXTURE OF ROOF COLORS WITHIN A NEIGHBORHOOD IS ENCOURAGED AS APPROPRIATE FOR EACH ARCHITECTURAL STYLE.

ROOFING MATERIALS MUST BE APPROVED FOR FIRE SAFETY PER LOCAL ORDINANCE STANDARDS.

ROOF ARTICULATION WITH DORMERS AND SKYLIGHTS ARE ENCOURAGED. SKYLIGHTS, IF USED, SHALL BE DESIGNED AS AN INTEGRAL PART OF THE ROOF WITH THEIR FORM AND COLOR BLENDING INTO THE BUILDING. FLAT SKYLIGHTS WITH CLEAR OR BRONZE GLAZING ARE ENCOURAGED. BUBBLE OR DOME SKYLIGHTS WITH FROSTED OR LIGHT COLORED GLAZING ARE NOT PERMITTED ON THE FRONT FACING ROOF.

CHIMNEYS AS AN ARCHITECTURAL FORM SHOULD BE SIMPLE AND BOLDLY PROJECT FROM MAIN WALL SURFACES. ACCENTS AND ARTICULATION DETAILS ARE ENCOURAGED.

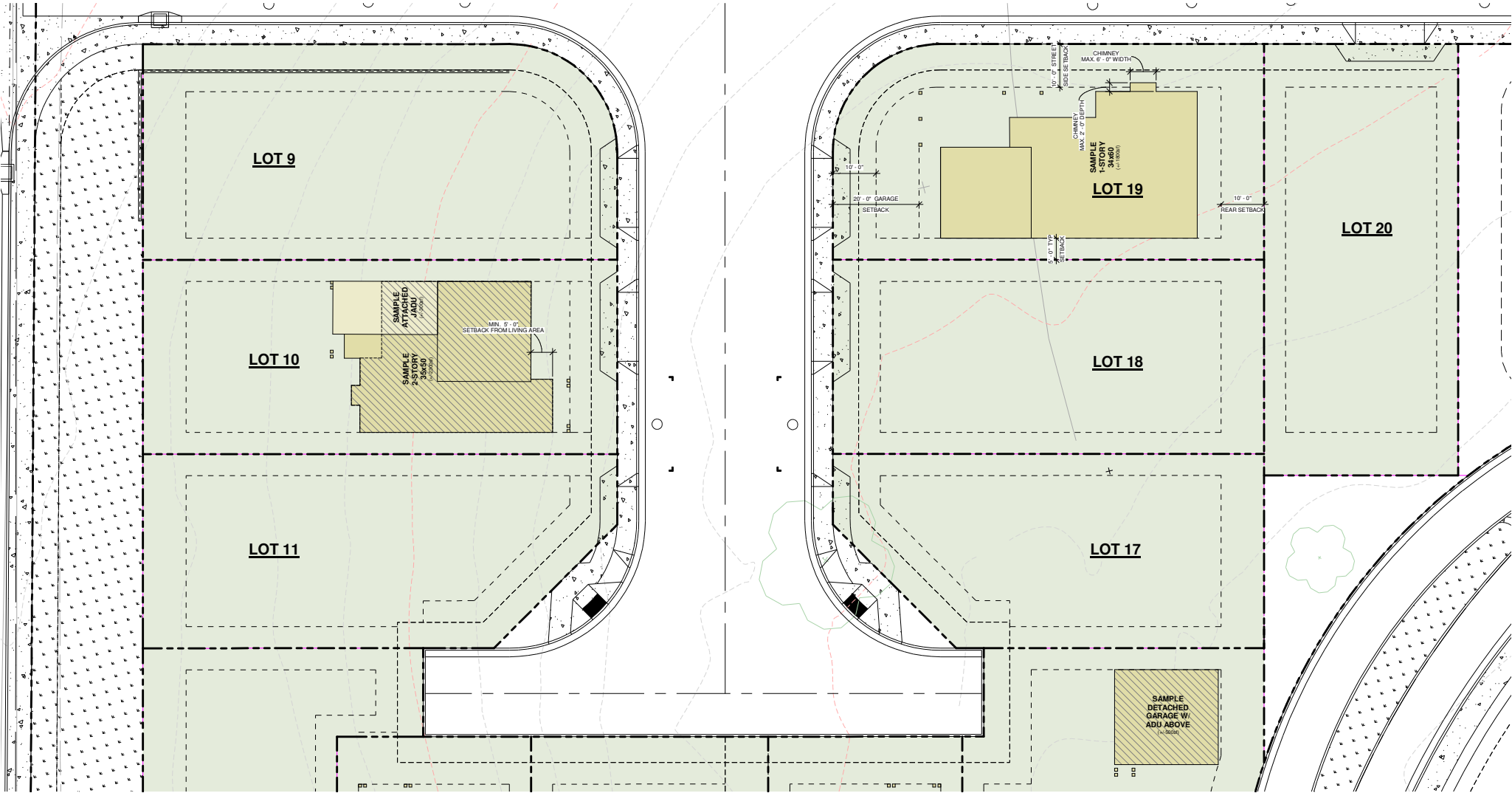
### GARAGE STRUCTURES

GARAGES AND DRIVEWAYS SHALL BE DESIGNED TO CREATE NON-REPETITIVE AND INTERESTING STREETSCAPES. FOR BUILDINGS AND GARAGES THAT FACE STREETS OR INTERNAL ROADWAYS, LONG, BLANK BUILDING WALLS SHALL BE AVOIDED WHEN POSSIBLE, AS WELL AS LONG ROWS OF GARAGE DOORS. GARAGE DOORS SHALL APPEAR TO BE SET INTO THE WALLS RATHER THAN FLUSH WITH THE EXTERIOR WALL TO PROVIDE SHADOW RELIEF. GARAGE DOOR DESIGN SHALL BE KEPT SIMPLE AND CONSISTENT WITH THE ARCHITECTURAL STYLE. THE GARAGE IS ENCOURAGED TO BE RECESSED FROM THE FRONT OF THE MAIN STRUCTURE. ALL GARAGE DOORS SHALL BE SECTIONAL STYLE. GARAGE DOORS SHALL BE MULTI-PANELED WITH SUBTLE ADORNMENT DETAIL TO PROVIDE SHADOWED RELIEF.

### DOORS AND WINDOWS

DOORS AND WINDOWS, INCLUDING GARAGE DOORS, ARE A MAJOR VISUAL ELEMENT AND SHALL BE CAREFULLY CHOSEN AND DETAILED. WINDOWS WITH DIVIDED LIGHTS AND CLEAR GLAZING ARE MOST DESIRABLE. SILVER OR GOLD METAL FRAMES WITH LARGE UNBROKEN EXPANSES OF DARK TINTED OR REFLECTIVE GLAZING ARE PROHIBITED. MULTI-PANED DOORS ARE ENCOURAGED, WITH INTERNAL GRIDS IN DOORS AND WINDOWS WHERE APPROPRIATE FOR THE ARCHITECTURAL STYLE OF THE STRUCTURE. ENTRY DOORS SHALL INCORPORATE ARCHITECTURALLY COMPATIBLE RELIEF DETAILING. GARAGE DOORS MAY INCORPORATE WINDOW INSERTS TO ALLOW NATURAL LIGHT INTO THE GARAGE. VINYL WINDOWS AND DOORS SHALL BE ARCHITECTURAL GRADE WITHOUT WIDE FLAT PROFILE ELEMENTS.

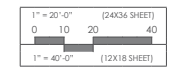
### RESERVED



TYP. SFR CORNER LOT EXHIBIT  
 SCALE: 1" = 10'-0"

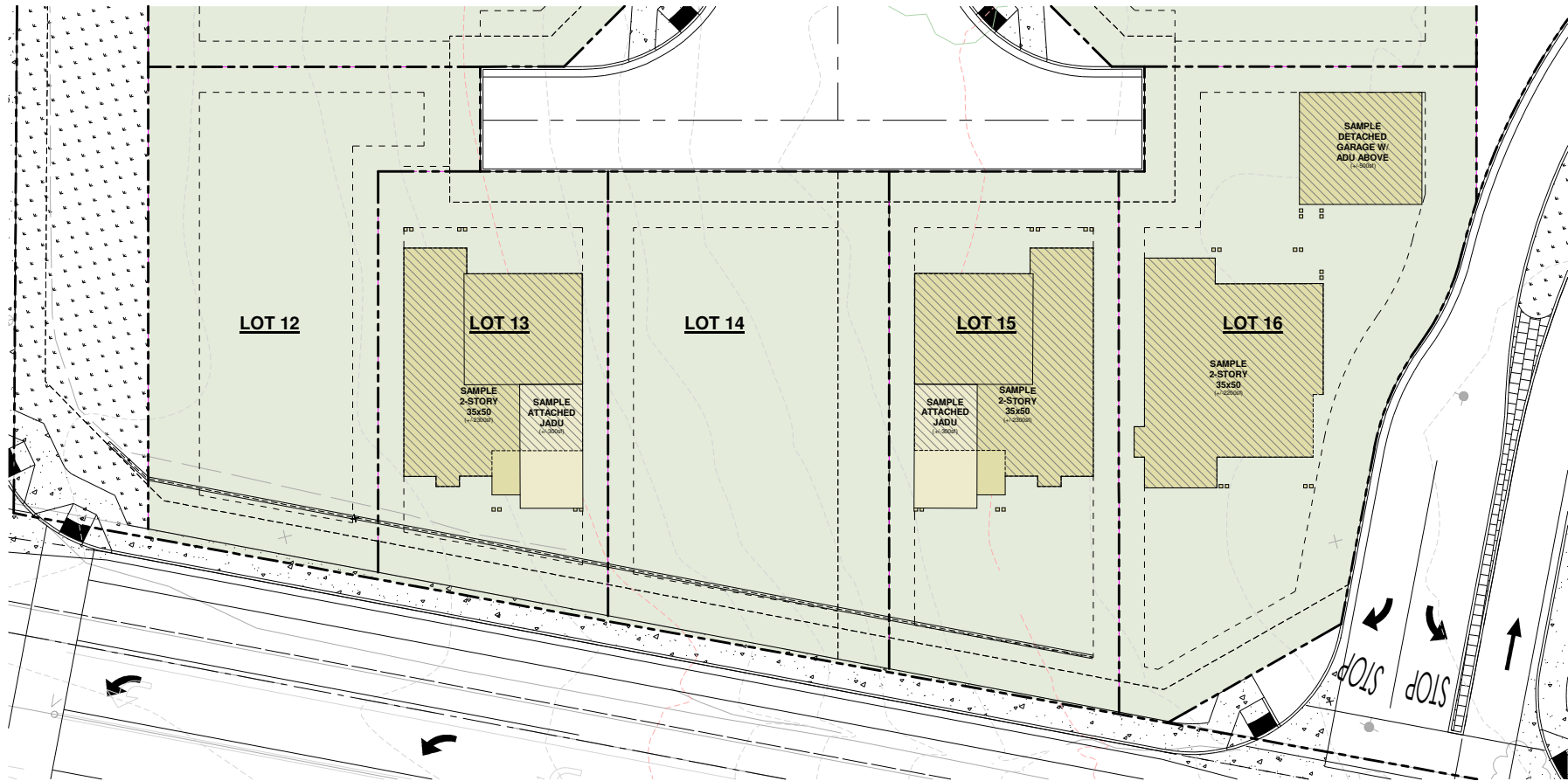


BARREL CREEK MIXED-USE  
 ARCHITECTURAL SFR LOTS - SETBACK EXHIBITS



1515-02-LP19  
 SEPTEMBER 9, 2022

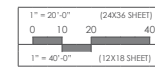
A9  
 GPA/REZONE/PD OVER  
 LAY & WITH



① TYP. SFR INTERIOR LOT EXHIBIT  
SCALE: 1" = 10'-0"



# BARREL CREEK MIXED-USE ARCHITECTURAL SFR LOTS - SETBACK EXHIBITS



A10  
GPA/REZONE/PD OVER-  
LAY & VTHM



## MULTI-FAMILY ZONE

40 DWELLING UNITS TOTAL  
3-STORY  
(4)-10 UNIT BUILDINGS  
1BEDROM & 2-BEDROOMS

OPEN STALL & CARPORT PARKING

FARM STYLE STYLE  
THEMED NEIGHBORHOOD

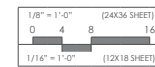




FARMHOUSE STYLE THEMED



BARREL CREEK MIXED-USE  
APARTMENTS INSPIRATION IMAGE BOARD



1515-02-LP19  
SEPTEMBER 9, 2022

A12

GPA/REZONE/PD OVER-  
LAY & VTHM

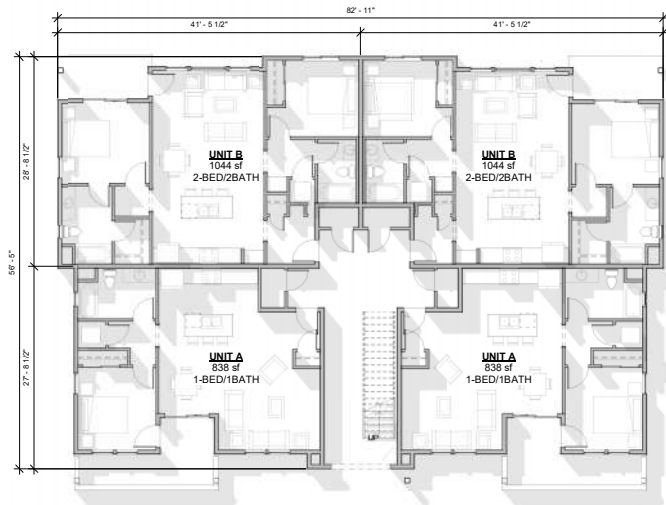




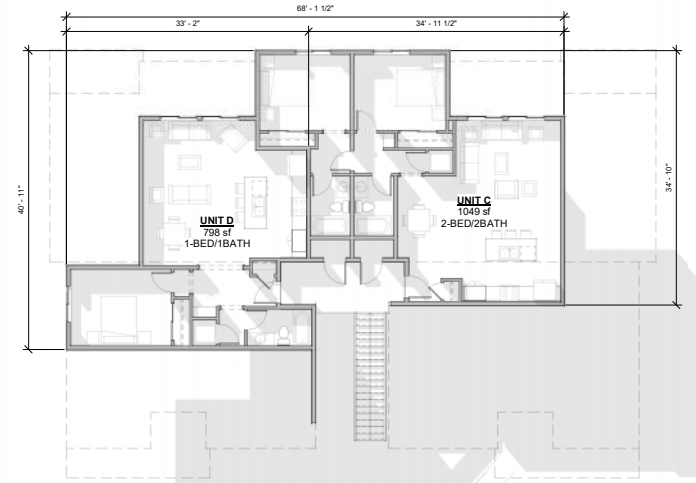




2 SECOND FLOOR PLAN  
 SCALE: 1/8" = 1'-0"



1 GROUND FLOOR PLAN  
 SCALE: 1/8" = 1'-0"

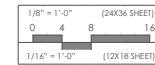


3 THIRD FLOOR PLAN  
 SCALE: 1/8" = 1'-0"

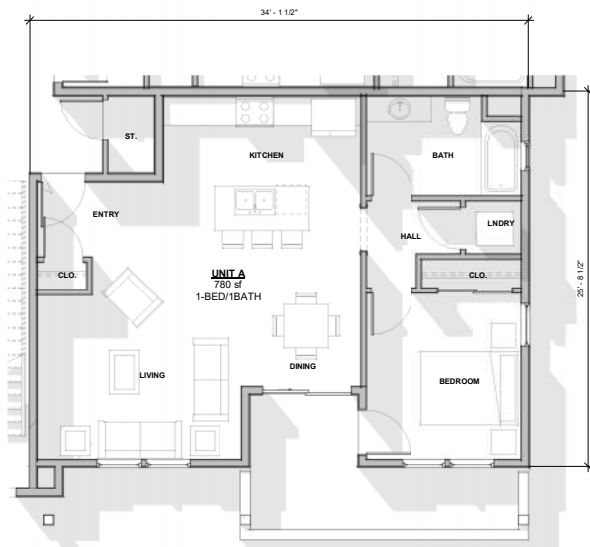
1 GROUND FLOOR PLAN  
 1/8" = 1'-0" (24 X 36 SHEET)



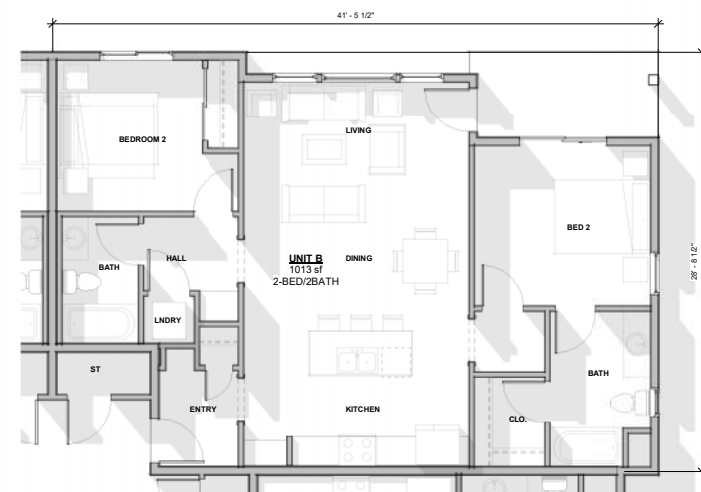
# BARREL CREEK MIXED-USE APARTMENTS - OVERALL BUILDING FLOOR PLANS



A14  
 GPA/REZONE/PD OVER-  
 LAY & VTRM

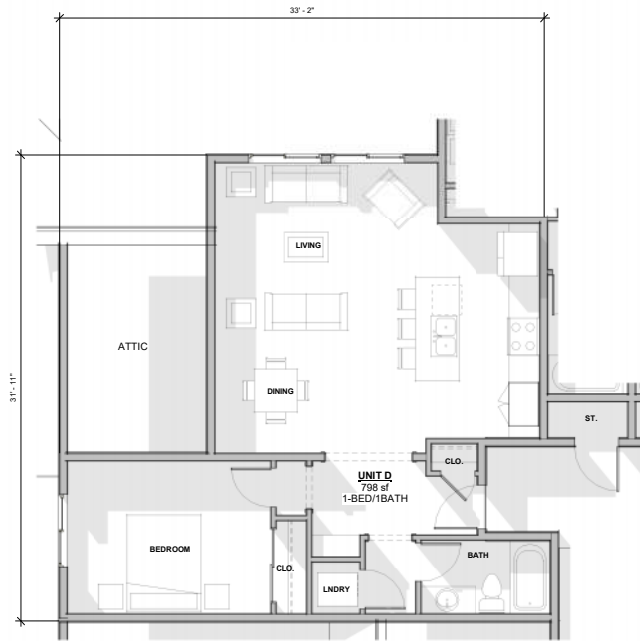


① TYP. UNIT A - FLOOR PLAN  
SCALE: 1/4" = 1'-0"

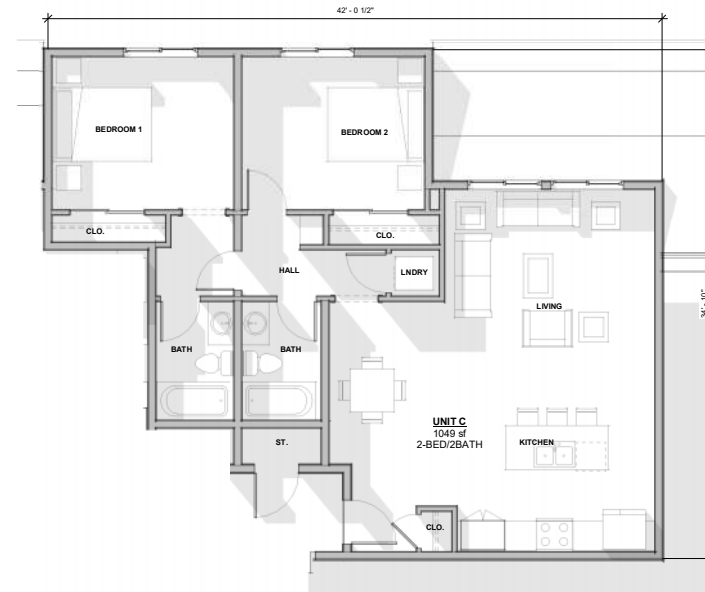


② TYP. UNIT B - FLOOR PLAN  
SCALE: 1/4" = 1'-0"

① GROUND FLOOR PLAN  
1/8" = 1'-0" (24 X 36 SHEET)



② TYP. UNIT D - FLOOR PLAN  
SCALE: 1/4" = 1'-0"



① TYP. UNIT C - FLOOR PLAN  
SCALE: 1/4" = 1'-0"

① GROUND FLOOR PLAN  
1/8" = 1'-0" (24 X 36 SHEET)



① FRONT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



② LEFT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)

③ RIGHT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)

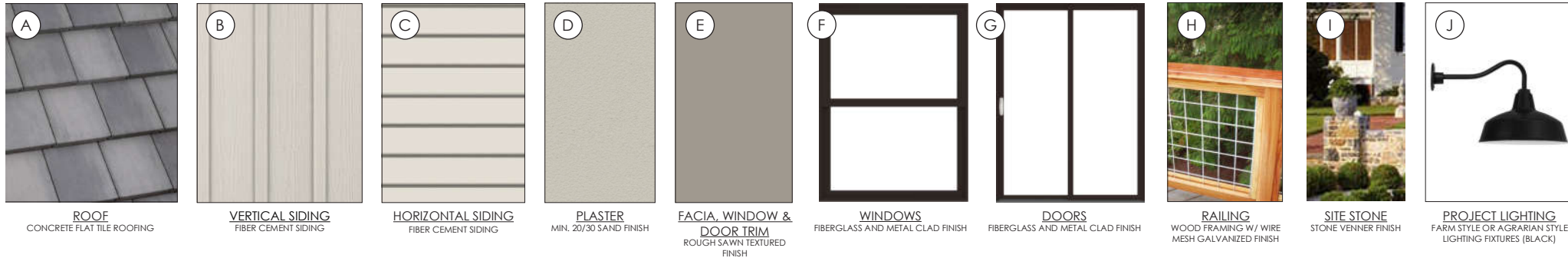


④ REAR ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



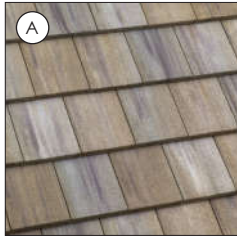
EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 3

EXTERIOR MATERIALS & TEXTURES TYPES

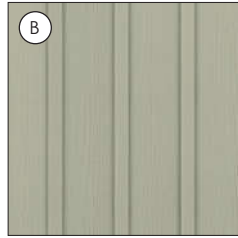




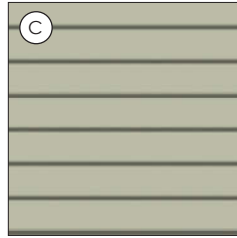
**SCHEME 1**



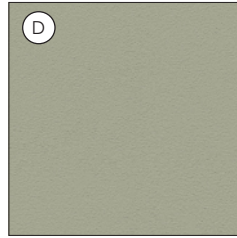
ROOF  
EAGLE ROOFING  
4880 SHASTA BLEND



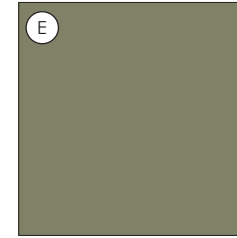
VERTICAL SIDING  
SHERWIN WILLIAMS  
SW 6177 SOFTENED SAGE



HORIZONTAL SIDING  
SHERWIN WILLIAMS  
SW 6177 SOFTENED SAGE



STUCCO  
SHERWIN WILLIAMS  
SW 6177 SOFTENED SAGE

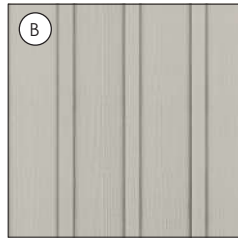


FACIA, WINDOW & DOOR TRIM  
SHERWIN WILLIAMS  
SW 6179 ARTICHOKE

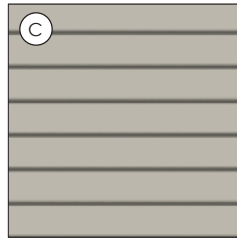
**SCHEME 2**



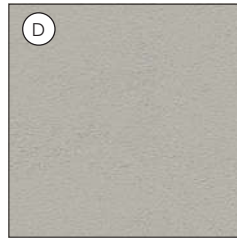
ROOF  
EAGLE ROOFING  
BEL AIR 4602 CONCORD BLEND



VERTICAL SIDING  
SHERWIN WILLIAMS  
SW 7016 MINDFUL GRAY



HORIZONTAL SIDING  
SHERWIN WILLIAMS  
SW 7016 MINDFUL GRAY

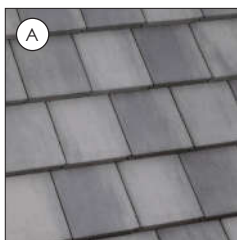


STUCCO  
SHERWIN WILLIAMS  
SW 7016 MINDFUL GRAY

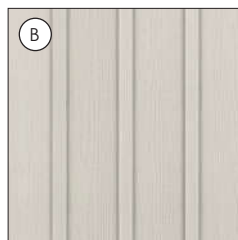


FACIA, WINDOW & DOOR TRIM  
SHERWIN WILLIAMS  
SW 7048 URANE BRONZE

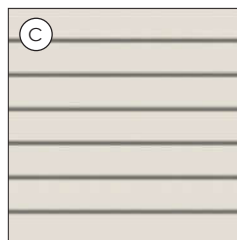
**SCHEME 3**



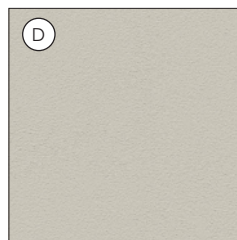
ROOF  
EAGLE ROOFING  
BEL AIR 4602 LIGHT GRAY



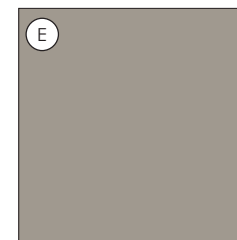
VERTICAL SIDING  
SHERWIN WILLIAMS  
SW 9584 MORTAR



HORIZONTAL SIDING  
SHERWIN WILLIAMS  
SW 9584 MORTAR

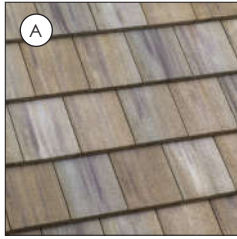


STUCCO  
SHERWIN WILLIAMS  
SW 9584 MORTAR

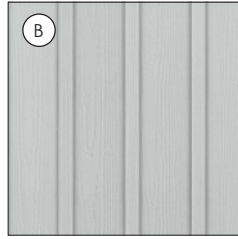


FACIA, WINDOW & DOOR TRIM  
SHERWIN WILLIAMS  
SW 7642 PAVESTONE

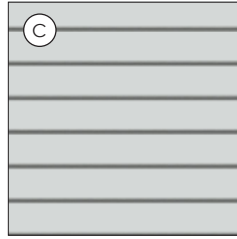
**SCHEME 4**



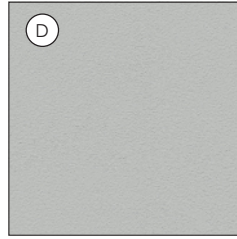
ROOF  
EAGLE ROOFING  
4880 SHASTA BLEND



VERTICAL SIDING  
SHERWIN WILLIAMS  
SW 6253 OLYMPUS WHITE



HORIZONTAL SIDING  
SHERWIN WILLIAMS  
SW 6253 OLYMPUS WHITE



STUCCO  
SHERWIN WILLIAMS  
SW 6253 OLYMPUS WHITE

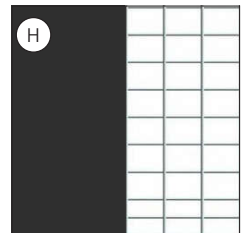


FACIA, WINDOW & DOOR TRIM  
SHERWIN WILLIAMS  
SW 9615 SEA AERPENT

**COMMON FINISHES**



WINDOWS & DOORS  
DARK BRONZE  
(ALTERNATIVE COLOR: BLACK)



RAILING  
GALVANIZED WIRE  
PANEL  
SHERWIN WILLIAMS  
SW 6258  
TRICORN BLACK



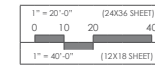
SITE STONE VENEER  
EL DORADO STONE  
COUNTRY RUBBLE BELLA



SITE LIGHTING  
SUNFLOWER  
(ALTERNATE FINISH: BLACK)



**BARREL CREEK MIXED-USE  
APARTMENTS - BUILDING COLOR SCHEMES**



**A19**

GPA/REZONE/PD OVER  
LAY & VTM

# COMMERCIAL ZONE

53,500SF TOTAL BUILDING AREA

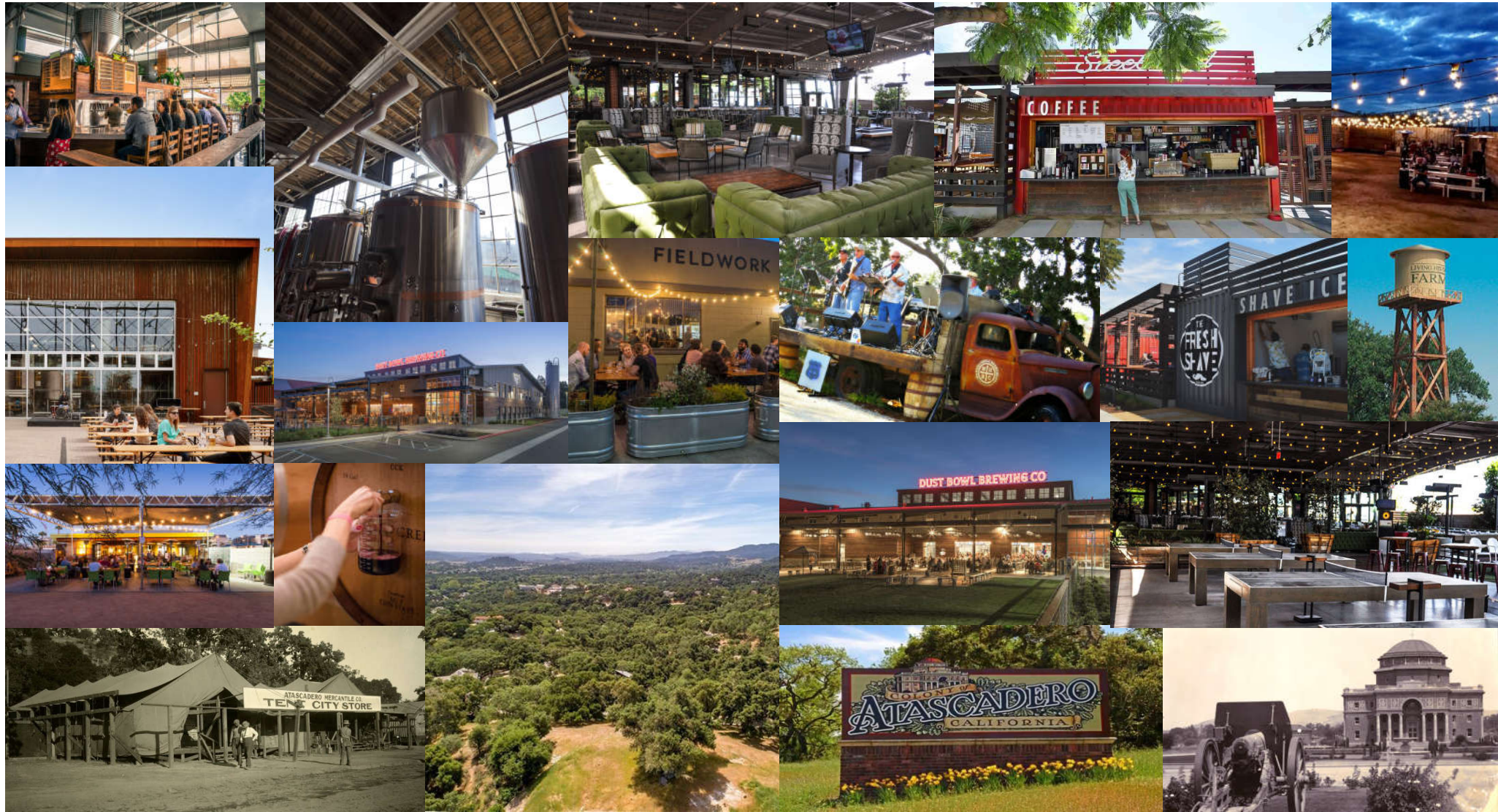
1-STORY BUILDINGS  
WINERY/BREWING USE - 5,000SF  
LIGHT INDUSTRIAL USE - 38,500SF  
RESTAURANT USE - 10,000SF

OPEN STALL PARKING

AGRARIAN STYLE  
THEMED NEIGHBORHOOD



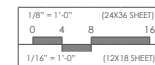




CONTEMPORARY FARMHOUSE & AGRARIAN STYLE THEMED



BARREL CREEK MIXED-USE  
COMMERCIAL - INSPIRATION IMAGE BOARD



1515-02-LP19  
SEPTEMBER 9, 2022

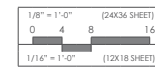
A21

GPA/REZONE/PD OVER-  
LAY & VTM



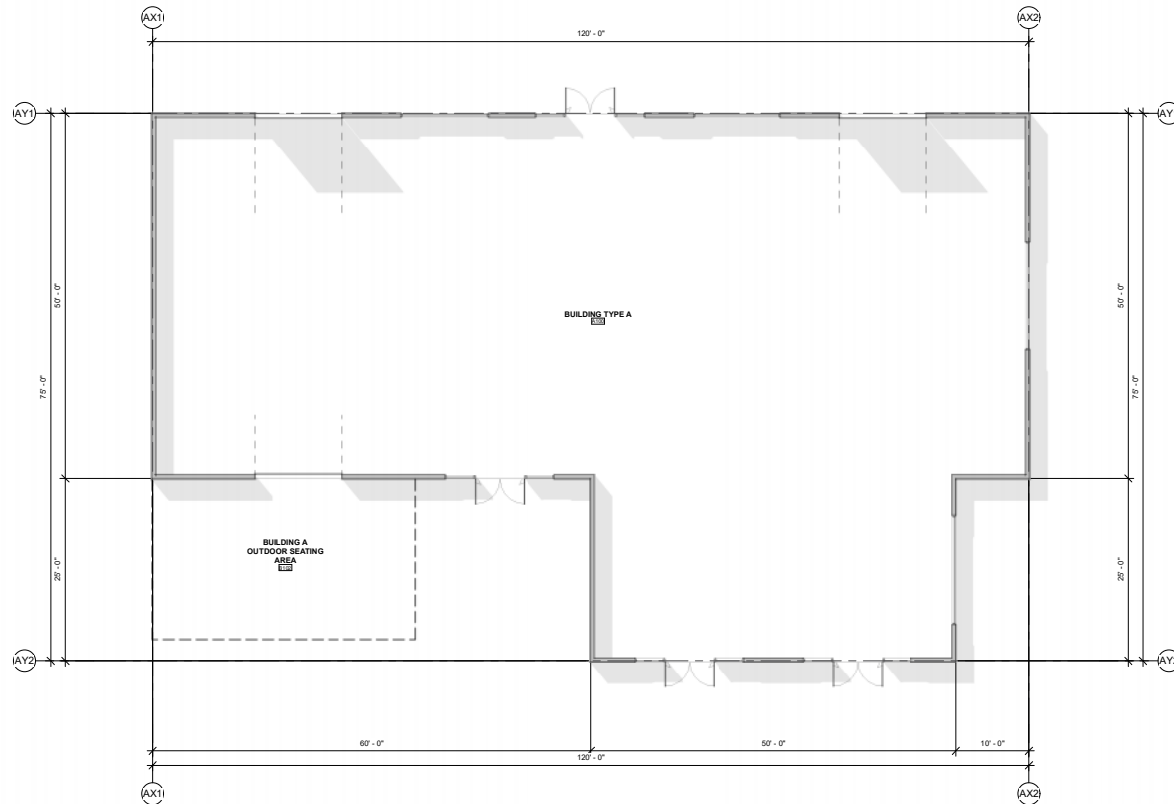


# BARREL CREEK MIXED-USE COMMERCIAL - CHARACTER RENDER



A22

GPA/REZONE/PD OVER-  
LAY & VTHM



|                                  |         |
|----------------------------------|---------|
| PROPOSED GROSS AREA - BUILDING A |         |
| BUILDING A                       | 7250 SF |
| TOTAL PROPOSED BUILDING AREA     | 7250 SF |

① GROUND FLOOR PLAN  
1/8" = 1'-0" (24 X 36 SHEET)





① FRONT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



② LEFT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)

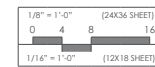
③ RIGHT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



④ REAR ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



BARREL CREEK MIXED-USE  
 COMMERCIAL - TYP. BUILDING "A" ELEVATIONS



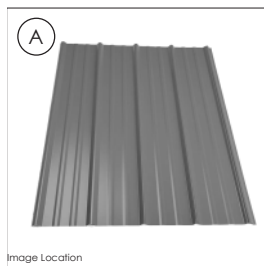
1515-02-LP19  
 SEPTEMBER 9, 2022

A24  
 GPA/REZONE/PD OVER-  
 LAY & VTHA

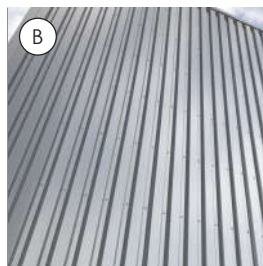


EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 1

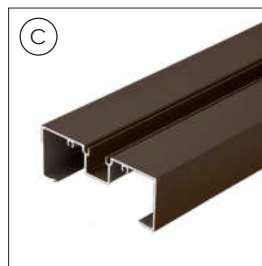
EXTERIOR MATERIALS & TEXTURES TYPES



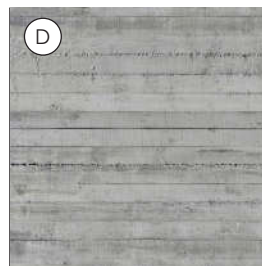
METAL ROOF  
MCELROY R-PANEL OR EQUAL



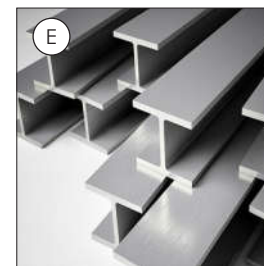
METAL SIDING  
MCELROY MINI RIB OR EQUAL



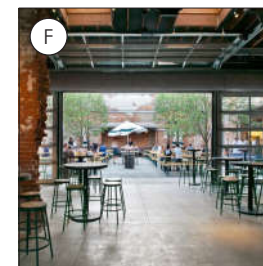
ALUMINUM STOREFRONT  
CRL-US ALUMINUM OR EQUAL



BOARD-FORMED CONCRETE  
SAND BLAST AND SEAL NATURAL FINISH



STEEL I-BEAM  
PAINTED OR NATURAL WEATHERED FINISH



ALUMINUM GLASS DOOR  
UV PROTECTED GLAZING



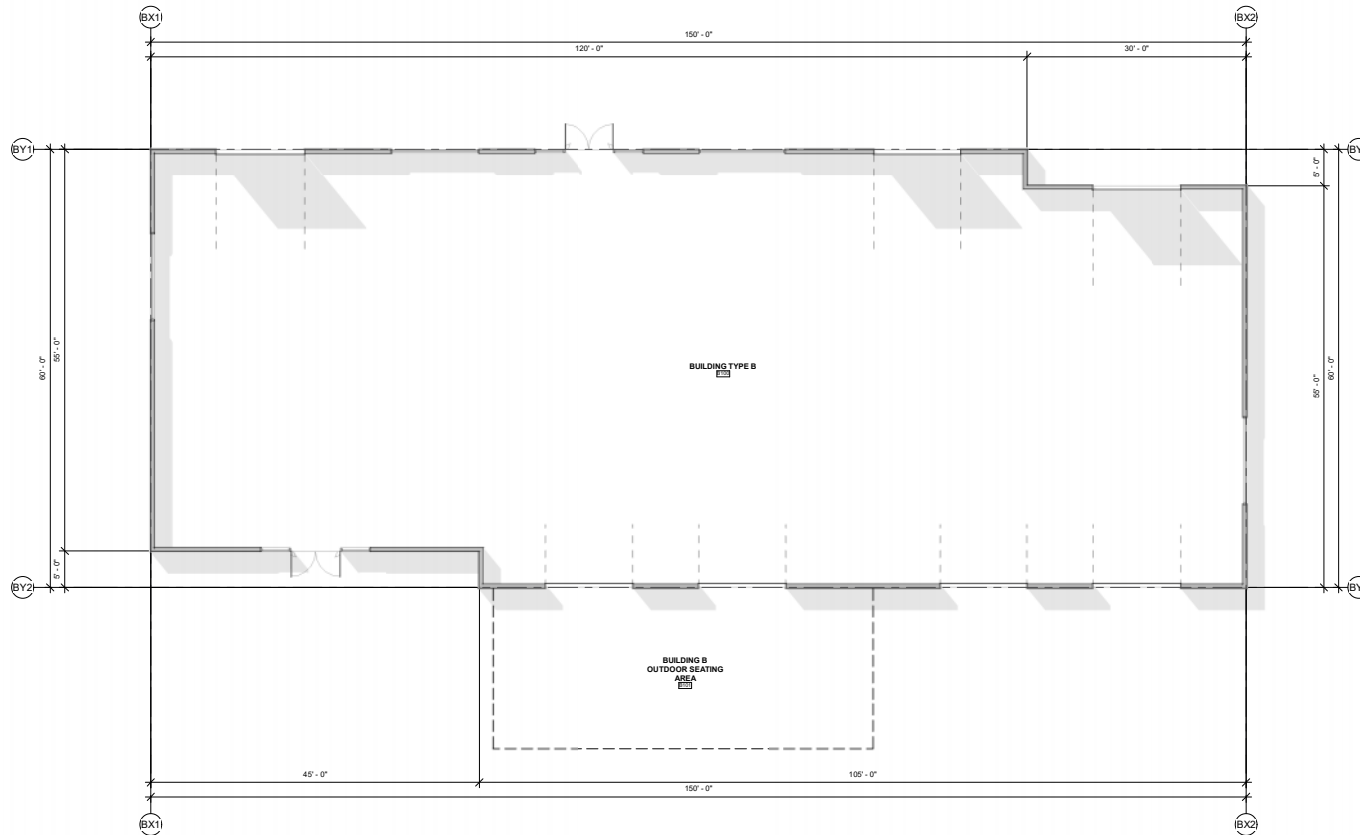
SITE LIGHTING  
FARM STYLE OR AGRARIAN STYLE FINISH



BARREL CREEK MIXED-USE  
COMMERCIAL - TYP. BUILDING "A" MATERIALS & TEXTURES

1515-02-LP19  
SEPTEMBER 9, 2022

A25  
GPA/REZONE/PD OVER-  
LAY & VTHA



| PROPOSED GROSS AREA - BUILDING B |         |
|----------------------------------|---------|
| BUILDING B                       | 8625 SF |
| TOTAL PROPOSED BUILDING AREA     | 8625 SF |

① GROUND FLOOR PLAN  
1/8" = 1'-0" (24 X 36 SHEET)



1 FRONT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



2 LEFT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)

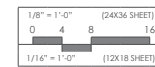
3 RIGHT ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



4 REAR ELEVATION  
 1/8" = 1'-0" (24 X 36 SHEET)



**BARREL CREEK MIXED-USE  
 COMMERCIAL - TYP. BUILDING "B" ELEVATIONS**



1515-02-LP19  
 SEPTEMBER 9, 2022

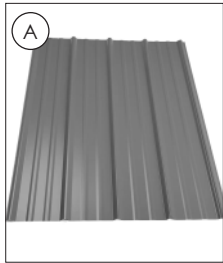
**A27**  
 GPA/REZONE/PD OVER-  
 LAY & VTHM



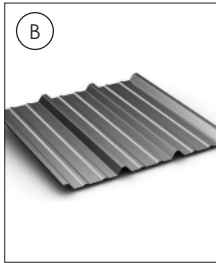


EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 3

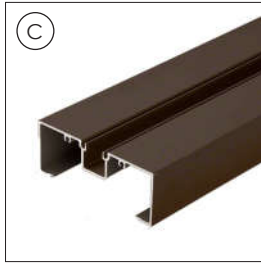
EXTERIOR MATERIALS & TEXTURES TYPES



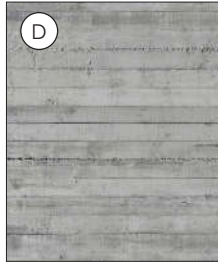
**A**  
METAL ROOF  
MCELROY R-PANEL OR EQUAL



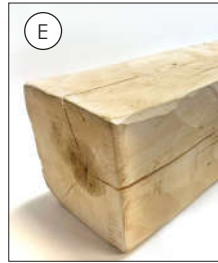
**B**  
METAL SIDING  
MCELROY MINI RIB OR EQUAL



**C**  
ALUMINUM STOREFRONT  
CRL-US ALUMINUM OR EQUAL



**D**  
BOARD-FORMED CONCRETE  
SAND BLAST AND SEAL NATURAL FINISH



**E**  
HEAVY TIMBER  
ROUGH SAWN, DISTRESSED, OR  
NATURAL FINISH



**F**  
ALUMINUM GLASS DOOR  
UV PROTECTED GLAZING



**G**  
SECTIONAL GARAGE DOOR  
SOLID HORIZONTAL PANEL SYSTEM



**I**  
SITE LIGHTING  
FARM STYLE OR AGRARIAN STYLE  
FINISH

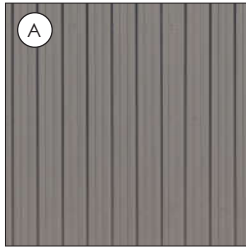


**BARREL CREEK MIXED-USE  
COMMERCIAL - TYP. BUILDING "B" MATERIALS & TEXTURES**

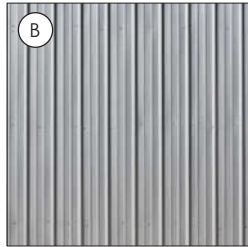
1515-02-LP19  
SEPTEMBER 9, 2022

**A28**  
GPA/REZONE/PD OVER-  
LAY & VTHM

**SCHEME 1**



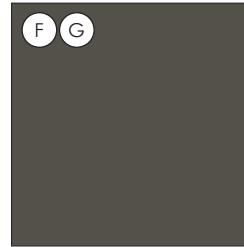
METAL ROOF  
MCELROY R-PANEL  
COLOR: ASH GRAY



METAL SIDING  
MCELROY R-PANEL  
COLOR: GALVALUME PLUS

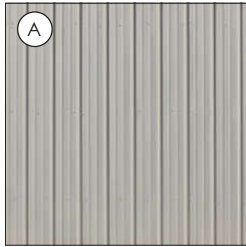


ALUMINUM STOREFRONT  
CRL-US ALUMINUM  
COLOR: OIL RUBBED BRONZE

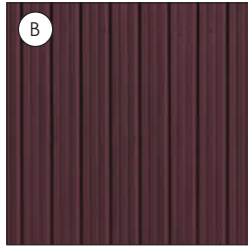


DOOR FINISHES  
COLOR: DARK BRONZE

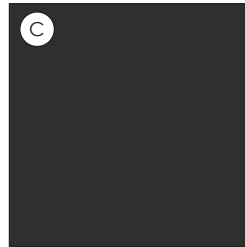
**SCHEME 2**



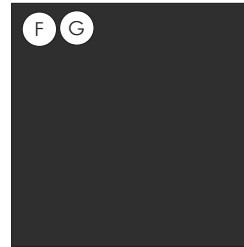
METAL ROOF  
MCELROY R-PANEL  
COLOR: GALVALUME



METAL SIDING  
MCELROY R-PANEL  
COLOR: BRANDYWINE

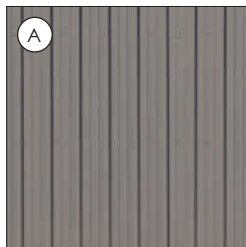


ALUMINUM STOREFRONT  
CRL-US ALUMINUM  
COLOR: MATTE BLACK

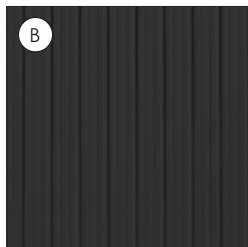


DOOR FINISHES  
COLOR: MATTE BLACK

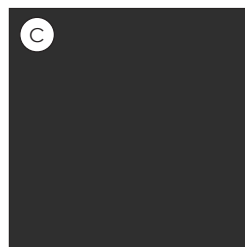
**SCHEME 3**



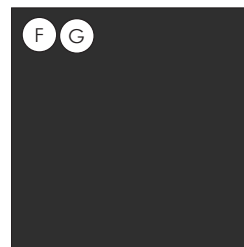
METAL ROOF  
MCELROY R-PANEL  
COLOR: ASH GRAY



METAL SIDING  
MCELROY R-PANEL  
COLOR: MATTE BLACK

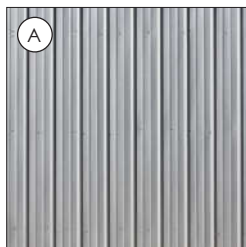


ALUMINUM STOREFRONT  
CRL-US ALUMINUM  
COLOR: MATTE BLACK

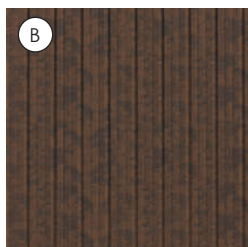


ALUMINUM GLASS DOOR  
COLOR: MATTE BLACK

**SCHEME 4**



METAL ROOF  
MCELROY R-PANEL  
COLOR: ASH GRAY



METAL SIDING  
MCELROY R-PANEL  
COLOR: DARK WOOD

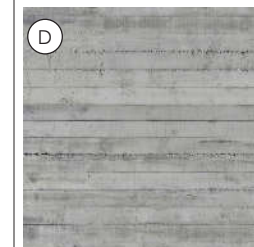


ALUMINUM STOREFRONT  
CRL-US ALUMINUM  
COLOR: DARK BRONZE



ALUMINUM GLASS DOOR  
COLOR: DARK BRONZE

**COMMON FINISHES**



BOARD-FORMED CONCRETE  
DESCRIPTION

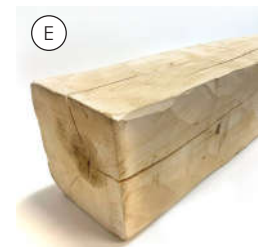


SITE LIGHTING  
CHARTREUSE  
(SHOWN IN ALTERNATE FINISH, BLACK)

**ACCENT FINISHES**



STEEL I-BEAM  
SHERWIN WILLIAMS  
SW 6258 TRICORN BLACK



HEAVY TIMBER  
DESCRIPTION

# HOTEL ZONE

120 KEYS

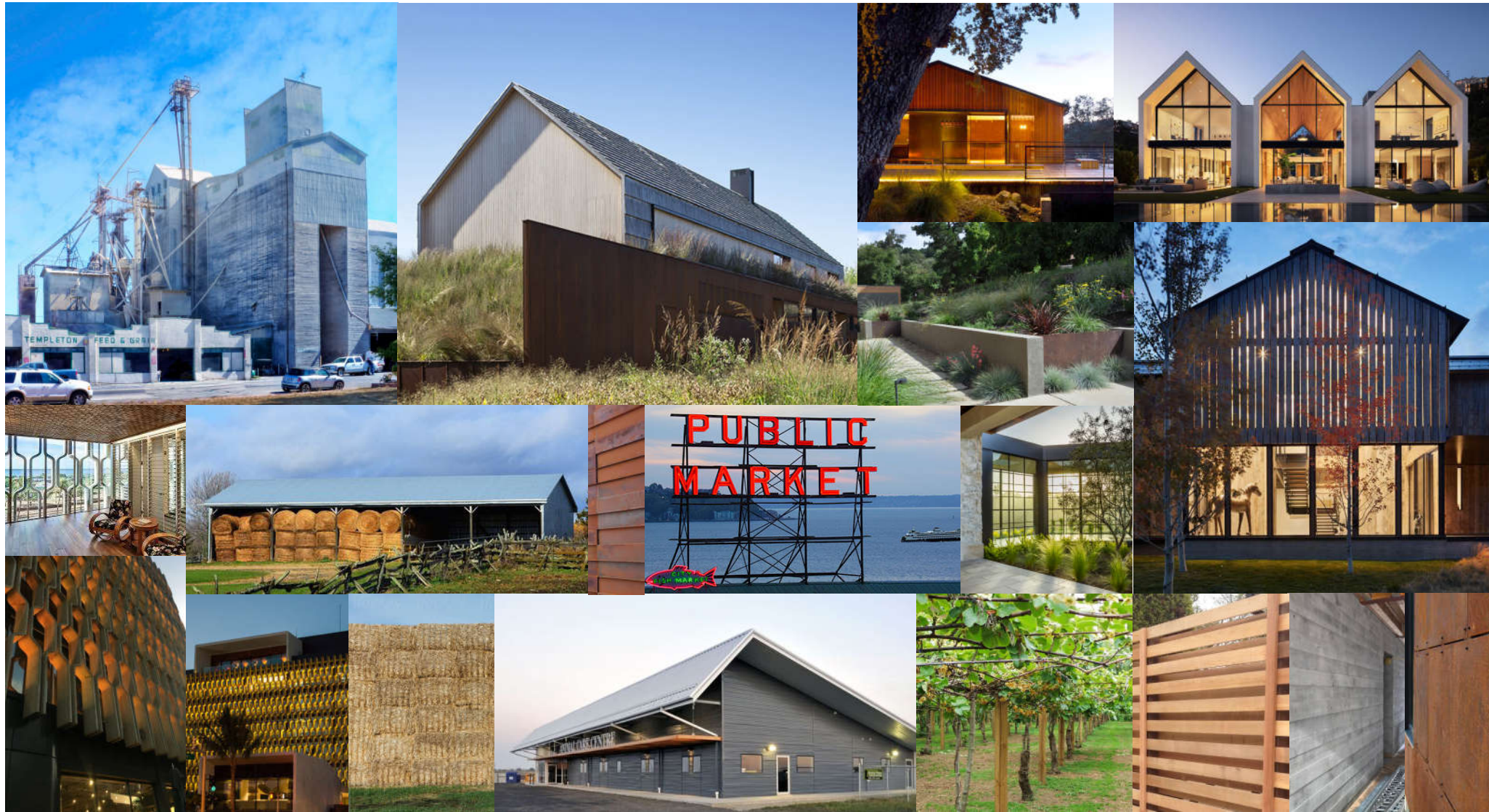
4-STORY BUILDING

OPEN STALL PARKING  
GROUND FLOOR OUTDOOR POOL & SPA  
ROOF TOP OUTDOOR LOUNGE

CONTEMPORARY AGRARIAN STYLE  
THEMED







CONTEMPORARY AGRARIAN STYLE THEMED

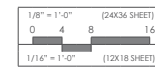


BARREL CREEK MIXED-USE  
HOTEL - INSPIRATION IMAGE BOARD





# BARREL CREEK MIXED-USE HOTEL - CHARACTER RENDER - MAIN ENTRANCE



1515-02-LP19  
SEPTEMBER 9, 2022

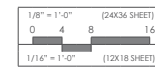
A32

GPA/REZONE/PD OVER-  
LAY & VITA



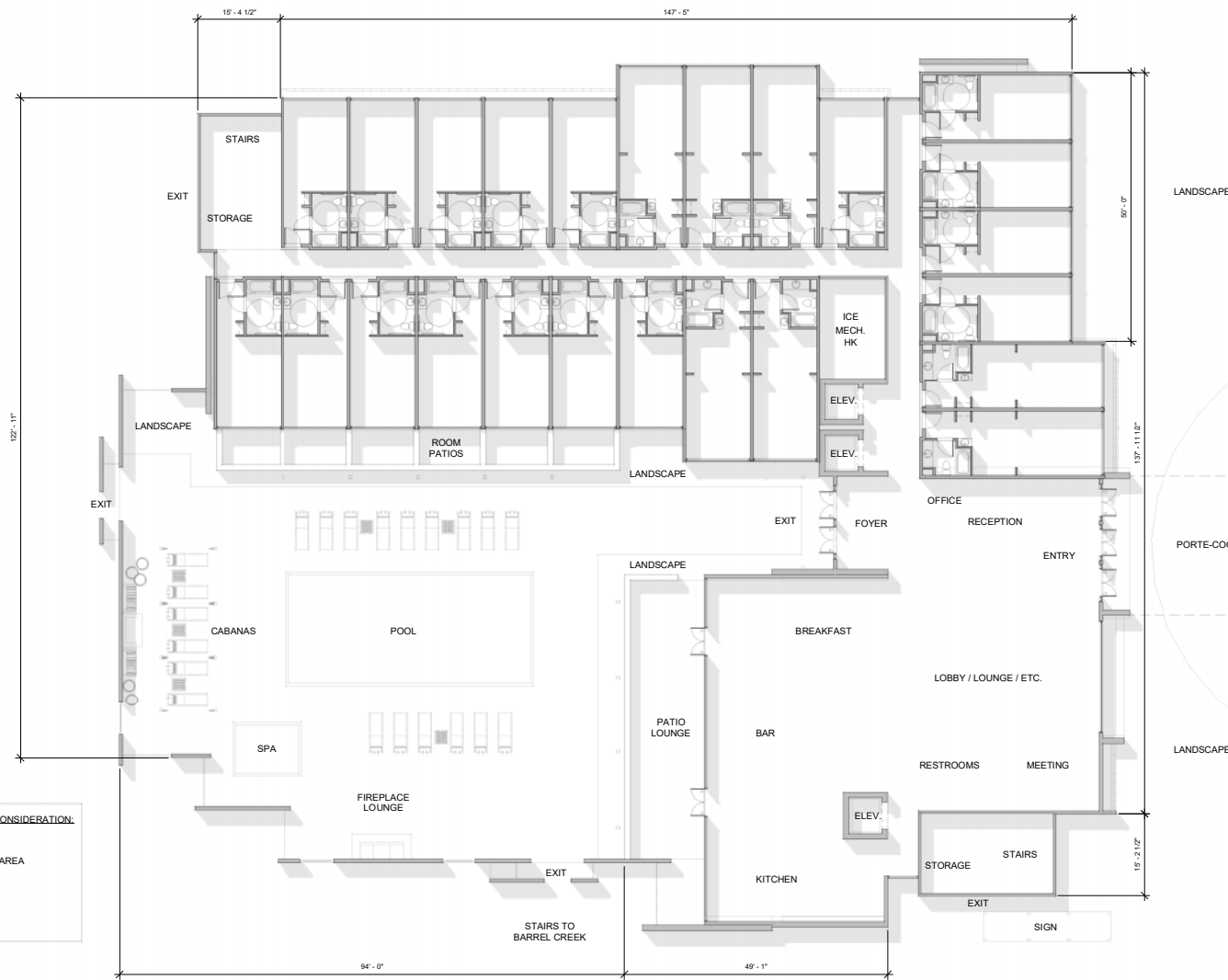


# BARREL CREEK MIXED-USE HOTEL - CHARACTER RENDER - POOL SIDE



1515-02-LP19  
SEPTEMBER 9, 2022

A33  
GPA/REZONE/PD OVER-  
LAY & VTM



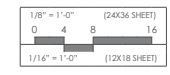
**ADDITIONAL PROGRAMMING SPACES OF CONSIDERATION:**  
 VALET/LUGGAGE  
 RECEPTION AREA STORAGE  
 ADDITIONAL MECHANICAL / ELECTRICAL AREA  
 TRASH / RECYCLE  
 STAFF OFFICE / COPY ROOM  
 FITNESS ROOM  
 BOILER ROOM  
 LAUNDRY  
 MAINTENANCE

| AREAS - BUILDING FLOORS |          |
|-------------------------|----------|
| LEVEL 1 - COMMON        | 7273 SF  |
| LEVEL 1 - ROOM KEYS     | 9079 SF  |
| LEVEL 2 - COMMON        | 2673 SF  |
| LEVEL 2 - ROOM KEYS     | 12906 SF |
| LEVEL 3 - COMMON        | 2116 SF  |
| LEVEL 3 - ROOM KEYS     | 13416 SF |
| LEVEL 4 - COMMON        | 3722 SF  |
| LEVEL 4 - ROOM KEYS     | 11985 SF |
| TOTAL BUILDING AREA     | 61870 SF |
|                         | 61870 SF |

1 GROUND FLOOR PLAN  
 1/8" = 1'-0" (24 X 36 SHEET)



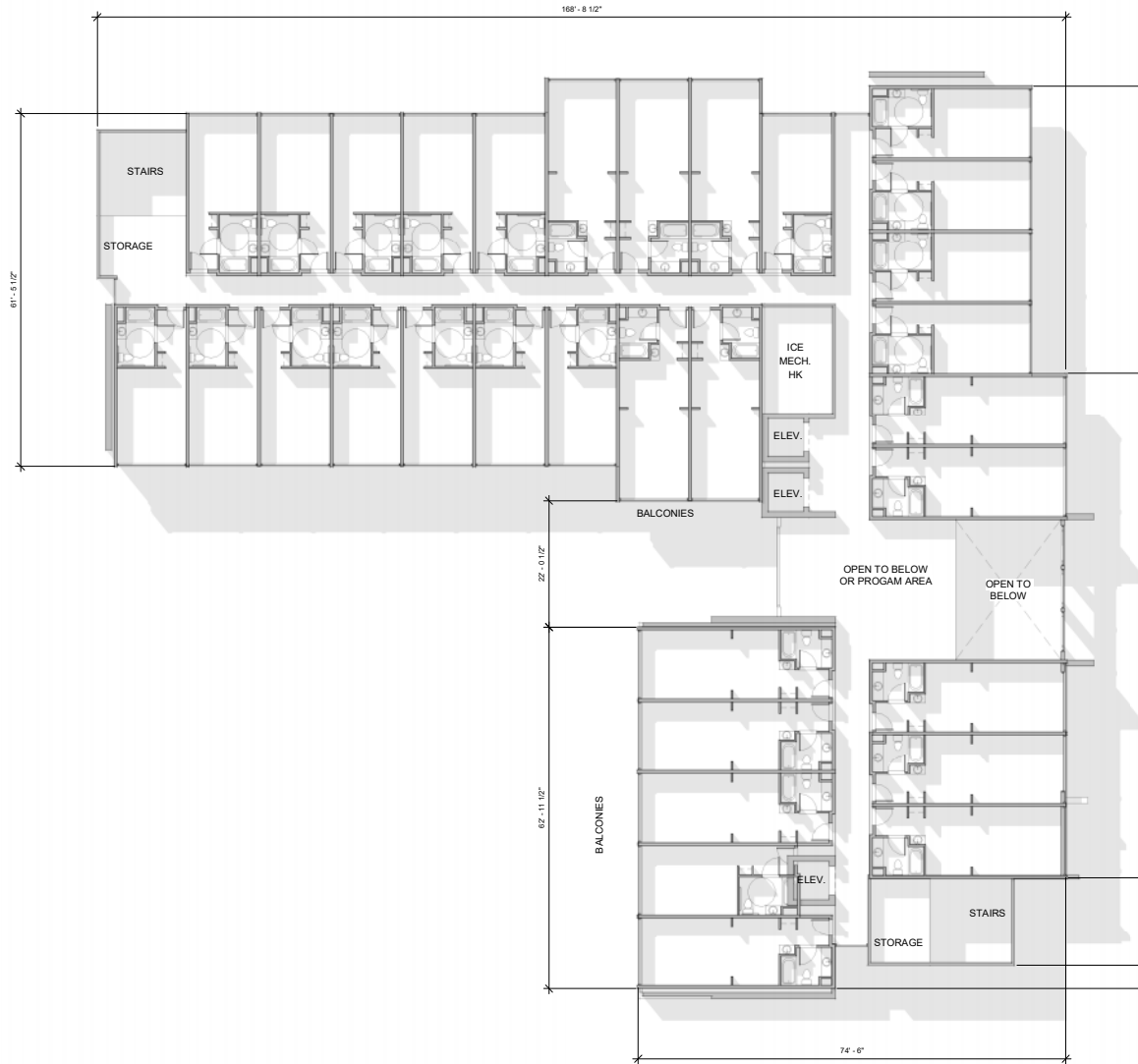
# BARREL CREEK MIXED-USE HOTEL - GROUND FLOOR PLAN



1515-02-LP19  
 SEPTEMBER 9, 2022

A34  
 GPA/REZONE/PD OVER-  
 LAY & WITHN





| AREAS - BUILDING (FLOORS) |          |
|---------------------------|----------|
| LEVEL 1 - COMMON          | 2273 SF  |
| LEVEL 1 - ROOM KEYS       | 9079 SF  |
| LEVEL 2 - COMMON          | 2673 SF  |
| LEVEL 2 - ROOM KEYS       | 12628 SF |
| LEVEL 3 - COMMON          | 2116 SF  |
| LEVEL 3 - ROOM KEYS       | 13416 SF |
| LEVEL 4 - COMMON          | 3222 SF  |
| LEVEL 4 - ROOM KEYS       | 11086 SF |
| TOTAL BUILDING AREA       | 61870 SF |

1 SECOND FLOOR PLAN  
1/8" = 1'-0" (24 X 36 SHEET)



① **THIRD FLOOR PLAN**  
1/8" = 1'-0" (24 X 36 SHEET)

| AREAS - BUILDING (FLOORS) |          |
|---------------------------|----------|
| LEVEL 1 - COMMON          | 7273 SF  |
| LEVEL 1 - ROOM KEYS       | 6079 SF  |
| LEVEL 2 - COMMON          | 2673 SF  |
| LEVEL 2 - ROOM KEYS       | 12506 SF |
| LEVEL 3 - COMMON          | 2116 SF  |
| LEVEL 3 - ROOM KEYS       | 13416 SF |
| LEVEL 4 - COMMON          | 3722 SF  |
| LEVEL 4 - ROOM KEYS       | 11066 SF |
| TOTAL BUILDING AREA       | 61870 SF |
| TOTAL BUILDING AREA       | 61870 SF |



| AREAS - BUILDING (FLOORS) |          |
|---------------------------|----------|
| LEVEL 1 - COMMON          | 7273 SF  |
| LEVEL 1 - ROOM KEYS       | 8079 SF  |
| LEVEL 2 - COMMON          | 2913 SF  |
| LEVEL 2 - ROOM KEYS       | 12508 SF |
| LEVEL 3 - COMMON          | 2116 SF  |
| LEVEL 3 - ROOM KEYS       | 13436 SF |
| LEVEL 4 - COMMON          | 3722 SF  |
| LEVEL 4 - ROOM KEYS       | 11086 SF |
| TOTAL BUILDING AREA       | 61870 SF |

1 FOURTH FLOOR PLAN  
1/8" = 1'-0" (24 X 36 SHEET)



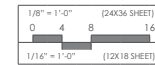
① FRONT ELEVATION (EAST) - FACING HWY.  
 1/8" = 1'-0" (24 X 36 SHEET)



② RIGHT ELEVATION (NORTH)  
 1/8" = 1'-0" (24 X 36 SHEET)



**BARREL CREEK MIXED-USE  
 HOTEL - ELEVATIONS**



1515-02-LP19  
 SEPTEMBER 9, 2022

**A38**  
 GPA/REZONE/PD OVER-  
 LAY & VTHM





③ REAR ELEVATION (WEST) - FACING OAK MNT. RANGE  
1/8" = 1'-0" (24 X 36 SHEET)

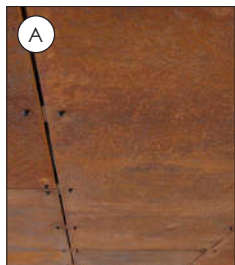


④ LEFT ELEVATION (SOUTH) - FACING BARREL CREEK  
1/8" = 1'-0" (24 X 36 SHEET)

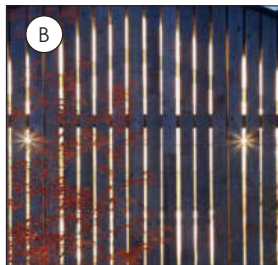


EXTERIOR MATERIALS EXHIBIT

EXTERIOR COLORS, MATERIALS & TEXTURES TYPES



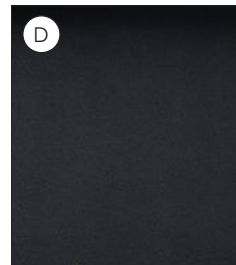
**A**  
METAL PANELS  
CORTEN STEEL WEATHERED FINISH



**B**  
RAINSCREEN SYSTEM  
VERTICAL METAL PLANKS BOARDS  
SIMULATED WEATHERED WOOD TEXTURED FINISH



**C**  
STUCCO  
LAHABRA OR EQUAL  
X40 DOVE GREY, SMOOTH FINISH



**D**  
STUCCO  
LAHABRA OR EQUAL  
MATCH TO DARK GREY/BLACK FINISH



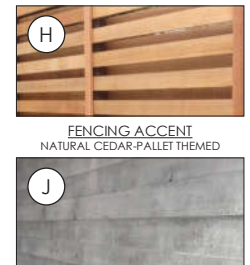
**E**  
ARCHITECTURAL PRECAST  
CDI OR EQUAL  
GOLDEN TONE - LIMESTONE FINISH



**F**  
STANDING SEAM ROOF  
MCELROY OR EQUAL  
LIGHT GRAY



**G**  
ALUMINUM STOREFRONT  
CRL-US ALUMINUM  
OIL RUBBED BRONZE



**H**  
FENCING ACCENT  
NATURAL CEDAR-PALLET THEMED



**J**  
SITE WALLS  
HORIZONTAL BOARD-FORM CONCRETE



# MICRO COMMUNITY

APPROXIMATELY 16 UNITS

SHORT TERM RENTALS

1-STORY BUILDING

OPEN STALL PARKING

CONTEMPORARY AGRARIAN STYLE  
THEMED





MODERN TINY HOMES



BARREL CREEK MIXED-USE  
 MICRO COMMUNITY - INSPIRATION IMAGE BOARD



# Atascadero City Council

## Staff Report – Public Works Department

### 2023 Community Development Block Grant Funding Recommendations

#### RECOMMENDATION:

Council review and approve funding recommendations for the 2023 Community Development Block Grant (CDBG) program and authorize staff to adjust final award amounts proportionately upon receipt of the final funding amount.

|  | Draft<br>Recommendations<br>November 2022 | Final<br>Recommendations |
|--|---|--------------------------|
| <b>Public Facilities (PF) and Housing Projects (HP) –<br/>Estimated 2023 Allocation (\$90,798)</b> |   |                          |
| City of Atascadero – Santa Rosa Road Sidewalk and Ramp Improvements                                | \$90,798                                  |                          |
| <b>Public Services – Limited to 15% of 2023 Allocation (\$20,953)</b>                              |   |                          |
| El Camino Homeless Organization (ECHO) – Operation of Homeless Shelter                             | \$16,129                                  |                          |
| 5 Cities Homeless Coalition – Subsistence Payments, Homeless Assistance & Security Deposits        | \$4,824                                   |                          |
| Peoples’ Self Help Housing – Supportive Housing Program  | \$0                                       |                          |
| <b>Administration – Limited to 20% of 2023 Allocation (\$27,938)</b>                               |   |                          |
| City Program Administration Costs  | \$9,778                                   |                          |
| County Program Administration Costs  | \$18,160                                  |                          |
| <b>Total 2023 Grant Funds Available</b>  | <b>\$139,689</b>                          | <b>\$139,689</b>         |

#### DISCUSSION:

##### Background

The 2023 CDBG award process began in the fall of 2022. Workshops were held throughout the County to solicit public comment on community needs. The County published a request for CDBG proposals and the City received four applications. Total available funding for the 2023 cycle, based on previous levels, is anticipated to be approximately \$139,689. Final funding amounts are anticipated to be released by the Department of Housing and Community Development (HUD) in spring 2023.



CDBG funds are available for community development activities which meet at least one of the three national objectives:

1. A benefit to low and moderate-income persons;
2. Aid in the prevention or elimination of blight;
3. Address urgent needs that pose a serious and immediate threat to the health or welfare of the community.

In order for a program to qualify under the low- and moderate-income objective, at least 51% of the people benefiting from the project or program must earn no more than 80% of the area median income. Additionally, at least 70% of the CDBG funds must be spent toward this objective.

There is a minimum award threshold of \$8,000 per project, meaning the City can only allocate less than \$8,000 for a particular public service activity if another agency in the County commits to programming the remainder to equal a countywide cumulative total of at least \$8,000. Based upon the draft recommendations, this will apply to the 2023 applications from the 5 Cities Homeless Prevention program.

The following criteria should also be used to guide selection of CDBG programs:

1. The proposal is consistent with the national objectives and eligibility criteria of the HUD CDBG program;
2. The proposal is consistent with the Urban County Consolidated Plan;
3. The proposal is consistent with the General Plan and other City codes/ordinances;
4. The proposal will achieve multiple community development objectives;
5. The proposal can be implemented in a timely manner, without significant environmental, policy, procedural, legal, or fiscal obstacles to overcome; and
6. The project is not financially feasible without CDBG funding.

#### Funding Recommendations

On November 22, 2022, after reviewing the applications, Council approved the draft funding recommendations for the 2023 cycle. The recommendations were then published for the required minimum of 30 days during which time a public workshop was held by the County.

The draft recommendations include an allocation of \$4,824 to the 5 Cities Homeless Prevention program. While this allocation from Atascadero is less than the minimum countywide project funding of at least \$8,000, there are other agency commitments for the remainder of funding necessary to equal a countywide cumulative total. With an estimated \$58,499 in draft recommendations from the Cities of San Luis Obispo, Paso Robles, Pismo Beach, Arroyo Grande, and Morro Bay, the 5 Cities Homeless Prevention program exceeded the \$8,000 minimum award threshold for 2023.

Conclusion

Once Council has approved the funding recommendations for the 2023 CDBG program, they will be forwarded to the County for approval by the Board of Supervisors and inclusion in the countywide Consolidated Plan.

The amount of funding shown for 2023 is an estimate provided by the County based on available information from the U.S. Department of Housing and Urban Development. If the amount awarded to the City is more than the amounts shown, the additional amount will be dispersed proportionately among the awarded applicants.

**FISCAL IMPACT:**

Approval of Atascadero's total 2023 CDBG allocation would result in the estimated revenue and expenditure of \$139,689 of CDBG funds.

**ALTERNATIVES:**

Council may modify the grant recommendations prior to approval. However, awards must meet program requirements: a minimum award of \$8,000 for public service activities on a countywide cumulative basis, providing a minimum of 70% of funding for benefit to low- and moderate-income persons, and no more than 15% of the current year allocation can be awarded in the public service category.

**ATTACHMENTS:**

None.

*A complete packet of submitted applications is available for public review at the City of Atascadero, Public Works Department, 6500 Palma Avenue.*



# ***Atascadero City Council***

## ***Staff Report – Administrative Services Department***

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### **Measure D-20 Annual Report**

#### **RECOMMENDATION:**

*The Finance Committee and the Citizens' Sales Tax Oversight Committee recommends:*

Council approve the Measure D-20 Annual Report.

#### **DISCUSSION:**

Sales Tax Measure D-20 is a General Fund "Essential Services Transaction and Use Tax" that increased the local sales tax rate in Atascadero by one percent to 8.75%. Atascadero voters passed Measure D-20 in November 2020 to generate revenue to fund many of the community's and Council's key priorities.

Because Measure D-20 is a general tax, related revenues and expenditures are included in the City's General Fund and the City's annual audited financial statements. While the nature of the expenditures doesn't easily allow for separate tracking of each D-20 expense to be listed, transparency and accountability were an important part of the passing of Measure D-20. As such, Council requested that in the Finance Committee and the Citizen Sales Tax Oversight Committee (CSTOC) annually review a D-20 Report, along with the City's annual audit at a heavily publicized joint meeting.

The joint meeting of CSTOC and the Finance Committee was held on February 23, 2023. It was publicized through a City Manager article in the Chamber Newsletter and Atascadero News, social media, a newspaper ad and announcements at Council meetings inviting the public to attend.

Fiscal year 2021-22 was the first year that included a full year of Measure D-20 revenues, and they were budgeted to be about \$5.2 million for the year. Due to a number of factors, including enhanced local economic development; the state of the economy; a stronger than expected rebound from COVID; and the high costs of fuel, autos, and building supplies, among others, the Measure D-20 revenue came in about \$6.2 million for the year. Funds that come in over the projected budgeted amount are collected in the fund balance for programming in the next budget cycle.

As per City Council discussion prior to the passage of Measure D-20, because individual expenditures would be difficult to track, subject to assumptions and interpretation, and



somewhat meaningless without the review of all general fund expense, the annual D-20 report would focus on accomplishments and success of the programs/projects that were to be implemented with D-20 funds. As part of the 2021-2023 Budget Process, the City identified key D-20 expenditure areas in order to implement the Action items and address the key priorities areas- primarily Police, Fire and Infrastructure. The following table displays the adopted expenditures made possible with D-20 funds.

| SALES TAX MEASURE D-20 BUDGETED EXPENDITURES |   |                   |                                   |                 |                  |         |      |                |                  |                  |                |             |
|--|---|-------------------|-----------------------------------|-----------------|------------------|---------|------|----------------|------------------|------------------|----------------|-------------|
| Description                                  | Strategic Priorities  |                   |                                   |                 |                  | Sorting |      |                | D-20             |                  |                | Other Funds |
|  | Economic Vibrancy   | Fiscal Strategies | Public Safety & Ex. City Services | Quality of life | Mandatory        | D-20    | High | Medium         | 2020-2021        | 2021-2022        | 2022-2023      |             |
| <b>Measure D-20 Tier 1</b>                   |   |                   |                                   |                 | <b>Subtotals</b> |         |      | <b>826,840</b> | <b>5,694,160</b> | <b>5,430,000</b> | <b>714,000</b> |             |
| 1  | Police Staffing- 4 Officers & 1 Dispatcher  |                   | X                                 |                 |                  | *       | *    |                | \$ -             | \$ 521,850       | \$ 696,760     | \$ 160,000  |
| 2  | Outreach for Underrepresented Residents (OUR Team):<br>1 Officer, Mental Health Support, & Outreach |                   | X                                 |                 |                  | *       | *    |                | -                | 254,820          | 342,320        | 69,000      |
| 3  | 911 Dispatch System & Police Records System Replacement   | X                 |                                   |                 |                  | *       | *    |                | -                | 600,000          | -              | -           |
| 4  | Police & Fire Radio Replacement   | X                 |                                   |                 |                  | *       | *    |                | -                | 480,700          | -              | -           |
| 5  | Battalion Chief and SAFER Firefighter   |                   | X                                 |                 |                  | *       | *    |                | -                | 247,200          | 279,180        | 65,000      |
| 6  | Fire Station #1 Rebuild Financing (annual costs)  | X                 |                                   |                 |                  | *       | *    |                | -                | 750,000          | 750,000        | -           |
| 7  | Radio Repeater Replacement  | X                 |                                   |                 |                  | *       | *    |                | -                | 270,000          | -              | -           |
| 8  | Public Safety Compensation Changes  |                   | X                                 |                 |                  | *       | *    |                | -                | 760,230          | 1,066,010      | -           |
| 9  | Fire Evacuation Software Maintenance (Zonehaven)  |                   | X                                 |                 |                  | *       | *    |                | -                | 9,500            | 9,500          | -           |
| 10   | Replacement of 4-Wheel Drive Ambulance  | X                 |                                   |                 |                  | *       | *    |                | -                | 60,000           | -              | -           |
| 11   | Emergency Planning  |                   | X                                 |                 |                  | *       | *    |                | 10,000           | 5,000            | 5,000          | -           |
| 12   | Increase Fire Operating Budget Items  |                   | X                                 |                 |                  | *       | *    |                | -                | 30,000           | 30,000         | -           |
| 13   | Replacement of Minor Fire Equipment and Repairs   | X                 |                                   |                 |                  | *       | *    |                | 13,710           | -                | -              | -           |
| 14   | Public Safety Vehicle Replacement   | X                 |                                   |                 |                  | *       | *    |                | 158,120          | 240,020          | 240,020        | -           |
| 15   | Annual Equipment Replacement - Public Safety  | X                 |                                   |                 |                  | *       | *    |                | -                | 225,000          | 225,000        | -           |
| 16   | Equipment Replacement Deficit- Fire   | X                 |                                   |                 |                  | *       | *    |                | 645,010          | -                | -              | -           |
| 17   | Equipment Replacement Deficit- Radio Repeaters & Other Public Safety Equipment                      | X                 |                                   |                 |                  | *       | *    |                | -                | -                | 340,730        | -           |
| 18   | Vegetation Management in Downtown Creek area  | X                 | X                                 |                 |                  | *       | *    |                | -                | 55,000           | 55,000         | -           |
| 19   | Camp Cleanups   | X                 | X                                 |                 |                  | *       | *    |                | -                | 50,000           | 50,000         | -           |
| 20   | Trash Self-Cleanup Program for Camps  | X                 | X                                 |                 |                  | *       | *    |                | -                | 5,000            | 5,000          | -           |
| 21   | Building Maintenance and Replacement Reserves   | X                 |                                   |                 |                  | *       | *    |                | -                | 250,000          | 250,000        | -           |
| 22   | Parks Infrastructure Replacements- Dock, Benches, Sidewalk Repairs, etc.                            | X                 |                                   | X               |                  | *       | *    |                | -                | 150,000          | -              | -           |
| 23   | Vehicle & Equipment Replacement - Public Works  | X                 |                                   |                 |                  | *       | *    |                | -                | 38,230           | 38,230         | -           |
| 24   | Equipment Reserves- Parks Deficit   | X                 |                                   | X               |                  | *       | *    |                | -                | 59,580           | 118,240        | -           |
| 25   | Compensation Changes- Other   | X                 |                                   |                 |                  | *       | *    |                | -                | 628,530          | 886,690        | -           |
| 26   | Asset Management System   | X                 |                                   |                 |                  | *       | *    |                | -                | -                | 30,000         | 420,000     |
| 27   | Employee Recruitment Software   | X                 |                                   |                 |                  | *       | *    |                | -                | 3,500            | 12,320         | -           |
| Totals:                                      |   |                   |                                   |                 |                  |         |      |                | \$ 826,840       | \$ 5,694,160     | \$ 5,430,000   | \$ 714,000  |

While exact expense tracking is difficult and time-consuming, staff is able to make some generalized calculations on approximately how much was spent on D-20 projects during the fiscal year. Staff estimates that approximately \$3.5 million was used in 2021-22 on

the above listed projects. This is about \$2.2 million less than what was originally budgeted, as many of the programs and projects identified for expenditure of D-20 funds were still in the start-up phase during fiscal year 2021-22.

Approximately \$580,000 of the budget variance was unfortunately due to staffing vacancies and delays in hiring additional personnel. The \$580,000 in staffing costs not paid in fiscal year 2021-2022 is a savings and will be reprogrammed towards one-time D-20 expenditures as part of the 2023-2025 budget process.

The other \$1,640,000 of the budget variance was due to timing differences on one-time capital projects that were started in fiscal year 2021-2022, but not completed within the fiscal year. Expenditures for projects such as the new dispatch system, the Radio Repeater Project, the Fire Station #1 Replacement Project, and the Parks Infrastructure Replacement Project crossed fiscal years. The remaining budgeted D-20 funds at June 30, 2022 are still committed to these projects and carried over as budgeted funds in fiscal year 2022-2023.

Measure D-20 activity, along with activity of all of the other City funds, are included in the City's financial statements that were audited by the independent accounting firm of Moss, Levy & Hartzheim. Moss, Levy & Hartzheim performed a full audit of the financial statements and found that the City presented fairly and accurately the City's financial position, and that the reporting was in conformity with generally accepted accounting principles.

Many of the programs and projects identified for expenditure of D-20 funds were still in the start-up phase during fiscal year 2021-2022 and as such meaningful performance measures were not available. The D-20 brochure, however, does include highlighted accomplishments in some of the key priority areas, including in the Police Department, Fire Department, infrastructure, and other. In addition to the accomplishments, the D-20 brochure also includes general financial information regarding the revenues and estimated expenditure of D-20 funds.

The Measure D-20 Annual Report is recommended to be distributed via U.S. Mail to all properties in the City. The brochure will also be made available at City Hall and on the City's website.

### **FISCAL IMPACT:**

Distribution of the Measure D-20 Annual Report is estimated to cost about \$5,000 in budgeted General Funds.

### **ATTACHMENT:**

Measure D-20 Annual Report

## What is Measure D-20?

### Atascadero residents spoke and we listened!

Sales Tax Measure D-20 is a General Fund "Essential Services Transactions and Use Tax" that increased the local sales tax rate in Atascadero one percent to 8.75%. Atascadero voters passed Measure D-20 in November 2020 to generate revenue to fund many of the community's and Council's key priorities.

The passage of Measure D-20 and the resulting much needed funding are truly a benefit; it is also a tremendous responsibility of both the community and the Council to spend the funds, along with all City funds, wisely. Staff held a formal kickoff session for the essential public outreach meetings in January 2021. Following that kickoff meeting, a series of nine separate study sessions were held to answer questions and gather input of what each participant felt were the highest priorities of the City. The information from the study sessions was gathered, along with public comments from other sources, discussions and emails with community members, financial strategies, budgets, audited financial statements and Council feedback to set goals at Council's Goal Setting Workshop in February 2021. Based on the Goals that were established in discussions with the City Council, Community, interested parties and staff, an Action Plan of tasks was created in order to accomplish the Goals. Once the Action Plan was developed and discussed and approved by Council and community, the two-year budget was developed to implement the Action Plan. Six Finance Committee meetings were held to discuss the various sections of the budget in detail. The 2021-2023 budget, including the Measure D-20 expenditures, was then adopted by the City Council at their regular meeting in June 2021.

The City is spending Measure D-20 funds responsibly to make our community safer. Your Measure D-20 tax dollars are paying for vital and long overdue investments in essential, safety-related tools, technology, resources and staffing.



POSTAL CUSTOMER

City of Atascadero  
6500 Palma Avenue  
Atascadero, CA 93422



# City of Atascadero

## Measure D-20



## 2022

# Annual Report

[www.atascadero.org/D20](http://www.atascadero.org/D20)

## Revenues

Revenue from Measure D-20 allows the City to fund many of the community's and Council's key priorities. Revenue for the first three fiscal years (April 1, 2021 through June 30, 2023) was originally expected to total just under \$12 million. Revenues are coming in stronger than projected, and were over \$6.2 million in fiscal year 2021-2022.

## Expenditures

Measure D-20 is a general tax and is included in the City's General Fund. The nature of the purchases doesn't easily allow for separate tracking of each D-20 expenditure. However, staff estimates that about \$3.5 million was used in fiscal year 2021-2022 for those items prioritized with D-20 funds. Expenses are identified as either one-time expenditures (purchase of a new piece of equipment) or ongoing (such as the annual salary of a new Police Officer). Spending must be balanced between one-time and ongoing expenditures.

|                             | 2021-2022           |
|-----------------------------|---------------------|
| Revenue                     | \$ 6,239,847        |
| Estimated Expenditures      | (3,455,510)         |
| Estimated Net Change        | <u>2,784,337</u>    |
| Estimated Beginning Balance | 607,513             |
| Estimated Ending Balance    | <u>\$ 3,391,850</u> |

Measure D-20 funds, along with other City funds, are budgeted during the City's two-year budget process. Revenue in excess of budgeted amounts, along with unused expenditure amounts, will roll forward to be used in future periods for programmed projects or new projects. About \$3.4 million in D-20 funds is estimated to roll forward for future programming for the 2023-2025 budget cycle.

# HIGHLIGHTED ACCOMPLISHMENTS



## Police Department

Five positions have been added to the Police Department thanks to Measure D-20. The new hires are not only exceptional, but a great fit with the experienced employees, ensuring the City has the talent and resources needed to deliver outstanding service to the community. D-20 funds provided an increase in salaries allowing Atascadero to be competitive in hiring and retaining Police Officers. The Outreach for Underrepresented Residents (OUR) team remains a priority for 2023. While D-20 has enabled a robust recruitment and significant progress has been made in staffing, not all positions have been filled immediately.

## Fire Department

Due to D-20 support, an overhaul of the City's outdated radio system is underway, providing new handheld radios and radio transmission towers increasing and improving communication in the challenging hills of Atascadero. D-20 funding also allowed the Fire Department to replace a 1999 four-wheel drive ambulance with a newer 2014 cost effective model. Updating critical safety equipment is in progress, including setting aside replacement reserves for vehicles, turnout gear, jaws of life, heart monitors and emergency breathing apparatuses. D-20 revenue provided a Fire Battalion Chief position and sets aside \$750,000 each year to fund the rehabilitation of the 70-year old Fire Station 1 on Traffic Way.



## Infrastructure and Other

The City was awarded a State grant to fund rehabilitation of the Lake Park dock with D-20 funds providing the required local match of 20%. The dock will feature a new rail, fence and accessible sidewalk and ramp. Fiscal year 2021-2022 Measure D-20 funds also made a significant impact in camp cleanups and vegetation clearing in the Downtown Creek area. Over 107 tons of trash and debris were removed from camps and the creek.

**For more information visit [www.atascadero.org/D20](http://www.atascadero.org/D20)**



# ***Atascadero City Council***

## ***Staff Report – Fire Department***

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### **Heart Monitor and Automated External Defibrillator (AED) Replacement**

#### **RECOMMENDATIONS:**

Council:

1. Authorize the City Manager to execute a contract with ZOLL Medical Corporation for a total cost of \$318,564 for the purchase of replacement heart monitors and automated external defibrillators (AEDs); and
2. Authorize the Director of Administrative Services to appropriate \$174,200 in Measure D-20 General Funds and \$155,000 in Equipment Replacement Funds for the purchase and repairs of heart monitors and automated external defibrillators.

#### **DISCUSSION:**

The Atascadero Fire Department currently has five Lifepak heart monitors in service. These heart monitors were purchased in 2016 with donations from Ms. Bertha Shultz. The recommended life span of a heart monitor is seven years. With the passing of Measure D-20, an emergency equipment fund was established with the intent to replace these monitors in fiscal year 2023-2024. The current monitors, however, are exhibiting dependability issues with greater repair costs and should be replaced sooner rather than later. Additionally, heart monitor prices are increasing 10-20% effective April 1, 2023. This is a significant amount of money and staff felt purchasing prior to the replacement date of July 1, 2023, would be the best use of funds.

In accordance with the purchasing policy, a committee was formed to evaluate the best monitor for our city. Three manufacturers were evaluated for their capabilities. The first, Philips, was quickly eliminated due to lack of current features, technology, and compatibility with our County Emergency Medical System (EMS). The second was Physio-Control, which manufactures our current Lifepak monitor. When researching the new product, it was determined that no technology advances have been made. We would be purchasing the exact monitor we currently use and potentially face maintenance issues again at the end of their lifespan. Additionally, Atascadero is the only agency in San Luis Obispo County that currently uses the Lifepak monitor. We frequently run into compatibility issues during medical calls when used alongside the Atascadero Police Department's AEDs and ambulance heart monitors. Also, a critical function of the heart monitor is the ability to transmit the heart rhythm to the cardiac specialty center. This feature enables surgeons to be more prepared to appropriately treat the patient upon

arrival. Our local cardiac specialty center has been unable to receive EKG information from the Lifepak monitors due to a configuration that exclusively receives transmissions from the most widely-used monitor, which is made by ZOLL Medical Corporation. The third manufacturer evaluated by our committee, ZOLL Medical Corporation, was contacted and promptly sent staff to Atascadero for training, leaving two monitors for trial use.

The Fire Department utilized the ZOLL monitors for multiple 48-hour shifts, giving each paramedic the opportunity to provide emergency medical care with the new monitor. It was found to be a lightweight and intuitive monitor with advanced technology and features. The monitor not only communicates easily with the cardiac specialty center, but also provides advanced technology features such as “see through CPR” and ventilation feedback. These features drastically increase patient survivability rates during CPR by allowing for a continuous view of the actual heart rhythm, regardless of the CPR being performed. This allows CPR to continue uninterrupted, rather than pausing to interpret the heart rhythm to decipher if a shock or medicine administration is necessary. The monitor allows for higher quality ventilation of a non-breathing patient by analyzing and providing real-time information of the rate, depth, and volume of the ventilation being given.

Another benefit of the ZOLL monitor is that it is used by every other agency and hospital in the County. During a critical cardiac emergency, paramedics from the ambulance company would be better able to assist or use our monitor. A benefit from having compatible monitors is compatible CPR pads. These are the pads that are attached to the patient’s chest during CPR which provide cardiac defibrillation. Once attached, the same pads would be used throughout treatment, including at the hospital. Currently, our Lifepak pads are removed and replaced with ZOLL pads at the time of ambulance transport or transfer of care at the hospital. This not only wastes precious time, but also medical supplies that have been difficult to purchase and receive.

Following the evaluation period, the committee recommended purchasing the cardiac monitors from ZOLL Medical Corporation. The ZOLL and Lifepak monitors are very similar in cost. When comparing equipment only, ZOLL is approximately \$10,000 less. When including differences in warranty, service and maintenance, the total costs are nearly identical. The cost of a heart monitor has significantly increased since our last purchase. Following the D-20 measure, the Emergency Equipment Replacement Fund was established and projected to replace heart monitors at about \$155,000. This amount will be funded from existing replacement funds and the remainder will come from Measure D-20 General funds. The purchase of these new heart monitors will ensure reliability for the next 7 years, improve patient care, and will position the department on the leading edge of technological advances in emergency medical services for the future.

Staff is also recommending the replacement of all City AEDs. The City currently has 27 AEDs. Ten of them are at City facilities and 17 are assigned to the Police Department. There are two different brands in use: Cardiac Science and ZOLL. These AEDs have varying manufacture dates, ranging from 2005 to 2013, which is beyond the recommended lifespan. The Police Department units were manufactured in 2007. These units (now 16 years old) are carried in officer vehicles and are the most frequently utilized AEDs in the City. In addition to being beyond the replacement date, these AEDs do not



meet current EMS standards for care and reporting. At this time, the Police Department is recommending the replacement of 12 units instead of 17.

Staff is recommending replacing all City AEDs with the ZOLL brand. This will provide for reliable AEDs that are compatible with the ZOLL heart monitors. When an officer responds to a CPR call, the pads attached to the patient will remain on the patient through treatment to the emergency room. This will provide consistent, top of the line patient care. AEDs were not considered for the Equipment Replacement fund when it was established in the last budget. Since they were not included, this purchase will come from Measure D-20 General Funds.

Finally, staff is recommending to include the cost of recent repair expenses to the Lifepak monitors in this budget adjustment request. As mentioned earlier, significant repair work was necessary to keep these monitors in service for our community. Two monitors had to be returned to the manufacturer over the last 6 months. This cost of \$10,600 is unable to be covered by the current Fire Department operating budget and is included in the total budget adjustment request.

In accordance with the City of Atascadero Purchasing Policy Section 2 (3.1), the City will be purchasing through the use of a governmental contract in lieu of the formal bid process. Atascadero is a member of a nationwide buying consortium called NPPGov, which solicits bids from manufacturers for all types of products, including fire and medical equipment. They receive pricing from manufacturers, publish the costs, and allow members to buy at that cost. Purchasing through a consortium is compliant with the City Purchasing Policy.

### **FISCAL IMPACT:**

The purchase of five heart monitors and 22 AEDs, and the repair of two heart monitors will result in the expenditure of approximately \$174,200 of Measure D-20 General Funds and \$155,000 of Equipment Replacement Funds.



## ***Atascadero City Council***

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### ***Staff Report - Police Department***

#### **Purchase of Replacement Body-worn Cameras**

#### **RECOMMENDATION:**

Council authorize the Director of Administrative Services to appropriate \$69,480 in Measure D-20 General Funds for the purchase of 24 new body-worn cameras with a 5-year Technology Service Plan, and to incorporate 8 previously purchased body-worn cameras into the same 5-year Technology Service Plan.

#### **DISCUSSION:**

Body-worn cameras have proven to be an effective tool for law enforcement in the gathering of evidence during police calls for service. The information gathered by these cameras can be used in court to prove an allegation of criminal conduct. Body-worn cameras have also proven useful in the investigation of complaints of misconduct by police officers. The Atascadero Police Department has used body-worn cameras for all patrol officers since 2016.

The Atascadero Police Department currently uses Coban as the vendor for its body-worn camera system. Coban is also the vendor for the in-car video system used by the Department. The Atascadero Police Department is satisfied with the products and services provided by Coban and plans to continue using their products into the foreseeable future.

Patrol officers are required to wear body-worn cameras while on patrol. Officers are required to record contacts with the public during calls for service, vehicle stops and other types of enforcement. These body-worn cameras are battery operated. The batteries are recharged in between shifts by placing them in a docking station.

The initial purchase of the body-worn cameras included a 5-year Technology Service Plan. As part of that plan, the cameras were replaced every two years, since that is the expected lifespan of the rechargeable batteries used in the devices. Replacement of cameras every two years actually provided our department with six total years of service for the cameras, since the final replacement was one year prior to the end of the contract and are expected to remain operational for one year after the contract expires.

The Technology Service Plan contract from the initial purchase has now expired. The Atascadero Police Department is no longer receiving technical support for the body-worn cameras currently in service. The cameras are now at the end of the 2-year battery life cycle. Body worn-cameras will no longer hold a charge through the end of an officer's shift.

Coban has provided a bid for the replacement of the 24 body-worn cameras used by officers on patrol. The purchase includes a 5-year Technology Service Plan, which will provide technical support for the cameras during the term of the contract. The plan will also provide for the replacement of the body-worn cameras every 2 years as with the initial contract. This will give our department six years from the time of purchase before another purchase will be required.

In addition to the replacement of the 24 body-worn cameras used in patrol, eight more body-worn cameras were purchased about 1 year ago for use by detectives and other personnel not assigned to the patrol division. Coban has agreed to allow these eight body-worn cameras to be incorporated into the proposed 5-year Technology Service Plan. This would ensure that all cameras owned by the Department are replaced every two years on the same schedule.

Given the positive overall impact of the use of body-worn cameras, and the ongoing excellent relationship between Coban and the Atascadero Police Department, the purchase of the cameras and acceptance of the Technology Service Plan is prudent at this time.

### **FISCAL IMPACT:**

Approval of the purchase of 24 new body worn cameras with a 5-year Technology Service Plan and the inclusion of eight additional body worn cameras into that same Technology Service Plan will result in the expenditure of \$69,480 of Measure D-20 General Funds.

### **ALTERNATIVES:**

1. Refuse to authorize this purchase and direct staff to seek another vendor for body-worn cameras.
2. Refuse to authorize this purchase and direct the Atascadero Police Department to no longer use body-worn cameras upon end of life of the current Coban cameras.



# ***Atascadero City Council***

## ***Staff Report – City Manager***

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### **2023 Strategic Planning Statements and Strategic Priorities**

#### **RECOMMENDATION:**

Council adopt the 2023 Strategic Planning Statements and Strategic Priorities

#### **DISCUSSION:**

In preparation for the 2023-2025 budget cycle, the Council held the 2023 Goal Setting Workshop (Workshop) on February 10, 2023 and February 11, 2023. The public meeting was a workshop-style meeting with the City Council, members of the public, and City staff, expressing ideas and working collaboratively to bring key ideas into focus.

The meeting focused on the long-term vision for the community, the City's organizational mission statement, and the strategic priorities for fiscal years 2023-2024 and 2024-2025. No formal action was taken by the City Council at the Workshop, but staff was directed to bring back to a regularly scheduled Council meeting statements and strategic priorities that are based on the direction provided by Council at the Workshop.

The attached 2023 Strategic Planning Statements and Strategic Priorities document being considered tonight is intended to capture the visioning and prioritization work done at the Workshop. The document includes a brief narrative, draft True North Statements, draft organizational mission statement, and the strategic priorities with key areas of focus for 2023-2025.

#### **FISCAL IMPACT:**

None.

#### **ALTERNATIVES:**

Council may modify, change or delete any statement, priority or key focus area and/or provide additional staff direction on true north statements, the mission statement or the strategic priorities.

#### **ATTACHMENT:**

2023 Strategic Planning Statements and Strategic Priorities



CITY OF ATASCADERO

Strategic Planning  
Statements and Strategic Priorities



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## This Document and the Process

This document is a product of the work done at the Atascadero City Council 2023 Goal Setting Workshop (Workshop) held on February 10, 2023 and February 11, 2023. The Workshop was highly collaborative and participatory with the City Council, City Staff, and members of the public taking part in each segment of the Workshop.

### True North Statements

Staff reviewed different definitions of:

- Vision Statements: Indeed: “A vision statement describes what your business aims to achieve long-term. It’s a future-focused concept that instantly invokes a picture of the ideal state of the world after your company has made its impact.”
- Guiding Principles: Cambridge Dictionary: “An idea that influences you very much when making a decision or considering a matter”
- True North: LinkedIn: “It doesn’t mean you’ll ever get there; it just means that True North is the ideal state. True North could be thought of as the North Star. For example; some companies use the term the ideal state”.

Workshop participants then brainstormed ideas to help develop future focused statements for what we wanted the community of Atascadero to be like years from now. The developed statements would then help influence and guide decisions, keeping the City on a straight track toward the developed “True North Statements”. Workshop participants were asked:

- What do we want Atascadero to be like in 25 years?
- What things are important in our “ideal” Atascadero?
- Where are we going?
- What are those key visions that we want to work toward and keep in mind to ensure that we are moving toward the “ideal” Atascadero?
- What will help keep staff and Council on a straight path?

The results of the brainstorming session included the following input from participants:

*The City of Atascadero and our residents should be our primary focus and tourists/tourism should be secondary. We want to grow responsibly so we don’t change the character of Atascadero. We enjoy the opportunity to live in either rural or urban spaces here in Atascadero and love that there aren’t the congested traffic problems encountered by other communities. We don’t want to be a retirement*



*community and will work to make sure Atascadero is a safe community for all our residents.*

*We want to develop a true sense of community that everyone wants to be a part of and can feel connected to. Atascadero is a town that is safe, attractive to live in, and that has a small-town feel. Atascadero should strive to be a hospitable community with a civic minded culture and friendly hospitable residents. We value wholesome activities, good neighbourhoods, and opportunities for our residents to engage. We want to maintain the best of both our rural and urban characteristics. The ideal description of Atascadero would be inviting, fun, authentic, genuine and family friendly.*

*We want a community where there is a balance between enjoying the quality of living in the community with the opportunities to work where you live. This should be a destination for people local to the area more than a tourist destination. There should be affordable housing for residents at all levels from small apartments to large single-family homes. There is ample, diverse and flexible child care opportunities to meet different schedules and needs.*

*There should be economic balance in the community. This includes a balance between community spaces and commercial spaces. The development of commercial nodes and “opportunity sites” should be prioritized along with efforts to attract retail opportunities for household items, sundries and daily necessities for our residents. We want a strong commercial corridor and we are open to light industrial development and the job sustainability it brings.*

*We should work to change the use of downtown spaces to focus on experiences for our residents and to further the creation of a vibrant downtown. The focus should always be on **quality** development with a strong commercial core and plenty of entertainment opportunities. Medical offices should not be around the Sunken Gardens. When possible, development should focus on family opportunities/activities and shopping.*

*There should be a focus on sustainable outdoor recreational opportunities including parks, trails and other recreational options for member of the community to engage in outdoor socializing. This will ensure the preservation of our environment, trees and opens spaces. We should continue to provide opportunities for youth to take part in social activities. We want our neighborhoods*



*to be walkable and provide appropriate open spaces and parks. We want to have safe, fun events that all residents can enjoy.*

*Staff should focus on fiscal sustainability. Efficient and effective City services are a must. Friendly and helpful City service is important.*

The input received from the brainstorming activities were then developed into twelve True North Statements.

### Mission Statement

Oxford Dictionary defines a Mission Statement as “a formal summary of the aims and values of a company, organization or individual.” Different than the True North Statements that were focused on the community of Atascadero, the mission statement is a statement of purpose for the organization and employees of the City of Atascadero. After the True North brainstorming activity, participants were asked:

- What is the mission of the City of Atascadero organization? What is the organizational purpose and what do we want employees to be doing both in their operational duties and to move the community closer to True North.

Based on input received from participants, a new mission statement was developed around the concepts of service, community, and quality of life.

### Strategic Priorities

The strategic priorities set forth the areas where the City will focus its strategic efforts in the coming two-year time frame. Based on the strategic priorities identified and the related key focus areas, staff will develop an action plan intended to drive forward progress in these areas in the two-year planning horizon. The action plan, which will later be adopted by the City Council, then informs the 2023-2025 budget and City workplan.

Three current strategic priorities were carried forward from the 2021-2023 Strategic Plan and were reshaped with revised key areas of focus.

- Economic and Community Vibrancy
- Fiscal and Infrastructure Efficiency & Sustainability
- Ensuring Public Safety and Providing Exceptional City Services



## True North Statements

- Atascadero maintains its true sense of community
- Atascadero preserves its small town feel while it continues to grow
- Atascadero continues to be a safe, family-friendly place to be
- Atascadero developments are high quality endeavors that are attractive and create a sense of place.
- Atascadero's downtown is vibrant with shopping, dining and things to do for the entire family
- Atascadero provides a balance of rural, traditional, and more urban neighborhoods – something for everyone
- Atascadero has friendly, effective, fiscally responsible municipal services and infrastructure
- Atascadero has an abundance of open space, trees, creeks, parks & recreational activities
- Atascadero is a place where residents have the opportunity and ability to work
- Atascadero is resident-centric, not tourist oriented
- Atascadero is a place where everyone can live, work, learn, spend and play
- Atascadero is welcoming to all



# Mission Statement for the City of Atascadero

Working together to **SERVE**,  
build **COMMUNITY**  
and enhance **QUALITY OF LIFE**



# Strategic Priorities

## **Economic and Community Vibrancy**

Key Focus Areas:

- Downtown Vitality
- Activation of Underutilized Sites and Nodes
- Business Support and Jobs/Housing Balance
- Neighborhood Compatibility and Wellness

## **Fiscal and Infrastructure Efficiency & Sustainability**

Key Focus Areas:

- Asset Management/Replacement/Modernization
- Financial Strategies
- Transparency and Accountability

## **Ensuring Public Safety and Providing Exceptional City Services**

Key Focus Areas:

- Staff
- Unhoused Population
- Flourishing Community

