ADSCADERO

CITY OF ATASCADERO CITY COUNCIL AGENDA

HYBRID MEETING INFORMATION:

The City Council meeting <u>will be available via teleconference</u> 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.

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. 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 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.

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. 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

AGENDA

Tuesday, March 28, 2023

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

City Council Closed Session:

5:00 P.M.

City Council Regular Session:

6:00 P.M.

CITY COUNCIL CLOSED SESSION: 5:00 P.M.

1. CLOSED SESSION -- PUBLIC COMMENT

2. COUNCIL LEAVES CHAMBERS TO BEGIN CLOSED SESSION

3. CLOSED SESSION -- CALL TO ORDER

- **a. Conference regarding Public Employment** (Govt. Code Sec. 54957) Title: City Manager
- b. Conference with Labor Negotiators (Govt. Code Sec. 54957.6)
 Agency designated representatives: Rachelle Rickard, City Manager Employee Organizations: Atascadero Professional Firefighters, Local 3600; Atascadero Police Association; Service Employees International Union, Local 620; Mid-Management/Professional Employees; Non-Represented Professional and Management Workers and Confidential Employees
- 4. CLOSED SESSION ADJOURNMENT
- 5. COUNCIL RETURNS TO CHAMBERS
- 6. CLOSED SESSION REPORT

REGULAR SESSION - CALL TO ORDER: 6:00 P.M.

PLEDGE OF ALLEGIANCE: Council Member Bourbeau

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. Fire Department Commendation for Members of the Atascadero Pickleball Club
- 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. <u>City Council Draft Action Minutes March 14, 2023 Emergency and Regular Meetings</u>
 - Recommendation: Council approve the March 14, 2023 Draft City Council Emergency and Regular Meeting Minutes. [City Clerk]
 - 2. February 2023 Accounts Payable and Payroll
 - Fiscal Impact: \$2,063,480.54.
 - Recommendation: Council approve certified City accounts payable, payroll and payroll vendor checks for February 2023. [Administrative Services]
 - 3. <u>Via Avenue Over Atascadero Creek Bridge Replacement Project</u>
 Construction Phase Award
 - <u>Fiscal Impact</u>: \$3,310,568 in Highway Bridge Replacement and Rehabilitation Program grant funds and \$428,919 in Local Transportation Funds.
 - Recommendation: Council:
 - 1. Award a construction contract for \$3,146,629 to Souza Construction for the Via Avenue Bridge Replacement Project (City Project No. C2015B01, Federal Project No. BRLS-5423[032]);
 - 2. Approve a professional services contract for \$517,858 with Filippin Engineering, Inc. to provide construction engineering and inspection services for the Via Avenue Bridge Replacement Project; and
 - 3. Approve a professional services contract amendment for \$75,000 with Consor Engineers (previously Quincy Engineering) to provide construction design support services for the Via Avenue Bridge Replacement Project; and

4. Authorize the Director of Administrative Services to appropriate an additional \$186,960 of Local Transportation Funds for the Via Avenue Bridge Replacement Project. [Public Works]

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.)

B. PUBLIC HEARINGS:

1. Appeal Vesting Tentative Tract Map for 10850 El Camino Real

- Fiscal Impact: None.
- Recommendation: Council:
 - 1. Adopt Draft Resolution A, affirming the Planning Commission's approval of a Vesting Tentative Tract Map (TR 3187) for a 32-lot subdivision with 43 airspace condominiums on Lot 31, located at APN 054-351-008, subject to findings and conditions of approval.

OR

2. Adopt Draft Resolution B, reversing the Planning Commission's action and denying a Vesting Tentative Tract Map (TR 3187) for a 32-lot subdivision with 43 airspace condominiums on Lot 31, located at APN 054-351-008, subject to findings. [Community Development]

2. 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
- 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]

C. MANAGEMENT REPORTS:

1. Proposed Sewer Service Rate Increase

- <u>Fiscal Impact</u>: \$5,000 in Proposition 218 expenses; \$750,000 in revenue from additional sewer service charges if approved.
- Recommendation: Council:
 - 1. Direct staff to administer the Proposition 218 majority protest process and send out notice of the proposed increases to all property owners connected to the municipal sanitary sewer system; and
 - 2. Set a Public Hearing on May 23, 2023 for Council's consideration of the proposed wastewater rate increases. [Public Works]
- **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

ITEM NUMBER: DATE:

A-1 03/28/23



CITY OF ATASCADERO CITY COUNCIL

DRAFT MINUTES

Tuesday, March 14, 2023

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

VIRTUAL MEETING ONLY

City Council Regular Session: 6:00 P.M.

REGULAR SESSION - CALL TO ORDER: 6:00 P.M.

Mayor Moreno called the meeting to order at 6:07 p.m. and Mayor Pro Tem Funk led the Pledge of Allegiance.

ROLL CALL:

Present: BY TELECONFERENCE - Council Members Bourbeau, Dariz, Mayor

Pro Tem Funk, and Mayor Moreno

Absent: Council Member Newsom

Others Present: BY TELECONFERENCE - Treasurer Sibbach

Staff Present: BY TELECONFERENCE - 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, Commander Bob Molle, City Attorney Brian Pierik, Deputy City Manager/City Clerk Lara Christensen, System Administrator David Anastasia, Senior Planner

Kelly Gleason.

APPROVAL OF AGENDA:

MOTION: By Mayor Pro Tem Funk and seconded by Council Member Bourbeau 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 4:0 by a roll-call vote. Newsom absent.

PRESENTATIONS:

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

James Worthley, SLOCOG, provided an overview of the Regional Transportation Plan to the City Council and answered questions from the Council.

A. CONSENT CALENDAR:

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. <u>Termination of Local Emergency Related to the COVID-19 Pandemic</u>

- 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.
- <u>Recommendation</u>: Council receive and file the City Treasurer's report for quarter ending December 31, 2022. [City Treasurer]

5. <u>Status Update of the Temporary Contracts for Nighttime Police/Fire Dispatch Services</u>

- 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]

Deputy City Manager/City Clerk Christensen removed Item #A-4 for separate discussion and vote and deleted Item #A-6 as this was presented at the Emergency Meeting immediately preceding the Regular Meeting.

MOTION: By Council Member Bourbeau and seconded by Mayor Pro Tem Funk to approve Consent Calendar Items #A-1, #A-2, #A-3 and #A-5. (#A-2: Resolution No. 2023-008)

Motion passed 4:0 by a roll-call vote. Newsom absent.

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]

Public Works Director DeBar briefed the Council on the item and noted the City Attorney recommended a revision to the Draft Resolution.

MOTION: By Council Member Dariz and seconded by Mayor Pro Tem Funk to adopt revised Resolution No. 2023-009 summarily vacating an unconstructed portion of right-of-way on Conejo Road (also known as Madera Place), based on findings consistent with the State of California Streets and Highways Code and the City's General Plan as follows:

- Amend title to add (also known as Madera Place) following the words Conejo Road
- Amend the first Whereas statement to add (also known as Madera Place) following the words Conejo Road
- Amend Section 5 to correct reference within the Section from Section 5 to Section 4.

Motion passed 4:0 by a roll-call vote. Newsom absent.

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 the storm.

COMMUNITY FORUM:

The following persons spoke by telephone or through the webinar: Josh Cross

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]

Senior Planner Kelly Gleason gave the report and answered questions from the Council. Community Development Director Dunsmore also answered questions from the Council.

Mayor Moreno recessed the meeting at 8:18 p.m.

Mayor Moreno reconvened the meeting at 8:30 p.m. will all present.

Scott Martin, RRM, gave a short presentation on behalf of the applicant team and answered questions from the Council.

PUBLIC COMMENT:

The following citizens spoke on this item: Zack, JuLee Rocha, Dave Watson, CB, Steve Smid, Rick Franco, Pedro Ramirez, Josh Cross, Matt Macias, ??, Geoff Auslen, Ken Triguero, and Joe Burnett.

Mayor Moreno left the public comment period open and noted, on recommendation by the City Attorney, the hearing was being continued to March 28, 2023.

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]

Public Works Director DeBar gave the report and answered questions from the Council.

PUBLIC COMMENT:

The following citizens spoke on this item: None

Mayor Moreno closed the Public Comment period.

MOTION: By Council Member Bourbeau and seconded by Mayor Pro Tem Funk to 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.

Motion passed 4:0 by a roll-call vote. Newsom absent.

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]

Administrative Services Director Rangel gave the report and answered questions from the Council.

PUBLIC COMMENT:

The following citizens spoke on this item: None

Mayor Moreno closed the Public Comment period.

MOTION: By Council Member Bourbeau and seconded by Mayor Pro Tem Funk to approve the Measure D-20 Annual Report.

Motion passed 4:0 by a roll-call vote. Newsom absent.

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

- <u>Fiscal Impact</u>: \$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
 - 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]

Fire Chief Bryson gave the report and answered questions from the Council.

PUBLIC COMMENT:

The following citizens spoke on this item: None

Mayor Moreno closed the Public Comment period.

MOTION: By Council Member Bourbeau and seconded by Mayor Pro Tem Funk to:

- 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.

Motion passed 4:0 by a roll-call vote. Newsom absent.

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]

Commander Bob Molle gave the report and answered questions from the Council.

PUBLIC COMMENT:

The following citizens spoke on this item: Geoff Auslen

Mayor Moreno closed the Public Comment period.

MOTION: By Mayor Pro Tem Funk and seconded by Council Member Dariz to 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.

Motion passed 4:0 by a roll-call vote. Newsom absent.

4. 2023 Strategic Planning Statements and Strategic Priorities

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

City Manager Rickard gave the report and answered questions from the Council.

PUBLIC COMMENT:

The following citizens spoke on this item: None

Mayor Moreno closed the Public Comment period.

MOTION: By Mayor Moreno and seconded by Mayor Pro Tem Funk to adopt the 2023 Strategic Planning Statements and Strategic Priorities.

Motion passed 4:0 by a roll-call vote. Newsom absent.

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 Regional Transit Authority (RTA)

Mayor Pro Tem Funk

1. Homeless Services Oversight Council

Council Member Dariz

- 1. Community Action Partnership of San Luis Obispo (CAPSLO)
- E. INDIVIDUAL DETERMINATION AND / OR ACTION: None
- F. ADJOURNMENT

Mayor Moreno adjourned the meeting at 10:31 p.m.

MINUTES PREPARED BY:

Lara K. Christensen City Clerk

APPROVED:

ITEM NUMBER: A-1
DATE: 03/28/23
ATTACHMENT: 1

VIRTUAL EMERGENCY MEETING

Atascadero City Council

Tuesday, March 14, 2023 6:00 P.M.

VIRTUAL MEETING ONLY

DRAFT MINUTES

Mayor Moreno called the meeting to order at 6:00 p.m.

ROLL CALL:

Present: By Teleconference – Council Members Bourbeau, Dariz, Mayor Pro

Tem Funk, and Mayor Moreno

Absent: Council Member Newsom

Also Present: **By Teleconference** – Treasurer Sibbach

Staff Present: BY TELECONFERENCE - 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, Commander Bob Molle, City Attorney Brian Pierik, Deputy City Manager/City Clerk Lara Christensen, System Administrator David

Anastasia, Senior Planner Kelly Gleason.

DISCUSSION:

1. AB 361 Requirements for Virtual Meetings

 Recommendation: Council adopt Draft Resolution, making findings consistent with AB 361 to allow for the conduct of virtual meetings. [City Manager]

ITEM NUMBER: A-1
DATE: 03/28/23
ATTACHMENT: 1

Deputy City Manager Christensen gave the report and answered questions from the Council.

PUBLIC COMMENT:

The following persons spoke on this item: None

Mayor Moreno closed the Public Comment period.

MOTION: By Council Member Bourbeau and seconded by Mayor Pro Tem Funk to adopt Resolution No. 2023-006, making findings consistent with AB 361 to allow for the conduct of virtual meetings.

Motion passed 4:0 by a roll-call vote. Newsom absent.

2. 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. [City Manager]

Deputy City Manager Christensen gave the report and answered questions from the Council.

PUBLIC COMMENT:

The following persons spoke on this item: None

Mayor Moreno closed the Public Comment period.

MOTION: By Council Member Bourbeau and seconded by Mayor Pro Tem Funk to adopt Resolution No. 2023-007 ratifying the Director of Emergency Services' proclamation of the existence of a local emergency. *Motion passed 4:0 by a roll-call vote. Newsom absent.*

ADJOURNMENT:

Mayor Moreno adjourned the meeting at 6:07 p.m. to the Regular Session scheduled for Tuesday, March 14, 2023 at 6:00 p.m.

MINUTES PREPARED BY: Lara K. Christensen Deputy City Manager/City Clerk

APPROVED:



Atascadero City Council

Staff Report - Administrative Services Department

February 2023 Accounts Payable and Payroll

RECOMMENDATION:

Council approve certified City accounts payable, payroll and payroll vendor checks for February 2023.

DISCUSSION:

Attached for City Council review and approval are the following:

| | | TOTAL AMOUNT | \$ 2,786,228.20 |
|---------|----------------------------------|--|--------------------|
| | <u>s Payable</u> 1/23-2/28/23 | Checks # 173547 - 173803 & EFTs 4662-4688 | 2,063,480.54 |
| | | Direct Deposits | 344,816.43 |
| Dated | 2/16/23 | Checks # 35683-35698 | 13,718.30 |
| | | Direct Deposits | 351,674.89 |
| Dated | 2/2/23 | Checks # 35668-35682 | \$ 12,538.04 |
| Payroll | | | |

FISCAL IMPACT:

Total expenditures for all funds is

\$ 2,786,228.20

CERTIFICATION:

The undersigned certifies that the attached demands have been released for payment and that funds are available for these demands.

Jeri Rangel

Director of Administrative Services

ATTACHMENT:

February 2023 Eden Warrant Register in the amount of

\$ 2,063,480.54

For the Month of February 2023

ITEM NUMBER: DATE:

| Check Number | Check Date | Vendor | Description | Amount |
|-----------------|---------------|--|------------------------|------------|
| 4662 | 02/02/2023 | ANTHEM BLUE CROSS HSA | Payroll Vendor Payment | 11,745.16 |
| 173547 | 02/02/2023 | MEDINA LIGHT SHOW DESIGNS | Accounts Payable Check | 1,200.00 |
| 173548 | 02/02/2023 | WEX BANK - 76 UNIVERSL | Accounts Payable Check | 15,470.90 |
| 173549 | 02/02/2023 | WEX BANK - WEX FLEET UNIVERSAL | Accounts Payable Check | 9,481.06 |
| 4663 | 02/03/2023 | STATE DISBURSEMENT UNIT | Payroll Vendor Payment | 69.92 |
| 173550 | 02/03/2023 | ATASCADERO MID MGRS ORG UNION | Payroll Vendor Payment | 40.00 |
| 173551 | 02/03/2023 | ATASCADERO POLICE OFFICERS | Payroll Vendor Payment | 2,141.50 |
| 173552 | 02/03/2023 | ATASCADERO PROF. FIREFIGHTERS | Payroll Vendor Payment | 1,151.80 |
| 173553 | 02/03/2023 | CA FIREFIGHTERS BENEFIT TRUST | Payroll Vendor Payment | 1,800.00 |
| 173554 | 02/03/2023 | MASS MUTUAL WORKPLACE SOLUTION | Payroll Vendor Payment | 7,687.67 |
| 173555 | 02/03/2023 | MISSIONSQUARE | Payroll Vendor Payment | 7,574.68 |
| 173556 | 02/03/2023 | MISSIONSQUARE RETIREMENT | Payroll Vendor Payment | 125.00 |
| 173557 | 02/03/2023 | NATIONWIDE RETIREMENT SOLUTION | Payroll Vendor Payment | 631.51 |
| 173558 | 02/03/2023 | NAVIA BENEFIT SOLUTIONS | Payroll Vendor Payment | 1,338.86 |
| 173559 | 02/03/2023 | SEIU LOCAL 620 | Payroll Vendor Payment | 798.28 |
| 173561 | 02/06/2023 | ANTHEM BLUE CROSS HEALTH | Payroll Vendor Payment | 210,477.80 |
| 173562 | 02/06/2023 | BENEFIT COORDINATORS CORP | Payroll Vendor Payment | 9,083.60 |
| 173564 | 02/06/2023 | FIDELITY SECURITY LIFE INS CO | Payroll Vendor Payment | 1,797.68 |
| 173565 | 02/06/2023 | LINCOLN NATIONAL LIFE INS CO | Payroll Vendor Payment | 1,982.27 |
| 4664 | 02/07/2023 | RABOBANK, N.A. | Payroll Vendor Payment | 61,702.94 |
| 4665 | 02/07/2023 | EMPLOYMENT DEV DEPARTMENT | Payroll Vendor Payment | 18,532.29 |
| 4666 | 02/07/2023 | EMPLOYMENT DEV. DEPARTMENT | Payroll Vendor Payment | 2,457.98 |
| 4667 | 02/07/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 20,797.43 |
| 4668 | 02/07/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 33,214.08 |
| 4669 | 02/07/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 2,252.59 |
| 4670 | 02/07/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 2,767.68 |
| 4671 | 02/07/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 5,062.28 |
| 4672 | 02/07/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 8,830.62 |
| 4673 | 02/07/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 12,652.73 |
| 4674 | 02/07/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 19,593.99 |
| 173566 | 02/10/2023 | 2 MEXICANS, LLC | Accounts Payable Check | 6,252.25 |
| 173567 | 02/10/2023 | ACCESS PUBLISHING | Accounts Payable Check | 506.48 |
| 173568 | 02/10/2023 | ADAMSKI,MOROSKI,MADDEN, | Accounts Payable Check | 491.00 |
| 173569 | 02/10/2023 | ALLTECH SERVICES, INC. | Accounts Payable Check | 19,605.44 |
| 173570 | 02/10/2023 | ALTHOUSE & MEADE, INC. | Accounts Payable Check | 3,320.00 |
| 173571 | 02/10/2023 | AT&T | Accounts Payable Check | 346.43 |
| 173572 | 02/10/2023 | ATASCADERO HAY & FEED | Accounts Payable Check | 2,635.05 |
| 173574 | 02/10/2023 | ATASCADERO MUTUAL WATER CO. | Accounts Payable Check | 4,804.90 |
| 173575 | 02/10/2023 | AVILA TRAFFIC SAFETY | Accounts Payable Check | 3,602.29 |
| 173576 | 02/10/2023 | TERRIE BANISH | Accounts Payable Check | 50.00 |
| 173577 | 02/10/2023 | BASSETT'S CRICKET RANCH,INC. | Accounts Payable Check | 1,100.33 |
| 173578 | 02/10/2023 | BAUER COMPRESSORS | Accounts Payable Check | 65.68 |
| 173579 | 02/10/2023 | BELLA VISTA INVESTIGATIVE SERV | Accounts Payable Check | 2,095.00 |

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ITEM NUMBER: DATE:

| Check Number | Check Date | Vendor | Description | Amount |
|-----------------|---------------|---------------------------------|------------------------|-----------|
| 173580 | 02/10/2023 | BELL'S PLUMBING REPAIR, INC. | Accounts Payable Check | 140.00 |
| 173581 | 02/10/2023 | KEITH R. BERGHER | Accounts Payable Check | 292.50 |
| 173582 | 02/10/2023 | BERRY MAN, INC. | Accounts Payable Check | 2,030.40 |
| 173583 | 02/10/2023 | COOPER BONECK | Accounts Payable Check | 328.54 |
| 173584 | 02/10/2023 | BRANCH SMITH PROPERTIES | Accounts Payable Check | 374.00 |
| 173585 | 02/10/2023 | BREZDEN PEST CONTROL, INC. | Accounts Payable Check | 318.00 |
| 173586 | 02/10/2023 | BURKE, WILLIAMS, & SORENSON LLP | Accounts Payable Check | 11,962.53 |
| 173587 | 02/10/2023 | BURT INDUSTRIAL SUPPLY | Accounts Payable Check | 901.88 |
| 173588 | 02/10/2023 | CA DEPT OF FISH & WILDLIFE | Accounts Payable Check | 3,860.25 |
| 173589 | 02/10/2023 | CARBON HEALTH MED GROUP OF CA | Accounts Payable Check | 80.00 |
| 173590 | 02/10/2023 | SARAH B. CARDINALI | Accounts Payable Check | 18.00 |
| 173591 | 02/10/2023 | KRYSTAL CARLON | Accounts Payable Check | 149.00 |
| 173592 | 02/10/2023 | CARQUEST OF ATASCADERO | Accounts Payable Check | 617.07 |
| 173593 | 02/10/2023 | CHARTER COMMUNICATIONS | Accounts Payable Check | 6,344.76 |
| 173594 | 02/10/2023 | CLASSIC COACH WERKS | Accounts Payable Check | 1,267.07 |
| 173595 | 02/10/2023 | CLEVER CONCEPTS, INC. | Accounts Payable Check | 117.95 |
| 173596 | 02/10/2023 | AUDREY S. COHEN | Accounts Payable Check | 64.00 |
| 173597 | 02/10/2023 | CORDICO | Accounts Payable Check | 5,936.71 |
| 173598 | 02/10/2023 | CRISP IMAGING | Accounts Payable Check | 98.80 |
| 173599 | 02/10/2023 | CRYSTAL CREAMERY, INC. | Accounts Payable Check | 921.80 |
| 173600 | 02/10/2023 | CUESTA POLYGRAPH & INVEST. LLC | Accounts Payable Check | 5,050.00 |
| 173601 | 02/10/2023 | CULLIGAN SANTA MARIA | Accounts Payable Check | 178.77 |
| 173602 | 02/10/2023 | CULLIGAN/CENTRAL COAST WTR TRT | Accounts Payable Check | 70.00 |
| 173603 | 02/10/2023 | DAN BIDDLE PEST CONTROL SERVIC | Accounts Payable Check | 135.00 |
| 173604 | 02/10/2023 | SHARON J. DAVIS | Accounts Payable Check | 273.00 |
| 173605 | 02/10/2023 | NICHOLAS DEBAR | Accounts Payable Check | 300.00 |
| 173606 | 02/10/2023 | HYRUM C. DEL CASTILLO | Accounts Payable Check | 288.00 |
| 173607 | 02/10/2023 | DELTA LIQUID ENERGY | Accounts Payable Check | 543.59 |
| 173608 | 02/10/2023 | DEPARTMENT OF JUSTICE | Accounts Payable Check | 1,124.00 |
| 173609 | 02/10/2023 | DEPARTMENT OF JUSTICE | Accounts Payable Check | 52.00 |
| 173610 | 02/10/2023 | DESTINATION TRAVEL NETWORK | Accounts Payable Check | 100.00 |
| 173611 | 02/10/2023 | DOOMSDAY SKATE, LLC | Accounts Payable Check | 249.00 |
| 173612 | 02/10/2023 | ZETA DUBARRY | Accounts Payable Check | 12.50 |
| 173613 | 02/10/2023 | PHILIP DUNSMORE | Accounts Payable Check | 300.00 |
| 173614 | 02/10/2023 | EL CAMINO VETERINARY HOSP | Accounts Payable Check | 1,223.09 |
| 173615 | 02/10/2023 | STEVEN J. ERNST | Accounts Payable Check | 119.00 |
| 173616 | 02/10/2023 | ETHAN J. FANNING | Accounts Payable Check | 128.00 |
| 173617 | 02/10/2023 | FGL ENVIRONMENTAL | Accounts Payable Check | 93.00 |
| 173618 | 02/10/2023 | FILIPPIN ENGINEERING, INC. | Accounts Payable Check | 3,857.91 |
| 173619 | 02/10/2023 | TIMOTHY K. FOSTER | Accounts Payable Check | 208.00 |
| 173620 | 02/10/2023 | ANNE E. GALLAGHER | Accounts Payable Check | 112.50 |
| 173621 | 02/10/2023 | GARRY BRILL PRODUCTIONS | Accounts Payable Check | 150.00 |
| 173622 | 02/10/2023 | GAS COMPANY | Accounts Payable Check | 13.81 |

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| Check Number | Check Date | Vendor | Description | Amount |
|-----------------|---------------|--------------------------------|------------------------|------------|
| 173623 | 02/10/2023 | KELLIE K. HART | Accounts Payable Check | 210.00 |
| 173624 | 02/10/2023 | HERC RENTALS, INC. | Accounts Payable Check | 378.56 |
| 173625 | 02/10/2023 | HIGH COUNTRY OUTDOOR, INC. | Accounts Payable Check | 450.00 |
| 173626 | 02/10/2023 | INFORMATION TECHNOLOGY | Accounts Payable Check | 1,632.52 |
| 173627 | 02/10/2023 | JK'S UNLIMITED, INC. | Accounts Payable Check | 331.75 |
| 173628 | 02/10/2023 | JOE A. GONSALVES & SON | Accounts Payable Check | 3,000.00 |
| 173629 | 02/10/2023 | JOEL SWITZER DIESEL REPAIR,INC | Accounts Payable Check | 760.80 |
| 173630 | 02/10/2023 | KNECHT'S PLUMBING & HEATING | Accounts Payable Check | 1,940.83 |
| 173631 | 02/10/2023 | LAYNE LABORATORIES, INC. | Accounts Payable Check | 3,425.09 |
| 173632 | 02/10/2023 | LIN LI | Accounts Payable Check | 342.00 |
| 173633 | 02/10/2023 | LIGHTHOUSE COFFEE | Accounts Payable Check | 215.33 |
| 173634 | 02/10/2023 | LINDE GAS & EQUIPMENT INC. | Accounts Payable Check | 67.20 |
| 173635 | 02/10/2023 | MATTHEW MADRIGAL | Accounts Payable Check | 1,820.00 |
| 173636 | 02/10/2023 | MARK43, INC. | Accounts Payable Check | 106,155.20 |
| 173637 | 02/10/2023 | MARK'S TIRE SERVICE | Accounts Payable Check | 689.04 |
| 173638 | 02/10/2023 | MICHAEL K. NUNLEY & ASSC, INC. | Accounts Payable Check | 37,891.01 |
| 173639 | 02/10/2023 | MID-COAST MOWER & SAW, INC. | Accounts Payable Check | 2,835.03 |
| 173640 | 02/10/2023 | MINER'S ACE HARDWARE | Accounts Payable Check | 956.87 |
| 173641 | 02/10/2023 | MATTHEW J. MIRANDA | Accounts Payable Check | 206.00 |
| 173642 | 02/10/2023 | MISSION UNIFORM SERVICE | Accounts Payable Check | 241.46 |
| 173643 | 02/10/2023 | MOBILE SMALL ENGINE REPAIR | Accounts Payable Check | 400.00 |
| 173644 | 02/10/2023 | PAUL MURPHY | Accounts Payable Check | 18.75 |
| 173645 | 02/10/2023 | MV TRANSPORTATION, INC. | Accounts Payable Check | 12,514.01 |
| 173646 | 02/10/2023 | KYLE NAKAZAWA | Accounts Payable Check | 153.00 |
| 173647 | 02/10/2023 | ODP BUSINESS SOLUTIONS, LLC | Accounts Payable Check | 1,524.11 |
| 173650 | 02/10/2023 | PACIFIC GAS AND ELECTRIC | Accounts Payable Check | 71,518.56 |
| 173651 | 02/10/2023 | PASO ROBLES FORD LINCOLN MERC | Accounts Payable Check | 1,116.57 |
| 173652 | 02/10/2023 | PASO ROBLES SAFE & LOCK, INC. | Accounts Payable Check | 303.32 |
| 173653 | 02/10/2023 | PEAKWIFI, LLC | Accounts Payable Check | 1,300.00 |
| 173654 | 02/10/2023 | PERRY'S PARCEL & GIFT | Accounts Payable Check | 125.00 |
| 173655 | 02/10/2023 | PETERSON U-CART | Accounts Payable Check | 150.09 |
| 173656 | 02/10/2023 | PORTER CONSTRUCTION, INC. | Accounts Payable Check | 43,342.05 |
| 173657 | 02/10/2023 | PROCARE JANITORIAL SUPPLY,INC. | Accounts Payable Check | 515.40 |
| 173658 | 02/10/2023 | MCKENZIE R. PULLEN | Accounts Payable Check | 64.00 |
| 173659 | 02/10/2023 | RAINSCAPE, A LANDSCAPE SVC CO. | Accounts Payable Check | 6,892.00 |
| 173660 | 02/10/2023 | JERI RANGEL | Accounts Payable Check | 300.00 |
| 173661 | 02/10/2023 | READYREFRESH BY NESTLE | Accounts Payable Check | 39.56 |
| 173662 | 02/10/2023 | RECOGNITION WORKS | Accounts Payable Check | 189.23 |
| 173663 | 02/10/2023 | RACHELLE RICKARD | Accounts Payable Check | 300.00 |
| 173664 | 02/10/2023 | BRIAN S. RICKS | Accounts Payable Check | 180.00 |
| 173665 | 02/10/2023 | THE SHERWIN-WILLIAMS COMPANY | Accounts Payable Check | 145.78 |
| 173666 | 02/10/2023 | SITEONE LANDSCAPE SUPPLY, LLC | Accounts Payable Check | 419.78 |
| 173667 | 02/10/2023 | OWEN T. SMITH | Accounts Payable Check | 96.00 |

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| Check Number | Check Date | Vendor | Description | Amount |
|-----------------|---------------|--|------------------------|------------|
| 173668 | 02/10/2023 | SP MAINTENANCE SERVICES, INC. | Accounts Payable Check | 600.00 |
| 173669 | 02/10/2023 | SPEAKWRITE, LLC. | Accounts Payable Check | 1,553.16 |
| 173670 | 02/10/2023 | STAPLES CREDIT PLAN | Accounts Payable Check | 180.51 |
| 173671 | 02/10/2023 | STATE WATER RES CONTROL BOARD | Accounts Payable Check | 2,297.00 |
| 173672 | 02/10/2023 | DANE J. STOVER | Accounts Payable Check | 80.00 |
| 173673 | 02/10/2023 | SUNLIGHT JANITORIAL, INC. | Accounts Payable Check | 1,650.00 |
| 173674 | 02/10/2023 | TARGET SOLUTIONS LEARNING, LLC | Accounts Payable Check | 15.56 |
| 173675 | 02/10/2023 | MADELINE M. TAYLOR | Accounts Payable Check | 137.70 |
| 173676 | 02/10/2023 | TERRA VERDE ENVIRONMENTAL CONS | Accounts Payable Check | 308.75 |
| 173677 | 02/10/2023 | THOMSON REUTERS - WEST | Accounts Payable Check | 180.35 |
| 173678 | 02/10/2023 | KARL O. TOERGE | Accounts Payable Check | 393.00 |
| 173679 | 02/10/2023 | SKYLER E. TUCKER | Accounts Payable Check | 144.00 |
| 173680 | 02/10/2023 | U.S. POSTAL SERVICE | Accounts Payable Check | 3,000.00 |
| 173681 | 02/10/2023 | DAVID VAN SON | Accounts Payable Check | 77.00 |
| 173682 | 02/10/2023 | VERIZON WIRELESS | Accounts Payable Check | 2,041.38 |
| 173683 | 02/10/2023 | VITAL RECORDS CONTROL | Accounts Payable Check | 184.09 |
| 173684 | 02/10/2023 | KAREN B. WYKE | Accounts Payable Check | 939.60 |
| 173685 | 02/10/2023 | ZOOM IMAGING SOLUTIONS, INC. | Accounts Payable Check | 1,813.90 |
| 4675 | 02/16/2023 | ANTHEM BLUE CROSS HSA | Payroll Vendor Payment | 12,845.16 |
| 173686 | 02/16/2023 | ATASCADERO MID MGRS ORG UNION | Payroll Vendor Payment | 40.00 |
| 173687 | 02/16/2023 | ATASCADERO POLICE OFFICERS | Payroll Vendor Payment | 2,141.50 |
| 173688 | 02/16/2023 | ATASCADERO PROF. FIREFIGHTERS | Payroll Vendor Payment | 1,151.80 |
| 173689 | 02/16/2023 | CA FIREFIGHTERS BENEFIT TRUST | Payroll Vendor Payment | 1,800.00 |
| 173690 | 02/16/2023 | EMPLOYMENT DEV. DEPARTMENT | Payroll Vendor Payment | 9,248.00 |
| 173691 | 02/16/2023 | EMPOWER RETIREMENT, LLC | Payroll Vendor Payment | 7,688.21 |
| 173692 | 02/16/2023 | MISSIONSQUARE | Payroll Vendor Payment | 7,694.95 |
| 173693 | 02/16/2023 | NATIONWIDE RETIREMENT SOLUTION | Payroll Vendor Payment | 637.64 |
| 173694 | 02/16/2023 | NAVIA BENEFIT SOLUTIONS | Payroll Vendor Payment | 1,338.86 |
| 173695 | 02/16/2023 | SEIU LOCAL 620 | Payroll Vendor Payment | 875.89 |
| 4676 | 02/17/2023 | STATE DISBURSEMENT UNIT | Payroll Vendor Payment | 69.92 |
| 4677 | 02/17/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 20,797.43 |
| 4678 | 02/17/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 35,003.42 |
| 4679 | 02/17/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 2,542.67 |
| 4680 | 02/17/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 2,333.00 |
| 4681 | 02/17/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 5,062.28 |
| 4682 | 02/17/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 8,953.30 |
| 4683 | 02/17/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 12,749.48 |
| 4684 | 02/17/2023 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 20,127.47 |
| 4685 | 02/21/2023 | RABOBANK, N.A. | Payroll Vendor Payment | 59,707.50 |
| 4686 | 02/21/2023 | EMPLOYMENT DEV DEPARTMENT | Payroll Vendor Payment | 18,136.65 |
| 4687 | 02/21/2023 | EMPLOYMENT DEV. DEPARTMENT | Payroll Vendor Payment | 2,449.98 |
| 4688 | 02/21/2023 | BANK OF NEW YORK MELLON | Accounts Payable Check | 185,442.31 |
| 173696 | 02/24/2023 | 13 STARS MEDIA | Accounts Payable Check | 527.10 |

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| Check Number | Check Date | Vendor | Description | Amount |
|-----------------|---------------|--------------------------------|------------------------|----------|
| 173697 | 02/24/2023 | A & F SOUVENIR | Accounts Payable Check | 1,225.50 |
| 173698 | 02/24/2023 | A.P.S. AUTOMOTIVE | Accounts Payable Check | 382.98 |
| 173699 | 02/24/2023 | ACCESS TOOLKIT | Accounts Payable Check | 7,500.00 |
| 173700 | 02/24/2023 | ACTIVE NETWORK, LLC | Accounts Payable Check | 149.53 |
| 173701 | 02/24/2023 | ADAMSKI,MOROSKI,MADDEN, | Accounts Payable Check | 407.00 |
| 173702 | 02/24/2023 | AGP VIDEO, INC. | Accounts Payable Check | 2,915.00 |
| 173703 | 02/24/2023 | AIR-RITE HEATING & COOLING | Accounts Payable Check | 3,175.03 |
| 173704 | 02/24/2023 | ALLIANT INSURANCE SERVICES INC | Accounts Payable Check | 450.00 |
| 173705 | 02/24/2023 | AMERICAN WEST TIRE & AUTO INC | Accounts Payable Check | 230.60 |
| 173706 | 02/24/2023 | TODD P. ANDREW | Accounts Payable Check | 500.00 |
| 173707 | 02/24/2023 | ASSC. OF ZOOS & AQUARIUMS | Accounts Payable Check | 100.00 |
| 173709 | 02/24/2023 | AT&T | Accounts Payable Check | 875.94 |
| 173710 | 02/24/2023 | ATASCADERO GLASS, INC. | Accounts Payable Check | 1,882.00 |
| 173711 | 02/24/2023 | ATASCADERO HAY & FEED | Accounts Payable Check | 1,204.22 |
| 173712 | 02/24/2023 | TERRIE BANISH | Accounts Payable Check | 144.44 |
| 173713 | 02/24/2023 | BASSETT'S CRICKET RANCH,INC. | Accounts Payable Check | 448.22 |
| 173714 | 02/24/2023 | BERRY MAN, INC. | Accounts Payable Check | 676.20 |
| 173715 | 02/24/2023 | BOUND TREE MEDICAL, LLC | Accounts Payable Check | 516.57 |
| 173716 | 02/24/2023 | BRANCH SMITH PROPERTIES | Accounts Payable Check | 386.00 |
| 173717 | 02/24/2023 | BRENDLER JANITORIAL SERVICE | Accounts Payable Check | 755.00 |
| 173718 | 02/24/2023 | BREZDEN PEST CONTROL, INC. | Accounts Payable Check | 206.00 |
| 173719 | 02/24/2023 | CA DEPT OF TAX AND FEE ADMIN. | Accounts Payable Check | 623.53 |
| 173720 | 02/24/2023 | KRYSTAL CARLON | Accounts Payable Check | 93.00 |
| 173721 | 02/24/2023 | CENTRAL COAST BREWERS GUILD | Accounts Payable Check | 5,000.00 |
| 173722 | 02/24/2023 | CG VISUAL SOLUTIONS CORP. | Accounts Payable Check | 457.52 |
| 173723 | 02/24/2023 | CHARTER COMMUNICATIONS | Accounts Payable Check | 73.88 |
| 173724 | 02/24/2023 | CITY OF ATASCADERO | Accounts Payable Check | 4,430.79 |
| 173725 | 02/24/2023 | CITY OF GROVER BEACH | Accounts Payable Check | 1,031.94 |
| 173726 | 02/24/2023 | COASTAL COPY, INC. | Accounts Payable Check | 449.88 |
| 173727 | 02/24/2023 | CONSOR NORTH AMERICA, INC. | Accounts Payable Check | 5,919.47 |
| 173728 | 02/24/2023 | CRYSTAL SPRINGS WATER | Accounts Payable Check | 20.00 |
| 173729 | 02/24/2023 | JOE DEBRUIN, PH.D. | Accounts Payable Check | 360.00 |
| 173730 | 02/24/2023 | DEPARTMENT OF TRANSPORTATION | Accounts Payable Check | 5,076.12 |
| 173731 | 02/24/2023 | ENTENMANN-ROVIN CO. | Accounts Payable Check | 443.50 |
| 173732 | 02/24/2023 | ESCUELA DEL RIO | Accounts Payable Check | 660.00 |
| 173733 | 02/24/2023 | EXECUTIVE JANITORIAL | Accounts Payable Check | 750.00 |
| 173734 | 02/24/2023 | FILIPPIN ENGINEERING, INC. | Accounts Payable Check | 8,775.13 |
| 173735 | 02/24/2023 | FIRE CHIEFS ASSC OF SLO CO | Accounts Payable Check | 63.00 |
| 173736 | 02/24/2023 | GAS COMPANY | Accounts Payable Check | 7,694.22 |
| 173737 | 02/24/2023 | SCOTT GROOMER | Accounts Payable Check | 510.00 |
| 173738 | 02/24/2023 | HART IMPRESSIONS PRINTING | Accounts Payable Check | 779.67 |
| 173739 | 02/24/2023 | REBECCA HEREDIA | Accounts Payable Check | 108.64 |
| 173740 | 02/24/2023 | BRETT HILDEBRAND | Accounts Payable Check | 67.00 |

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ITEM NUMBER: DATE:

| Check Number | Check Date | Vendor | Description | Amount |
|-----------------|---------------|--------------------------------|------------------------|------------|
| 173741 | 02/24/2023 | JK'S UNLIMITED, INC. | Accounts Payable Check | 4,540.17 |
| 173742 | 02/24/2023 | JOE A. GONSALVES & SON | Accounts Payable Check | 3,000.00 |
| 173743 | 02/24/2023 | SUSAN JORDON | Accounts Payable Check | 71.14 |
| 173744 | 02/24/2023 | K & M INTERNATIONAL | Accounts Payable Check | 3,668.72 |
| 173745 | 02/24/2023 | KIRK CONSTRUCTION | Accounts Payable Check | 156,565.51 |
| 173746 | 02/24/2023 | KNECHT'S PLUMBING & HEATING | Accounts Payable Check | 4,326.56 |
| 173747 | 02/24/2023 | KNIGHT'S CARPETS & INTERIORS | Accounts Payable Check | 1,101.64 |
| 173748 | 02/24/2023 | KPRL 1230 AM | Accounts Payable Check | 320.00 |
| 173749 | 02/24/2023 | KW CONSTRUCTION | Accounts Payable Check | 16,964.12 |
| 173750 | 02/24/2023 | L.N. CURTIS & SONS | Accounts Payable Check | 13,618.33 |
| 173751 | 02/24/2023 | LEAGUE OF CALIFORNIA CITIES | Accounts Payable Check | 13,949.00 |
| 173752 | 02/24/2023 | LEAGUE OF CALIFORNIA CITIES | Accounts Payable Check | 300.00 |
| 173753 | 02/24/2023 | LEE WILSON ELECTRIC CO. INC | Accounts Payable Check | 360.00 |
| 173754 | 02/24/2023 | LIFE ASSIST, INC. | Accounts Payable Check | 631.12 |
| 173755 | 02/24/2023 | LINDE GAS & EQUIPMENT INC. | Accounts Payable Check | 67.20 |
| 173756 | 02/24/2023 | LOCOMOTIV PERFORMANCE COACHING | Accounts Payable Check | 10,000.00 |
| 173757 | 02/24/2023 | CRAIG MARTINEAU | Accounts Payable Check | 631.00 |
| 173758 | 02/24/2023 | MCCLATCHY SHARED SERVICES, LLC | Accounts Payable Check | 2,400.00 |
| 173759 | 02/24/2023 | WADE MCKINNEY | Accounts Payable Check | 486.51 |
| 173760 | 02/24/2023 | METROPOLITAN TRANSP COMM | Accounts Payable Check | 3,000.00 |
| 173761 | 02/24/2023 | MID-COAST MOWER & SAW, INC. | Accounts Payable Check | 1,815.28 |
| 173762 | 02/24/2023 | MINER'S ACE HARDWARE | Accounts Payable Check | 846.04 |
| 173763 | 02/24/2023 | MATTHEW J. MIRANDA | Accounts Payable Check | 179.00 |
| 173764 | 02/24/2023 | MISSION UNIFORM SERVICE | Accounts Payable Check | 165.76 |
| 173765 | 02/24/2023 | NIELSEN,MERKSAMER,PARRINELLO, | Accounts Payable Check | 142.00 |
| 173766 | 02/24/2023 | NORTH COAST ENGINEERING INC. | Accounts Payable Check | 660.00 |
| 173767 | 02/24/2023 | DANIELLE NUNES-HAKANSON | Accounts Payable Check | 340.96 |
| 173768 | 02/24/2023 | ODP BUSINESS SOLUTIONS, LLC | Accounts Payable Check | 155.30 |
| 173769 | 02/24/2023 | ANJANETTE ORDONEZ | Accounts Payable Check | 462.00 |
| 173770 | 02/24/2023 | PENGUIN RANDOM HOUSE, LLC | Accounts Payable Check | 68.91 |
| 173771 | 02/24/2023 | DEAN PERICIC | Accounts Payable Check | 179.00 |
| 173772 | 02/24/2023 | PETERSON U-CART | Accounts Payable Check | 285.73 |
| 173773 | 02/24/2023 | RAINSCAPE, A LANDSCAPE SVC CO. | Accounts Payable Check | 350.00 |
| 173774 | 02/24/2023 | RAMINHA CONSTRUCTION, INC. | Accounts Payable Check | 63,543.00 |
| 173775 | 02/24/2023 | READYREFRESH BY NESTLE | Accounts Payable Check | 358.77 |
| 173776 | 02/24/2023 | RECOGNITION WORKS | Accounts Payable Check | 4.62 |
| 173777 | 02/24/2023 | RICK ENGINEERING COMPANY | Accounts Payable Check | 16,284.20 |
| 173778 | 02/24/2023 | SAMUEL RODRIGUEZ | Accounts Payable Check | 350.00 |
| 173779 | 02/24/2023 | JOHN ROSSETTI | Accounts Payable Check | 123,280.33 |
| 173780 | 02/24/2023 | SANTA MARIA TIRE, INC. | Accounts Payable Check | 190.49 |
| 173781 | 02/24/2023 | SIGN HERE | Accounts Payable Check | 643.50 |
| 173782 | 02/24/2023 | STAPLES CREDIT PLAN | Accounts Payable Check | 240.82 |
| 173783 | 02/24/2023 | SUNLIGHT JANITORIAL, INC. | Accounts Payable Check | 3,200.00 |

For the Month of February 2023

ITEM NUMBER: DATE:

| Check Number | Check Date | Vendor | Description | Amount |
|-----------------|---------------|--------------------------------|------------------------|----------------|
| 173784 | 02/24/2023 | TELEWORX, LLC | Accounts Payable Check | 66,650.00 |
| 173785 | 02/24/2023 | TEMPLETON UNIFORMS, LLC | Accounts Payable Check | 571.43 |
| 173786 | 02/24/2023 | TERRA VERDE ENVIRONMENTAL CONS | Accounts Payable Check | 475.00 |
| 173787 | 02/24/2023 | AYLA TOMAC | Accounts Payable Check | 51.51 |
| 173792 | 02/24/2023 | U.S. BANK | Accounts Payable Check | 37,052.22 |
| 173793 | 02/24/2023 | U.S. POSTMASTER | Accounts Payable Check | 2,820.03 |
| 173794 | 02/24/2023 | ULTREX BUSINESS PRODUCTS | Accounts Payable Check | 74.59 |
| 173795 | 02/24/2023 | DAVID VAN SON | Accounts Payable Check | 614.00 |
| 173796 | 02/24/2023 | RENE VASQUEZ | Accounts Payable Check | 231.00 |
| 173797 | 02/24/2023 | VERDIN | Accounts Payable Check | 14,208.32 |
| 173798 | 02/24/2023 | VERIZON WIRELESS | Accounts Payable Check | 657.89 |
| 173799 | 02/24/2023 | VILLAGE ORIGINALS, INC. | Accounts Payable Check | 905.75 |
| 173800 | 02/24/2023 | VINO VICE, INC. | Accounts Payable Check | 387.00 |
| 173801 | 02/24/2023 | VISIT SLO CAL | Accounts Payable Check | 66,440.55 |
| 173802 | 02/24/2023 | WHITLOCK & WEINBERGER TRANS. | Accounts Payable Check | 1,200.00 |
| 173803 | 02/28/2023 | MULLAHEY CDJR | Accounts Payable Check | 46,019.00 |
| | | | - - | \$2,063,480.54 |



Atascadero City Council

Staff Report - Public Works Department

Via Avenue Over Atascadero Creek Bridge Replacement Project Construction Phase Award

RECOMMENDATIONS:

Council:

- 1. Award a construction contract for \$3,146,629 to Souza Construction for the Via Avenue Bridge Replacement Project (City Project No. C2015B02, Federal Project No. BRLS-5423[032]).
- Approve a professional services contract for \$517,858 with Filippin Engineering, Inc. to provide construction engineering and inspection services for the Via Avenue Bridge Replacement Project.
- 3. Approve a professional services contract amendment for \$75,000 with Consor Engineers (previously Quincy Engineering) to provide construction design support services for the Via Avenue Bridge Replacement Project.
- Authorize the Director of Administrative Services to appropriate an additional \$186,960 of Local Transportation Funds for the Via Avenue Bridge Replacement Project.

REPORT-IN-BRIEF:

The City was notified in November 2022 that Federal grant funding was appropriated for construction of the Via Avenue Bridge Replacement Project over Atascadero Creek (as well as the Santa Lucia Bridge Replacement Project over Graves Creek). Both these projects have been "shovel-ready" for the past several years, awaiting final Federal fund appropriations. The Via Avenue Bridge Replacement Project was publicly bid, with favorable bid proposals received. Souza Construction has been determined to be the lowest responsive bidder for the project. This report seeks approvals to move the Via Avenue Bridge Replacement Project into the construction phase for completion of the project.

DISCUSSION:

Background:

The existing Via Avenue Bridge over Atascadero Creek (Bridge # 49C-0164) is a steel truss bridge originally constructed in 1948. This bridge was identified in 2005 as needing replacement, and the Caltrans Bridge Inspection Records Information System (BIRIS) identified the Via Avenue Bridge as functionally obsolete and structurally deficient. Due to the age and condition of the bridge, load limits have been recommended and posted by Caltrans. This structurally deficient determination allowed for the availability of Federal funding for the replacement of the bridge. A Project Study Report was developed shortly thereafter, and an application for the Federal Highway Bridge Replacement and Rehabilitation Program (HBRRP) was prepared in 2014 for the bridge. The City was successful in obtaining HBRRP grant funding, which funds 88.53% of total costs, with the City responsible for the remaining 11.47% of costs.

In January 2016, the City solicited proposals from qualified consultants for professional engineering services and Council approved Quincy Engineering (now Consor) to perform final design and prepare construction plans, specifications, and cost estimates for the Via Avenue Bridge Replacement Project.

After preliminary design and completion of hydrological, geotechnical, and environmental studies, Council reviewed design options and approved a preliminary design for the bridge at the April 11, 2017 regular meeting. The preliminary design included reconfiguring the Via Avenue Bridge to a curved roadway alignment to better reflect current traffic patterns at its intersection with Ensenada Avenue. Ensenada Avenue was originally a through street with Via Avenue intersecting at a "T" near the southern bridge terminus. Ensenada was closed to through-traffic at the bridge in the early 2000s in response to an accident when a speeding vehicle struck a neighborhood child, thereby making Via Avenue the de-facto through street. Construction of the bridge deck with a curved alignment accommodates the primary north-south traffic movement and will eliminate the stop controls at both bridge ends and the associated traffic delays, noise, and air pollution.

Following the 2017 meeting, City staff worked with Quincy Engineering to further develop the design, before holding a neighborhood meeting with area residents to discuss alternatives for guard rail aesthetic design. While guard rails are required to meet Caltrans standards, there is some flexibility related to aesthetic character. Approximately 10 residents or business owners attended the meeting, with three others having contacted City staff prior to the meeting. No strong preference for railing design type was indicated, but attendees did emphasize simplifying the railing to allow for easier maintenance.

During 2018, City staff and the design team prepared CEQA documents and went through a formal public comment and revision period. CEQA documents were completed in August 2018, and a Mitigated Negative Declaration (MND) was issued. Following CEQA, completion work began concurrently to procure necessary permits, right-of-way acquisitions and agreements, and coordinate utility relocations.

Needed permits include a 401 Certification from the Regional Water Quality Control Board, a Lake and Streambed Alteration Agreement (LSAA) from the California Department of Fish and Wildlife, and a Section 404 Permit from the US Army Corps of

Engineers. Permits have been finalized with each agency and the contractor will be required to meet the requirements of each permit during construction operations.

Hamner, Jewell & Associates (HJA) of Arroyo Grande was selected to provide the City with right-of-way appraisal and acquisition services. Work included appraisals and negotiation for right-of-way purchases and/or temporary construction easements (TCE's) on small portions of two commercial parcels and the underlying Creek Reservation parcel (owned by the Atascadero Land Preservation Society) adjacent to the Via Avenue Bridge. HJA negotiated on behalf of the City and formalized agreements with all property owners by September 2019. Due to funding delaying to the start of construction, the TCE's have been extended twice, most recently in 2022. All costs associated with right-of-way acquisition and TCE's for the bridges is an allowable expense under the HBRRP Program.

Construction plans and specifications for the project were also completed in 2019, as construction funding was originally included in the HBRRP budget for 2020. However, that funding was delayed and the project was shelved awaiting re-appropriation of HBRRP funds. On October 27, 2022, the City was notified that construction funds were somewhat unexpectedly appropriated for the Via Avenue Bridge project, and Quincy Engineering and City staff proceeded with updating the PS&E package for bid, with construction expected to commence in mid-May 2023. Work within the jurisdictional area (top of banks) is allowed to begin June 1, 2023 and needs to be complete prior to October 31, 2023. Removal and reconstruction of the bridge and adjacent roadways will be completed in phases, with the bridge being completed within the work window listed above, and roadway approach work and environmental mitigation (replanting) potentially extending through the end of the year.

During construction, Via Avenue will be closed, and public traffic will need to use alternate routes. City staff will work closely with contractors awarded upcoming 2023 paving projects within the downtown area to coordinate closures to minimize traffic disruptions to the maximum extent possible.

Bid Analysis

The project was publicly bid on February 8, 2023 for a minimum of 30 days in accordance with State Contracting Laws and Atascadero Purchasing Policies. A public bid opening occurred on March 9, 2023 and three bids were received ranging from \$3,146,629 to \$4,444,444 with the lowest bid below the Engineer's Estimate of \$3,871,422. The bids were reviewed for accuracy and compliance with project bidding requirements, and the City Engineer has determined that Souza Construction of San Luis Obispo is the lowest responsive bidder at \$3,146,629.

HBRRP funding requires that the City's contractor either meet a pre-determined project-specific Disadvantaged Business Enterprise (DBE) percentage, or submit a Good Faith Effort (GFE) package. The DBE percentage for this project was established at 13% and obligates the contactor to either be a registered DBE or subcontract at least 13% of the project work to DBE listed subcontractors. Souza Construction's bid included subcontracted work or materials totaling 13.7% of the total contract price, with calculations and DBE status confirmed by City staff. Souza Construction also submitted a GFE in the event that any errors

were made or DBE status of subcontractor changed, but it was determined that full review and acceptance of the GFE is not necessary at this time.

Other construction-related costs include material testing, environmental monitoring, coordination and construction management fees, plus staff time and design engineering support—which are estimated to total \$800,000, or about 25% of construction costs. This is slightly higher than a typical City capital project due to the specialized nature of bridge projects and the extensive federal requirements. Staff is recommending contracting with Filippin Engineering and Consor Engineering to provide these needed services.

Additional construction costs will include a follow-up mitigation (revegetation) contract to be bid separately for post-construction work. Costs for this revegetation work is estimated at \$500,000. This work is to be bid separately, as it includes a five-year long monitoring and warranty period that is best administered separately from the prime bridge contract.

Construction Engineering Analysis

Due to the size and complexity of the project, coupled with the number of other capital projects planned for construction in 2023, the Public Works Department does not have staff capacity to provide construction management and inspection services for the Via Avenue Bridge Replacement Project. Proposals were solicited in February 2023 from qualified consultants to provide construction engineering, materials testing and environmental monitoring services. The scope of services included full construction Management, Construction Inspection and Construction Administration Services, Geotechnical and Materials Sampling and Acceptance Testing and Environmental Monitoring and Permit Compliance Services.

Staff received only one proposal from Filippin Engineering. This was not unexpected, as Filippin had already been selected to provide the same services for the Santa Lucia Road Bridge project, and working on two bridges within town simultaneously provides significant efficiency for administrative and inspection tasks. While there are three other local area firms that provide similar services (Cannon, MNS Engineers and Wallace Group), all declined to propose stating workload and the specific bridge construction management experience of Filippin Engineering. Filippin Engineering's proposals was reviewed to ensure work scope met the project needs and the fee was reasonable. Filippin Engineering has extensive experience working on similar projects for other public agencies, and their work to date on the Santa Lucia Road Bridge project has demonstrated that their staff is well qualified and will provide the City with excellent service.

Filippin Engineering provided a detailed fee estimate worksheet with their proposal that included labor hours/costs, reimbursable expenses, and subconsultant fees for the work scope identified in the City's request for proposals. Staff reviewed Filippin Engineering's work scope and fee and have determined that it is reasonable for full-time construction management and inspection. Staff is recommending awarding a contract to Filippin Engineering on a labor plus reimbursable basis for an estimated maximum fee of \$517,857.62 for construction engineering, inspection, and materials testing for the project.

Similar to the construction bid, consultants submitting proposals for Construction Engineering Services are required to either meet a DBE Goal of 4% of the total contract

amount or document a Good Faith Effort. The selected consultant is a listed DBE, so the DBE Goal will be satisfied and no Good Faith Effort is necessary.

Construction Design Support Services Analysis

To also support the construction phase, the project design team at Consor Engineering (previously Quincy Engineering) is proposed to provide construction design support services for the project. Construction design support services include additional project coordination and support, additional bid support, response to contractor Requests for Information (RFI's), change order support, submittal reviews of specific technical project components, field reviews or special observations (2 total), and preparation and submittal of as-builts. Additionally, Consor Engineering will provide similar services for the follow-on construction contract for revegetation planting and monitoring. Total additional compensation for this work is estimated to be \$75,000.

As a note, the change of company name from Quincy Engineering to Consor Engineering is the result of an acquisition/merger; however, the same design team personnel have been maintained throughout the project. This additional work is proposed to be added as an amendment to the original professional engineering services contract with Quincy Engineering. However, this additional cost will result in the total fees to Consor Engineering exceeding the allowed 125% of the original contract price. Pursuant to the City's Purchasing Policy, City Council authorization is required for this additional expenditure.

ENVIRONMENTAL REVIEW:

The proposed project is a Mitigated Negative Declaration (MND) from the provisions of the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and CEQA Guidelines (Title 14 California Code of Regulations §§ 15000, et seq.) The CEQA Admin Final is on file in the project records.

FISCAL IMPACT:

The fiscal impact of these awards is \$3,310,568 in HBRRP grants funds and \$428,919 in Local Transportation Funds. The current projected uses and sources of funds for the Project are as follows:

| ESTIMATED EXPENDITURES | |
|---|--------------|
| Design and Bid Phase | \$ 675,000 |
| Right-of-Way Acquisition and Utility Relocations | 255,000 |
| Construction Contract | 3,146,629 |
| Construction Engineering Contract (Filippin Engineering) | 517,858 |
| Construction Support Services (Consor Engineers) | 75,000 |
| Construction Administration | 207,000 |
| Construction Contingency @ 10% | 314,663 |
| Revegetation Construction and Administration (Supplemental) | 500,000 |
| Additional Project Contingency | 538,850 |
| Total Estimated Expenditures: | \$ 6,230,000 |

| ESTIMATED FUNDING SOURCES | |
|---|-------------|
| Highway Bridge Replacement and Rehabilitation Program Grant | \$5,515,420 |
| Local Transportation Funds (Budgeted) | \$527,620 |
| Requested Local Transportation Funds | \$186,960 |
| Total Budgeted Funding Sources: | \$6,230,000 |

In November 2022, prior to construction bidding, the total authorized project amount was adjusted by Caltrans to \$6,230,000. This overall project budget increase requires the City's local share to increase by \$186,960 (LTF Funds). It is anticipated that the full \$186,960 will not be needed, however this adjustment is being programmed to show the City commitment to the local share for the total Project budget amount,

ALTERNATIVES:

Staff does not recommend any alternatives. Council may direct staff to rebid the project, however, staff believes the low bid received is extremely reasonable given the current construction costs market, which is fully eligible for funding through the HBRRP program. Rebidding the project would also result in the project being delayed to at least 2024, with the potential to be pushed further if funding is reallocated.

ATTACHMENT:

Bid Summary

ITEM NUMBER: DATE:

A-3 03/28/23

ATTACHMENT:

City of Atascadero Office of the City Clerk Bid Summary

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Public Works

FROM:

Dillon Dean James, Deputy City Clerk

BID NO.: OPENED:

2023-001 3/9/2023

PROJECT:

Via Bridge Replacement, BRLS-5423(032), Project No. C2015

3

Bids were received and opened today, as follows:

| Name of Bidder | Base Bid Total | Add Alternate |
|--|-----------------------|---------------|
| Souza Engineering Contracting, Inc. dba Souza Construction | \$3,146,629.37 | |
| Granite Construction Company | \$4,063,308.75 | [+] |
| Papich Construction Company, Inc. | \$4,444,444.44 | |
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Atascadero City Council

Staff Report - Community Development Department

Appeal Vesting Tentative Tract Map for 10850 El Camino Real

RECOMMENDATIONS:

Council:

 Adopt Draft Resolution A, affirming the Planning Commission's approval of a Vesting Tentative Tract Map (TR 3187) for a 32-lot subdivision with 43 airspace condominiums on Lot 31, located at APN 054-351-008, subject to findings and conditions of approval.

OR

2. Adopt Draft Resolution B, reversing the Planning Commission's action and denying a Vesting Tentative Tract Map (TR 3187) for a 32-lot subdivision with 43 airspace condominiums on Lot 31, located at APN 054-351-008, subject to findings.

REPORT-IN-BRIEF:

10850 El Camino Real is a planned development residential project previously known as the "Hartberg Project". It was approved in 2017 to allow for a 48-unit senior apartment project with 20 attached townhomes and 7 single-family detached units on a site between El Camino Real and Highway 101 in the south end of the City. The project included a parcel map that allowed for the townhome portion to be sold as individual units separate from the senior apartments at the rear of the site. Permits to allow the project to be constructed were issued on April 13, 2020. The map to allow for the ownership status expired on June 18, 2020, however the development and construction of the project was allowed to continue based on the approved design of the project and the existing multi-family zoning. Construction has been ongoing at the site for at least two years. During that time, substantial drainage issues have impacted the adjacent existing neighborhood.

During construction of the project, the applicant made slight modifications to the project to reduce the number of apartment units at the rear of the site, and change the units to allow for general occupancy instead of restricting to seniors only. The current project was also modified to reduce the number of of units in the large apartment building at the rear of the site to 43 instead of 48. The change resulted in a need to expand a parking lot and reduce site landscaping at the rear of the site.

Now, the applicant is asking the City to reconsider a new map for the project to allow for the entire project to be subdivided as an ownership project instead of a rental project. The map would also allow the owner to sell the apartment units at the rear of the site as condominiums. The map does not result in any physical changes to the approved development project that is under construction. The Planning Commission approved the map request on February 21, 2023 and an appeal of the Planning Commission decision was received within 14 days of the Commission's action.

The Planning Commission originally reviewed the map proposal at their February 7, 2023 meeting. In light of testimony from a neighbor of the project and an attorney representing them, the Commission voted to continue the project to February 21, 2023 and asked staff to evaluate whether project conditions could be modified to remove certain project conditions that pertained to items that had already been completed. On February 21, 2023, the Commission voted 6-0 to approve the Tentative Tract Map with the slightly modified project conditions. Commissioner Carranza was absent. Staff noted that the map conditions had been modified, but that the current ongoing construction project was not under consideration as part of the map conditions.

The approval of the new map does not allow for additional development of the site since the development project and map were previously approved and the project is already under construction. The map approval alters the project from a rental unit project to an ownership project since the previously approved tentative map had expired as the project construction experienced delays and changes prior to commencing development last year. The map would also allow for ownership units within the apartment building at the rear of the site that were originally planned for rental only.

The basis of the appeal is associated with the current development of the project and drainage issues that have impacted adjacent existing residential properties. No physical site changes would result from the approval or denial of the proposed subdivision map.

DISCUSSION:

Background

The 10850 El Camino Real (formerly Hartberg) project was originally submitted and approved in 2017, establishing a Planned Development Overlay Zone (#34) on the site. The approved map for the project expired June 18, 2020. Building permits were issued for the project on April 13 2020, consistent with the approved design of the project and existing zoning of the site. Staff found that the development project was not reliant on the life of the tentative map. In 2022, the applicant applied for a reconsideration and change to the expired tentative map. The new map includes the multi-family building at the rear of the site that is already approved to develop 43 apartments. This alteration to the map necessitates approval of a **new Tentative Tract Map.**

The new tract map was presented at the February 7, 2023 Planning Commission meeting where the Commission and interested members of the public reviewed the project, provided comment, and asked questions. The Planning Commission voted to continue the item to the February 21, 2023 meeting and asked staff to review the project conditions to:

 Be sure that conditions that were associated with the development project that were already implemented could be removed, and only conditions associated with the current map proposal could be retained; and

• Analyze proposed conditions in accordance with current standards.

In the February 7, 2023 draft resolution, conditions of approval were compiled directly from the previous approval. This included conditions that were related to site improvements and construction in addition to the map. Staff analyzed the conditions to ensure they met current standards and revised the resolution to remove any conditions that were not related to approval of the map and presented it again to the Planning Commission on February 21, 2023.

Members of the public expressed concerns about how the proposed map would impact existing drainage issues on the site. Staff clarified that the Commission could only discuss matters related to the subdivision itself and that any grading issues that had occurred with the approved construction permit were not related to the proposed map. It was also noted that a claim regarding drainage issues had been filed against the City and that staff would not be able to discuss the drainage issues.

At said February 21, 2023 meeting, the Commission voted 6-0 to approve the proposed Tentative Tract Map (TR 3187). Commissioner Carranza was absent.

Summary Project Description

The attached staff reports to the Planning Commission from the February 7, 2023 and February 21, 2023 hearings provide a more complete project overview and analysis. However, the following summary highlights the project components and applicable City policies:

- The development at 10850 El Camino Real (formerly known as "Hartberg") was approved by the City Council in 2017.
- The underlying zoning of the approved project is Residential Multi-Family (RMF), which permits between 20 to 24 units per acre.
- The minimum lot size in the RMF zone is ½ acre.
- To achieve the desired unit mix, allow for smaller lot sizes, and specific development standards, a Planned Development Overlay Zone was approved for the property. The Planned Development Overlay Zone allows for flexibility in density, setbacks, lot sizes, and other creative arrangements in exchange for high quality architectural design, high quality landscaping, affordable housing, and open space. The proposed density for the project is 20 units per acre, consistent with the RMF-24 zoning district. The approved project includes a new local street that intersects El Camino Real to provide access to all residential units.

The project approved in 2017 consisted of a total of 75 residential units that included:

- 48 apartments at a total of 3 stories in height;
- 20 attached townhomes, 2 stories in height
- 7 single-family residential cottages
- On-site parking
- Landscaping
- On-site amenities, including barbecue area, patio, and gardens

The original approval included entitlements for the Planned Development Overlay Zone (PD) change, Tentative Tract Map, and establishment of a Master Plan of Development for the site. Construction permits were issued prior to the expiration of the tentative map on April 13, 2020. This implemented the approved Master Plan of Development, allowing construction to continue under this approval without future expiration. The Subdivision Map Act, however, requires that a final map be recorded prior to expiration of the tentative map, unless an extension is granted by the City. As no extension was granted, the map expired on June 18, 2020. However, construction of the project is still allowed to continue since the existing zoning allows for the project to be developed as a rental unit project on one single lot or multiple lots. However, the intent of the project was to create ownership units, therefore the owner is pursuing a re-approval of the map, along with the change to add the apartments into the map, allowing them to be sold as condominium units should the owner choose.

During the building permit process, the applicant requested to modify the project scope to eliminate the senior restriction on the rear building and instead allow rental to all ages. The original project was not formally conditioned to provide senior housing but was granted a parking reduction based on this provision. The applicant proposed a modification to the rear building to expand parking and reduce the number of units to provide an adequate number of parking spaces to meet City code. This proposal was approved by the Community Development Director as a minor modification to the project. The project was originally approved with 48 senior apartments. The revised project reduced the number of units in the rear building to 43 units currently proposed for individual airspace sale under this revised map.

Findings

In approving a Tentative Tract Map, findings must be made that the subdivision is consistent with the General Plan and Zoning Ordinance, and that the site is physically suitable for the type and density of the proposed development. Additional findings include that the design of the subdivision will not cause substantial environmental damage or health problems and that the design of the subdivision will not conflict with access easements. This proposed subdivision map does not consider the physical development of the site, which was previously approved with the original application in 2017 and is currently under construction. The current map request will determine if units can be sold individually or must remain rental units, and therefore does not change the scope of the construction project.

The proposed subdivision has been designed, and includes proposed improvements that are consistent with the City's adopted General Plan, in addition to the requirements that have been codified for the Planned Development Overlay Zone (PD34). The multi-family units proposed meet the characteristics of the surrounding neighborhood. The project is surrounded by properties zoned for high density multi-family housing. The proposed map will not change or affect the physical development of the site. The site design has been approved and building permits have been issued for site improvements and new buildings. This map will only affect the owner's ability to subdivide the lot and sell each lot and condominium individually.

Conclusion

The attached Planning Commission staff report analyzes the proposed Tentative Tract Map application and provides information related to required findings. There are several options available to Council with this decision as a Tentative Tract Map is a discretionary action. Council may also choose to add, delete, or modify subdivision conditions that were approved by the Planning Commission in order to help support the findings.

- If Council takes action to uphold the Planning Commission's approval of the project, all findings must be made to support the Tentative Tract Map, as detailed in Draft Resolution A. As noted above, conditions may be added to enhance the subdivision's compatibility with the General Plan and with the compatibility with the neighborhood.
- If Council takes action to overturn the Planning Commission's approval of the project, they must determine that the project does not meet at least one of the findings as detailed in Draft Resolution B. If Council overturns the Planning Commission's approval and denies the project, Council will need to state the reason(s) for denial which will then be included in Draft Resolution B.

ALTERNATIVE:

Council may continue the item for further discussion and direction. Council should provide clear direction to staff or the project applicant on specific information needed to return for review.

FISCAL IMPACT:

Approving the map will increase City revenue due to slight increases in property tax revenue from the division of the property and the implementation of the Community Facilities District fees which is a condition of the map.

ATTACHMENTS:

- Draft Resolution A
- 2. Draft Resolution B
- 3. Appeal Letter and Comments by Paula Ramsum
- 4. Planning Commission Staff Report and Attachments 02/07/23
- 5. Planning Commission Meeting Minutes- 02/07/23
- 6. Planning Commission Staff Report and Attachments 02/21/23
- 7. Planning Commission Meeting Minutes- 02/21/23

ITEM NUMBER: B-1
DATE: 03/28/23
ATTACHMENT: 1

DRAFT RESOLUTION A

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ATASCADERO, CALIFORNIA, AFFIRMING THE PLANNING COMMISSION'S APPROVAL OF A VESTING TENTATIVE TRACT MAP (TR 3187) FOR A 32 LOT SUBDIVISION WITH 43 AIRSPACE CONDOMINIUMS ON LOT 31 LOCATED AT APN 054-351-008

10850 EL CAMINO REAL 10850, LLC (SBDV22-0085)

WHEREAS, an application has been received from 10850, LLC (Applicant/Owner), 701 Shadow Lane #300, Las Vegas, NV, 89106, to consider a 32-lot subdivision including 43 airspace condominiums units on a 3.79-acre site located at 10850 El Camino Real, Atascadero, CA 93422 (APN 045-351-008); and

WHEREAS, the site has a General Plan Designation of High Density Residential (HDR); and

WHEREAS, the site is in the Residential Multi-Family 24 (RMF-24) zoning district; and

WHEREAS, the existing site has a gross area of 3.79 acres; and

WHEREAS, the minimum lot size in the Residential Multi-Family 24 zone is 0.5 acres; and

WHEREAS, the resulting lots from the subdivision are consistent with Planned Development Overlay #34; 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 Subdivision application was held by the Planning Commission of the City of Atascadero on February 21, 2023, at which hearing evidence, oral and documentary, was admitted on behalf of said Subdivision; and

WHEREAS, the Planning Commission, at a regular meeting held on February 21, 2023, studied and considered the proposed Tentative Tract Map application and considered testimony and reports from staff, the applicants, and the public.

WHEREAS, the Planning Commission of the City of Atascadero approved the project on a 6-0 vote at the February 21, 2023 Public Hearing and regular meeting; and

WHEREAS, the Planning Commission determined that the proposed project is consistent with the California Environmental Quality Act (CEQA), through certified Mitigated Negative Declaration, Environmental Document No. 2017-0009; and

WHEREAS, an appeal was filed for review of the Planning Commission action by the City Council on March, 9, 2023, in accordance with the provisions of Atascadero Municipal Code Section 9-1.111; and

WHEREAS, the City Council held a duly noticed Public Hearing to consider the appeal on March 28, 2023, in accordance with the provisions of Atascadero Municipal Code Section 9-1.110 and considered testimony and reports from staff, the applicants, and the public.

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. <u>Public Hearings</u>. The City Council of the City of Atascadero, in a regular meeting assembled on March 28, 2023, resolved to affirm the Planning Commission's action to approve a Tentative Tract Map to allow the subdivision of one lot into 32 lots with 43 condominium units on resulting Lot 31 subject to conditions of approval as show in Exhibits A and B, attached hereto and incorporated herein by this reference.

SECTION 3. Findings. The City Council makes the following findings, determinations and approvals.

a. Findings for Affirming the Planning Commission's Approval of a Tentative Tract Map

1. FINDING: The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan; and

Fact: The proposed subdivision has been designed and includes proposed improvements that are consistent with the City's adopted General Plan, in addition to the requirements that have been codified for the Planned Development Overlay Zone No. 34.

2. FINDING: The site is physically suitable for the type of development; and

Fact: The proposed site is suitable for this type of development. The subdivision contains a number of lots and residential units that are consistent with the density of the underlying Residential Multi-Family Zoning District (RMF-24), of a maximum of twenty-four (24) units per acre.

3. FINDING: The site is physically suitable for the proposed density of development; and

Fact: The site is directly adjacent to neighborhoods that are zoned Residential Multi-Family 24, which allows for the development of parcels with a maximum density of twenty-four (24) units per acre. Therefore, the project is consistent with the surrounding neighborhood and is suitable for the proposed density.

4. 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; and

Fact: The project has been analyzed, consistent with the California Environmental Quality Act (CEQA), through certified Mitigated Negative Declaration, Environmental Document No. 2017-0009. The map will not change the physical properties of the development.

5. FINDING: The design of the subdivision or the type of improvements will not cause serious health problems; and

Fact: Since the project is residential in nature, and the improvements have been reviewed for consistency with the threshold established by the City through adopted ordinances and City policies, the proposed project will not cause serious health problems. Approval of this subdivision will not affect the way that the property is developed. This map will only allow for units to be sold individually.

6. FINDING: The design of the subdivision will not conflict with easements for access through or use of property within the proposed subdivision.

Fact: The installation of public improvements is necessary, prior to recordation of a Final Map, in order to ensure orderly development of the surrounding area.

7. FINDING: The proposed projector use satisfies all applicable provisions of the Title 9 of the Atascadero Municipal Code this title.

Fact: Public improvements are included, as conditioned by the City Engineer, are required and consistent with the City's adopted General Plan, Master Facilities Plan, and Municipal Code. Therefore, the proposed improvements are necessary to ensure orderly development of the surrounding area.

SECTION 4. <u>CEQA</u>. The project is consistent with Mitigated Negative Declaration No. 2017-0009 adopted by City Council on August 8, 2017.

SECTION 5. <u>Approval.</u> The City Council of the City of Atascadero, in a regular session assembled on March 28, 2023, resolved to affirm the Planning Commission's action to approve 10850 El Camino Real Tentative Tract Map TR 3187 (SBDV22-0085), subject to the following:

| EXHIBIT A: | Conditions of Approval |
|---|---|
| EXHIBIT B: | Vesting Tentative Tract Map TR 3187 |
| On motion by and second entirety by the following roll of | onded by the foregoing resolution is hereby adopted in its call vote: |
| AYES: | |
| NOES: | |
| ABSTAIN: | |
| ABSENT: | |
| ADOPTED: | |
| | CITY OF ATASCADERO |
| | |
| | Heather Moreno, Mayor |
| ATTEST: | |
| Lara K. Christensen, City Cler | rk |

DATE: 08/10/21 ATTACHMENT: 1A

EXHIBIT A: Conditions of Approval SBDV 22-0085

| Co | nditions of Approval | Timing |
|-----|--|--|
| | | |
| | 350 El Camino Real DV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy |
| | | FO: Final Occupancy |
| Pla | nning Conditions | |
| 1. | SBDV22-0077 (Vesting Tentative Tract Map TR 3187) shall be for the subdivision of 10850 El Camino Real; A portion of Lot 4, Block 35 of the City of Atascadero, County of San Luis Obispo, State of California, according to the map recorded October 21, 1914 in Book 3, Page 46 of Maps, in the office of the county recorder of said county. (Assessor's Parcel Number's 054-351-008), as generally shown in attached Exhibit B, regardless of owner. The Tract Map allows for: a. The subdivision of one existing parcel into 32 parcels, and b. A 43-unit airspace subdivision on resulting Parcel 31 | Ongoing |
| | b. A 43-drift all space subdivision on resulting Farcer 31 | |
| 2. | The appeal period is fourteen (14) days following the Planning Commission approval unless prior to the time, an appeal to the decision is filed as set forth in Section 9-1.111(b) of the Zoning Ordinance. | Ongoing |
| 3. | Approval of this Tentative Tract Map shall be valid for a period of twenty-four (24) months, consistent with Section 66452.6(a)(1) of the California Subdivision Map Act. The approved Tentative Tract Map may be extended consistent with Section 66452.6(e) of the California Subdivision Map Act. Any requested map extension shall be consistent with Section 11-4.23 of the Atascadero Municipal Code | FM |
| 4. | The applicant shall deed restrict the following affordable housing units within the development prior to or concurrently with recordation of a Final Map for the project: 3 units dedicated to persons of very low income; 6 units dedicated to persons of low income; | FM |
| | Prior to the issuance of building permits: • Applicant shall construct six (6) units dedicated to persons of moderate income and record deed restrictions for these units; or | |
| | Pay an in-lieu fee of 5.00% of the construction valuation of six (6) market rate units. Figure 1. The standard restricted for 20 years. Units that are desirable that | |
| | For sale units shall be deed restricted for 30 years. Units that are designated affordable that are rental units shall be restricted for 55 years. | |
| 5. | The emergency services and facility maintenance costs listed below shall be 100% funded by the project in perpetuity. The service and maintenance costs shall be funded through a community facilities district established by the City at the developer's cost. The funding mechanism must be in place prior to or concurrently with acceptance of the final maps. The funding mechanism shall be approved by the City Attorney, City Engineer and Administrative Services Director prior to acceptance of any Final Map. The administration of the above mentioned funds shall be by the City. Developer agrees to participate in the Community Facilities District and to take all steps reasonably required by the City with regard to the establishment of the district and assessment of the property. • All Atascadero Police Department service costs to the project. | FM |

DATE: ATTACHMENT:

08/10/21 1A

| Conditions of Approval | Timing |
|---|---|
| 10850 El Camino Real SBDV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy |
| Off-site common City of Atascadero park facilities maintenance service costs related to the project. | |
| 6. All tract maintenance costs listed below shall be 100% funded by the project in perpetuity. The service and maintenance cost shall be funded through a Homeowners Association established by the developer subject to City approval or similar maintenance entity. The Homeowners Association or similar maintenance entity must be in place prior to, or concurrently with, acceptance of any Final Map. The Homeowners Association or similar entity 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, and the coordination and performance of maintenance activities, shall be the responsibility of the Homeowners Association. All streets, bridges, sidewalks, streetlights, street signs, roads, emergency access roads, emergency access gates, and sewer mains within the project. All open space and native tree preservation areas. All drainage facilities and detention basins. All creeks, flood plains, floodways, wetlands, and riparian habitat areas. All common landscaping areas, street trees, medians, parkway planters, manufactured slopes outside private yards, and other similar facilities. All frontage landscaping and sidewalks along public streets per municipal code requirements. | FM |
| Prior to Final Map, the applicant shall submit CC&Rs for review by the Community Development Department. The CC&R's shall record with the Final Map and shall include the following: Provisions for maintenance of all common areas including access, parking, street trees, fencing and landscaping. A detailed list of each individual homeowner's responsibilities for maintenance of the individual units. Individual unit's responsibility for keeping all trash receptacles within the unit's garage. Include provisions for ensuring parking within garages. CC&R's may include the entire project under one document or may be tiered should separate governing documents be desired for the single-family and multi-family portions of the project. | FM |
| 8. A condo plan shall be prepared and reviewed by the City prior to recordation. The condo plan shall record concurrently with the final map and shall be listed on the face of the map. | FM |
| 9. The Applicant shall enter into a Subdivision Agreement with the City and bond for all subdivision improvements (public and certain private improvements) that are not completed prior to recordation of the first Final Map and each subsequent phased Final Map. The Subdivision Improvement Agreement and bond shall be approved by the City Council and prepared in accordance with City regulations. | FM |
| An engineer's Estimate of Probable Cost shall be submitted for review and approval by the City Engineer to determine the amount of the bonds. | FM/ PIP |

DATE: ATTACHMENT:

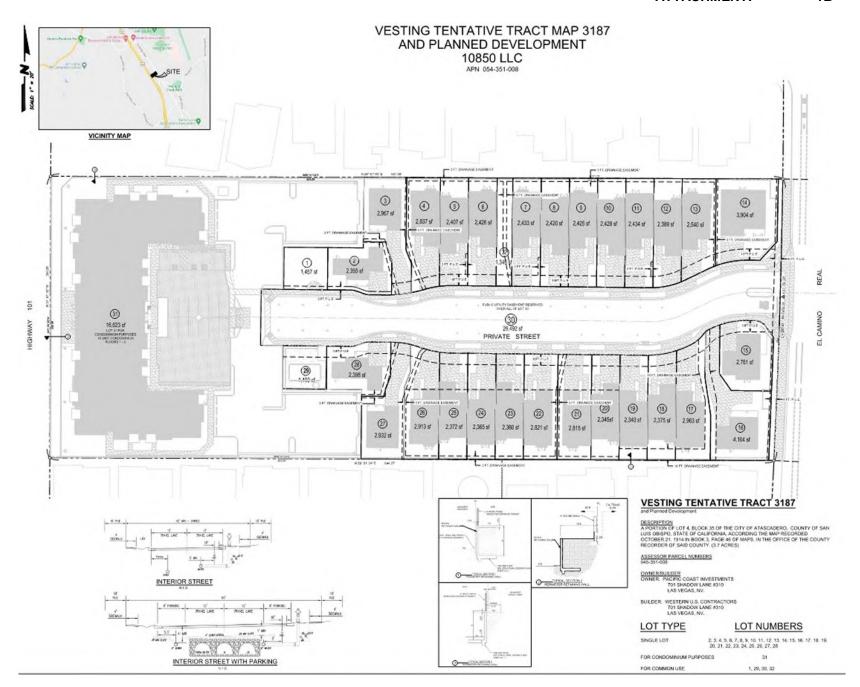
08/10/21 1A

| Conditions of Approval | Timing |
|--|---|
| 10850 El Camino Real SBDV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy |
| 11. If the tract monuments are not set prior to recordation of the Final Map, the Surveyor shall submit a letter stating the cost required to set the tract monuments and the Applicant shall submit a Monumentation Bond in an equal amount, to the satisfaction of the City Engineer. | FM |
| 12. 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. | FM |
| 13. Documents that the City of Atascadero requires to be recorded concurrently with the Final Map (e.g.: off-site rights-of-way dedications, easements not shown on the map, agreements, etc.) shall be listed on the certificate sheet of the map. | FM |
| 14. The on-site road shall be privately owned and maintained. The Final Map shall dedicate an easement over the road for access, drainage, public utilities, private water and private wastewater purposes. | FM |
| 15. In lieu of dedicating 0.94 acres of public park space, a parkland dedication fee (Quimby Act Fee) must be paid prior to the recordation of a Final Map. | FM |
| 16. Vesting Tentative Subdivision Map for all lots proposed in Tract 3187 was deemed complete on February 21, 2023 , for the purposes of vested development rights and fees consistent with the Subdivision Map Act of the State of California. | |
| 17. The Subdivider shall defend, indemnify, and hold harmless the City of Atascadero or its agents, officers, and employees against any claim or action brought to challenge an approval by the City, or any of its entities, concerning the subdivision. | Ongoing |
| Public Works Conditions | |
| 18. The property owner shall dedicate a 6-feet wide Public Utility Easement (PUE) contiguous to the El Camino Real right-of-way to the satisfaction of the utility purveyors and City Engineer. | FM |
| 19. The water system may require easements outside of the road rights-of-way for water system facilities to the satisfaction of the AMWC and City Engineer. | FM |
| 20. The subdivider shall complete street improvements in accordance with City Standard Details and Standard Specifications and to the satisfaction of the City Engineer. The following minimum requirements shall be incorporated into the project consistent with approved Site Improvement Plans for Tract 3099 (now Tract 3187), City permit number B18-15625 and all revisions: a. New sidewalk, curb & gutter shall be installed across the property frontage and shall match the existing adjacent frontage improvements. b. The on-site private road shall be designed and constructed with a structural section based on "R" value testing, utilizing the Traffic Index = 5.5 (with a 20-yr design life). The Applicant shall be responsible for providing all testing and calculations. Calculations shall include the safety factor defined in the State Highway Design Manual. The minimum asphalt thickness shall not be less than 3-inches. | PIP |

DATE: ATTACHMENT:

08/10/21 1A

| SBDV22-0085 C. Street pavement shall be widened to meet the new frontage improvements. EI Camino Real pave-out shall be widened to meet the new frontage improvements. EI Camino Real pave-out shall be designed and constructed with a structural section based on "R" value testing, utilizing the Traffic Index = 10 (with a 20-yr design life). The minimum asphalt thickness shall not be less than 3-inches. d. Curb returns at EI Camino Real shall maintain a 30-foot radius. e. Directional ADA compliant curb ramps shall be installed at the EI Camino Real intersection, to the satisfaction of the City Engineer. f. Street striping, signage, traffic signals, and any traffic control improvements shall be in accordance with the CA Manual on Unified Traffic Control Devices (CA-MUTCD), and to the satisfaction of the City Engineer. g. Street lighting may be required at the intersection and/or locations as determined by the City Engineer. h. The bike lane shall be extended along the project side of EI Camino Real to the southerly intersection of La Costa Ct. If the applicant wishes to record the final map prior to completion of subdivision improvements, a subdivision improvement agreement and bonding for remaining improvements shall be required. An engineer's estimate of costs for remaining improvements shall be required. An engineer's estimate of costs for remaining improvements shall be required. An engineer's estimate of costs for remaining improvements shall be required. An engineer's estimate of costs for remaining improvements shall be required. An engineer's estimate of costs for remaining improvements shall be required. An engineer's estimate of costs for remaining improvements shall be required. An engineer's estimate of costs for remaining improvements shall be required. An engineer's estimate of costs for remaining improvements shall be required. 21. The Applicant shall extend the water distribution system to the satisfaction of the AMWC and City Engineer. 22. Each lot shall be served with a separate wate | Conditions of Approval | Timing |
|---|---|--|
| Real pave-out shall be designed and constructed with a structural section based on "R" value testing, utilizing the Traffic Index = 10 (with a 20-yr design life). The minimum asphalt thickness shall not be less than 3-inches. d. Curb returns at El Camino Real shall maintain a 30-foot radius. e. Directional ADA compliant curb ramps shall be installed at the El Camino Real intersection, to the satisfaction of the City Engineer. f. Street striping, signage, traffic signals, and any traffic control improvements shall be in accordance with the CA Manual on Unified Traffic Control Devices (CA-MUTCD), and to the satisfaction of the City Engineer. g. Street lighting may be required at the intersection and/or locations as determined by the City Engineer. h. The bike lane shall be extended along the project side of El Camino Real to the southerly intersection of La Costa Ct. If the applicant wishes to record the final map prior to completion of subdivision improvements, a subdivision improvement agreement and bonding for remaining improvements shall be required. An engineer's estimate of costs for remaining improvements shall be submitted to City Engineer or his designee for review and approval and will serve as the basis for required bonding amounts to be included in the subdivision improvement agreement to be provided to the developer. 21. The Applicant shall extend the water distribution system to the satisfaction of the AMWC and City Engineer. 22. Each lot shall be served with a separate water lateral and meter in accordance with the AMWC requirements. 23. Where the water distribution system requires an above ground facility, said facility shall be located in an easement contiguous to the road right-of-way and shall include visual screening, to the satisfaction of the AMWC, Community Development Director, and City Engineer. 24. Each lot shall be served with individual utilities (water, power, gas, telephone & cable TV) to the satisfaction of the City Engineer. 55. Final site improvement plan must reflect this | | FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy |
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| with the new tract map, the improvement plans shall be updated upon recordation of the map to reflect the recorded map. General Conditions 26. Approval of this entitlement shall be final and effective consistent with Atascadero Municipal | | FM |
| 26. Approval of this entitlement shall be final and effective consistent with Atascadero Municipal | with the new tract map, the improvement plans shall be updated upon recordation of the map to reflect the recorded map. | FM/PIP |
| | General Conditions | |
| | | |



Page 44 of 703

DRAFT RESOLUTION B

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ATASCADERO, CALIFORNIA, REVERSING THE PLANNING COMMISSION'S ACTION AND DENYING A VESTING TENTATIVE TRACT MAP (TR 3187) FOR A 32-LOT SUBDIVISION WITH 43 AIRSPACE CONDOMINIUMS ON LOT 31 LOCATED AT APN 054-351-008

10850 EL CAMINO REAL 10850, LLC (SBDV22-0085)

WHEREAS, an application has been received from 10850, LLC (Applicant/Owner), 701 Shadow Lane #300, Las Vegas, NV, 89106, to consider a 32-lot subdivision including 43 airspace condominiums units on a 3.79-acre site located at 10850 El Camino Real, Atascadero, CA 93422 (APN 045-351-008); and

WHEREAS, the site has a General Plan Designation of High Density Residential (HDR); and

WHEREAS, the site is in the Residential Multi-Family 24 (RMF-24) zoning district; and

WHEREAS, the existing site has a gross area of 3.79 acres; and

WHEREAS, the minimum lot size in the Residential Multi-Family 24 zone is 0.5 acres; and

- **WHEREAS**, the resulting lots from the subdivision are consistent with Planned Development Overlay #34; 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 Subdivision was held by the Planning Commission of the City of Atascadero, at which hearing evidence, oral and documentary, was admitted on behalf of said Subdivision; and
- **WHEREAS,** the Planning Commission, at a regular meeting held on February 21, 2023, studied and considered the proposed Tentative Tract Map application and considered testimony and reports from staff, the applicants, and the public.

WHEREAS, the Planning Commission of the City of Atascadero approved the project on a 6-0 vote at the February 21, 2023 hearing; and

WHEREAS, the Planning Commission determined that the proposed project is consistent with the California Environmental Quality Act (CEQA), through certified Mitigated Negative Declaration, Environmental Document No. 2017-0009.

WHEREAS, an appeal was filed for review of the Planning Commission action by the City Council on March, 9, 2023, in accordance with the provisions of Atascadero Municipal Code Section 9-1.111; and

WHEREAS, the City Council held a duly noticed public hearing to consider the appeal on March 28, 2023 at 6:00 p.m. in accordance with the provisions of Atascadero Municipal Code Section 9-1.110 and considered testimony and reports from staff, the applicants, and the public.

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. <u>Public Hearings.</u> The City Council of the City of Atascadero, in a regular meeting assembled on March 28, 2023, resolved to reverse the Planning Commission's action to approve a Tentative Tract Map to allow the subdivision of one lot into 32 lots with 43 condo units on resulting Lot 31.

SECTION 3. Findings. The City Council makes the following findings, determinations and approvals.

a. Findings for Denial of a Tentative Tract Map

1. FINDING: The proposed subdivision, together with the provisions for its design and improvement, is not consistent with the General Plan; and

Fact:

2. FINDING: The site is not physically suitable for the type of development; and

Fact:

3. FINDING: The site is not physically suitable for the proposed density of development; and

Fact:

4. FINDING: The design of the subdivision or the proposed improvements will cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat; and

Fact: 5. FINDING: The design of the subdivision or the type of improvements will cause serious health problems; and Fact: 6. FINDING: The design of the subdivision will conflict with easements for access through or use of property within the proposed subdivision. Fact: 7. FINDING: The proposed projector use does not satisfy all applicable provisions of the Title 9 of the Atascadero Municipal Code this title. Fact: **SECTION 4.** CEQA. The project is consistent with Mitigated Negative Declaration No. 2017-0009 adopted by City Council on August 8, 2017. **SECTION 5.** Denial. The City Council of the City of Atascadero, in a regular session assembled on March 28, 2023, resolved to reverse the Planning Commission's action and deny 10850 El Camino Real Tentative Tract Map TR 3187 (SBDV22-0085), subject to the following: On motion by _____, and seconded by _____, the foregoing resolution is hereby adopted in its entirety by the following roll call vote: **AYES:** NOES: ABSTAIN: ABSENT: ADOPTED: CITY OF ATASCADERO Heather Moreno, Mayor ATTEST: Lara K. Christensen, City Clerk

B-1

03/28/23

ITEM NUMBER:

ATTACHMENT:

DATE:

City of Atascadero

6500 Palma Ave,

Atascadero, CA 93422

RE: Appeal of Planning Commission Decision of February 21, 2023 (10850 El Camino Real)

Paula Ramsum, property owner at 920 La Costa Court, Atascadero, CA, presents this Appeal of the Planning Commission decision on February 21, 2023 for the request presented by 10850 LLC for the property located at 10850 El Camino Real, Atascadero, CA.

Contact information for Paula Ramsum:

Mailing address: 323 Corona Del Terra, Arroyo Grande, CA 93420.

Email address: pacificmortgage1@sbcglobal.net

Phone number: 805-550-3940

Please see basis for appeal attached, along with check in the amount of \$1,720.00.

Sincerely,

Paula Ramsum

APPEAL OF PLANNING COMMISSION DECISION OF FEBRUARY 21, 2023 (10850, LLC) March 6, 2023

Paula Ramsum hereby presents an appeal of the Planning Commission of Atascadero decision of February 21, 2023, re 10850 LLC Tract Map. The appeal is based on the following points:

- The Tract Map has changes to the physical environment from the original approval which have a significant effect on the neighbor properties, including Ms. Ramsum's property at 920 La Costa Court. The City's failure to consider the changed circumstances without any environmental review violates CEQA. Specifically,
 - A. The stormwater management for the property has been altered by the developer and his engineers since the original negative declaration was approved for the project. The plans and the site now include stormwater systems to be altered on an off-site property (Ramsum's property). This offsite modification is reflected in City-approved Improvement Plan C-15.
 - B. The City failed to update the project description as required for a CEQA review. That project description would have shown the revised/increased lot coverage for the new condo building, the increased parking required of the new non-senior condo use, and evaluate the increased stormwater treatment for the changed project. As every CEQA student knows, the project description is the sine qua non of CEQA.
 - C. The City failed to cite any authority under CEQA for its blanket whitewash of the City requirement to review this discretionary approval under CEQA.
 - D. The City could not and apparently cannot produce the "grading plan" which was the foundation for the original Neg Dec for this project. The initial study cites this plan but does not attach it. See Item 3 6-28-2017 PLN 2015-1556 entry for Environmental information concerning "grading plan". The plan is apparently lost to the public. Given its importance to the City's reliance on the original Neg Dec the public process would require full disclosure of the Neg Dec, including its foundational materials and specifically including the drainage plan.
 - E. The Neg Dec states that mitigation of project impacts is accomplished by implementation of the City's Municipal Code, as well as the policies outlined in the adopted Stormwater Management Plan, whereupon, "the potential impacts are rendered to a less than significant level." The problem is that this project no longer is following the Stormwater Management Plan in that stormwater in DMA8 is no longer going uphill into the project basin but directly inserting into the 18" outflow pipe just before it dumps onto Ramsum's project.
 - F. Project mitigation is supposed to be feasible to be legal. In this case DMA8 water in the Stormwater management Plan is supposed to run uphill, making it infeasible. Improvement Plans C-15 further require connections for the 18" pipe on the Ramsum property which is equally infeasible and there is no engineering way to get water in the back yards of Ramsum and her neighbors into the 18" pipe once the improvements on page C-15 are implemented. This action violates CEQA by imposing a future mitigation which is speculative and doesn't

work in any event, as it causes increased flooding potential in the back yards of the residential properties on La Costa Court.

- G. The project fails to implement mitigation identified by the City.
- 2. The Planning Director deprived the City Planning Commission and the public of a fair hearing. During the second hearing, the Planning Director told the Commission that it was not allowed to look at or comment upon the stormwater systems carrying stormwater from the project (including the new condo building) to downstream neighboring properties. This instruction prevented consideration by the Planning Commission of the impacts from the new building, in violation of the public's right to have a full hearing on this matter, and violating Paula Ramsum's due process rights. The irony is that upon questioning, the Planning Director admitted that the building housing the condos had been changed from the original rental building and now extended into previous undeveloped areas, thus creating more impervious surface and increased stormwater flow. These same muzzling actions by the Planning Director (which he said were partly out of fear of the present litigation) resulted in a violation of CEQA, which requires full public hearing and public hearing body review of CEQA decisions for discretionary approvals.
- 3. The City failed to review the calculations offered by the developer's Sacramento engineer confirming math from a prior development scheme for this project. The submitted calculations did not account for the new City approved revision to Improvement Plans allowing surface water from DMA8 to go directly into the discharge pipe onto Ramsum's property, bypassing the metered flow of the central stormwater drainage basin discharge. This change was made contrary to the approved Final Drainage Report on file for this project, updated in 2021. The change was necessitated by the reality that the water in DMA8 would have to flow uphill to get into the main drainage basin for the site. So the City allowed the developer to just stuff the surface water from DMA8 into the drainage pipe connecting to Ramsum's property. This is not accounted for in the Peabody review of the old project's calculations done originally by Wallace and Associates.
- 4. Per the City's Neg Dec for this project, "Post-stormwater construction standards require drainage patterns to mimic pre-development status, as required by the RWQCB." At page 16. The City's newest approval perpetuates a violation of this principle by concentrating all surface water flow off the property into one 18" pipe, thereby increasing both the concentration and historic flow. The math by Peabody does not account for either this concentration or the changes associated with the new condo building with its expanded footprint and reduced percolation zones, nor the surface water in DMA8 now crammed into the already maxed-out 18" pipe dumping from the developer's property onto Ramsum's property.
- 5. The City must consider the impacts from this project on the downstream property owners, including the flooding which occurred at 920 La Costa. This is all part of the required review for the proposed condos, including the CEQA review needed for the changed project.
- 6. The Planning Commission approval does not comport with the requirements of the Subdivision Map Act.
 - A. The failure to account for stormwater drainage in accordance with City laws and the Stormwater Management Plan is grounds for disapproval under the State SMA as inconsistent with City general plan provisions with respect to stormwater discharge.
 - B. The Map causes substantial environmental damage and should be denied under Government Code Section 66474e of the SMA.

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From: john belsherlaw.com

Sent: Tuesday, February 21, 2023 11:54 AM **To:** Planning Commission Public Comments

Cc: Paula Ramsum

Subject: FW: Agenda item 2; Planning Commission meeting Feb 7, 2023

Attachments: Letter to Planning Commission 2 7 23.docx; Final Drainage Report 2018 updated 2021

excerpts re DMA8.pdf; Grading Plan for 18 inch culverts 7 21 21.pdf; Erosion contol plan.pdf; Civil Design Solutions opinion letter.pdf; Peabody letter for 2-14-23

meeting.pdf

February 21, 2023

Atascadero Planning Commission

Dear Commissioners:



The Commission is referred to my letter of Feb 7, 2023 (attached). You will see our questions are not answered. Neither the City nor the letter from Carnesale's "own engineer" from Sacramento can explain why the runoff collected from Drainage Management Area 8 (DMA8) is not metered out per the project design but instead flows directly into the Ramsum collection area in her yard. Notably I am attaching an opinion from a local engineer which reiterates the concerns expressed two weeks ago, which concerns are as yet neither discussed or answered. See opinion of Robert Montoya of Civil Design Solutions.

The essence of the problem is two-fold:

First the project engineer from Sacramento apparently does not know what the developer has installed in the ground and what has been added by Improvement Plan page C-15. As mis-stated in the project's "own engineer" letter:

"Our review of the proposed project drainage system and project grading plan showed that <u>all drainage</u> from the Ten850 project site is being collected by the new drainage system, detained onsite through the use of underground chambers, and is regulated for outflow from the site to insure the flow from the developed project does not exceed the existing drainage flow condition prior to the development of the project." See page 2 of the Peabody letter.

We wish this were true. Unfortunately this is completely false. The drainage from DMA8 does not run uphill back into the storage area from which the metered storm water flows. The drainage from DMA8 goes directly at and to Paula Ramsum's property. Without any metering. We have shown you a photograph of the pipe through which this discharges into the project's 18" metering discharge culvert. The drain grate for this pipe is even on the Improvement Plans at page C-15 (attached). This unmetered drainage from DMA8 skews all the fancy calculations for metered outflow, rendering the projections invalid. The drain which Peabody ignored or missed serving DMA8 is plain as day on the current Improvement Plans at page C-15. This treatment for DMA8 is all contrary to the Final Drainage Report updated 2021, upon which all project decisions have been made. (See attached)

Second, the project engineer does not address the new "solution" the City required by sheet C-15 of the Improvement Plans. That solution connects the two 18" pipes in Ms. Ramsum's backyard (she has not been approached about this yet, for the record). The problem is that there is nowhere for the water go which collects in the back yards of the residents on La Costa? The developer at 10850 has been steering water from winter rains to this collection area (when the fire department is not stopping them). The new Improvement Plan at page C-15 offers a grade level drain to accept



this water (feeding into the top of the 18" culvert). But the water is currently collecting in the backyards at 12-24" below that level. That drain might also push water OUT onto the neighbors' yards, including Ramsum's yard and home. The grated box certainly won't accept the water from her back yard which is now collected at the bottom of the 18" culverts.

The project engineer Peabody does not address either of these major, major problems. Neither does the City. Until this is solved, the City cannot and should not approve anything more (or less) on this property. And it should issue no certificates of occupancy.

There are a few further comments about the developer's communication to the Commission worth noting:

- 1. Carnesale says in his undated letter (received by the City on Feb 16) and located in the Commission's agenda packet the following:
 - "Neighbor Ramson[SIC] and her attorney claimed there was no record of a grading plan. There is a grading plan." This misdirection by Carnesale should be explored. What Ramsum and I said is that the "grading plan" from 2017 referred to in the negative declaration checklist does not appear to exist. City staff can't find it. We all recognize there is a "grading plan" as part of the current "Improvement Plans" which were first approved long after the 2017 negative declaration and updated as of 2021. In fact the Improvement Plans excerpts were attached by me in my Feb 7 communication and are attached again. See "Grading Plan for 18 inch culverts" attached to this email (and to my letter from February 7). The problem is that:
 - A. The environmental document you are being told to accept was based on a "grading plan" from 2017. But it does not seem to exist. Instead we have a post 2017 grading plan which has been modified over time. The current grading plan within the Improvement Plans was NOT part of the 2017 negative declaration. So far, no one can tell us what the grading plan was in 2017. We now know there are big problems (coupled with unanswered questions) with the "grading plan" as it exists today, including:
 - 1) Why is there now an inlet to the developer's 18" culvert a few feet from its egress point? This inlet apparently drains DMA8. The new drain and DMA8 is not accounted for in the "peer review" by the developer's "own" engineer, Ross Peabody. Your City staff has not addressed this.
 - 2) The Improvements Plans are inconsistent with the Final Drainage Study (updated in 2021) which provided that drainage from DMA8 would somehow get uphill to the storage underneath the main parking lot. The Peabody regurgitation of calculations from the original drainage scheme does not take this into account. Your City staff has not addressed this.
- 2. The Improvement Plans contain a new connection for the 18" drainage pipes which dump off the 10850 site into an open collection sump in front of the 18" culvert on the Ramsum property. By the terms of the conditions of approval this is a condition to the final map. In fact, the developer may weasel out of this requirement, which has been in place since 2021. Its an offsite condition. The developer has made no effort to approach Ms. Ramsum on how it intends to trespass on her property and make this connection. The connection should be peer reviewed and the developer required to make the connection before any occupancy is allowed. After all the project is based on dumping drainage onto the Ramsum property. The project needs to take care of its own stuff. This connection solution must be a condition to any certificate of occupancy being granted for any building.
- 3. The peer review by the owner's engineer Peabody does not address concentration of flow beyond historical. What flowed off this site is now concentrated in a single 18" pipe directed at Ms. Ramsum's property. The math check by Peabody says the storage basin will work. This however assumes all the drainage installations are in place per plan. We know that drainage for DMA 8 appears to be unaccounted for in Peabody's calculations and to prove it there is a new inlet to the 18" developer culvert not on any plans, which will drain DMA8. The Commission needs answers for this issue as the project "planning" affects downstream neighbors.
- 4. Carnesale says there were well-know drainage issues in the neighborhood, specifically "quite a few drainage issues in that part of the City." This indicates the 2017 negative declaration was based on incomplete information and should be re-visited. More likely, Carnesale is misrepresenting the truth. Ms. Ramsum has been there since 2011, not 2020 as Carnesale states. Her only drainage issues were caused by Carnesale at 10850 El Camino, by the flooding of 2021. If Carnesale is right then a new environmental document is needed to account

for his version of the drainage history for the neighborhood. In fact, a new environmental document is required owing to the flooding of Mr. Ramsum's property in 2021 by the re-concentration of runoff from the 10850 El Camino project.

The Planning Commission is in the trusted position of protecting the Atascadero property owners. It can ask important questions and demand complete answers. We hope you will consider this in your deliberations.

John Belsher, Esq. Belsher Law, P.C. 3450 Broad Street, Suite 101 San Luis Obispo, CA 93401

From: john belsherlaw.com

Sent: Tuesday, February 7, 2023 1:23 PM **To:** pc-comments@atascadero.org

Cc: Paula Ramsum ·

Subject: Agenda item 2; Planning Commission meeting Feb 7, 2023

Attached find correspondence to be delivered to the Planning Commissioners and planning staff in advance of tonight's meeting.

John Belsher, Esq. Belsher Law, P.C. 3450 Broad Street, Suite 101 San Luis Obispo, CA 93401

ATTENTION:

This email originated from outside the City's network. Use caution when opening links and attachments.



3450 Broad Street, Suite 101 San Luis Obispo, CA 93401 805-316-5892

Planning Commission City of Atascadero 6500 Palma Avenue Atascadero, CA

PC-comments@atascadero.org

Re: Feb 7, 2023 Agenda Item 2 – 10850 El Camino Real Tentative Tract Map

Dear Commissioners:

I represent the owner of property at 920 La Costa in Atascadero, Paula Ramsum. This property includes a custom rental house rented out by Ms. Ramsum for several years. The property has an 18" culvert which is designed to accept some run-off from the property at 10850 El Camino Real. Prior to construction next door by 10850 LLC, there is no record of any flooding at my client's property.

Although the 18" pipe on 920 La Costa connects directly to a City storm drain on La Costa, the City denies owning the 18" pipe. This issue is a subject of dispute and is under litigation.

On January 27, 2021, stormwater from 10850 El Camino overwhelmed the 18" culvert at 920 La Costa, causing extensive flooding of the house at 920 La Costa as well as a neighboring house. The construction site at 10850 was a mess, with grading going on that very day. Erosion control measures were unsuccessful and in fact clogged up the 18" culvert on Ms. Ramsum's property. Despite promises to help from both the City and the Developer, no help was forthcoming (aside from the much appreciated disaster response of the fire department). There is now a lawsuit filed against the City and the developer for damages to Ms. Ramsum from this incident. After two years, my client has not yet been able to bring her tenants back into the property, suffering mounting losses.

Atascadero Planning Commission January 7, 2023

Against this backdrop the City is now contemplating a tentative map to allow the developer to proceed with further development of the property at 10850 El Camino. We appreciate that there is already an approved development. However, there are a few issues which the Planning Commission can and should take a close look at. I will list them here.

- 1. The project does not conform to the drainage documents approved by the City.
 - A. The project was approved previously with reference to a "Grading plan" which was reported to be under review by Public Works. See 2017 project staff report, at page 8. There is no known record of this "grading plan". The 2017 approval is found at https://www.atascadero.org/files/CD/RECENT PROJECTS/Hartberg PC Staff Report.pdf
 - B. After project approval in 2017, the City accepted a Drainage Report and Stormwater Control Plan, which was updated March 2021. https://netorg8050650.sharepoint.com/:b:/s/BelsherLaw/ETnFaXurPQhEinmSYlz 339|BweigsWJDYo2gfKKtYUdc A?e=hQhzdo Attached is an excerpt from this report showing the area of concern. This report includes a mapping of the site into various drainage areas. The area next to Ms. Ramsum's site is designated DMA8. The water from this area is described as flowing through an unidentified "swale" back to the private street on the 10850 property. However, there is no such swale and it is actually uphill. Instead there is a drainage inlet placed in the 18" pipe belonging to 10850, which appears to be intended to siphon this water from DMA 8 directly into the 18" pipe of 10850. The result is that there is a large area of this site which is unaccounted for as to stormwater drainage and appears to add to the volume of water metered out to the 18" culvert on the property at 920 La Costa.
 - C. The Improvement Plans approved by the City in 2021 include new provisions for connecting the two 18" pipes. See the attached excerpt, page C-15 from the updated Improvement Plans. This may be a good solution. However, it has not

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been discussed by anyone at the City or 10850, LLC with Ms. Ramsum or her representatives. In addition, the City has added numerous new conditions addressing the need for private easements. So far the developer has ignored all these needs and conditions, trespassing on Ms. Ramsum's property on numerous occasions, including today when a crew came onto Ms. Ramsum's property to "maintain" the culvert on her property. Previously the developer actually demolished and removed Ms. Ramsum's fence, both along her property line and for several feet into her property. Ms. Ramsum had to re-build portions of this fencing following the January 2021 flood event, at her cost. The developer provided a replacement property line fence in the form of a concrete block unfinished wall with fencing on top of it, as shown in photos submitted by Ms. Ramsum.

- D. Recent stormwater management by 10850, LLC has dumped water from the front of its property into the culvert on Ms. Ramsum's property. In her letter submitted to you today there are photos of 10850's new improvised drainage course running alongside El Camino and then behind the houses at 900 and 910 La Costa, dumping into the 18" drain collection area on Ms. Ramsum's property. This is not on any plan we know of. On one occasion during a storm event in December 10, 2022, the Fire Department breached this impromptu ditch and diverted water to El Camino, where it ended up back on La Costa but not at the entrance to the 18" pipe on Ms. Ramsum's property. This action saved certain flooding at 920 La Costa, where the drainage pipe was at full capacity. See photo with Ms. Ramsum's letter of today's date.
- E. Condition 28 of the proposed project approval requires the developer identify and secure easements for overflow routes. This does not appear to have a plan. Ms. Ramsum has not been approached. Given that flooding her house was the previous "overflow" route she would truly love to have this clarified. Deferring to some unspecified engineering at this point seems inadequate and irresponsible.

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- 2. The parking for the proposed project appears to be short of City requirements. In the 2017 approval there was a reduction of parking based on the proposed senior use. The senior use has been removed. Although density dropped somewhat in the current plan, there does not appear to be an explanation of the significant parking reduction afforded in 2017 and apparently carried through to 2023 as applied to the present new approval.
- 3. The environmental document should be reviewed. The present staff report refers to an environmental approval but the environmental document is nowhere to be found, even after inquiry to the City Community Development department. Instead the agenda report refers us to a one-page Negative Declaration from 2017, which is supposed to be the result of an environmental review. That document says it is releasing "a draft initial study and Mitigated Negative declaration". It then says "This document may be viewed by visiting the Community Development Department listed under the lead agency address, or accessed via the City's website." When we requested the document from the Community Development Department yesterday no one could find it. A search of the City's web site also came up empty. It is not included with the 2017 staff report for this project. Many City actions are represented with extensive environmental documents which are found on-line. Not so for this project. There is no trail of evidence to support the Negative Declaration. Normally this would include a checklist and supporting studies. There is a planning "checklist" in the 2017 staff report but it has only a few items relating to environmental issues. Normally this checklist is extensive and discloses many different issues of consideration. Referenced in the 2017 approval and its limited checklist are visual studies by staff, a grading plan with public works and other studies or evidence to back up the conclusions leading to mitigation and the Negative Declaration. These evidentiary bases for the Negative Declaration are not part of any public record online that could be located. The CEQA process should be reviewed in light of the concerns over stormwater management, visual concerns and parking, as well as other environmental issues the Commissioners may feel are relevant. At the very least, the City staff should produce the actual environmental document upon which the 2017 Negative Declaration was based. If the Commission determines the project has changed in any significant way (altered stormwater management) or new environmental

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impacts are recognized (stormwater management), a new environmental document should be required.

It is hoped the Commission will recognize that serious issues have arisen as a result of the construction of the current project. It is procedurally and ethically correct to re-assess the impacts of the project in light of these issues at this time. We hope the Planning Commission will get some solid answers to the concerns raised by this neighboring property owner.

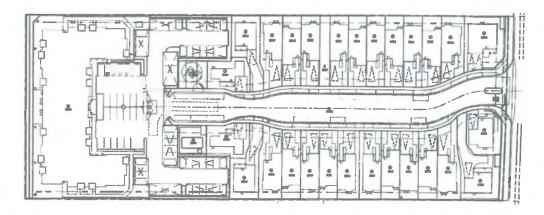
John Belsher

Cc: Paula Ramsum

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FINAL DRAINAGE REPORT and STORMWATER CONTROL PLAN for HARTBERG PROPERTIES VESTING TENTATIVE TRACT MAP #3099

Prepared for: Hartberg Properties, LLC



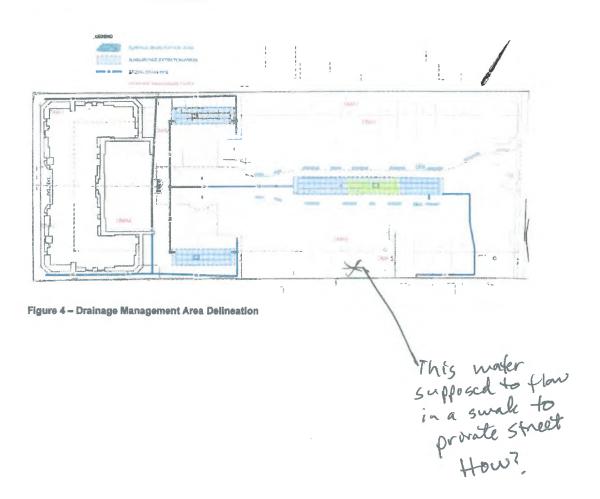
Prepared by: Wallace Group



January 31, 2018 Revised March 3, 2021

discharge into an 18-inch storm drain and discharge downstream within its historic pathway and ultimately into the Salinas River.

DMA 1 and DMA 2 consist of the northernly rooftop area of the apartment building and the northerly parking lot areas and will discharge flows into an underground detention chamber, C1. Stormwater runoff from the southern rooftop and southern parking lot (DMA 3 and DMA 4) will discharge into C2. For large storms, flow from C1 and C2 will be conveyed to detention Chamber C3. DMA 5 and DMA 6 consist of the roadway (Keffury Lane) and the front portion of the proposed townhomes. Runoff from these two DMAs will be directed to Keffury Lane and conveyed to a curb inlet connected to Chamber C3. DMA 7 and DMA 8 consist of the rear portions of the townhomes. This runoff will be conveyed through a rear yard drainage swale sloping to Keffury Lane. Runoff from DMAs 5 through 8 will discharge into detention Chamber 3 and will ultimately be discharged offsite.



flows back to pre-development rates. The City of Atascadero Stormwater Control Plan Permit Documentation is included in Appendix B.

The individual drainage basin peak flow rates are provided in Table 3 below:

TABLE 3
DMA PEAK FLOW RATES

| | Storm Event Peak Flow | 95тн | 2-YR | 10 -YR | 50-YR | 100-YR |
|----------|--------------------------|-------|-------|---------------|-------|--------|
| Basin | Area (ac) | (cfs) | (cfs) | (cfs) | (cfs) | (cfs) |
| Existing | 3.72 | 0.06 | 1.63 | 3.88 | 7.19 | 8.42 |
| DMA1 | 0.245 | 0.12 | 0.23 | 0.41 | 0.66 | 0.75 |
| DMA2 | 0.458 | 0.29 | 0.55 | 0.90 | 1.37 | 1.54 |
| DMA3 | 0.246 | 0.12 | 0.24 | 0.41 | 0.66 | 0.75 |
| DMA4 | 0.453 | 0.32 | 0.58 | 0,93 | 1.40 | 1.57 |
| DMA5 | 0.622 | 0.31 | 0.62 | 1.07 | 1.69 | 1.93 |
| DMA6 | 1.119 | 0.66 | 1,25 | 2.09 | 3.23 | 3.65 |
| DMA7 | 0.273 | 0.10 | 0.22 | 0.41 | 0.68 | 0.78 |
| DMA8 | 0.305 | 0.12 | 0.26 | 0.47 | 0.78 | 0.89 |

The routing schematic of storm flows through the bioretention basins and retention/detention chambers is shown in Figure 5 and outlined in Table 4 below.

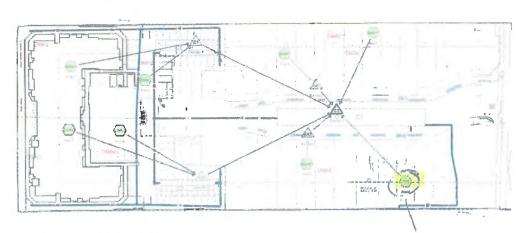
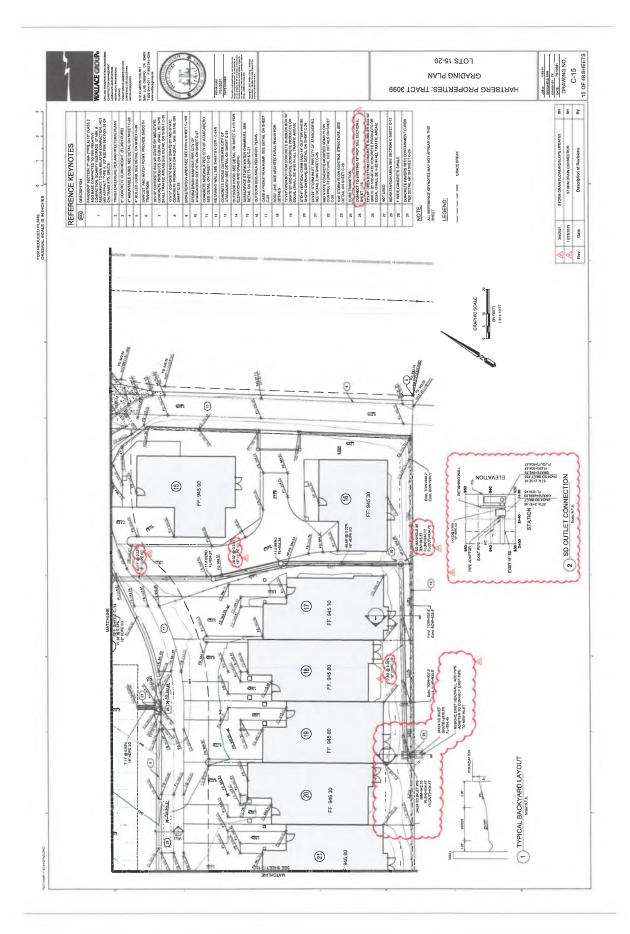
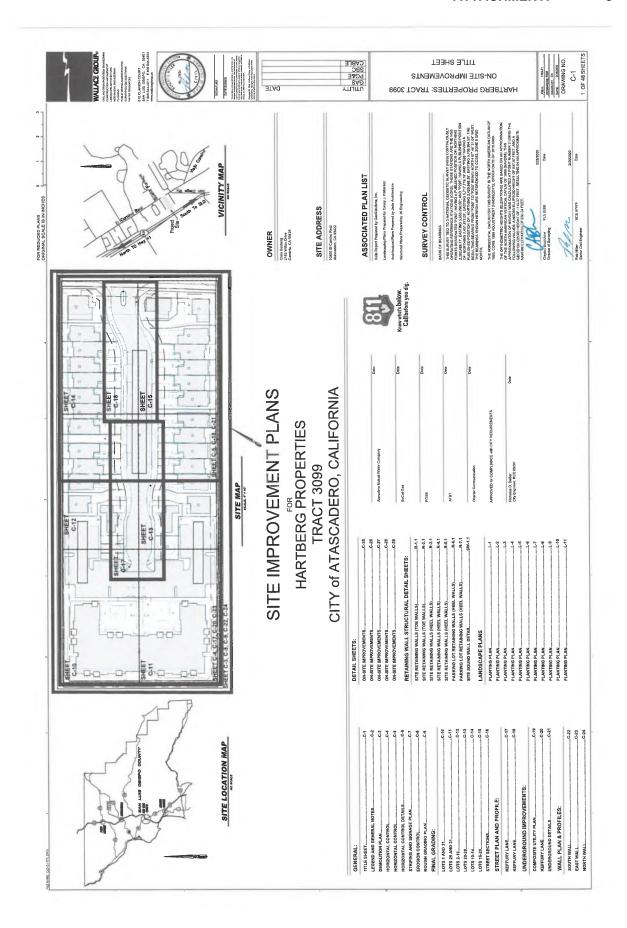
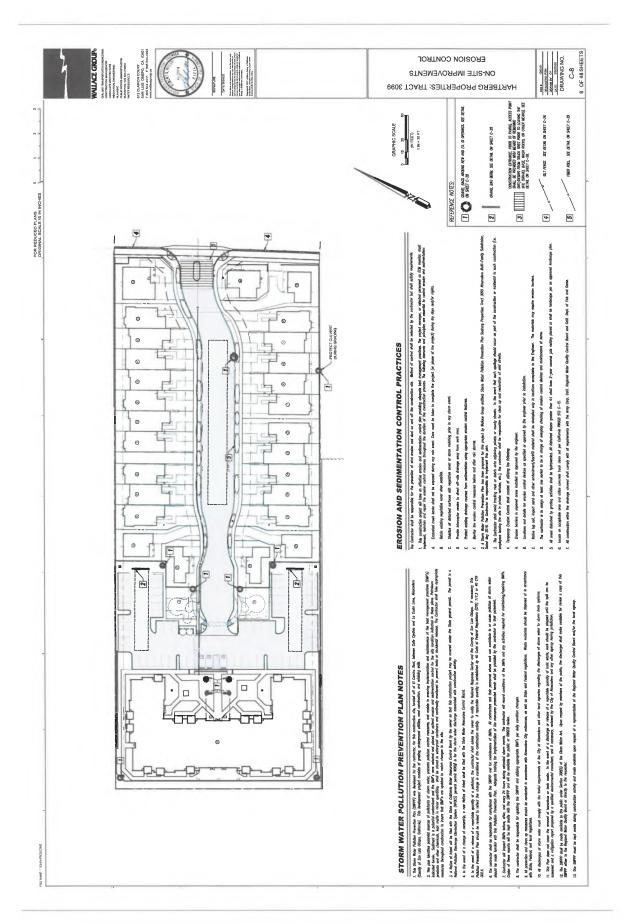
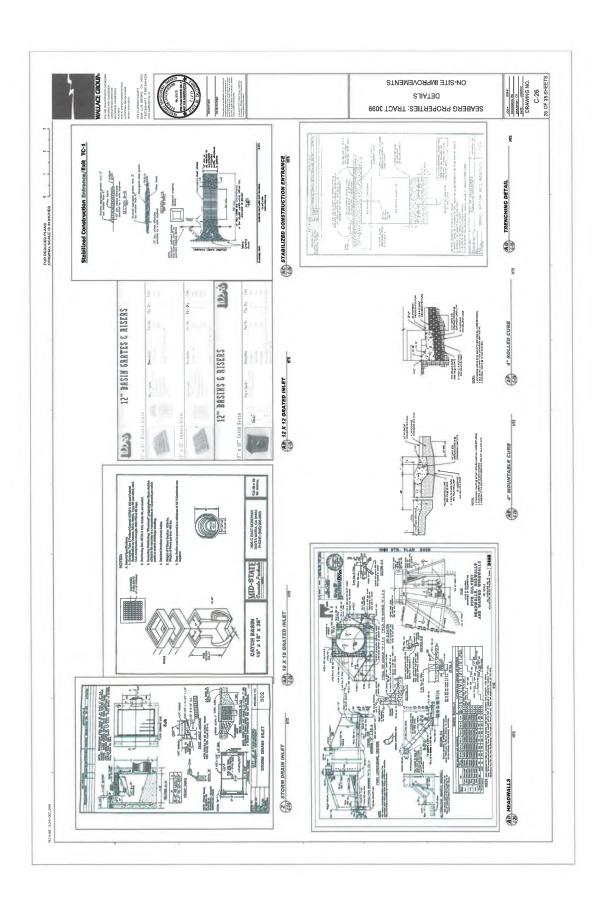


Figure 5 - Flow Routing Diagram









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(805) 621-3050 rob@civildesign-solutions.com

TO: Mr John Belsher

FROM: Civil Design Solutions

RE: La Costa Draiange - Ramsun Property

To Mr. Belsher:

Based on our field inspection on January of 2023, and a review of the grading plans and associated drainage report it is our professional opinion that the current flooding situation at the above noted location is clearly caused by the adjacent development at 10850 El Camino Real and their inadequate outlet. There is an existing gap between the outlet pipe from the project and an existing 18" pipe that runs through the Ramsun Property. In large storm events the outlet pipe becomes full overflows and floods the existing house. This flooding will continue to occur until an adequate solution is determined.

The City and the developers engineer have provided an updated plan that identifies a solution. However this solution is flawed and if implemented has the possibility to create additional flooding and additional damages to the adjacent homes. The following list outlines the issues with the developers engineers proposed solution.

- 1. The box that is being proposed on the Ramsun property does not allow for existing flow from the concrete gutter located on the Ramsun property and the neighboring properties to drain into it. This will basically block the existing flow from all the properties that drain to this location causing a worse flooding problem.
- 2. There is no adequate overland escape route should the pipes get clogged. Per standard civil engineering practices and City codes all drainage facilities must contain an adequate easement and all underground pipes must have a proper overflow should the underground pipes become non functioning or clogged.
- 3. The runoff from DMA 8 (rear yards of lots at 10850 El Camino Real) as indicated in the project drainage report clearly does not go to their underground system on their site. The underground drainage collection system is uphill from the lowest point of drainage collection and conveyance. All of the runoff from the rear yards of DMA 8 and the back half of the roofs will flow directly to the Ramsun Property and not be collected in the underground collection system.
- 4. The proposed box located on 10850 El Camino Real does not include a way for the water from the adjacent swale to get into the box. The box indicated has an at grade inlet on the top and no provision for the water collected into the swale to get into the box. This will create a situation where the water from the swale diverts the box and flows onto the Ramsun property.

Therefore it is our professional opinion that based on the existing condition and the proposed solution flooding will continue to occur on the Ramsun property causing damages to property. These damages are a direct a result of the construction of the project located at 10850 El Camino Real improper inadequete design, not accounting for the runoff from all areas, not accounting for the possibility of clogging and not having a proper overflow.

Robert J. Montoya Civil Design Solutions



DATE 01/22/2023

CIVIL DESIGN SOLUTIONS • 234 Atlantic City Ave • Grover Beach, CA RGE #68101 PLS #7190



February 13, 2023

Ten850 LLC 701 Shadow Lane, #310 Las Vegas, NV. 89106 Mr. John Carnesale

Regarding Ten850, LLC – Applicant
Hearing on Tentative Map – February 21, 2023: Review of Drainage Design currently approved and being installed with the project improvements.

Dear Mr. Carnesale:

I have provided a review of the current drainage design for the project referenced and have conclusions based upon that review which are provided in this letter. Peabody Engineering is not the design engineer for the project nor have we been involved in the project drainage design or construction.

We have reviewed the Final Drainage Report and Stormwater Control Plan for Hartberg Properties prepared by Wallace Group on January 31, 2018, and revised on July 31, 2018. We have also reviewed the approved Site Improvement Plans for Hartberg Properties dated January 15, 2021 which design the site grading for the project and drainage system for the project. Both documents have been stamped and signed by Wallace Group as being complete and ready for construction. Both documents have been reviewed and approved by the City of Atascadero and are the basis for the construction of the project and the improvements ongoing.

The drainage report provided a clear description of the existing drainage conditions. The existing site prior to construction drained to an existing 18" storm drain line with a flared end section to accept the drainage from the Ten850 site and into the public drain system in La Costa Court. This drain pipe system lies between 910 and 920 La Costa Court and is a public drain line owned and maintained by the City of Atascadero. This existing 18" storm drain pipe runs from the property boundary of Ten850, between the houses located at 920 La Costa Court and 910 La Costa Court, and to La Costa Court where the public drain line conveys the drainage further into the City of Atascadero

since the time it was constructed with the sub

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EXISTING DRAINAGE PRIOR TO PROJECT DEVELOPMENT: The drainage condition and flow produced from the Ten850 project site prior to any construction has been evaluated in the drainage report. This analysis was completed using HydroCAD

CIVIL ENGINEERING * SURVEYING * PROJECT MANAGEMENT * STRUCTURAL DESIGN



Stormwater Modeling, which is an accepted modeling program for evaluating storm flows for 2 year through 100 year storm events. NOAA precipitation frequency estimates were used for the area to come up with the design storm events for modeling. NOAA precipitation history for storm events is one of the most widely used and accurate methods of modeling precipitation storm events and is considered an acceptable standard when producing stormwater modeling for various storm events. Through this analysis, Wallace Group found that existing flows from the Ten850 site into the 18" storm drain pipe prior to construction of this project were as designated below:

| | Storm Event Peak Flow | | 10-YR | 50-YR | 100-yr | 95тн |
|----------|-----------------------------|-------|-------|-------|--------|-------|
| Basin | Area (ac) | (cfs) | (cfs) | (cfs) | (cfs) | (cfs) |
| Existing | 3.75 | 1.43 | 3.66 | 6.95 | 8.19 | 0.55 |

PROPOSED DRAINAGE FROM PROJECT DEVELOPMENT: The project drainage was then evaluated and the drainage flows from each Drainage Management Area (DMA) were quantified in the drainage report. Each DMA has a certain amount of impervious surface (pavement, roof, street, driveways, etc.). This new impervious surface increases and concentrates the drainage within the project for each DMA. Such increase drainage flow was calculated for each DMA and a total drainage flow for each DMA was found. This increased flow represents the flow from the new project once the project is completely constructed.

Our review of the proposed project drainage system and project grading plan showed that all drainage from the Ten850 project site is being collected by the new drainage system, detained onsite through the use of underground chambers, and is regulated for outflow from the site to insure the flow from the developed project does not exceed the existing drainage flow condition prior to the development of the project. To accomplish that, the underground chamber systems designed with the Site Improvement Plans have flow control manholes constructed to hold back storm water during the various storm events and reduce the flow to the existing drain system in all storms evaluated. Wallace Group found that the resultant outflow from the project site once development is completed would be reduced for the annual (95th Percentile) storm even, 10 year storm event, 50 year storm event, and 100 year storm event as determined below:

| | Storm Event Peak | ? VD | | 50-YR | 100 <u>~</u> v | Effer can Flow | 2-110 |
|-----------------|---------------------|-------------|------|-------|----------------|-------------------|-------|
| en a Sili | HICO (OC) | , p | nia | | ω,Δ | rea, (ac) | (cfs) |
| Existing | 3.75 | 1.43 | 3.66 | 6.95 | 8.19 | 0.55 | |
| Detention C3 | 3.75 | 0.32 | 0.80 | 1.42 | 6.32 | 0.00 | |

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The flow into the 18" storm drain pipe from the project prior to the development is designated as "Existing", and the flows shown as "Detention C3" are the proposed flows from the project once the project development is completed. In all storm event cases evaluated in the drainage report, the flow from the project into the 18" storm drain pipe running between 910 and 920 La Costa Court is reduced once the project construction is completed.

Peabody Engineering has reviewed and checked the calculations provided in the drainage report and finds them to be accurate. This includes calculation of the existing storm event flows, calculation of the proposed storm event flows, and modeling of the detention onsite to reduce the outflows from the project once completed.

Sincerely

Ross Peabody

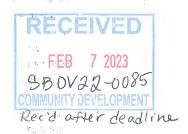
Planning Commission

City of Atascadero

6500 Palma Ave.

RE: 10850 LLC Tentative Track Map

Feb. 7, 2023



Dear Commissioners

My name is Paula Ramsum, and I own a custom home at ____ La Costa Court, which is adjacent to the Project at 10850 El Camino Real. I have invested in several homes in Atascadero over the years, starting in 2010. I have found Atascadero to be a nice area to invest in and my tenants have liked living here.

This all changed the night of January 27, 2021, when my nightmare began. I got a call from my tenants late at night informing me the house they are living in is flooded with mud and water and the Fire Department had to unclog the small drain that runs across my property. I later find out the construction site had been instructed to divert all water runoff from this large 3.79 acres of newly graded unstable construction site to the small 18 inch drain at the back corner of my lot during construction. At this point, construction has taken years to build, still is not complete and now they want to build more. I was never informed of this plan to divert more water than this small drain can handle. I was never informed that my home would be in danger. There was a well-advertised and predicted rain event scheduled for January 27, 2021. Days before this rain event the construction crews removed my fence at the back of my property that backs up to the 10850 site, without any notice or permission. This fence would have protected my house holding back the mud and water and giving the Fire department more time to protect our properties. There were other properties flooded that night as well. I've been informed the contractor was out there in the rain grading the lot during the day, which only made the soil even more unstable. Then in the middle of the heavy rain event, they went home and soon afterwards my home flooded.

This was a preventable event, with proper drainage plans that actually work. My house was severally damaged, which include all the flooring, walls, cabinets and more. My tenants were displaced, I had to put them up in a hotel, and they eventually found new housing. At first the Owner of the site accepted blame and assured me they would pay for all the damage and lost rents. After many delays they turned the claim over to their insurance company. Several months later the insurance company was ready to settle with me. Then Amanda, the main contact for the property owner and construction company, instructed the insurance adjuster not to issue the settlement. Amanda told the insurance adjuster that it was the City of Atascadero's fault the flood happened because the City instructed fabric to be placed over the drain pipe which caused the pipe to clog. Now I am stuck with no insurance settlement to repair my home, not knowing who caused this flood to happen. I filled a claim against the City of Atascadero, which was denied. I have had to borrow money to make the repairs and have lost rents for over 2 years now.

You have some plans that may or may not work when the project is completed, which is a big issue. However there appears to be no real plan for during construction, which has been taking years, and now

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they want to build more. Since the original flood event, January 27, 2021, I have lived in fear that it would happen again, and sure enough it did on 12-10-22. However this time I was out there monitoring the drain in the pouring rain, as well as my neighbors. I have included a picture of the drain pipe at maximum, just before the Fire Department arrived and saved our houses from damage.

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n o storms Contraction e

I have been living this nightmare for two years and something needs to be done to solve these major flaws in the project. These flaws need to be addressed and solved before allowing this contractor to continue.

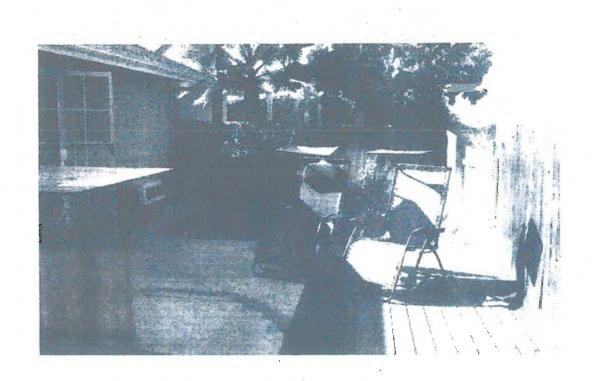
My neighbors and I have had to deal with the continuous noise, dust for well over 2 years. Now we have intrusive block walls, and massive buildings that tower over our yards as found of

The original construction site property used to be below the grade of my property, now it's 8 feet above my property, and I have to look at this massive block wall that was not sealed properly and is now a stained eyesore (see photos). On top of the block wall are massive two story attached buildings with high pitched roofs. The photos attached show the massive stained block wall, the open space above the wall will be blocked out with the massive second story that is to be built there. I also have a picture of my yard before construction, 5 foot fence looking out to open sky. Now we look at intrusive block wall and massive buildings.

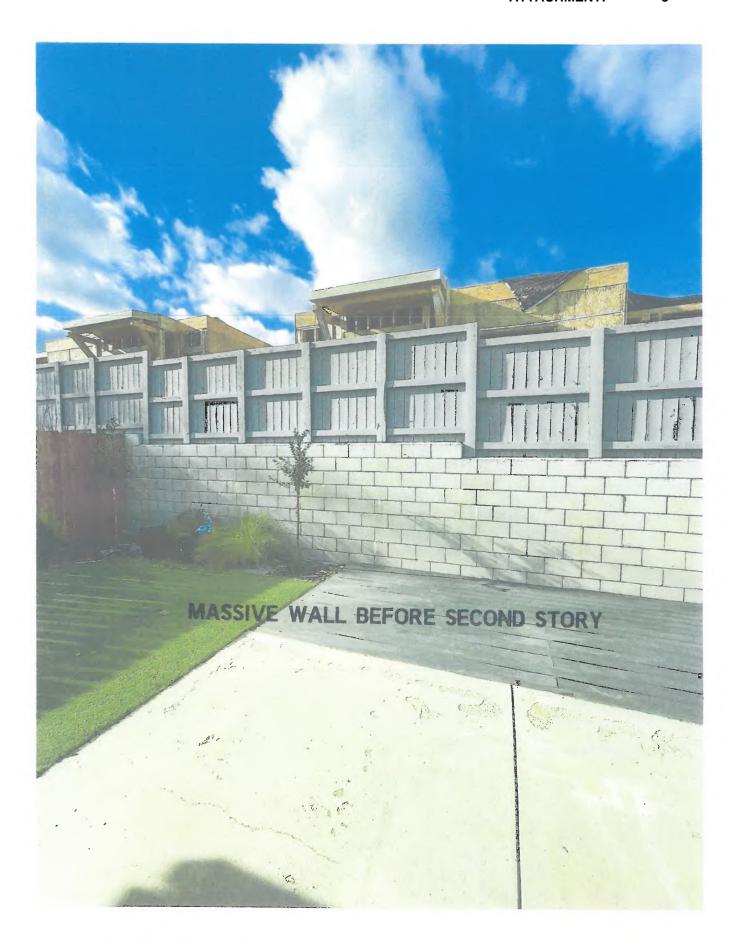
Another picture shows the drain that was installed by 10850 LLC looking through it from my side, with an inlet at the top of the developer's 18" outlet pipe discharging to my property. It shows an inlet on the top, but nowhere in the drainage plans show this. Where is this water coming from? It is not on the plan and not in the drainage calculations. Other pictures show a drainage canal that was built at the time the block wall was installed, which drains water from 10850 El Camino behind 900 and 910 La Costa Court into the 18 inch pipe at the corner of my back yard. The construction site has dug a large trench along El Camino Real, which feeds water behind my neighbor's back yards to my property. This diverts water from the front of the flooded construction site to my property. After the flood on 12-10-22, water has overflowed onto El Camino turned the corner at La Costa and funneled into another City drain at the front of my home at 920 La Costa Court. When I brought this up to Lori Azeen, she told me this was blocked off and not being used, but as of today it is still there.

Please either deny approval or table it until all the problems with this project can be solved to protect the neighboring properties. In the meantime we hope the City will control this out of control run-off situation as we still have months of potential storm action.

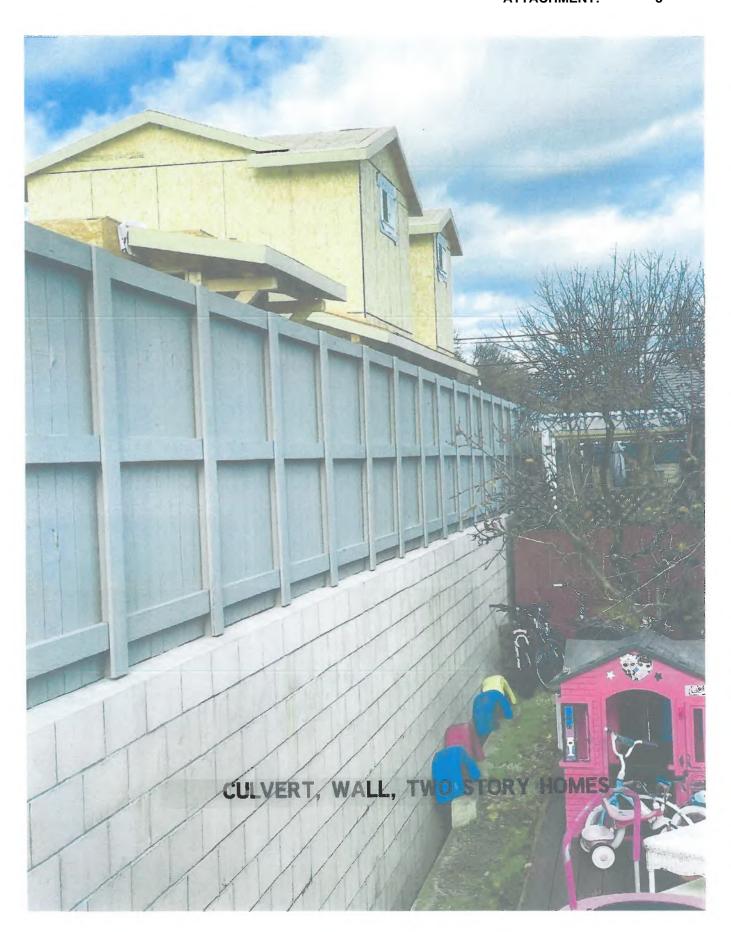
Paula Ramsum

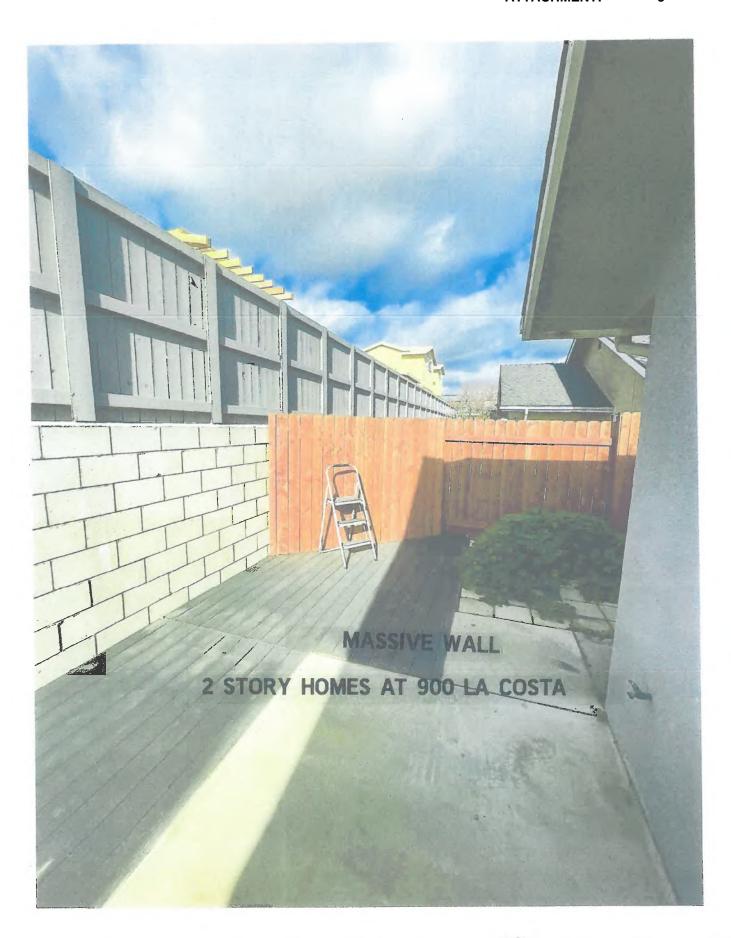


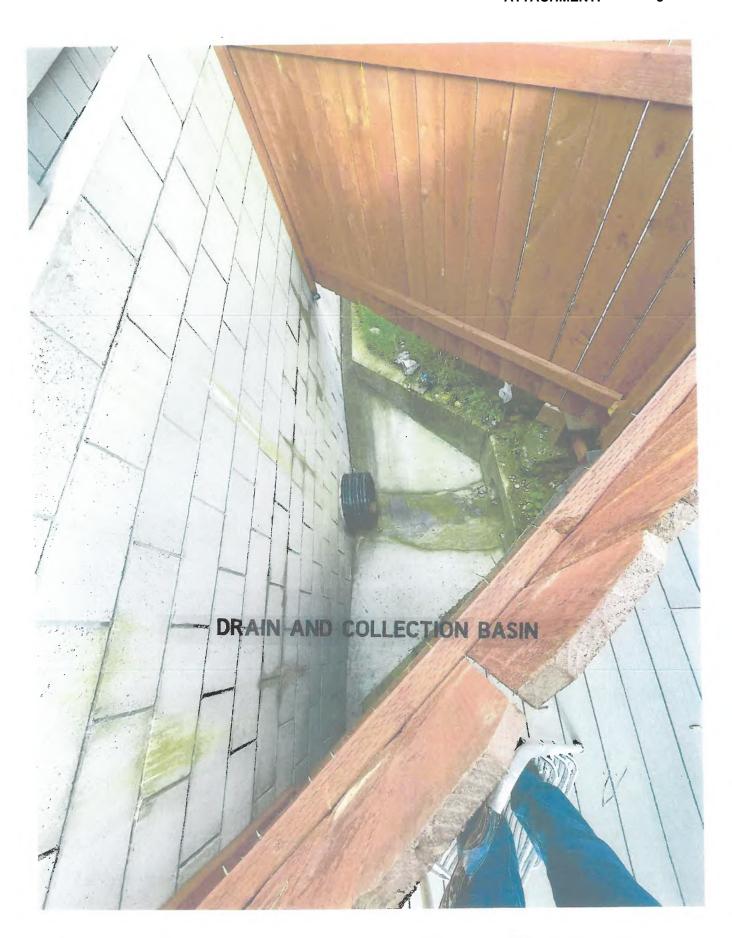
BACK YARD PRIOR TO MASSIVE WALL

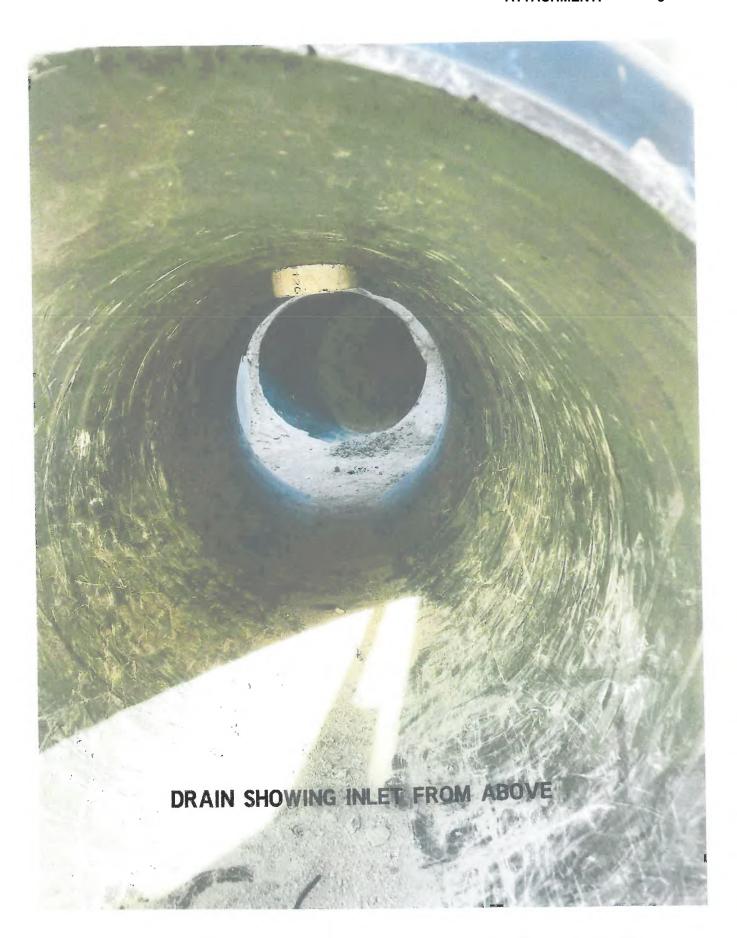












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TRENCH ALONG EL CAMINO REAL

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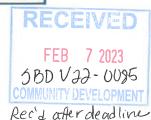


TRENCH LEADING TO CHANNEL BEHIND 900 AND 910 LA COSTA COURT





3450 Broad Street, Suite 101 San Luis Obispo, CA 93401 805-316-5892



Planning Commission City of Atascadero 6500 Palma Avenue Atascadero, CA

PC-comments@atascadero.org

Re: Feb 7, 2023 Agenda Item 2 – 10850 El Camino Real Tentative Tract Map

Dear Commissioners:

I represent the owner of property at 920 La Costa in Atascadero, Paula Ramsum. This property includes a custom rental house rented out by Ms. Ramsum for several years. The property has an 18" culvert which is designed to accept some run-off from the property at 10850 El Camino Real. Prior to construction next door by 10850 LLC, there is no record of any flooding at my client's property.

Although the 18" pipe on 920 La Costa connects directly to a City storm drain on La Costa, the City denies owning the 18" pipe. This issue is a subject of dispute and is under litigation.

On January 27, 2021, stormwater from 10850 El Camino overwhelmed the 18" culvert at 920 La Costa, causing extensive flooding of the house at 920 La Costa as well as a neighboring house. The construction site at 10850 was a mess, with grading going on that very day. Erosion control measures were unsuccessful and in fact clogged up the 18" culvert on Ms. Ramsum's property. Despite promises to help from both the City and the Developer, no help was forthcoming (aside from the much appreciated disaster response of the fire department). There is now a lawsuit filed against the City and the developer for damages to Ms. Ramsum from this incident. After two years, my client has not yet been able to bring her tenants back into the property, suffering mounting losses.

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Against this backdrop the City is now contemplating a tentative map to allow the developer to proceed with further development of the property at 10850 El Camino. We appreciate that there is already an approved development. However, there are a few issues which the Planning Commission can and should take a close look at. I will list them here.

- 1. The project does not conform to the drainage documents approved by the City.
 - A. The project was approved previously with reference to a "Grading plan" which was reported to be under review by Public Works. See 2017 project staff report, at page 8. There is no known record of this "grading plan". The 2017 approval is found at https://www.atascadero.org/files/CD/RECENT_PROJECTS/Hartberg_PC Staff Report.pdf
 - B. After project approval in 2017, the City accepted a Drainage Report and Stormwater Control Plan. which updated 2021. was March https://netorg8050650.sharepoint.com/:b:/s/BelsherLaw/ETnFaXurPQhEinmSYlz 339|BweigsWJDYo2qfKKtYUdc A?e=hQhzdo Attached is an excerpt from this report showing the area of concern. This report includes a mapping of the site into various drainage areas. The area next to Ms. Ramsum's site is designated DMA8. The water from this area is described as flowing through an unidentified "swale" back to the private street on the 10850 property. However, there is no such swale and it is actually uphill. Instead there is a drainage inlet placed in the 18" pipe belonging to 10850, which appears to be intended to siphon this water from DMA 8 directly into the 18" pipe of 10850. The result is that there is a large area of this site which is unaccounted for as to stormwater drainage and appears to add to the volume of water metered out to the 18" culvert on the property at 920 La Costa.
 - C. The Improvement Plans approved by the City in 2021 include new provisions for connecting the two 18" pipes. See the attached excerpt, page C-15 from the updated Improvement Plans. This may be a good solution. However, it has not

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been discussed by anyone at the City or 10850, LLC with Ms. Ramsum or her representatives. In addition, the City has added numerous new conditions addressing the need for private easements. So far the developer has ignored all these needs and conditions, trespassing on Ms. Ramsum's property on numerous occasions, including today when a crew came onto Ms. Ramsum's property to "maintain" the culvert on her property. Previously the developer actually demolished and removed Ms. Ramsum's fence, both along her property line and for several feet into her property. Ms. Ramsum had to re-build portions of this fencing following the January 2021 flood event, at her cost. The developer provided a replacement property line fence in the form of a concrete block unfinished wall with fencing on top of it, as shown in photos submitted by Ms. Ramsum.

- D. Recent stormwater management by 10850, LLC has dumped water from the front of its property into the culvert on Ms. Ramsum's property. In her letter submitted to you today there are photos of 10850's new improvised drainage course running alongside El Camino and then behind the houses at 900 and 910 La Costa, dumping into the 18" drain collection area on Ms. Ramsum's property. This is not on any plan we know of. On one occasion during a storm event in December 10, 2022, the Fire Department breached this impromptu ditch and diverted water to El Camino, where it ended up back on La Costa but not at the entrance to the 18" pipe on Ms. Ramsum's property. This action saved certain flooding at 920 La Costa, where the drainage pipe was at full capacity. See photo with Ms. Ramsum's letter of today's date.
- E. Condition 28 of the proposed project approval requires the developer identify and secure easements for overflow routes. This does not appear to have a plan. Ms. Ramsum has not been approached. Given that flooding her house was the previous "overflow" route she would truly love to have this clarified. Deferring to some unspecified engineering at this point seems inadequate and irresponsible.

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2. The parking for the proposed project appears to be short of City requirements. In the 2017 approval there was a reduction of parking based on the proposed senior use. The senior use has been removed. Although density dropped somewhat in the current plan, there does not appear to be an explanation of the significant parking reduction afforded in 2017 and apparently carried through to 2023 as applied to the present new approval.

3. The environmental document should be reviewed. The present staff report refers to an environmental approval but the environmental document is nowhere to be found, even after inquiry to the City Community Development department. Instead the agenda report refers us to a one-page Negative Declaration from 2017, which is supposed to be the result of an environmental review. That document says it is releasing "a draft initial study and Mitigated Negative declaration". It then says "This document may be viewed by visiting the Community Development Department listed under the lead agency address, or accessed via the City's website." When we requested the document from the Community Development Department yesterday no one could find it. A search of the City's web site also came up empty. It is not included with the 2017 staff report for this project. Many City actions are represented with extensive environmental documents which are found on-line. Not so for this project. There is no trail of evidence to support the Negative Declaration. Normally this would include a checklist and supporting studies. There is a planning "checklist" in the 2017 staff report but it has only a few items relating to environmental issues. Normally this checklist is extensive and discloses many different issues of consideration. Referenced in the 2017 approval and its limited checklist are visual studies by staff, a grading plan with public works and other studies or evidence to back up the conclusions leading to mitigation and the Negative Declaration. These evidentiary bases for the Negative Declaration are not part of any public record online that could be located. The CEQA process should be reviewed in light of the concerns over stormwater management, visual concerns and parking, as well as other environmental issues the Commissioners may feel are relevant. At the very least, the City staff should produce the actual environmental document upon which the 2017 Negative Declaration was based. If the Commission determines the project has changed in any significant way (altered stormwater management) or new environmental

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impacts are recognized (stormwater management), a new environmental document should be required.

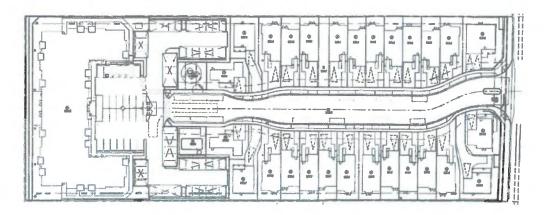
It is hoped the Commission will recognize that serious issues have arisen as a result of the construction of the current project. It is procedurally and ethically correct to re-assess the impacts of the project in light of these issues at this time. We hope the Planning Commission will get some solid answers to the concerns raised by this neighboring property owner.

John Belsher

Cc: Paula Ramsum

FINAL DRAINAGE REPORT and STORMWATER CONTROL PLAN for HARTBERG PROPERTIES VESTING TENTATIVE TRACT MAP #3099

Prepared for: Hartberg Properties, LLC



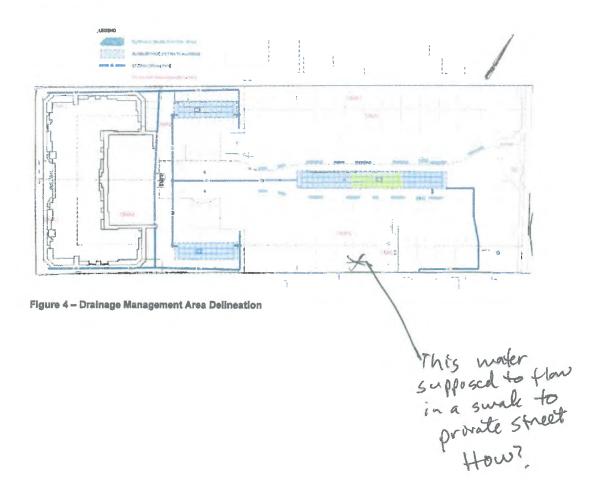
Prepared by: Wallace Group



January 31, 2018 Revised March 3, 2021

discharge into an 18-inch storm drain and discharge downstream within its historic pathway and ultimately into the Salinas River.

DMA 1 and DMA 2 consist of the northernly rooftop area of the apartment building and the northerly parking lot areas and will discharge flows into an underground detention chamber, C1. Stormwater runoff from the southern rooftop and southern parking lot (DMA 3 and DMA 4) will discharge into C2. For large storms, flow from C1 and C2 will be conveyed to detention Chamber C3. DMA 5 and DMA 6 consist of the roadway (Keffury Lane) and the front portion of the proposed townhomes. Runoff from these two DMAs will be directed to Keffury Lane and conveyed to a curb inlet connected to Chamber C3. DMA 7 and DMA 8 consist of the rear portions of the townhomes. This runoff will be conveyed through a rear yard drainage swale sloping to Keffury Lane. Runoff from DMAs 5 through 8 will discharge into detention Chamber 3 and will ultimately be discharged offsite.



flows back to pre-development rates. The City of Atascadero Stormwater Control Plan Permit Documentation is included in Appendix B.

The individual drainage basin peak flow rates are provided in Table 3 below:

TABLE 3
DMA PEAK FLOW RATES

| | Storm Event Peak Flow | 95тн | 2-YR | 10 -YR | 50-YR | 100-YR |
|----------|--------------------------|-------|-------|---------------|-------|--------|
| Basin | Area (ac) | (cfs) | (cfs) | (cfs) | (cfs) | (cfs) |
| Existing | 3.72 | 0.06 | 1.63 | 3.88 | 7.19 | 8.42 |
| DMA1 | 0.245 | 0.12 | 0.23 | 0.41 | 0.66 | 0.75 |
| DMA2 | 0.458 | 0.29 | 0.55 | 0.90 | 1.37 | 1.54 |
| DMA3 | 0.246 | 0.12 | 0.24 | 0.41 | 0.66 | 0.75 |
| DMA4 | 0.453 | 0.32 | 0.58 | 0.93 | 1.40 | 1.57 |
| DMA5 | 0.622 | 0.31 | 0.62 | 1.07 | 1.69 | 1.93 |
| DMA6 | 1.119 | 0.66 | 1.25 | 2.09 | 3.23 | 3.65 |
| DMA7 | 0.273 | 0.10 | 0.22 | 0.41 | 0.68 | 0.78 |
| DMA8 | 0.305 | 0.12 | 0.26 | 0.47 | 0.78 | 0.89 |

The routing schematic of storm flows through the bioretention basins and retention/detention chambers is shown in Figure 5 and outlined in Table 4 below.

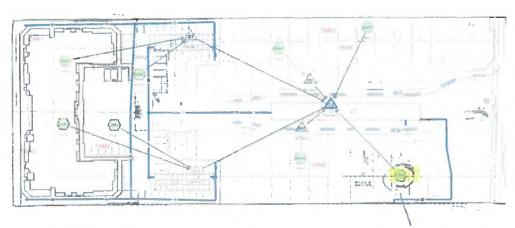
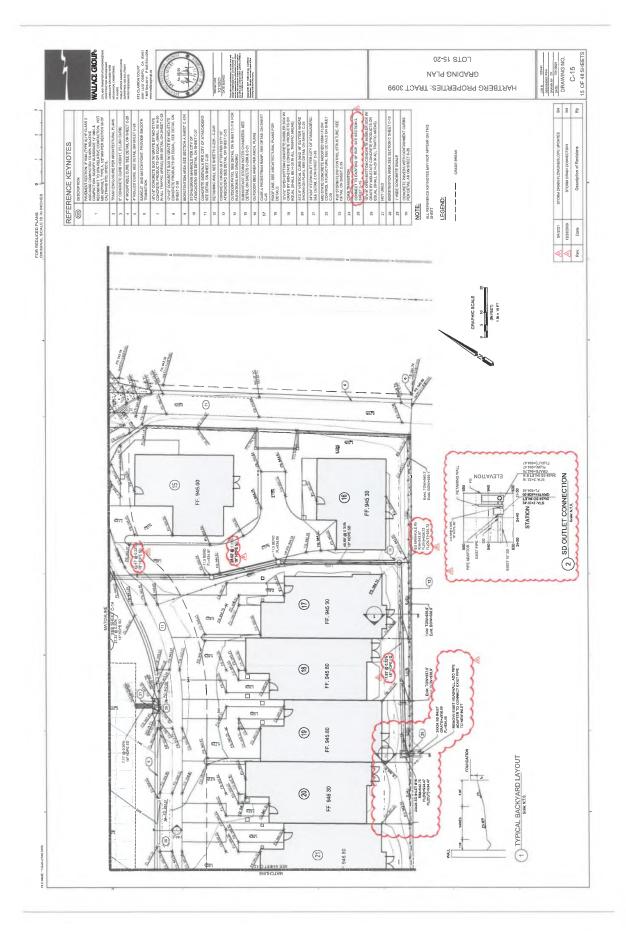
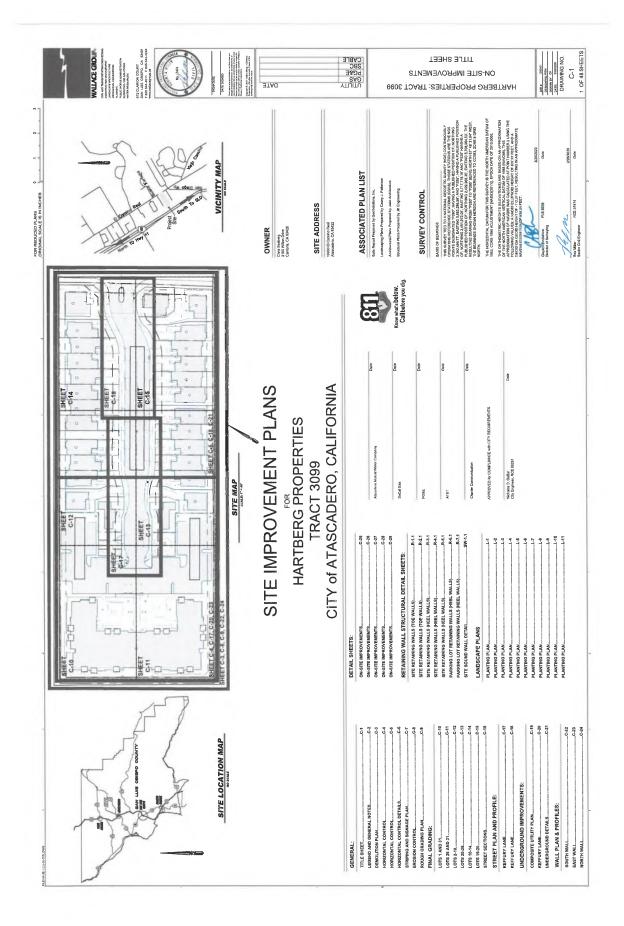
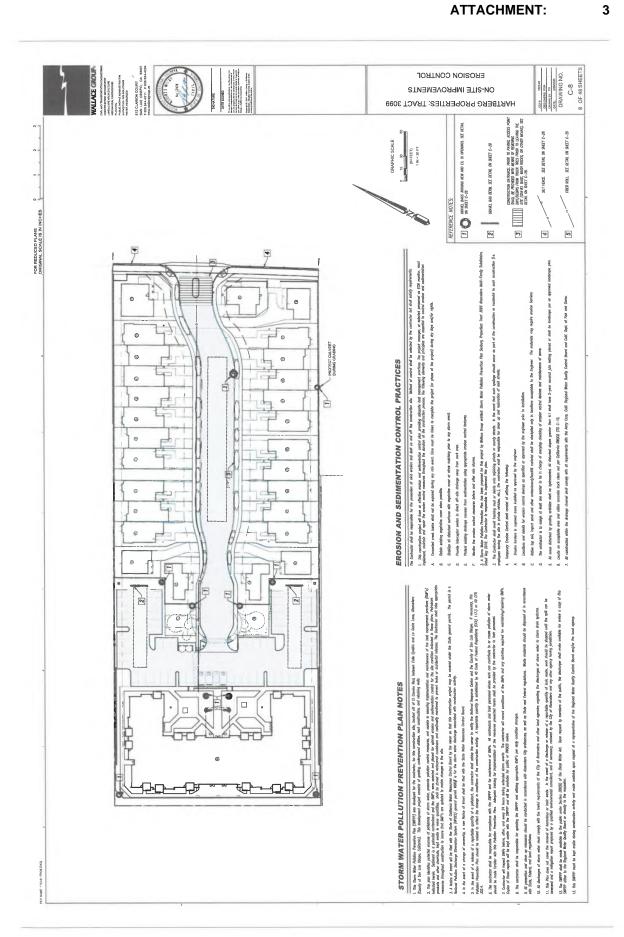


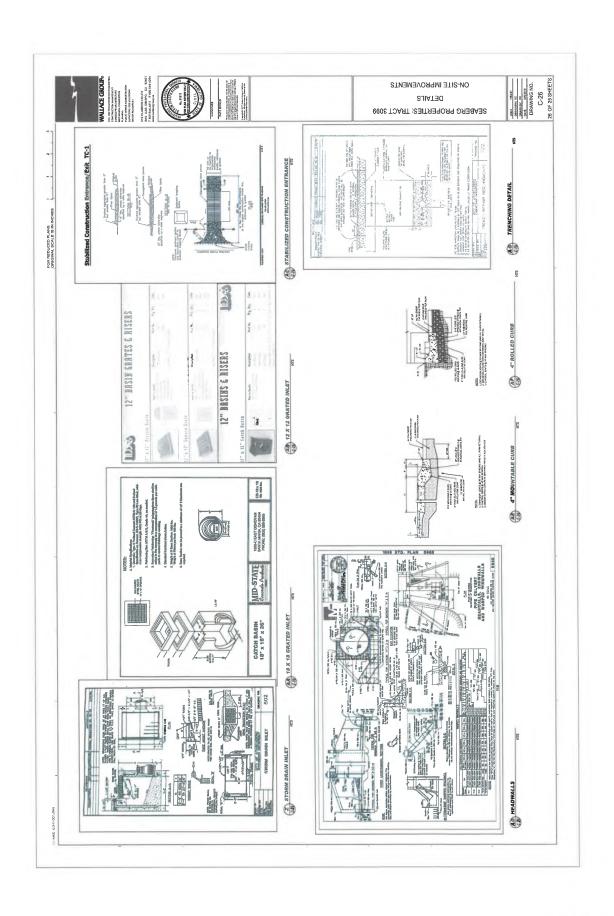
Figure 5 - Flow Routing Diagram

DWAS " SWAS









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Ten850, LLC 701 Shadow Lane, Suite 150 Las Vegas, NV 89106



Kelly Gleason, Planning Department City of Atascadero 6500 Palma Avenue Atascadero CA 93422

> Re: Ten850, LLC - Applicant Hearing on Tentative Map - February 21, 2023

Dear Kelly:

I wanted to put on record some things that came up during the Planning Commission hearing on February 7, 2023. We are going back in front of the Commission on February 21, 2023, so I hoped this information could be provided to the Commission prior to our next hearing.

The item for approval by the Commission on February 21, 2023, is approval of a new tentative map, which takes 48 "for rent" units, and instead proposes 43 "for sale" units. The amount of parking has been increased from 60 spaces to 83 spaces, as the previously-approved map was for senior housing which generally requires less parking. The parking for the modified project meets all City requirements, and will be on-site. The Ten850 project will not contribute to parking issues on El Camino..

Drainage and Engineering: Ross Peabody is our engineer, and he explains in the attached letter that the drainage plan was updated in 2022, and meets all current City and state requirements. There were statements made that the engineering was out of date, and that it has not been revised to address current code requirements. That is not true. Engineer Peabody explains that in his letter.

The neighbor who spoke at the hearing, Paula Ramsum, alleged that there was no history of drainage issues prior to construction beginning at 10850 El Camino. However, the owner only purchased her property in 2020, and the flooding occurred in January of 2021. In fact, historically there were quite a few drainage issues in that part of the City. In the City-approved drainage plans for the Ten850 project - and this is also addressed in Engineer Peabody's letter the site elevation was raised by eight feet, in order to insure any run-off drains away from the neighbor's subdivision and towards the retention basin on the Ten850 property. During construction, Ten850 installed a block wall on the property line, and the old fence (which was on the Ten850 property, not on the neighbor's property) was removed. There is a new drainage pipe that starts at the property line, adjacent to the new wall, and collects surface water, moving it to the south, away from the neighbor's property and into the retention basin.

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Drainage from the neighbor's subdivision is directed to the east through a collection drain on the neighbor's side of the wall, and that drain directs water through the neighbor's subdivision, through an underground pipe, across El Camino to a drainage pond. The Ten850 project installed a swale to help the neighbor's subdivision with their drainage,

Both City and state inspectors are on the Ten850 project site on a regular basis, inspecting the existing drainage and flood control construction, and enforcing the conditions in those plans. The City can confirm those inspections have taken place.

The 2021 Flooding Incident: The flooding incident that the neighbor and her attorney spoke of during the February 7th Commission hearing was a freak occurrence, due to the drainage improvements being under construction. Two homes were affected – 910 La Costa and 920 La Costa; 910 La Costa was more heavily damaged. The complaining neighbor owns 920 La Costa.

The neighbor categorically told this Commission that the developer of the Ten850 project provided no help, which is absolutely not true. We must assume she was exaggerating the circumstances due to her lawsuit, currently pending against both the City and the developer. In fact, immediately after the flooding damage occurred, the neighbor's tenants were moved into a hotel, and Serv-Pro was sent in to box up belongings and use their equipment to dry out the house. Ten850, LLC, contacted its insurance company. Simultaneously, Ten850 LLC has spent more than \$36,000.00 to help the complaining neighbor.

The neighbor's tenants were relocated, and \$8,416.86 in hotel expenses were paid. The neighbor was reimbursed \$6,900.00 in lost rental income. Serv-Pro was paid \$3,141.86, and \$8,696.50 was paid in legal fees to gain the insurance company's cooperation. Neighbor Ramsum claimed \$80,000.00 in damages to the 920 La Costa house, when the developer had estimates at 25% that, and she refused to mediate or enter into formal discussions before filing suit. The neighbor's last communication with the developer was in January of 2022. By August of 2021, neighbor Ramsum had filed suit against the developer and the City. If she had cooperated with us, she could have been back in her house in March of 2021, like her neighbor at 910 La Costa.

Ten850 LLC repaired the damage to 910 La Costa and had that owner back in his house, all repairs completed, within a few months. The owners of 910 La Costa received alternate housing through the end of March 2021, and while they were out, the 910 La Costa home was restored, drywall replaced and re-painted, the floors replaced, and the countertops replaced. The owner of 910 La Costa noted that his deck – and most owners' decks in that subdivision – were built raised due to the regular drainage problems. Future drainage issues in that neighboring subdivision should be solved, in part, by the drainage plans that will be implemented for the Ten850 project.

By the way, neighbor Ramsum's attorney claimed there was three feet of water in the 920 La Costa house, but there was no more than three <u>inches</u>, according to Serv-Pro.

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It's important to note that the recent atmospheric river rains in the area have not produced any additional flooding to the surrounding properties, including 910 La Costa and 920 La Costa. On a similar note, 910 La Costa is lower than 920 La Costa as it relates to the drainage.

Grading: Neighbor Ramson and her attorney claimed there was no record of a grading plan. There is a grading plan. The approved Site Improvement Plans include sheets C-10 through C-16 which are the final grading plans for all the lots, streets, and open space areas for the project. By approving the Site Improvement Plans, the City has approved the grading for the site which is the grading permit approval that was referenced by one of the Commissioners during the meeting.

CEQA Compliance: The neighbor's attorney, John Belsher, claimed that the environmental review from 2017 was done without any engineering in hand, but there is no possible way to challenge the CEQA work done at that time. The project in front of the Commission at the February 21st hearing is only to reduce the number of units from 48 to 43, and allow for sale of those units. This change has no potential environmental impacts that are more or different than the project approved in 2017. Attorney Belsher said he spent an afternoon at the City and was unable to locate the 2017 Negative Declaration; that is no reason to open up environmental review on such a simple modification.

<u>Conclusion</u>: The developer has been in the City of Atascadero for 25 years, as owners of the 140 apartment units across El Camino. After 25 years, there have been no significant complaints from the tenants or the neighbors for that complex. After 25 years, the developer has no desire to cause issues with the neighbors, and it would appear that only <u>one</u> neighbor is disgruntled and unhappy with the situation.

We hope this information is helpful. We will be available to answer any questions at the February 28th hearing. Thank you.

Sincerely, John Carnesale





February 13, 2023

Ten850 LLC 701 Shadow Lane, #310 Las Vegas, NV. 89106 Mr. John Carnesale

Regarding Ten850, LLC – Applicant Hearing on Tentative Map – February 21, 2023: Review of Drainage Design currently approved and being installed with the project improvements.

Dear Mr. Carnesale:

I have provided a review of the current drainage design for the project referenced and have conclusions based upon that review which are provided in this letter. Peabody Engineering is not the design engineer for the project nor have we been involved in the project drainage design or construction.

We have reviewed the Final Drainage Report and Stormwater Control Plan for Hartberg Properties prepared by Wallace Group on January 31, 2018, and revised on July 31, 2018. We have also reviewed the approved Site Improvement Plans for Hartberg Properties dated January 15, 2021 which design the site grading for the project and drainage system for the project. Both documents have been stamped and signed by Wallace Group as being complete and ready for construction. Both documents have been reviewed and approved by the City of Atascadero and are the basis for the construction of the project and the improvements ongoing.

The drainage report provided a clear description of the existing drainage conditions. The existing site prior to construction drained to an existing 18" storm drain line with a flared end section to accept the drainage from the Ten850 site and into the public drain system in La Costa Court. This drain pipe system lies between 910 and 920 La Costa Court and is a public drain line owned and maintained by the City of Atascadero. This existing 18" storm drain pipe runs from the property boundary of Ten850, between the houses located at 920 La Costa Court and 910 La Costa Court, and to La Costa Court where the public drain line conveys the drainage further into the City of Atascadero drainage system. This existing 18" storm drain line has drained this property at Ten850 since the time it was constructed with the subdivision to the south encompassing 910 & 920 La Costa Court.

<u>EXISTING DRAINAGE PRIOR TO PROJECT DEVELOPMENT:</u> The drainage condition and flow produced from the Ten850 project site prior to any construction has been evaluated in the drainage report. This analysis was completed using HydroCAD

CIVIL ENGINEERING * SURVEYING * PROJECT MANAGEMENT * STRUCTURAL DESIGN



Stormwater Modeling, which is an accepted modeling program for evaluating storm flows for 2 year through 100 year storm events. NOAA precipitation frequency estimates were used for the area to come up with the design storm events for modeling. NOAA precipitation history for storm events is one of the most widely used and accurate methods of modeling precipitation storm events and is considered an acceptable standard when producing stormwater modeling for various storm events. Through this analysis, Wallace Group found that existing flows from the Ten850 site into the 18" storm drain pipe prior to construction of this project were as designated below:

| | Storm Event Peak Flow | 2 -YR | 10- YR | 50-YR | 100-YR | 95тн |
|----------|-----------------------------|--------------|---------------|-------|--------|-------|
| Basin | Area (ac) | (cfs) | (cfs) | (cfs) | (cfs) | (cfs) |
| Existing | 3.75 | 1.43 | 3.66 | 6.95 | 8.19 | 0.55 |

PROPOSED DRAINAGE FROM PROJECT DEVELOPMENT: The project drainage was then evaluated and the drainage flows from each Drainage Management Area (DMA) were quantified in the drainage report. Each DMA has a certain amount of impervious surface (pavement, roof, street, driveways, etc.). This new impervious surface increases and concentrates the drainage within the project for each DMA. Such increase drainage flow was calculated for each DMA and a total drainage flow for each DMA was found. This increased flow represents the flow from the new project once the project is completely constructed.

Our review of the proposed project drainage system and project grading plan showed that all drainage from the Ten850 project site is being collected by the new drainage system, detained onsite through the use of underground chambers, and is regulated for outflow from the site to insure the flow from the developed project does not exceed the existing drainage flow condition prior to the development of the project. To accomplish that, the underground chamber systems designed with the Site Improvement Plans have flow control manholes constructed to hold back storm water during the various storm events and reduce the flow to the existing drain system in all storms evaluated. Wallace Group found that the resultant outflow from the project site once development is completed would be reduced for the annual (95th Percentile) storm even, 10 year storm event, 50 year storm event, and 100 year storm event as determined below:

| | Storm Event Peak Flow | 2- YR | 10- YR | 50-YR | 100-YR | 95тн |
|-----------------|-----------------------------|--------------|---------------|-------|--------|-------|
| Basin | Area (ac) | (cfs) | (cfs) | (cfs) | (cfs) | (cfs) |
| Existing | 3.75 | 1.43 | 3.66 | 6.95 | 8.19 | 0.55 |
| Detention C3 | 3.75 | 0.32 | 0.80 | 1.42 | 6.32 | 0.00 |

CIVIL ENGINEERING * SURVEYING * PROJECT MANAGEMENT * STRUCTURAL DESIGN



The flow into the 18" storm drain pipe from the project prior to the development is designated as "Existing", and the flows shown as "Detention C3" are the proposed flows from the project once the project development is completed. In all storm event cases evaluated in the drainage report, the flow from the project into the 18" storm drain pipe running between 910 and 920 La Costa Court is reduced once the project construction is completed.

Peabody Engineering has reviewed and checked the calculations provided in the drainage report and finds them to be accurate. This includes calculation of the existing storm event flows, calculation of the proposed storm event flows, and modeling of the detention onsite to reduce the outflows from the project once completed.

Sincerely

Ross Peabody



Atascadero Planning Commission

Staff Report – Community Development Department

10850 LLC Vesting Tentative Tract Map SBDV22-0085

RECOMMENDATION(S):

Planning Commission adopt draft PC Resolution, approving Vesting Tentative Tract Map (TR 3187), approving a thirty-one-lot subdivision and forty-three (43) residential airspace condominium units on resulting Lot 31 based on findings and subject to conditions of approval.

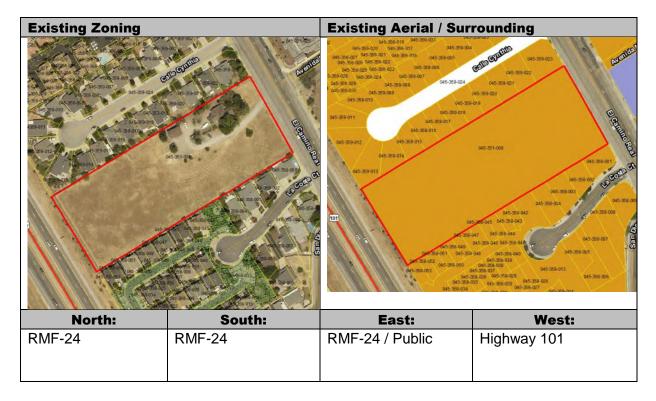
Project Info In-Brief:

| PROJECT DESCRIPTION | The proposed project is for a condo map at 10850 El Camino Real on APN 045-351-008 to allow for a subdivision of one lot into 31 lots and 43 airspace condominium units on the resulting Lot 31. | | | | | |
|---|--|----------------|-------------------------|--|--|-------------|
| PROJECT ADDRESS: | 10850 El Camir | no Real | Atascadero, CA | | APN | 045-351-008 |
| PROJECT PLANNER | Mariah Gasch | | 470-3446 mga | | asch@atascadero.org | |
| APPLICANT | 10850, LLC | | | | | |
| PROPERTY OWNER | 10850, LLC | | | | | |
| GENERAL PLAN DESIGNATION: | ZONING DISTRICT: | SITE AREA | EXISTING USE | | PROPOSED USE | |
| High Density Residential (HDR) | Residential Multi-Family (RMF-24) | 3.78 net acres | Multi-Family Project | | Single-Family Residential/ Multi-Family Condominiums | |
| ENVIRONMENTAL DETERMINATION | | | | | | |
| □ Negative / Mitigated Negative Declaration No. 2017-0009 | | | | | | |



DISCUSSION:

Existing Surrounding Uses



Background

The 10850 El Camino Real project was originally submitted and approved in 2017 establishing a Planned Development Overlay Zone (#34) on the site. The original Tentative Tract Map expired in 2019. The applicant applied to revive the original Tract Map in 2020. However, in 2022, the applicant revised their map to include 43 condominiums units. This alteration to the map necessitates a new Tentative Tract Map.

Summarv

The development at 10850 El Camino Real (formerly known as "Hartberg") was approved by the Planning Commission in 2017. The zoning of the approved project is residential multi-family (RMF), which permits between 20 to 24 units per acre. The minimum lot size in the RMF zone is ½ acre. To achieve the desired unit mix, allow for smaller lot sizes, and specific development standards, the applicant requested a planned development overlay zone be applied to the property.

The Planned Development Overlay allows for flexibility in density, setbacks, lot sizes, and other creative arrangements in exchange for high quality architectural design, high quality landscaping, affordable housing, and open space. The proposed density for the project is 20 units per acre, consistent with the RMF-24 zoning district. The approved project includes a new local street that intersects El Camino Real to provide access to all residential units.



The project approved in 2017 consisted of a total of 75-unit residential units that included:

- 48 apartments at a total of 3-stories in height;
- 20 attached townhomes, 2-stories in height;
- 7 single-family residential cottages;
- On-site parking is to be provided;
- Landscaping, and on-site amenities including BBQ area, patio and gardens

The project area is approximately 3.79 acres with a gentle slope of 6%. Construction of the units is ongoing.

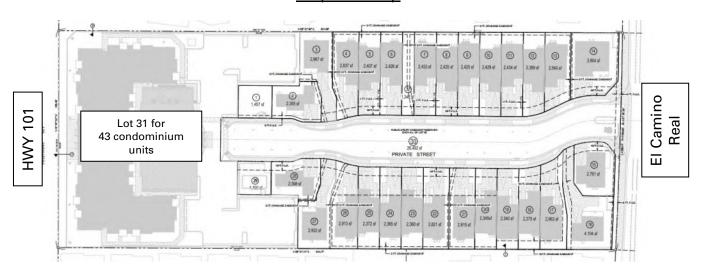
The project was originally approved with 48 senior apartments. The project description has changed from 48 proposed apartments to **43** condominium units. The development is no longer proposed to be required to senior housing. Therefore, the floor plan was modified to meet the density required by the City's Municipal Code.

Analysis

Subdivision

The map includes the proposed subdivision of an existing parcel into a total of 32 lots. Of these, 27 lots are for the development of 27 attached and detached single family dwelling units, one (1) lot for the development of a 43-unit condominium building, and four (4) common lots for the development of circulation, drainage, and on-site amenities. The map is in conformance with the California Subdivision Map Act and meets the standards for the City's Subdivision Regulations under PD zoning.

Proposed Map





Site Design and Architecture

The proposed residential units have a cohesive architectural detailing. The detached single-family cottages exhibit elements of California Craftsman style, including pitched roofs, exposed eaves with stucco and stone veneer accents. The proposed townhouse portion of the development includes a mix of siding and boards and batten. Varying rooflines and setbacks are utilized to reduce bulk in the units, as well as other architectural features. The senior apartments also include the use of stucco, siding, and exposed beams. All units contain a stone / rock veneer as a tying element for the development. The architectural elements have been endorsed by the DRC.





The attached and detached single family residences are two (2) stories in height, while the condominium building is three (3) stories in height. Maximum height of the cottages and townhomes shall not exceed maximum heights established by the municipal code which is 30 feet, and a maximum of 2-story in residential zones. The condominium portion does exceed the maximum heights and number of stories established for residential uses. The senior housing elevations show a maximum height of approximately 43-feet. Based on finding and conditions of approval, the Planning Commission approved a height exception with the master plan of development in 2017.

Conclusion

The proposed project is consistent with the Zoning Ordinance and meets minimum density established by the Atascadero Municipal Code. The proposed project is designed to create a neighborhood that provides a variety of residential units for families and income levels at various stages of life. The proposed development contains high quality architectural design and landscaping, as well as affordable housing units. The proposed project meets the overall goals and vision of the City's General Plan.

ENVIRONMENTAL DETERMINATION:

The City of Atascadero prepared an Initial Study to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that



although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. Consequently, a Mitigated Negative Declaration was prepared for the Project. (See Attachment 2.) Mitigated Negative Declaration No. 2017-0009 was adopted by the City Council on August 8th, 2017.

FINDINGS:

To recommend approval of the proposed project, findings are required to be made by the Planning Commission. The City's General Plan and Zoning Ordinance identify the specific findings that must be made to approve Vesting Tentative Tract Map TR 3187. All findings and the facts to support these findings are included in the Draft Resolution.

ALTERNATIVES:

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

ATTACHMENTS:

- 1. Draft Resolution
- 2. Mitigated Negative Declaration No. 2017-0009



ATTACHMENT 1: Draft Resolution SBDV22-0085

DRAFT PC RESOLUTION

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ATASCADERO, CALIFORNIA, APPROVING SBDV22-0085 (VESTING TENTATIVE TRACT MAP TR 3187) FOR A 32 LOT SUBDIVISION WITH 43 AIRSPACE CONDOMINIUMS ON LOT 31 LOCATED AT 054-351-008

10850 EL CAMINO REAL / 10850, LLC

WHEREAS, an application has been received from 10850, LLC (Applicant/ Owner), 701 Shadow Lane #300, Las Vegas, NV, 89106, to consider a 32-lot subdivision including 43 airspace condominiums units on a 3.79 acre site located at 10850 El Camino Real, Atascadero, CA 93422 (APN 045-351-008); and

WHEREAS, the site has a General Plan Designation of High Density Residential (HDR); and

WHEREAS, the site is in the Residential Multi-Family 24 (RMF-24) zoning district; and

WHEREAS, the existing site has a gross area of 3.79 acres; and

WHEREAS, the minimum lot size in the Residential Multi-Family 24 zone is 0.5 acres; and

WHEREAS, the resulting lots from the subdivision are consistent with Planned Development Overlay #34; 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 Subdivision and Conditional Use Permit application was held by the Planning Commission of the City of Atascadero, at which hearing evidence, oral and documentary, was admitted on behalf of said Subdivision; and

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

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



SECTION 2. <u>Public Hearings</u>. The Planning Commission held a duly noticed public hearing to consider the project on February 7, 2023 and considered testimony and reports from staff, the applicants, and the public.

SECTION 3. Findings. The Planning Commission makes the following findings, determinations and approvals.

a. Findings for Approval of a Tentative Tract Map

1. FINDING: The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan; and

Fact: The proposed subdivision has been designed and includes proposed improvements that are consistent with the City's adopted General Plan, in addition to the requirements that have been codified for the Planned Development Overlay Zone No. 34.

2. FINDING: The site is physically suitable for the type of development; and

Fact: The proposed site is suitable for this type of development as the grades are gently sloping. Based on the approved grading plan, the subdivision contains a number of lots and residential units that are consistent with the density of the underlying Residential Multi-Family Zoning District (RMF-24), of a maximum of twenty four (24) units per acre.

3. FINDING: The site is physically suitable for the proposed density of development; and

Fact: The site is directly adjacent to neighborhoods that are zoned Residential Multi-Family 24, which allow for the development of parcels with a maximum density of twenty-four (24) units per acre. Therefore, the project is consistent with the surrounding neighborhood and is suitable for the proposed density.

4. 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; and

Fact: The project has been analyzed, consistent with the California Environmental Quality Act (CEQA), through certified Mitigated Negative Declaration, Environmental Document No. 2017-0009. With the incorporation of mitigation measures, in addition to project conditions, the proposed project's impacts will be mitigated to a threshold of less than significant. Therefore, the project will not create substantial environmental damage.

5. FINDING: The design of the subdivision or the type of improvements will not cause serious health problems; and



Fact: The proposed project and the types of improvements include a subdivision for a total of 70 residential units over 32 lots. Since the project is residential in nature, and the improvements have been reviewed for consistency with the threshold established by the City, through adopted ordinances, and City policies, the proposed project will not cause serious health problems.

6. FINDING: The design of the subdivision will not conflict with easements for access through or use of property within the proposed subdivision.

Fact: The installation of public improvements is necessary, prior to recordation of a Final Map, in order to ensure orderly development of the surrounding area.

7. FINDING: The proposed projector use satisfies all applicable provisions of the Title 9 of the Atascadero Municipal Code this title.

Fact: Public improvements are included, as conditioned by the City Engineer, are required and consistent with the City's adopted General Plan, Master Facilities Plan, and Municipal Code. Therefore, the proposed improvements are necessary to ensure orderly development of the surrounding area.

SECTION 4. <u>CEQA.</u> The project is consistent with Mitigated Negative Declaration No. 2017-0009 adopted by City Council on August 8th 2017.

SECTION 5. <u>Approval.</u> The Planning Commission of the City of Atascadero, in a regular session assembled on February 7, 2023, resolves to approve 10850 El Camino Real Tentative Tract Map TR 3187 (SBDV22-0085), subject to the following:



Phil Dunsmore

Planning Commission Secretary



EXHIBIT A: Conditions of Approval SBDV 22-0085

| Conditions of Approval | Timing |
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| 10850 El Camino Real SBDV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy |
| Planning Conditions | |
| SBDV22-0077 (Vesting Tentative Tract Map TR 3187) shall be for the subdivision of 10850 El Camino Real; A portion of Lot 4, Block 35 of the City of Atascadero, County of San Luis Obispo, State of California, according to the map recorded October 21, 1914 in Book 3, Page 46 of Maps, in the office of the county recorder of said county. (Assessor's Parcel Number's 054-351-008), as generally shown in attached Exhibit B, regardless of owner. The Tract Map allows for: a. The subdivision of one existing parcel into 32 parcels, and b. A 43-unit airspace subdivision on resulting Parcel 31 | Ongoing |
| 2. The appeal period is fourteen (14) days following the Planning Commission approval unless prior to the time, an appeal to the decision is filed as set forth in Section 9-1.111(b) of the Zoning Ordinance. | Ongoing |
| 3. Approval of this Tentative Tract Map shall be valid for a period of twenty-four (24) months, consistent with Section 66452.6(a)(1) of the California Subdivision Map Act. The approved Tentative Tract Map may be extended consistent with Section 66452.6(e) of the California Subdivision Map Act. Any requested map extension shall be consistent with Section 11-4.23 of the Atascadero Municipal Code | FM |
| 4. The applicant shall deed restrict the following affordable housing units within the development prior to or concurrently with recordation of a Final Map for the project: 3 units dedicated to persons of very low income; 6 units dedicated to persons of low income; Prior to the issuance of building permits: Applicant shall construct six (6) units dedicated to persons of moderate income and record deed restrictions for these units; or Pay an in-lieu fee of 5.00% of the construction valuation of six (6) market rate units. For sale units shall be deed restricted for 30 years. Units that are designated affordable that are rental units shall be restricted for 55 years. | FM |
| 5. The emergency services and facility maintenance costs listed below shall be 100% funded by the project in perpetuity. The service and maintenance costs shall be funded through a community facilities district established by the City at the developer's cost. The funding mechanism must be in place prior to or concurrently with acceptance of the final maps. The funding mechanism shall be approved by the City Attorney, City Engineer and Administrative Services Director prior to acceptance of any Final Map. The administration of the above mentioned funds shall be by the City. Developer agrees to participate in the Community Facilities District and to take all steps reasonably required by the City with regard to the establishment of the district and assessment of the property. All Atascadero Police Department service costs to the project. All Atascadero Fire Department service costs to the project. | FM |



| Conditions of Approval | Timing |
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| 10850 El Camino Real SBDV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy |
| Off-site common City of Atascadero park facilities maintenance service costs related to the project. | |
| 6. All tract maintenance costs listed below shall be 100% funded by the project in perpetuity. The service and maintenance cost shall be funded through a Homeowners Association established by the developer subject to City approval or similar maintenance entity. The Homeowners Association or similar maintenance entity must be in place prior to, or concurrently with, acceptance of any Final Map. The Homeowners Association or similar entity 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, and the coordination and performance of maintenance activities, shall be the responsibility of the Homeowners Association. All streets, bridges, sidewalks, streetlights, street signs, roads, emergency access roads, emergency access gates, and sewer mains within the project. All parks, trails, recreational facilities and like facilities. All open space and native tree preservation areas. All drainage facilities and detention basins. All creeks, flood plains, floodways, wetlands, and riparian habitat areas. All common landscaping areas, street trees, medians, parkway planters, manufactured slopes outside private yards, and other similar facilities. All frontage landscaping and sidewalks along public streets per municipal code requirements. | FM |
| 7. Prior to Final Map, the applicant shall submit CC&Rs for review by the Community Development Department. The CC&R's shall record with the Final Map and shall include the following: Provisions for maintenance of all common areas including access, parking, street trees, fencing and landscaping. A detailed list of each individual homeowner's responsibilities for maintenance of the individual units. Individual unit's responsibility for keeping all trash receptacles within the unit's garage. Include provisions for ensuring parking within garages. CC&R's may include the entire project under one document or may be tiered should separate governing documents be desired for the single-family and multi-family portions of the project. | FM |
| 8. A condo plan shall be prepared and reviewed by the City prior to recordation. The condo plan shall record concurrently with the final map and shall be listed on the face of the map. | FM |
| 9. The Applicant shall enter into a Subdivision Agreement with the City and bond for all subdivision improvements (public and certain private improvements) that are not completed prior to recordation of the first Final Map and each subsequent phased Final Map. The Subdivision Improvement Agreement and bond shall be approved by the City Council and prepared in accordance with City regulations. | FM |
| 10. An engineer's Estimate of Probable Cost shall be submitted for review and approval by the City Engineer to determine the amount of the bonds. | FM/ PIP |



| Conditions of Approval | Timing |
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| 11. If the tract monuments are not set prior to recordation of the Final Map, the Surveyor shall submit a letter stating the cost required to set the tract monuments and the Applicant shall submit a Monumentation Bond in an equal amount, to the satisfaction of the City Engineer. | FM |
| 12. 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. | FM |
| 13. Documents that the City of Atascadero requires to be recorded concurrently with the Final Map (e.g.: off-site rights-of-way dedications, easements not shown on the map, agreements, etc.) shall be listed on the certificate sheet of the map. | FM |
| 14. The on-site road shall be privately owned and maintained. The Final Map shall dedicate an easement over the road for access, drainage, public utilities, private water and private wastewater purposes. | FM |
| 15. In lieu of dedicating 0.94 acres of public park space, a parkland dedication fee (Quimby Act Fee) must be paid prior to the recordation of a Final Map. | FM |
| 16. Vesting Tentative Subdivision Map for all lots proposed in Tract 3187 was deemed complete on February 7, 2023 , for the purposes of vested development rights and fees consistent with the Subdivision Map Act of the State of California. | |
| 17. The Subdivider shall defend, indemnify, and hold harmless the City of Atascadero or its agents, officers, and employees against any claim or action brought to challenge an approval by the City, or any of its entities, concerning the subdivision. | Ongoing |
| Public Works Conditions | |
| 18. Subdivision improvement plans shall be prepared by a registered Civil Engineer and approved by the City Engineer prior to the start of any work. The plans shall include, but are not limited to the following: a. On-site and of-site subdivision grading, drainage and erosion control. b. Public and private street design. c. Public and private utilities necessary to serve the subdivision and each lot. | BP/PIP |
| d. Extension or modifications to the AMWC water distribution system e. Extension or modifications to the City wastewater collection system. f. Storm water management and/or storm water collection system. | |
| 19. The property owner shall dedicate a 6-feet wide Public Utility Easement (PUE) contiguous to the El Camino Real right-of-way to the satisfaction of the utility purveyors and City Engineer. | FM |
| 20. The water system may require easements outside of the road rights-of-way for water system facilities to the satisfaction of the AMWC and City Engineer. | BP/GP |
| 21. Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer. | BP/GP |
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| Conditions of Approval | Timing |
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| 10850 El Camino Real SBDV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy |
| The City Engineer may require the Geotechnical Engineer to either sign the improvement plans or provide a letter stating that the recommendations in the soils report have been incorporated into the improvement plans. | BP/GP |
| 23. The subdivision shall be designed to intercept cross lot drainage and direct any overland run-off to an approved point of discharge (e.g street, storm drain, drainage swale & easement, other acceptable point of discharge), as approved by the City Engineer. | BP/GP |
| 24. A Storm Water Control Plan (SWCP) shall be prepared in accordance with City and State regulations (Regional Water Quality Control Board Res. No. R3-2013-0032). The SWCP shall be completed using the City standard form available from the Building Permit Counter, or, can be e-mailed as a PDF or WORD document if requested. A detailed hydrology study shall be prepared and submitted for review and approval by the City Engineer. The analysis shall indicate the effects of the proposed development on adjacent and downstream properties. The scope of the study shall include analysis of all existing public and private drainage facilities and creek capacities between the subject property and an adequate point of discharge. Storm water detention or retention facilities are required. All proposed detention or retention basin and associated drainage improvements shall be privately owned and maintained by the Home Owners' Association. The analysis shall be prepared consistent with City and State standards for post-construction storm water quality and control and shall include details of storm water detention and treatment improvements, to the satisfaction of the City Engineer. The following information shall be included: a. Each Post-Construction Requirement (PCR) identified in the Storm Water Control Plan (SWCP) b. A list of each Structural Control Measures (SCM) associated with each PCR c. The area (in SF) of the impervious surface associated with each PCR d. The total area (in SF) of impervious surfaces to be constructed per the plan set e. This project includes PCRs 2, 3, or 4 and therefore is required to prepare and submit an Operations/Maintenance Plan (OMP) for each PCR. When a project includes PCRs 3 or 4, an Operations/Maintenance Plan & Schedule (OMPS) is required to be prepared for each PCR. In soils types not conducive to percolation, the plans may be required to include details for amended permeable layers of material below drainage feature | BP/GP |
| 25. A Storm Water Pollution Prevention Plan (SWPPP) is required prior to any ground disturbing activities. The WDID number provided upon acceptance of the SWPPP into the State's SMARTS system registration shall be noted on the Title Sheet of the Public Improvement Plans. | BP/GP |
| 26. Detention Basin. Any drainage basin which has a downstream outlet designed to meter the outflow shall be classified as a detention basin. Basin capacity shall be based on receiving the runoff from a 50-year storm with the watershed in its fully-developed condition, and releasing the flow equivalent to the runoff from a 2-year storm with the project site in its pre- development condition. The outlet shall release water in a non-erosive manner. | BP/GP |
| 27. Subsurface Infiltration Basins. Subsurface basins may be used for either retention or detention of site runoff, where their application is suitable for project conditions. Subsurface basins shall | BP/GP |



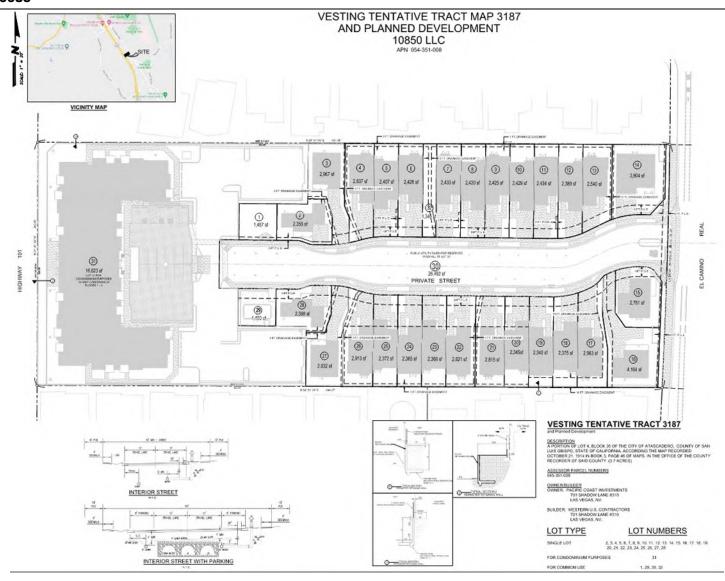
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| | | limited to locations where the depth to seasonally high groundwater is greater than 10-feet ow the deepest portion of the basin. The Project Engineer must address the following: | |
| | a. | Design Criteria. | |
| | | i. Distance to structures on site | |
| | | ii. Maintenance practicality including landscape maintenance and maintenance access | |
| | | iii. Long-term percolation rate | |
| | | iv. Surface (vehicle) loading characteristics (where applicable) | |
| | | | |
| | C. | Drain Rock. Drain rock shall be per the manufacturer's specifications. Where no specification exists, 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. | |
| | Н | Operational Requirements. | |
| | u. | Water quality of inflow (both sediment and chemical loading) may require pretreatment or separation | |
| | | ii. Maintenance plan, including provisions for vehicular access and confined-space entry safety requirements, where applicable | |
| 28. | for sto | erflow Path Required. The design of all drainage basins shall identify the designated route overflow. The Project Engineer shall design the overflow path so that the flow in a 100-year rm is non-erosive and will not damage downstream improvements, including other basins. sements may be required for concentrated flows across multiple properties. | BP/GP |
| 29. | | e subdivider shall complete street improvements in accordance with City Standard Details | BP/PIP |
| | | I Standard Specifications and to the satisfaction of the City Engineer. The following are himum requirements to be incorporated into the project: | |
| | f. | New sidewalk, curb & gutter shall be installed across the property frontage and shall | |
| | | match the existing adjacent frontage improvements. | |
| | g. | The on-site private road shall be designed and constructed with a structural section based on "R" value testing, utilizing the Traffic Index = 5.5 (with a 20-yr design life). The | |
| | | Applicant shall be responsible for providing all testing and calculations. Calculations shall include the safety factor defined in the State Highway Design Manual. The minimum | |
| | h. | asphalt thickness shall not be less than 3-inches. Street pavement shall be widened to meet the new frontage improvements. El Camino | |
| | | Real pave-out shall be designed and constructed with a structural section based on "R" | |
| | | value testing, utilizing the Traffic Index = 10 (with a 20-yr design life). The minimum | |
| | | asphalt thickness shall not be less than 3-inches. | |
| | i. | Curb returns at El Camino Real shall maintain a 30-foot radius. | |
| | j. | Directional ADA compliant curb ramps shall be installed at the El Camino Real intersection, to the satisfaction of the City Engineer. | |
| | k. | Street striping, signage, traffic signals, and any traffic control improvements shall be in | |
| | | accordance with the CA Manual on Unified Traffic Control Devices (CA-MUTCD), and to | |
| | I. | the satisfaction of the City Engineer. Street lighting may be required at the intersection and/or locations as determined by the | |
| | | City Engineer. | |



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| Contaitions of Approval | · ·······g |
| 10850 El Camino Real SBDV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy |
| m. The bike lane shall be extended along the project side of El Camino Real to the southerly intersection of La Costa Ct. | |
| 30. The Applicant shall extend the water distribution system to the satisfaction of the AMWC and City Engineer. | ВР |
| 31. Each lot shall be served with a separate water lateral and meter in accordance with the AMWC requirements. | ВР |
| 32. Where the water distribution system requires an above ground facility, said facility shall be located in an easement contiguous to the road right-of-way and shall include visual screening, to the satisfaction of the AMWC, Community Development Director, and City Engineer. | ВР |
| 33. Each lot shall be served with individual utilities (water, power, gas, telephone & cable TV) to the satisfaction of the City Engineer. | ВР |
| General Conditions | |
| 34. Approval of this entitlement shall be final and effective consistent with Atascadero Municipal Code (AMC) section 9-1.111 seq. et. al. | |



Exhibit B: Vesting Tentative Tract Map TR 3187 SBDV22-0085



Planning Commission | City of Atascadero | www.atascadero.org | fb.me/planningatascadero

ITEM 3 02/07/23 10850 El Camino Real SBDV22-0085



See Mitigated Negative Declaration No. 2017-0009 at the following link:

https://www.atascadero.org/files/CD/EDOC/EDN-2017-0008%20PLN-2015-1556.pdf



CITY OF ATASCADERO PLANNING COMMISSION

DRAFT MINUTES

Regular Meeting – Tuesday, February 7, 2023 – 6:00 P.M.
City Hall (Teleconference)
6500 Palma Avenue, Atascadero, California

CALL TO ORDER - 6:00 p.m.

Vice Chairperson Keen called the meeting to order at 6:00 p.m. and Commissioner Hughes led the Pledge of Allegiance.

ROLL CALL

Present: By Teleconference – Commissioners Anderson, Carranza, Heath,

Hughes, Schmidt, and Vice Chairperson Keen

Absent: Chairperson van den Eikhof (excused absence)

Vacant: None

Others Present: By Teleconference -

Annette Manier, Recording Secretary

Staff Present: By Teleconference –

Community Development Director, Phil Dunsmore Deputy Community Development Director, Loreli Cappel

Senior Planner, Kelly Gleason Assistant Planner, Sam Mountain

APPROVAL OF AGENDA

MOTION: By Commissioner Carranza and seconded by

Commissioner Anderson to approve the Agenda.

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

(van den Eikhof absent)

PUBLIC COMMENT

None.

Vice Chairperson Keen closed the Public Comment period. CONSENT CALENDAR

1. <u>APPROVE THE HOME DEPOT PHASE II ENTITLEMENT TIME EXTENSION</u> AT 940 EL CAMINO REAL

• Recommendation: Commission approve the Time Extension. (TEX22-0113)

A. APPROVAL OF THE DRAFT MINUTES OF JANUARY 17, 2023

• Recommendation: Commission approve the January 17, 2023 Minutes.

MOTION: By Commissioner Anderson and seconded

by Commissioner Schmidt to approve the

Consent Calendar.

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

(van den Eikhof absent)

PLANNING COMMISSION BUSINESS

None.

COMMUNITY DEVELOPMENT STAFF REPORTS

None.

PUBLIC HEARINGS

2. 10850 LLC VESTING TENTATIVE TRACT MAP FOR 10850 EL CAMINO REAL

The 10850 El Camino Real project was originally submitted and approved in 2017 establishing a Planned Development Overlay Zone (#34) on the site. The original Tentative Tract Map expired in 2019. The applicant applied to revive the original Tract Map in 2020. However, in 2022, the applicant modified their map to include 43 condominiums units. This alteration to the map necessitates approval of a new Tentative Tract Map. (SBDV22-0085)

<u>Recommendation</u>: Staff's recommendation is for the Planning Commission adopt draft PC Resolution, approving Vesting Tentative Tract Map (TR 3187), approving a 31-lot subdivision and 43-residential airspace condominium units on resulting Lot 31 based on findings and subject to conditions of approval.

EX PARTE COMMUNICATIONS

None

Commissioner Carranza stated that she was hoping to reach out Nick Debar, but Planner Gleason stated that he would be available via text messaging for tonight's meeting.

Director Dunsmore discussed the background on the project site and provided a presentation. Staff answered questions from the Commission.

PUBLIC COMMENT

The following members of the public spoke: Paula Ramsum, John Belsher (Belsher Law, PC), and John Carnesale (developer). Mr. Carnesale addressed questions raised during public comment.

Vice Chairperson Keen closed the Public Comment period.

Senior Planner reached out to Nick DeBar, Public Works Director to answer questions.

MOTION: By Commissioner Anderson and seconded by

Commissioner Hughes to approve Vesting Tentative Tract Map (TR3187) approving a 31-lot subdivision and 43-residential airspace condominium units on resulting Lot 31 based on findings and subject to conditions of approval.

Discussion ensued and the Commission did not

vote.

Commissioner Schmidt suggested the item be continued and explained his reasons why: Conditions are old and carried forward. Additional time will allow Public Works and possibly legal counsel to be present and weigh in. This will also allow neighbors and the applicant additional time.

Commissioner Anderson withdrew his motion.

MOTION: By Commissioner Schmidt and seconded by

Commissioner Anderson to continue the item, to a date certain of February 21, 2023.

Planner Gleason read the response from Public Works Director DeBar, and he indicated that he did not believe any conditions would be added, but would be deleting conditions that were already covered under the construction permit.

Motion passed 5:1 by a roll-call vote. (van den Eikhof absent) (Keen voted no)

Vice Chairperson Keen recessed the meeting at 7:21 p.m. for a break.

Vice Chairperson Keen reconvened the meeting at 7:28 p.m. with all present.

3. BARREL CREEK PLANNED DEVELOPMENT (CONTINUED FROM 1/17/2023)

The Barrel Creek project proposes a mixed-use development at the intersection of Del Rio Road and San Ramon Road. The project includes a request for a General

Plan Amendment, Zone Map Amendment, creation of a Planned Development Overlay Zone, Master Plan of Development, 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. Project addresses include 6010, 6020, 6030 Del Rio Road and 1505, 1855 San Ramon Road. A Notice of Intent to Adopt a Mitigated Negative Declaration (EDN2022-0005) was posted on 12/29/22 for public review. An update was posted and recirculated for review on February 2, 2023. The public review period will end on 2/22//23 and is available at www.atascadero.org/environmentaldocs.

<u>Recommendation</u>: Staff's recommendation is for the Planning Commission to adopt resolutions recommending that the City Council approve the Barrel Creek project. (DEV21-0066)

EX PARTE COMMUNICATIONS

Vice Chairperson Keen stated that she knows the Architect Scott Martin, and has had conversation about the project. All other Commissioners had no ex parte.

Planner Gleason provided the staff report and answered questions from the Commission. Planner Gleason stated that is item is tentatively scheduled for City Council final approval on February 28, 2023.

PUBLIC COMMENT

The following members of the public spoke: Darin Cabral (RRM Design Group), Richard Franco (representing Californians Allied for a Responsible Economy or CARE CA), Godfrey Weschair (CARE CA), and Peter Laughlin.

Vice Chairperson Keen closed the Public Comment period.

MOTION: By Commissioner Schmidt and seconded by

Commissioner Hughes to adopt Draft PC Resolution A, recommending that the City Council certify the Mitigated Negative Declaration prepared for the Barrel Creek Project; with staff's conditions as proposed

and no modifications, and

MOTION: By Commissioner Schmidt and seconded by

Commissioner Hughes to adopt Draft PC Resolution B, recommending that the City Council approve 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, with staff's conditions as proposed and no modifications and

MOTION:

By Commissioner Schmidt and seconded by Commissioner Hughes to adopt Draft PC Resolution C, recommending that the City Council introduce for 1st reading, by title only, an Ordinance that would approve 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), with staff's conditions as proposed and no modifications and

MOTION:

By Commissioner Schmidt and seconded by Commissioner Hughes to adopt Draft PC Resolution D, recommending that the City Council introduce for 1st reading, by title only, an Ordinance that would approve a Zoning Text Amendment to establish Planned Development Overlay Zone No. 38 (PD38) over the Barrel Creek project site, with staff's conditions as proposed and no modifications and

MOTION:

By Commissioner Schmidt and seconded by Commissioner Hughes to adopt Draft PC Resolution E, recommending that the City Council approve 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 with staff's conditions as proposed and no modifications.

Motion passed 6:0 by a roll-call vote. (van den Eikhof absent)

COMMISSIONER COMMENTS AND REPORTS

Commissioner Carranza asked if we have specific questions about the Barrel Creek project, who she could contact. Director Dunsmore stated that she can email him or Kelly Gleason, and she can also direct her concerns prior to the Council meeting.

Commissioner Schmidt talked about an issue at Brown Butter Cookie Company, and traffic on Santa Rosa Road. Director Dunsmore addressed his concerns. Commissioner Hughes stated that the utilities are complete at the new Taco Bell, so that site is close to being ready to open.

DIRECTOR'S REPORT

Director Dunsmore introduced Sam Mountain, new Assistant Planner in the Community Development Department.

Director Dunsmore talked about upcoming Commissioner training, and the Downtown Infrastructure Workshops.

Director Dunsmore reminded the Commission that these meetings will be in person, (no longer virtual) beginning March 1st.

ADJOURNMENT – 8:21 p.m.

The next regular meeting is scheduled for February 21, 2023, at City Hall, 6500 Palma Avenue, Atascadero.

MINUTES PREPARED BY:

Annette Manier, Recording Secretary Administrative Assistant



Atascadero Planning Commission

Staff Report – Community Development Department

10850 LLC Vesting Tentative Tract Map (SBDV22-0085)

RECOMMENDATION(S):

Planning Commission adopt draft PC Resolution, approving Vesting Tentative Tract Map (TR 3187), approving a thirty-one-lot subdivision and forty-three (43) residential airspace condominium units on resulting Lot 31 based on findings and subject to conditions of approval.

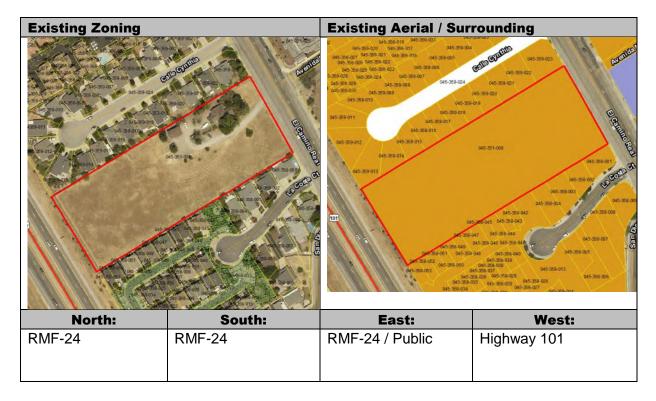
Project Info In-Brief:

| PROJECT DESCRIPTION | The proposed project is for a condo map at 10850 El Camino Real on APN 045-351-008 to allow for a subdivision of one lot into 31 lots and 43 airspace condominium units on the resulting Lot 31. | | | | | |
|---|--|----------------|-------------------------|----|--|-------------|
| PROJECT ADDRESS: | 10850 El Camino Real Atascadero, CA APN 045-351-008 | | | | | |
| PROJECT PLANNER | Mariah Gasch 470-3446 mgasch@atascadero.org | | | | | |
| APPLICANT | 10850, LLC | | | | | |
| PROPERTY OWNER | 10850, LLC | | | | | |
| GENERAL PLAN DESIGNATION: | ZONING DISTRICT: | SITE AREA | EXISTING US | SE | Р | ROPOSED USE |
| High Density Residential (HDR) | Residential Multi-Family (RMF-24) | 3.78 net acres | Multi-Family Project | | Single-Family Residential/ Multi-Family Condominiums | |
| ENVIRONMENTAL DETERMINATION | | | | | | |
| □ Negative / Mitigated Negative Declaration No. 2017-0009 | | | | | | |



DISCUSSION:

Existing Surrounding Uses



Background

The 10850 El Camino Real project was originally submitted and approved in 2017 establishing a Planned Development Overlay Zone (#34) on the site. The original Tentative Tract Map expired in 2019. The applicant applied to revive the original Tract Map in 2020. However, in 2022, the applicant revised their map to include 43 condominiums units. This alteration to the map necessitates a new Tentative Tract Map.

The project was presented at the February 7, 2023 Planning Commission meeting where the Commission and interested members of the public reviewed the project, provided comment and asked questions. The Planning Commission voted to continue the item to the February 21st meeting and asked staff to remove all conditions that are not related to the approval of this map. Staff has attached the revised resolution as Attachment 1.

Summary

The development at 10850 El Camino Real (formerly known as "Hartberg") was approved by the Planning Commission in 2017. The zoning of the approved project is residential multi-family (RMF), which permits between 20 to 24 units per acre. The minimum lot size in the RMF zone is ½ acre. To achieve the desired unit mix, allow for smaller lot sizes, and specific development standards, the applicant requested a planned development overlay zone be applied to the property.



The Planned Development Overlay allows for flexibility in density, setbacks, lot sizes, and other creative arrangements in exchange for high quality architectural design, high quality landscaping, affordable housing, and open space. The proposed density for the project is 20 units per acre, consistent with the RMF-24 zoning district. The approved project includes a new local street that intersects El Camino Real to provide access to all residential units.

The project approved in 2017 consisted of a total of 75-unit residential units that included:

- 48 apartments at a total of 3-stories in height;
- 20 attached townhomes, 2-stories in height;
- 7 single-family residential cottages;
- On-site parking is to be provided;
- Landscaping, and on-site amenities including BBQ area, patio and gardens

The project area is approximately 3.79 acres with a gentle slope of 6%. Construction of the units is ongoing.

The project was originally approved with 48 senior apartments. The project description has changed from 48 proposed apartments to **43** condominium units. The development is no longer proposed to be required to senior housing. Therefore, the floor plan was modified to meet the density required by the City's Municipal Code.

The previous staff report from February 7th is attached as Attachment 3.

ENVIRONMENTAL DETERMINATION:

The City of Atascadero prepared an Initial Study to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made or agreed to by the project proponent. Consequently, a Mitigated Negative Declaration was prepared for the Project. (See Attachment 2.) Mitigated Negative Declaration No. 2017-0009 was adopted by the City Council on August 8th, 2017.

FINDINGS:

To recommend approval of the proposed project, findings are required to be made by the Planning Commission. The City's General Plan and Zoning Ordinance identify the specific findings that must be made to approve Vesting Tentative Tract Map TR 3187. All findings and the facts to support these findings are included in the Draft Resolution.

ALTERNATIVES:

 The Planning Commission may include modifications to the project and/or conditions of approval for the project. Any proposed modifications including



conditions of approval, should be clearly re-stated in any vote on any of the attached resolutions.

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

ATTACHMENTS:

- 1. Draft Resolution
- 2. Mitigated Negative Declaration No. 2017-0009



ATTACHMENT 1: Draft Resolution SBDV22-0085

DRAFT PC RESOLUTION

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ATASCADERO, CALIFORNIA, APPROVING SBDV22-0085 (VESTING TENTATIVE TRACT MAP TR 3187) FOR A 32 LOT SUBDIVISION WITH 43 AIRSPACE CONDOMINIUMS ON LOT 31 LOCATED AT 054-351-008

10850 EL CAMINO REAL / 10850, LLC

WHEREAS, an application has been received from 10850, LLC (Applicant/ Owner), 701 Shadow Lane #300, Las Vegas, NV, 89106, to consider a 32-lot subdivision including 43 airspace condominiums units on a 3.79 acre site located at 10850 El Camino Real, Atascadero, CA 93422 (APN 045-351-008); and

WHEREAS, the site has a General Plan Designation of High Density Residential (HDR); and

WHEREAS, the site is in the Residential Multi-Family 24 (RMF-24) zoning district; and

WHEREAS, the existing site has a gross area of 3.79 acres; and

WHEREAS, the minimum lot size in the Residential Multi-Family 24 zone is 0.5 acres; and

WHEREAS, the resulting lots from the subdivision are consistent with Planned Development Overlay #34; 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 Subdivision and Conditional Use Permit application was held by the Planning Commission of the City of Atascadero, at which hearing evidence, oral and documentary, was admitted on behalf of said Subdivision; and

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

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



SECTION 2. <u>Public Hearings</u>. The Planning Commission held a duly noticed public hearing to consider the project on February 7, 2023 and considered testimony and reports from staff, the applicants, and the public.

The Planning Commission held a duly noticed public hearing to consider the project on February 21, 2023 and considered testimony and reports from staff, the applicants, and the public.

SECTION 3. Findings. The Planning Commission makes the following findings, determinations and approvals.

a. Findings for Approval of a Tentative Tract Map

1. FINDING: The proposed subdivision, together with the provisions for its design and improvement, is consistent with the General Plan; and

Fact: The proposed subdivision has been designed and includes proposed improvements that are consistent with the City's adopted General Plan, in addition to the requirements that have been codified for the Planned Development Overlay Zone No. 34.

2. FINDING: The site is physically suitable for the type of development; and

Fact: The proposed site is suitable for this type of development as the grades are gently sloping. Based on the approved grading plan, the subdivision contains a number of lots and residential units that are consistent with the density of the underlying Residential Multi-Family Zoning District (RMF-24), of a maximum of twenty four (24) units per acre.

3. FINDING: The site is physically suitable for the proposed density of development; and

Fact: The site is directly adjacent to neighborhoods that are zoned Residential Multi-Family 24, which allow for the development of parcels with a maximum density of twenty-four (24) units per acre. Therefore, the project is consistent with the surrounding neighborhood and is suitable for the proposed density.

4. 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; and

Fact: The project has been analyzed, consistent with the California Environmental Quality Act (CEQA), through certified Mitigated Negative Declaration, Environmental Document No. 2017-0009. With the incorporation of mitigation measures, in addition to project conditions, the proposed project's impacts will be mitigated to a threshold of less than significant. Therefore, the project will not create substantial environmental damage.



5. FINDING: The design of the subdivision or the type of improvements will not cause serious health problems; and

Fact: The proposed project and the types of improvements include a subdivision for a total of 70 residential units over 32 lots. Since the project is residential in nature, and the improvements have been reviewed for consistency with the threshold established by the City, through adopted ordinances, and City policies, the proposed project will not cause serious health problems.

6. FINDING: The design of the subdivision will not conflict with easements for access through or use of property within the proposed subdivision.

Fact: The installation of public improvements is necessary, prior to recordation of a Final Map, in order to ensure orderly development of the surrounding area.

7. FINDING: The proposed projector use satisfies all applicable provisions of the Title 9 of the Atascadero Municipal Code this title.

Fact: Public improvements are included, as conditioned by the City Engineer, are required and consistent with the City's adopted General Plan, Master Facilities Plan, and Municipal Code. Therefore, the proposed improvements are necessary to ensure orderly development of the surrounding area.

SECTION 4. <u>CEQA.</u> The project is consistent with Mitigated Negative Declaration No. 2017-0009 adopted by City Council on August 8th 2017.

SECTION 5. <u>Approval.</u> The Planning Commission of the City of Atascadero, in a regular session assembled on February 21, 2023, resolves to approve 10850 El Camino Real Tentative Tract Map TR 3187 (SBDV22-0085), subject to the following:

EXHIBIT A: Conditions of Approval EXHIBIT B: Vesting Tentative Tract Map TR 3187

| On motion by Commissioner foregoing resolution is hereby adopted in its | • | | the |
|---|------------------------|-------|-------|
| AYES: NOES: ABSTAIN: ABSENT: ADOPTED: | CITY OF ATASCADERO, CA | (((|))) |
| | Jeff van den Eikhof | | |



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| Attest: |
|-------------------------------|
| Phil Dunsmore |
| Planning Commission Secretary |



EXHIBIT A: Conditions of Approval SBDV 22-0085

| Conditions of Approval | Timing |
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| 10850 El Camino Real SBDV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy |
| Planning Conditions | |
| SBDV22-0077 (Vesting Tentative Tract Map TR 3187) shall be for the subdivision of 10850 El Camino Real; A portion of Lot 4, Block 35 of the City of Atascadero, County of San Luis Obispo, State of California, according to the map recorded October 21, 1914 in Book 3, Page 46 of Maps, in the office of the county recorder of said county. (Assessor's Parcel Number's 054-351-008), as generally shown in attached Exhibit B, regardless of owner. The Tract Map allows for: a. The subdivision of one existing parcel into 32 parcels, and b. A 43-unit airspace subdivision on resulting Parcel 31 | Ongoing |
| 2. The appeal period is fourteen (14) days following the Planning Commission approval unless prior to the time, an appeal to the decision is filed as set forth in Section 9-1.111(b) of the Zoning Ordinance. | Ongoing |
| 3. Approval of this Tentative Tract Map shall be valid for a period of twenty-four (24) months, consistent with Section 66452.6(a)(1) of the California Subdivision Map Act. The approved Tentative Tract Map may be extended consistent with Section 66452.6(e) of the California Subdivision Map Act. Any requested map extension shall be consistent with Section 11-4.23 of the Atascadero Municipal Code | FM |
| 4. The applicant shall deed restrict the following affordable housing units within the development prior to or concurrently with recordation of a Final Map for the project: 3 units dedicated to persons of very low income; 6 units dedicated to persons of low income; Prior to the issuance of building permits: Applicant shall construct six (6) units dedicated to persons of moderate income and record deed restrictions for these units; or Pay an in-lieu fee of 5.00% of the construction valuation of six (6) market rate units. For sale units shall be deed restricted for 30 years. Units that are designated affordable that are rental units shall be restricted for 55 years. | FM |
| 5. The emergency services and facility maintenance costs listed below shall be 100% funded by the project in perpetuity. The service and maintenance costs shall be funded through a community facilities district established by the City at the developer's cost. The funding mechanism must be in place prior to or concurrently with acceptance of the final maps. The funding mechanism shall be approved by the City Attorney, City Engineer and Administrative Services Director prior to acceptance of any Final Map. The administration of the above mentioned funds shall be by the City. Developer agrees to participate in the Community Facilities District and to take all steps reasonably required by the City with regard to the establishment of the district and assessment of the property. All Atascadero Police Department service costs to the project. All Atascadero Fire Department service costs to the project. | FM |



| Conditions of Approval | Timing |
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| 10850 El Camino Real SBDV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy |
| Off-site common City of Atascadero park facilities maintenance service costs related to the project. | |
| 6. All tract maintenance costs listed below shall be 100% funded by the project in perpetuity. The service and maintenance cost shall be funded through a Homeowners Association established by the developer subject to City approval or similar maintenance entity. The Homeowners Association or similar maintenance entity must be in place prior to, or concurrently with, acceptance of any Final Map. The Homeowners Association or similar entity 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, and the coordination and performance of maintenance activities, shall be the responsibility of the Homeowners Association. All streets, bridges, sidewalks, streetlights, street signs, roads, emergency access roads, emergency access gates, and sewer mains within the project. All parks, trails, recreational facilities and like facilities. All open space and native tree preservation areas. All drainage facilities and detention basins. All creeks, flood plains, floodways, wetlands, and riparian habitat areas. All common landscaping areas, street trees, medians, parkway planters, manufactured slopes outside private yards, and other similar facilities. All frontage landscaping and sidewalks along public streets per municipal code requirements. | FM |
| 7. Prior to Final Map, the applicant shall submit CC&Rs for review by the Community Development Department. The CC&R's shall record with the Final Map and shall include the following: Provisions for maintenance of all common areas including access, parking, street trees, fencing and landscaping. A detailed list of each individual homeowner's responsibilities for maintenance of the individual units. Individual unit's responsibility for keeping all trash receptacles within the unit's garage. Include provisions for ensuring parking within garages. CC&R's may include the entire project under one document or may be tiered should separate governing documents be desired for the single-family and multi-family portions of the project. | FM |
| 8. A condo plan shall be prepared and reviewed by the City prior to recordation. The condo plan shall record concurrently with the final map and shall be listed on the face of the map. | FM |
| 9. The Applicant shall enter into a Subdivision Agreement with the City and bond for all subdivision improvements (public and certain private improvements) that are not completed prior to recordation of the first Final Map and each subsequent phased Final Map. The Subdivision Improvement Agreement and bond shall be approved by the City Council and prepared in accordance with City regulations. | FM |
| 10. An engineer's Estimate of Probable Cost shall be submitted for review and approval by the City Engineer to determine the amount of the bonds. | FM/ PIP |



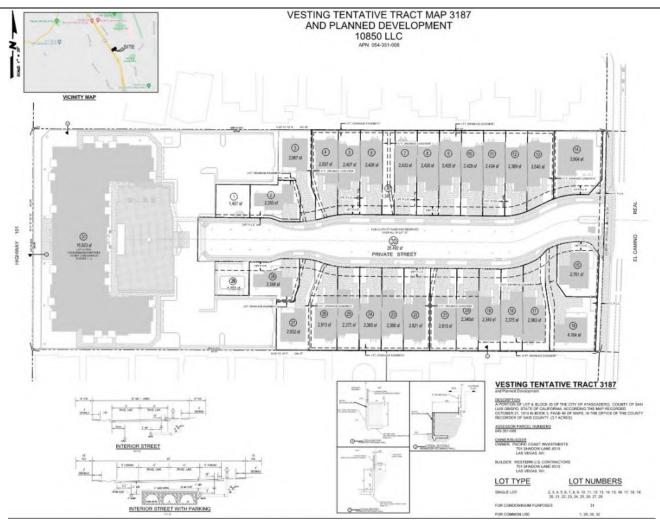
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| Conditions of Approval | 9 |
| 10850 El Camino Real SBDV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy |
| 11. If the tract monuments are not set prior to recordation of the Final Map, the Surveyor shall sub a letter stating the cost required to set the tract monuments and the Applicant shall submit Monumentation Bond in an equal amount, to the satisfaction of the City Engineer. | |
| 12. 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 right of-way shown on the map for public utility purposes are acceptable. | he |
| 13. Documents that the City of Atascadero requires to be recorded concurrently with the Final M (e.g.: off-site rights-of-way dedications, easements not shown on the map, agreements, esshall be listed on the certificate sheet of the map. | |
| 14. The on-site road shall be privately owned and maintained. The Final Map shall dedicate easement over the road for access, drainage, public utilities, private water and private wastewater purposes. | |
| 15. In lieu of dedicating 0.94 acres of public park space, a parkland dedication fee (Quimby Act Fe must be paid prior to the recordation of a Final Map. | ee) FM |
| 16. Vesting Tentative Subdivision Map for all lots proposed in Tract 3187 was deemed complete February 21, 2023 , for the purposes of vested development rights and fees consistent with subdivision Map Act of the State of California. | |
| 17. The Subdivider shall defend, indemnify, and hold harmless the City of Atascadero or its ager officers, and employees against any claim or action brought to challenge an approval by the C or any of its entities, concerning the subdivision. | |
| Public Works Conditions | |
| 18. The property owner shall dedicate a 6-feet wide Public Utility Easement (PUE) contiguous to El Camino Real right-of-way to the satisfaction of the utility purveyors and City Engineer. | the FM |
| 19. The water system may require easements outside of the road rights-of-way for water system facilities to the satisfaction of the AMWC and City Engineer. | em FM |
| 20. The subdivider shall complete street improvements in accordance with City Standard Deta and Standard Specifications and to the satisfaction of the City Engineer. The following miniming requirements shall be incorporated into the project consistent with approved Site Improvements for Tract 3099 (now Tract 3187), City permit number B18-15625 and all revisions: a. New sidewalk, curb & gutter shall be installed across the property frontage and shall match the existing adjacent frontage improvements. b. The on-site private road shall be designed and constructed with a structural section base on "R" value testing, utilizing the Traffic Index = 5.5 (with a 20-yr design life). The Applicant shall be responsible for providing all testing and calculations. Calculations shall include the safety factor defined in the State Highway Design Manual. The minimum asphalt thickness shall not be less than 3-inches. | um ent ed |



| Conditions of Approval | Timing |
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| | |
| 10850 El Camino Real SBDV22-0085 | BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit PIP: Public Improvement Plans FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy |
| c. Street pavement shall be widened to meet the new frontage improvements. El Camino Real pave-out shall be designed and constructed with a structural section based on "R" value testing, utilizing the Traffic Index = 10 (with a 20-yr design life). The minimum asphalt thickness shall not be less than 3-inches. d. Curb returns at El Camino Real shall maintain a 30-foot radius. e. Directional ADA compliant curb ramps shall be installed at the El Camino Real intersection, to the satisfaction of the City Engineer. f. Street striping, signage, traffic signals, and any traffic control improvements shall be in accordance with the CA Manual on Unified Traffic Control Devices (CA-MUTCD), and to the satisfaction of the City Engineer. g. Street lighting may be required at the intersection and/or locations as determined by the City Engineer. h. The bike lane shall be extended along the project side of El Camino Real to the southerly intersection of La Costa Ct. If the applicant wishes to record the final map prior to completion of subdivision improvements, a subdivision improvement agreement and bonding for remaining improvements shall be required. An engineer's estimate of costs for remaining improvements shall be submitted to City Engineer or his designee for review and approval and will serve as the basis for required bonding amounts to | |
| be included in the subdivision improvement agreement to be provided to the developer. 21. The Applicant shall extend the water distribution system to the satisfaction of the AMWC and | FM |
| City Engineer. | |
| 22. Each lot shall be served with a separate water lateral and meter in accordance with the AMWC requirements. | FM |
| 23. Where the water distribution system requires an above ground facility, said facility shall be located in an easement contiguous to the road right-of-way and shall include visual screening, to the satisfaction of the AMWC, Community Development Director, and City Engineer. | FM |
| 24. Each lot shall be served with individual utilities (water, power, gas, telephone & cable TV) to the satisfaction of the City Engineer. | FM |
| 25. Final site improvement plan must reflect this map (TR 3187). If current plans are inconsistent with the new tract map, the improvement plans shall be updated upon recordation of the map to reflect the recorded map. | FM/PIP |
| General Conditions | |
| 26. Approval of this entitlement shall be final and effective consistent with Atascadero Municipal Code (AMC) section 9-1.111 seq. et. al. | |



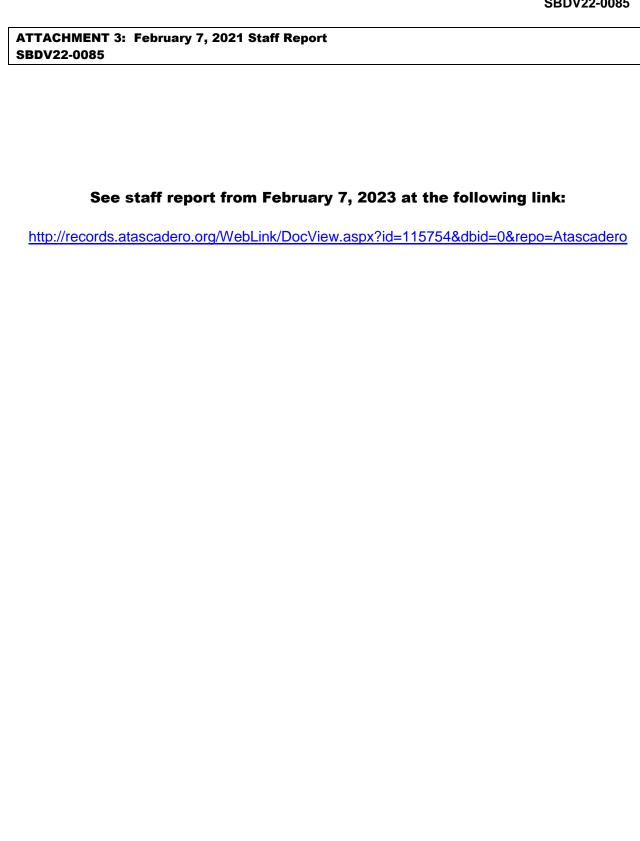
Exhibit B: Vesting Tentative Tract Map TR 3187 SBDV22-0085



ITEM 3 02/21/23 10850 El Camino Real SBDV22-0085



ITEM 3 02/21/23 10850 El Camino Real SBDV22-0085





CITY OF ATASCADERO PLANNING COMMISSION

DRAFT MINUTES

Regular Meeting – Tuesday, February 21, 2023 – 6:00 P.M. City Hall (Teleconference)
6500 Palma Avenue, Atascadero, California

CALL TO ORDER - 6:00 p.m.

Chairperson van den Eikhof called the meeting to order at 6:00 p.m. and Commissioner Schmidt led the Pledge of Allegiance.

ROLL CALL

Present: By Teleconference – Commissioners Anderson, Heath, Hughes,

Schmidt, and Vice Chairperson Keen and Chairperson van den

Eikhof

Absent: Commissioner Carranza (excused absence)

Vacant: None

Others Present: By Teleconference –

Annette Manier, Recording Secretary

Staff Present: By Teleconference –

Community Development Director, Phil Dunsmore

Senior Planner, Kelly Gleason Associate Planner, Mariah Gasch

APPROVAL OF AGENDA

MOTION: By Commissioner Anderson and seconded by

Commissioner Hughes to approve the Agenda.

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

(Carranza absent) (Vice Chairperson Keen abstained) Keen could not participate in the vote due to technical difficulties.

PUBLIC COMMENT

None.

Chairperson van den Eikhof closed the Public Comment period.

CONSENT CALENDAR

1. APPROVAL OF THE DRAFT MINUTES OF FEBRUARY 7, 2023

• Recommendation: Commission approve the February 7, 2023 Minutes.

MOTION: By Commissioner Heath and seconded by

Commissioner Hughes to approve the

Consent Calendar.

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

(Carranza absent)

PLANNING COMMISSION BUSINESS

PLANNING COMMISSION REORGANIZATION:

A. Election of Chairperson and Vice Chairperson

The Commission will select a Chairperson and Vice Chairperson.

Chairperson van den Eikhof accepted nominations for Chairperson.

MOTION: By Commissioner Hughes and seconded by

Commissioner Heath to nominate Chairperson van den Eikhof as Chairperson. Chairperson van den Eikhof accepted the

nomination.

(Carranza absent)

Chairperson van den Eikhof accepted nominations for Vice Chairperson.

MOTION: By Commissioner Schmidt and seconded by

Commissioner Heath to nominate Vice Chairperson Keen as Vice Chairperson. Vice Chairperson Keen accepted the nomination.

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

(Carranza absent)

COMMUNITY DEVELOPMENT STAFF REPORTS

None.

PUBLIC HEARINGS

2. <u>10850 LLC VESTING TENTATIVE TRACT MAP FOR 10850 EL CAMINO REAL</u> (CONTINUED FROM 2/7/23)

The 10850 El Camino Real project was originally submitted and approved in 2017 establishing a Planned Development Overlay Zone (#34) on the site. The original Tentative Tract Map expired in 2019. The applicant applied to revive the original Tract Map in 2020. However, in 2022, the applicant modified their map to include 43 condominiums units. This alteration to the map necessitates approval of a new Tentative Tract Map. (SBDV22-0085)

<u>Recommendation</u>: Staff's recommendation is for the Planning Commission adopt draft PC Resolution, approving Vesting Tentative Tract Map (TR 3187), approving a 31-lot subdivision and 43-residential airspace condominium units on resulting Lot 31 based on findings and subject to conditions of approval.

EX PARTE COMMUNICATIONS

None

Director Dunsmore announced that he had a discussion with the team in regards to the project. There is a claim on this project with the City. Director Dunsmore asked the Commission to focus solely on the map. Planner Gasch gave the staff report and shared the updated conditions of approval. Staff answered questions from the Commission.

PUBLIC COMMENT

The following members of the public spoke: John Carnesale (developer), and John Belsher (Belsher Law, PC).

Chairperson van den Eikhof closed the Public Comment period.

MOTION: By Commissioner Schmidt and seconded by

Commissioner Hughes to adopt draft PC Resolution, approving Vesting Tentative Tract Map (TR3187), approving a 31-lot subdivision and 43-residential airspace condominium units on resulting Lot 31 based on findings and subject to conditions

of approval as presented tonight.

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

(Carranza absent)

COMMISSIONER COMMENTS AND REPORTS

Vice Chairperson Keen stated that the new Taco Bell is now open.

Commissioner Hughes stated that he appreciates the leadership from the Chair and Vice Chair during this process.

DIRECTOR'S REPORT

Director Dunsmore stated that this is our last virtual hearing, and there will be a presentation soon on the General Plan Update.

Director Dunsmore stated that all ten Open House workshops are completed for the Downtown Enhancement Plan.

ADJOURNMENT – 6:35 p.m.

The next regular meeting is scheduled for March 7, 2023, at City Hall, 6500 Palma Avenue, Atascadero.

MINUTES PREPARED BY:

Annette Manier, Recording Secretary
Administrative Assistant



Atascadero City Council

Staff Report - Community Development Department

Barrel Creek (DEV21-0066)

RECOMMENDATION(S):

The Planning Commission recommends Council:

- 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
- 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 was heard at the March 14, 2023 City Council meeting. The meeting was held entirely virtual due to the emergency storm declaration. Council was informed during public comment that power had gone out in a nearby neighborhood and potentially disrupted the ability of interested citizens to fully participate in the hearing. Based on this, the Council continued the item to the March 28, 2023 meeting.

ITEM NUMBER: B-2 DATE: 03/28/23

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:

- 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 belowground 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:

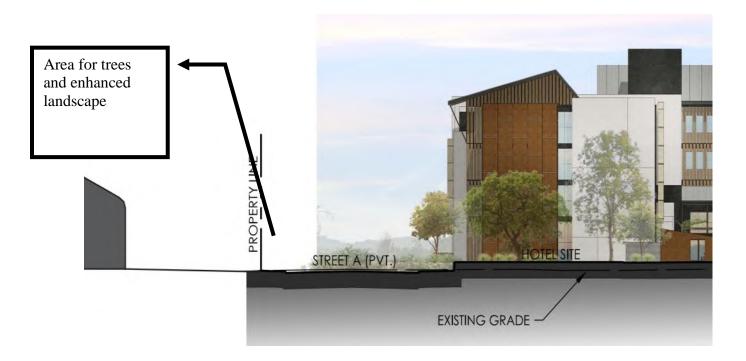
There are very few native trees on the site, however the project as designed will necessitate the removal of 6 native trees. The project concept landscape plan shows replanting of native trees within the open space and drainage areas of the site. The project is conditioned to comply with the Atascadero 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

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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:

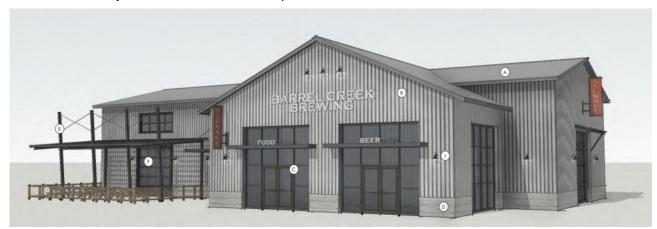
Commercial tenant lighting is proposed to be gooseneck style and directed downward to reduce night sky pollution and glare. The central plaza space and pedestrian walkways may include bollard or low-level in-ground lighting. Up lighting may be allowed to accent

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 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



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

- 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.

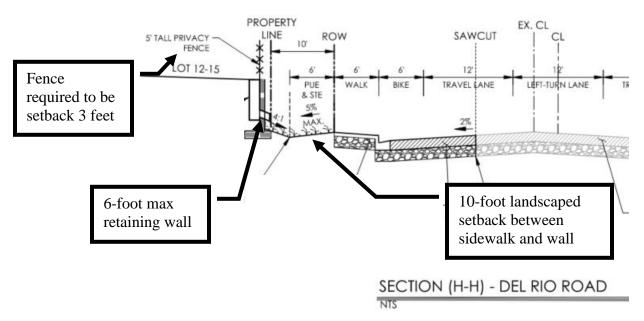
As drafted, this requirement would:

- 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%.
- 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. Loward 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.
- 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
- Draft Ordinance A
- 4. Draft Ordinance B
- 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) EL RIO RD AND 1505, 1855 SAN

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 on March 14, 2023 and continued to March 28, 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. <u>Public Hearing.</u> The City Council of the City of Atascadero, at Public Hearings held on March 14, 2023 and continued to March 28, 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 | | |



Notice of Intent to Adopt Mitigated Negative Declaration

| PLN NO. | DEV21-0066 | Environmen | tal | Document | No. | 2022-0 | 005 | |
|-------------------------------|--|------------|--|----------------------|------|---------|-------|-----------------------------------|
| PROJECT TITLE | Barrel Creek Planned De | evelopment | | | | | | |
| APPLICANT NAME & PHONE NUMBER | Legacy Realty and Development, LLC Email kgleaso (805) 470-3446 | | | ason@atascadero.org | | ero.org | | |
| MAILING ADDRESS: | 6500 Palma Ave | | | Atascadero, CA 93422 | | | 93422 | |
| STAFF CONTACT: | Kelly Gleason | (805 | (805) 470-3446 kgleason@atascadero.org | | | ero.org | | |
| PROJECT ADDRESS: | 6010, 6020, 6030 Del Ri and 1505, 1855 San Rai Rd | | cad | dero, CA 93 | 3422 | APN: | 044 | -131-043, , 052, s, 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: 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.



Initial Study Summary - Environmental Checklist

| PLN | NO. | DEV21-0066 | | Environmental Docu | ıment No. | 2022-0005 |
|---------------|--|---|--|---|-------------------------------------|--|
| PRO | JECT TITLE: | Barrel Creek | Planned | Development | | |
| Impa discu | ct" for at least on | e of the environment on measures or pr | ental facto | The proposed project co ors checked below. Plea sions to either reduce th | se refer to the | attached pages for |
| | esthetics | | ☐ Agricu | Itural Resources | ⊠ Air C | Quality |
| □в | iological Resou | rces | ⊠ Cultur | al Resources | ☐ Ene | gy |
| □G | eology and Soil | s | ⊠ Green | house Gas Emissions | Materia | |
| □н | ydrology / Wat | er Quality | ⊠ Land l | Jse / Planning | ☐ Mine | eral Resources |
| ⊠N | oise | | ☐ Popula | ation / Housing | ☐ Publ | ic Services |
| □R | ecreation | | ⊠ Transı | portation | ⊠ Triba | al Cultural Resources |
| ⊠U | tilities / Service | Systems | ☐ Wildfir | re | ☐ Man Signific | datory Findings of ance |
| | significant effect proponent. A M | t in this case beca ITIGATED NEGA roject MAY have a | ause revisi TIVE DEC | ions in the project have l CLARATION will be prep | been made by operated. | nent, there will not be or agreed to by the project VIRONMENTAL IMPAC |
| | impact on the e pursuant to app earlier analysis | nvironment, but a plicable legal stan as described on a | at least one ndards, an attached s | e effect 1) has been ade d 2) has been addresse | equately analyz ed by mitigation | prificant unless mitigated ed in an earlier documer n measures based on th REPORT is required, bu |
| | significant effect pursuant to app NEGATIVE DE | cts (a) have beer blicable standards | n analyze s, and (b) uding revis | d adequately in an ear have been avoided or | lier EIR or NE mitigated pursu | nt, because all potential GATIVE DECLARATIO lant to that earlier EIR of posed upon the propose |
| | leason, Senior | Planner | del | la lux | _ | 02/02/2023 |
| repar | ed by (Print) | |) . | Signature | | Date |
| hil Du | nsmore, Direct | or 1 | Tul | 1 200 | | 02/02/2023 |
| | ved by (Print) | | | Signature | | Date |

DEV21-0066 Barrel Creek | Legacy

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 **Average Slope:** <10%

drainage

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 |



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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? | | | | \boxtimes |
| b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? | | | | |
| 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? | | | | |
| d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? | | | | |

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.

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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 Hight 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 that 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 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.

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

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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? | | | | \boxtimes |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | | | | \boxtimes |
| c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production? | | | | \boxtimes |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | | | | \boxtimes |
| 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? | | | | \boxtimes |

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

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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? | | | | \boxtimes |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard? | | | | |
| c) Expose sensitive receptors to substantial pollutant concentrations? | | \boxtimes | | |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | | | \boxtimes | |

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.

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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 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. 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,

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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 ¹ | | | | |
|---|------------------------|-----------------------|------------------|--|--|
| Pollutant | Daily | Quarterly Tier 1 | Quarterly Tier 2 | | |
| ROG + NOx (combined) | 137 lbs | 2.5 tons | 6.3 tons | | |
| Diesel Particulate Matter (DPM _{2.5}) | 7 lbs | 0.13 tons | 0.32 tons | | |
| Fugitive Particulate Matter (PM ₁₀) | | 2.5 tons ² | | | |

^{1.} Daily and quarterly emission thresholds are based on the California Health & Safety Code and the CARB Carl Moyer Guidelines.

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. PM2.5 exhaust is estimated at 0.13 tons per year, below the APCD threshold and PM10 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. PM2.5 exhaust is estimated at less than 0.1 tons per year, below the APCD threshold and PM10 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.

^{2.} Any project with a grading area greater than 4.0 acres of worked area can exceed the 2.5 ton PM_{10} quarterly threshold.

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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 ¹ | | |
|---|---------------------------|--------------|--|
| Pollutant | Daily | Annual | |
| ROG + NOx (combined) | 25 lbs/day ² | 25 tons/year | |
| Diesel Particulate Matter (DPM _{2.5}) | 1.25 lbs/day ² | | |
| Fugitive Particulate Matter (PM ₁₀) | 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.

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

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

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4. BIOLOGICAL RESOURCES – Would the project:

| 4. BIOLOGICAL RESOURCE | 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)? | | | \boxtimes | |
| 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? | | | \boxtimes | |
| 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? | | | | \boxtimes |
| 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? | | | | \boxtimes |
| e) Conflict with policies or ordinances protecting biological resources, such as the native tree ordinance? | | | \boxtimes | |
| 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? | | | | \boxtimes |

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.

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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

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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:

| 3. OOLIONAL NEGOCKOLO | - Would th | Less Than | | |
|--|--------------------------------------|---|------------------------------------|-----------|
| | Potentially Significant Impact | 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? | | \boxtimes | | |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5? | | \boxtimes | | |
| c) Disturb any human remains, including those interred outside of dedicated cemeteries? | | | \boxtimes | |

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.

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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:

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

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.

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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: | | | | |
| (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. | | | | |
| (ii) Strong seismic ground shaking? | | | \boxtimes | |
| (iii) Seismic-related ground failure, including liquefaction? | | | \boxtimes | |
| (iv) Landslides? | | | | |
| b) Result in substantial soil erosion, the loss of topsoil or significant topographic changes? | | | \boxtimes | |

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| | 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? | | | \boxtimes | |
| 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? | | | \boxtimes | |
| e) Be inconsistent with the goals and policies of the City's Safety element relating to geologic and seismic hazards? | | | \boxtimes | |
| 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? | | | \boxtimes | |
| g) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | | | \boxtimes | |

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-siote 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.

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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? | | \boxtimes | | |
| 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? | | | | |

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

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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 CO2e by 2030 and two MT CO2e 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 CO2e /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 CO2e /yr and the efficiency threshold of 4.9 MT CO2e /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:

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- 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 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. 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

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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? | | | | \boxtimes |

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| | 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? | | | | \boxtimes |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | | | | \boxtimes |
| 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? | | | | \boxtimes |
| 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? | | | | \boxtimes |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | | | \boxtimes | |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | | | \boxtimes | |

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

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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 form 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? | | | \boxtimes | |

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| | 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? | | | | \boxtimes |
| 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: | | | | |
| (i) result in substantial erosion or siltation on- or off-site; | | | \boxtimes | |
| (ii) Substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site; | | | \boxtimes | |
| (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 | | | | |
| (iv) Impede or redirect flood flows? | | | \boxtimes | |
| d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? | | | | \boxtimes |
| e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? | | | | \boxtimes |

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.

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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 from stormwater management and flood control. A preliminary grading and drainage plan, in additional 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:

| | riodia dio projecti | | | |
|--|--------------------------------------|--|------------------------------------|-------------|
| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Physically divide an established community? | | | | \boxtimes |
| 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? | | | | \boxtimes |

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

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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? | | | | |
| 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? | | | | |

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? | | | | |

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| | 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? | | | | |
| 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? | | | | |

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.

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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)? | | | \boxtimes | |
| b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? | | | | \boxtimes |

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

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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:

| 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: | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|------------------------------------|-----------|
| Fire Protection (Atascadero Fire)? | | | \boxtimes | |
| Police protection (Atascadero Police)? | | | \boxtimes | |
| Public Schools? | | | \boxtimes | |
| Parks? | | | \boxtimes | |
| Other public facilities? | | | \boxtimes | |

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

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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.

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16. RECREATION:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant 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? | | | \boxtimes | |
| 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? | | | | \boxtimes |

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.

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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? | | | | |
| b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b) (criteria for analysis of vehicle miles traveled)? | | | \boxtimes | |
| c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | | | | |
| d) Result in inadequate emergency access? | | \boxtimes | | |

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

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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.

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 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.

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- 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:

Less Than
Potentially Significant Less Than
Significant with Significant No Impact
Impact Mitigation Impact
Incorporated

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:

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| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|--------------------------------------|--|------------------------------------|-------------|
| (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 | | | | \boxtimes |
| (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. | | | | |

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

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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:

| 19. UTILITIES AND SERVICE SYSTEMS – Would the project: Less Than | | | | | |
|---|---|--------------------------------------|--|------------------------------------|-----------|
| | | Potentially Significant Impact | 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? | | | | |
| | b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | | | \boxtimes | |
| | 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? | | \boxtimes | | |
| | 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? | | | | |
| | e) Conflict with federal, state, and local management and reduction statutes and regulations related to solid waste? | | | \boxtimes | |

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

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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

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future flows to Lift Station 14 (Apple Valley). These impacts necessitate the following measures to mitigate the impacts of the project:

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

- 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

20. WILDFIRE:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|--------------------------------------|--|------------------------------------|-----------|
| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | | | | |
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | | | \boxtimes | |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | | | \boxtimes | |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | | | \boxtimes | |

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| | 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? | | | \boxtimes | |

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.

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21. MANDATORY FINDINGS OF SIGNIFICANCE:

| | Potentially Significant Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant 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? | | | | |
| 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) | | | | |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | | | \boxtimes | |

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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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 ease 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 under the Community Development Department or the California Environmental Resources Evaluation System at: http://resources.ca.gov/ceqa/ for additional information on CEQA.

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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 \boxtimes) with a notice of intent to adopt a proposed negative / mitigated negative declaration.

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

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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.

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

TIMING

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.

MITIGATION MEASURE

| | WILLIGATION WEASURE | IIMING |
|------------|---|---|
| Aesthetics | | |
| 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 |



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| | MITIGATION MEASURE | TIMING |
|-----------------------------|---|---|
| Air Quality 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 |
| Cultural Re 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 |
| Greenhous 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 |

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MITIGATION MEASURE

TIMING

GHG-04 See AQ mitigation measures

Noise

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

Transportation

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:

Prior to Occupancy

- 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 12inch 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

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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. 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 Prior to Building entry street at Del Rio Road) to connect the pedestrians from Permit Issuance / the commercial portion of the project to the Del Rio Road Project Final sidewalk and crossing at San Ramon.

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:

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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 Building Permit minute at peak hour flow at Lift Station 14, the developer shall upgrade Lift Station 14 with 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

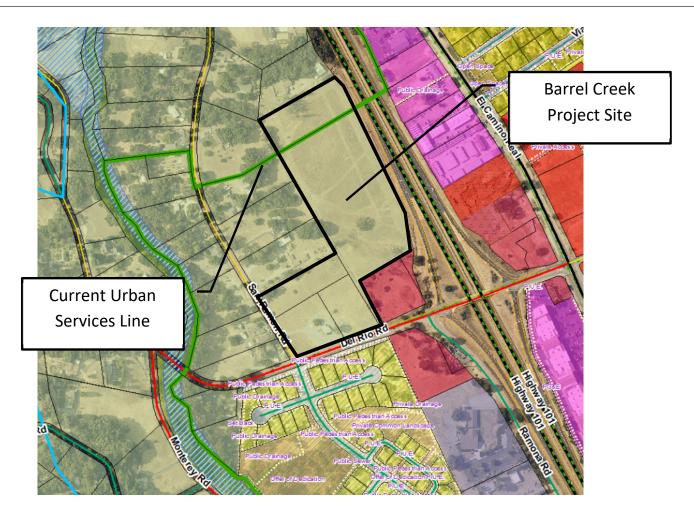
The applicant agrees to incorporate the above measures into the project. These measures become a part of the project description and therefore become a part of the record of action upon which the environmental determination is based. All development activity must occur in strict compliance with the above 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.

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EXHIBIT C - PROJECT FIGURES & SUPPLEMENTS

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Figure 1 - Location Map / General Plan & Zoning





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Figure 2 – Aerial Mapping



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Figure 3 – Project Plans

See Following



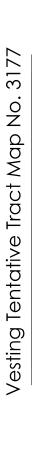
BARREL CREEK MIXED-USE

CIVIL TITLE SHEET

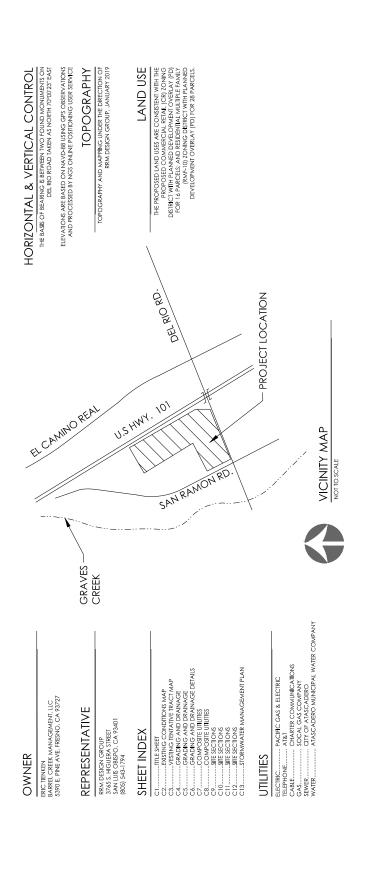
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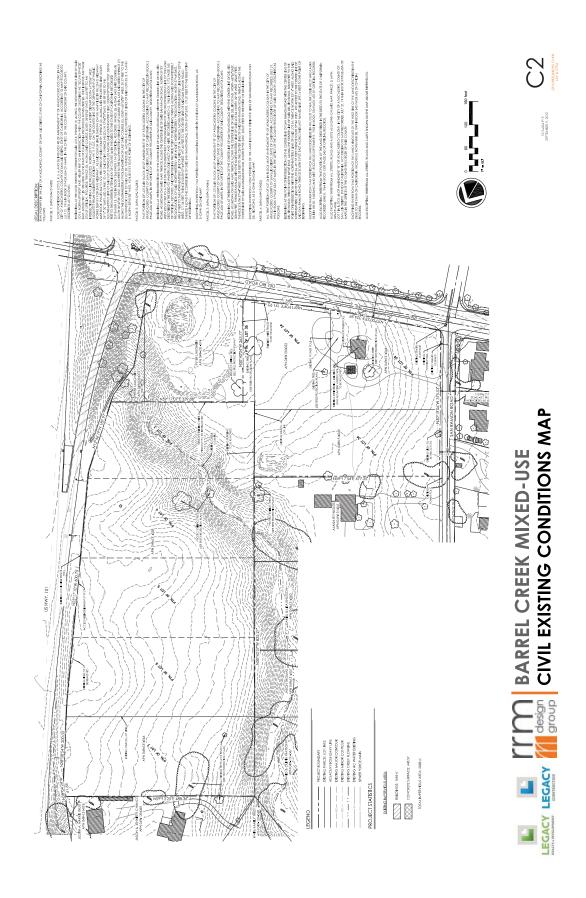
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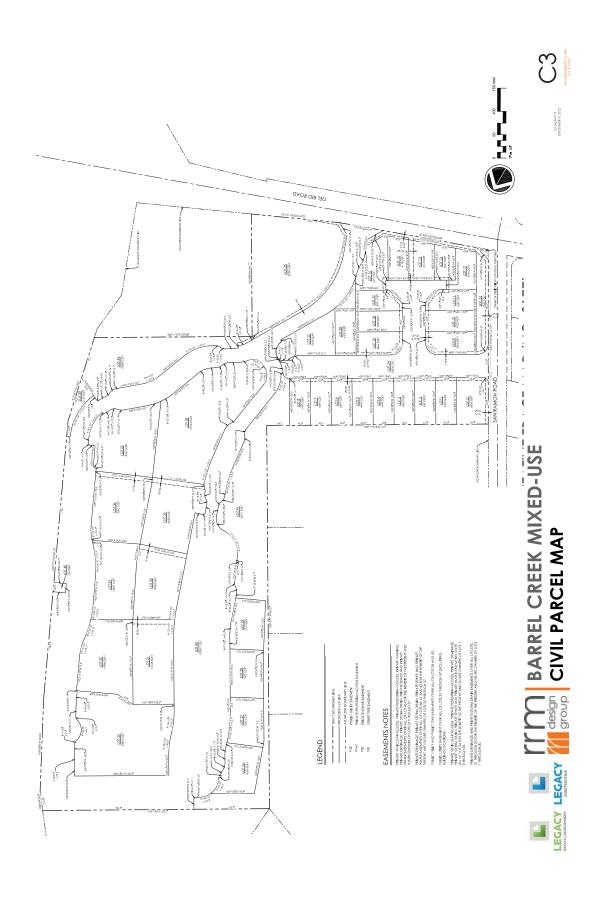
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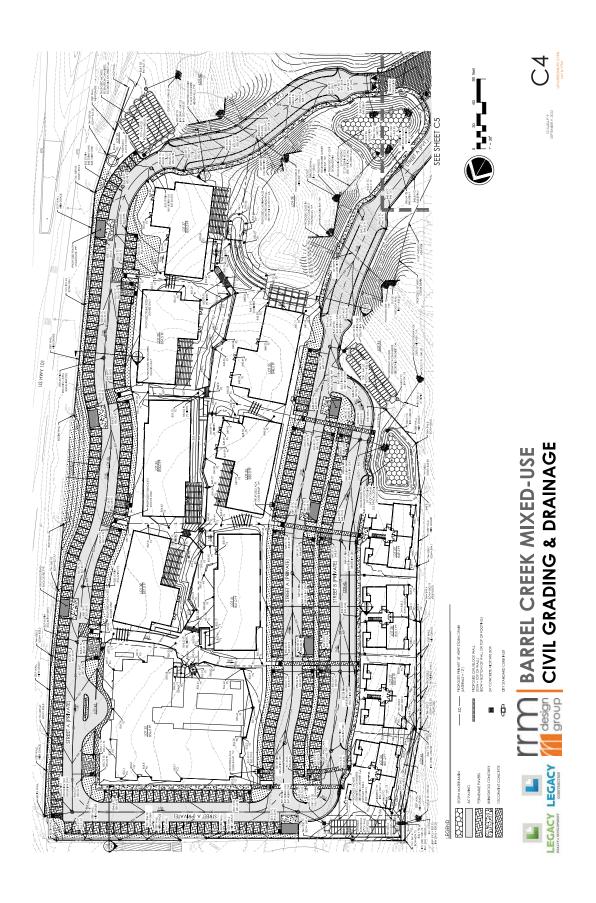


IN THE CITY OF ATASCADERO, CALIFORNIA

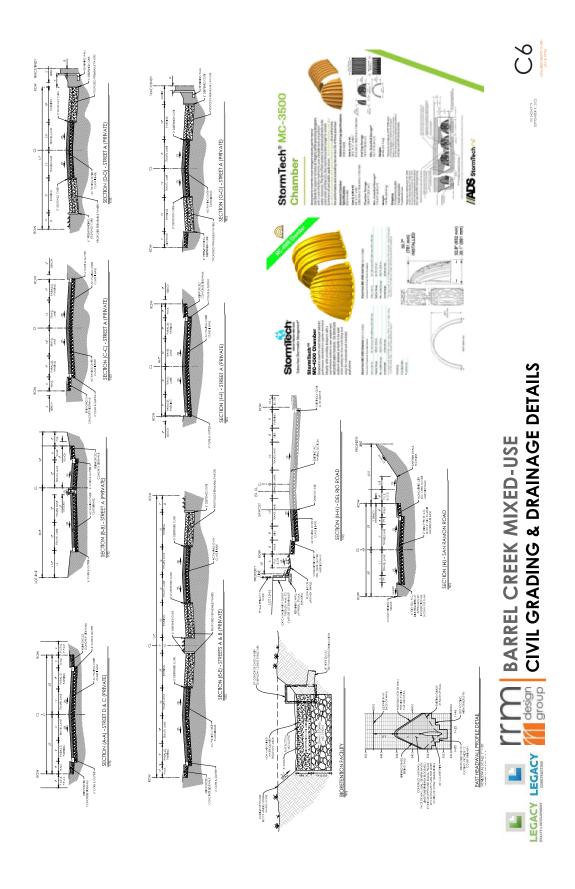


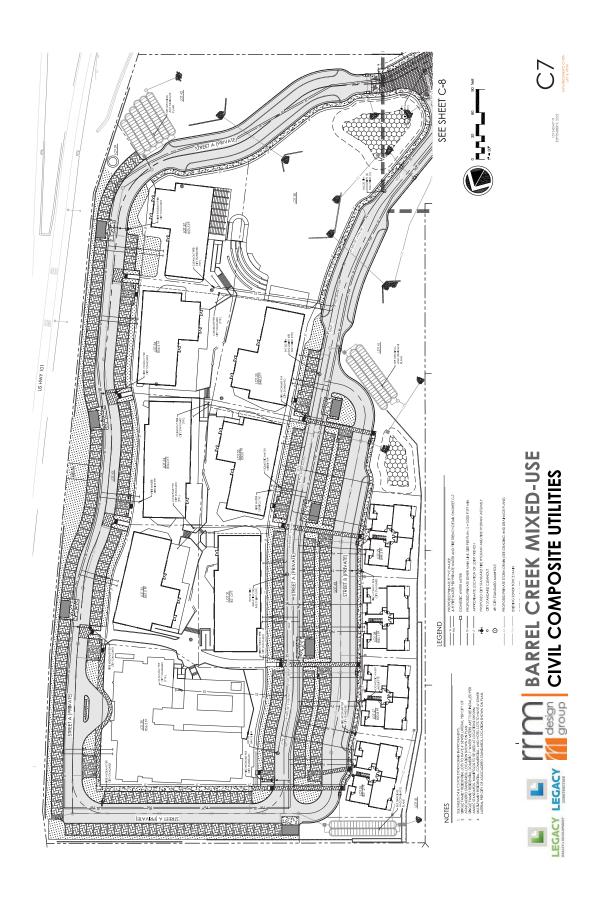


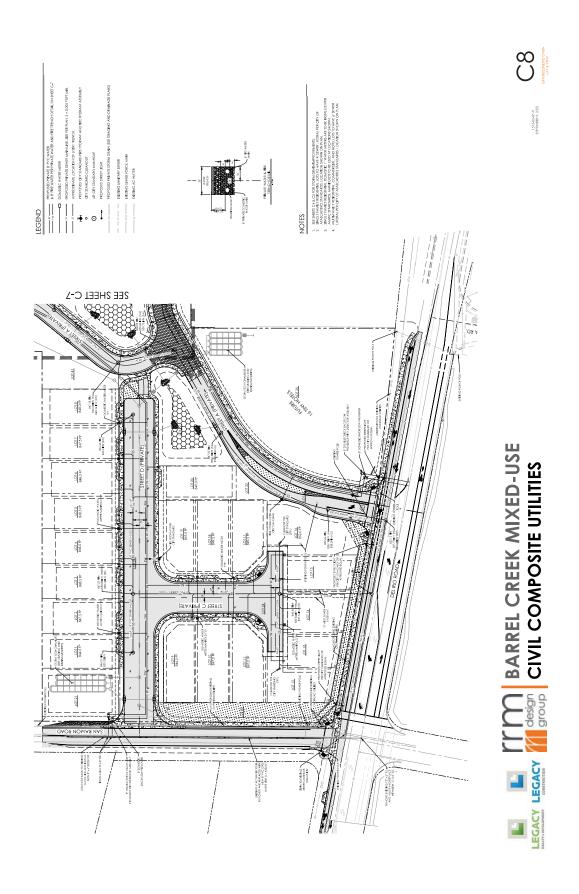


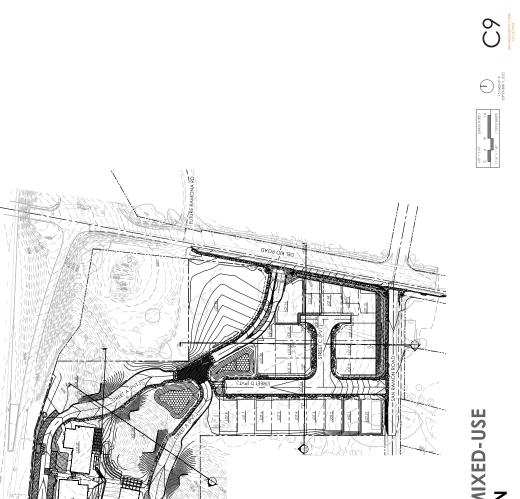




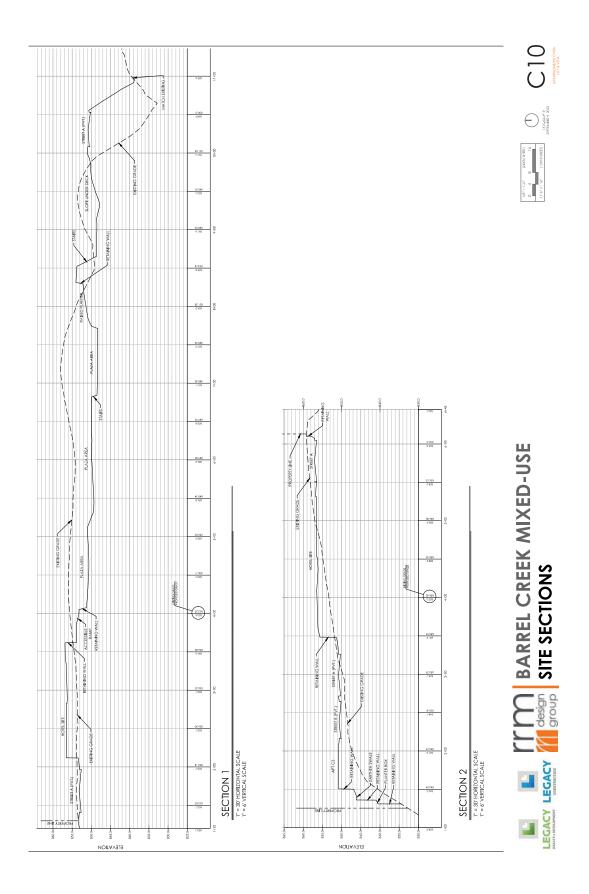




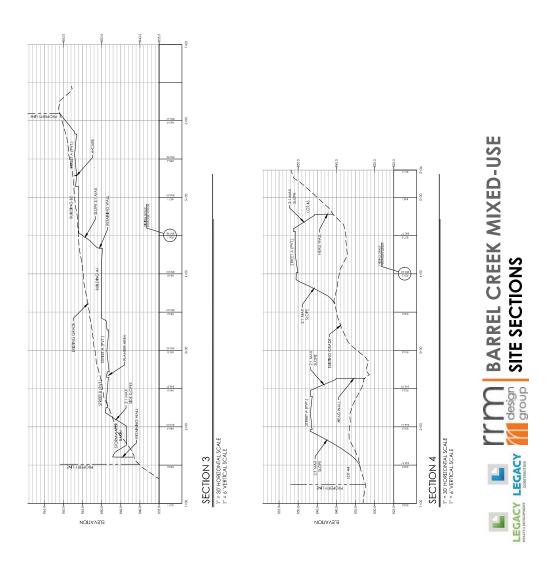




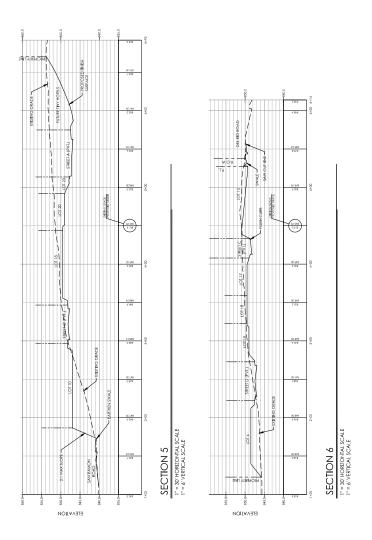




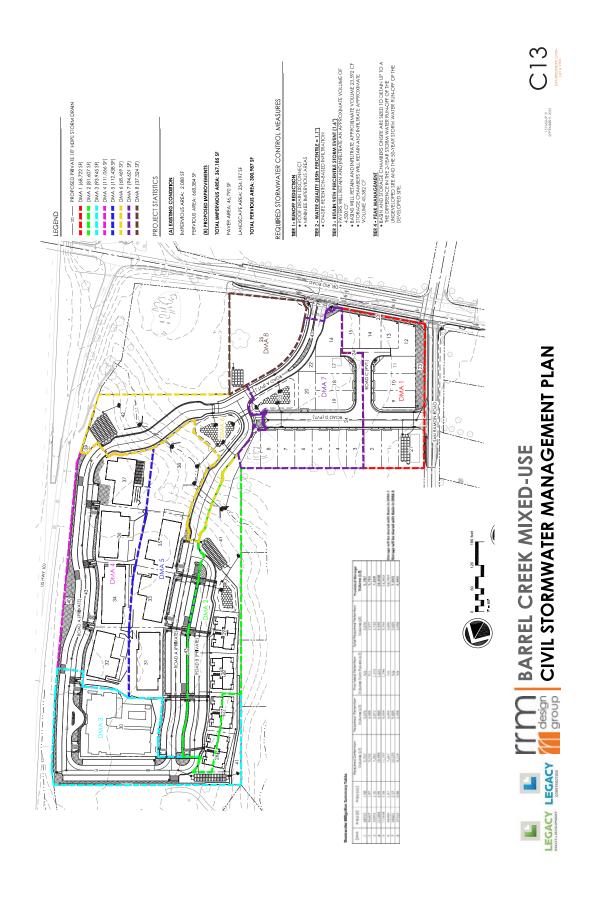












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- Monument Signage Entry Landscape
 - Single Family Lots
- Bioretention Basin
- Multi-family Bldgs. CI-C4
 - Permeable Paving
- Existing Seasonal Creek
- Culvert and Headwalls
 - 12.
- Covered Solar Carport (20 spaces) 6-feet wide Public Utility Easement



LANDSCAPE CONCEPTUAL SITE PLAN **BARREL CREEK MIXED-USE**





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- Amphitheater with Stage
- Existing Tree Protect in Place
- Mural/Signage Opportunities See Signage Program, Separate Submittal Walkway Trellis
- Patio Dining with Shade Structure
 - Informal Gathering Areas
- Pedestrian Promenade (Acc
- <u>o</u>
- Not Used 12. 3.
 - 4.
 - 5.
- Trash Enclosure 9 17.
- Outdoor Dining
- 19. Hotel Entrance with Specialty Paving
- Covered Solar Carport (20 spaces)



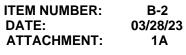


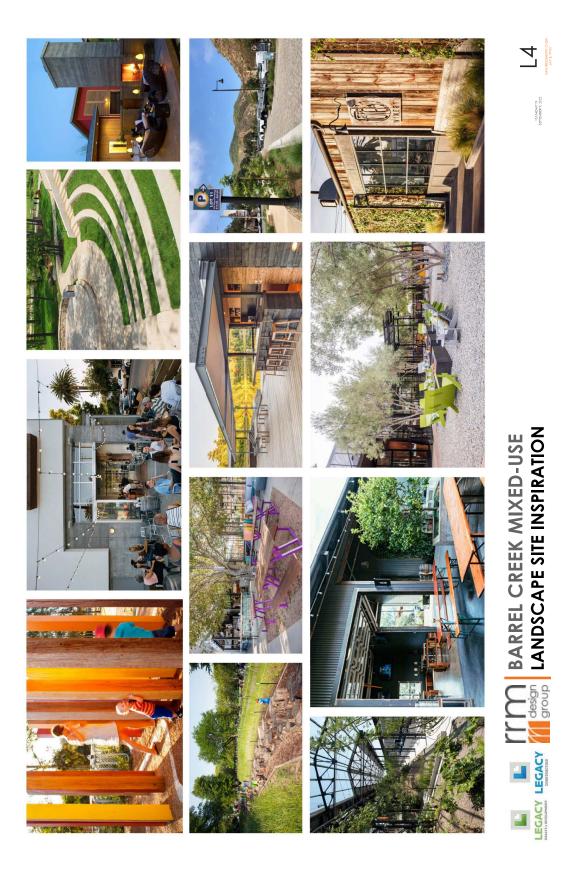


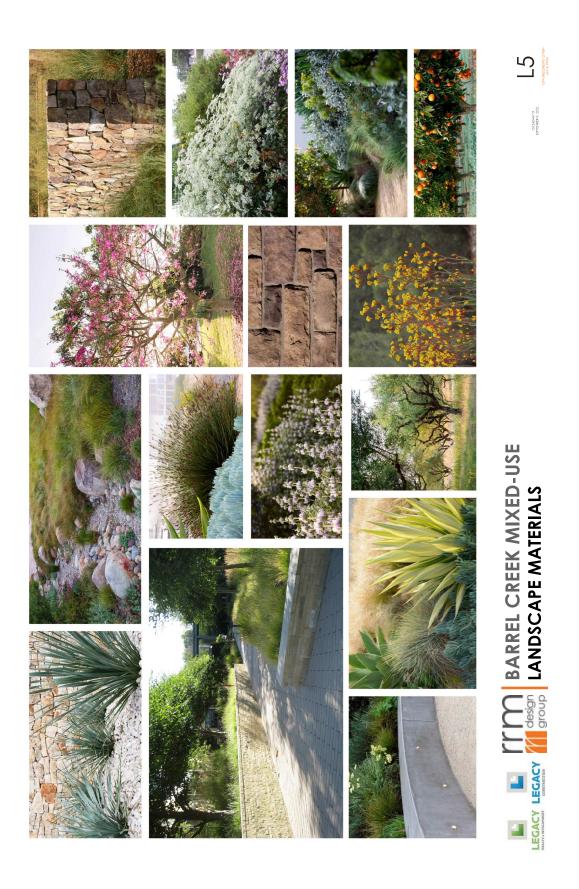




DATE: ATTACHMENT:











CALIFORNIA BUCKWHEAT EVERGREEN SPURGE MYRTLE SPURGE CALIFORNIA FESCUE PURPLE HOP BUSH

IDAHO FESCUE MOONLIGHT GREVILLEA ISLAND ALUM ROOT OAKLEAF HYDRANGEA DODONEA VISCOSA 'PURPUREA' ERIOGONUM FASCICULATUM 'THEODORE PAYNE' EUPHORBIA MYSINITES FESTUCA CALIFORNICA 'RIVER HOUSE BLUES' SHRUBS DIANELLA REVOLUTA "VARIEGATED" EUPHORBIA CHARACIAS WULFENII

KNIPHOFIA X 'MANGO POPSCICLE' HEUCHERA MAXIMA HYDRANGEA QUERCIFOLIA GREVILLEA X 'MOONLIGHT' FESTUCA IDAHOENSIS

DESERT MUSEUM PALO VERDE MEDITERRANEAN FAN PALM

CERCIDIUM X 'DESERT MUSEUM' CHAMAEROPS HUMILIS

CEDRUS DEODORA CEIBA SPECIOSA

BRAHEA ARMATA

CHILOPSIS LINEARIS CINNAMOMUM CAMPHORA

CITRUS X LIMON

DESERT WILLOW
CAMPHOR TREE

DWARF VALENCIA ORANGE

LEMON

PURPLE SMOKE TREE

PINEAPPLE GUAVA

FEIJOA SELLOWIANA FREMONTODENDRON X 'CALIFORNIA GLOR'' FLANNEL BUSH

COTINUS COGGYRRIA 'ATROPURPUREA' CITRUS X SINENSIS 'DWARF VALENCIA'

MARINA STRAWBERRY TREE

QUEENSLAND LACEBARK

ARCHONTOPHEONIX CUNNINHAMMIANA BRACHYCHITON DISCOLOR

ARBUTUS X 'MARINA'

CONCEPTUAL PLANT PALETTE

MEXICAN BLUE PALM

DEODAR CEDAR FLOSS SILK TREE

PENNISETUM MESSIACUM 'RED BUNNY TAILS'
PENNISETUM SAXTHOLATUM
PENSTEMON PALMEN
PHORMIUM TENAX
POLYSTICHUM CALIFORNICUM LOMANDRA LONGIFOLIA 'BREEZE' LOROPETALUM CHINENSE MELIANTHUS MAJOR MISCANTHUS SINENSIS 'ADAGIO' LAVANDULA ANGUSTIFOLIA MUHLENBERGIA CAPILLARIS LEPECHINIA FRAGRANS

JACARANDA MULTI-TRUNK SWAN HILL OLIVE

ITALIAN STONE PINE CALIFORNIA SYCAMORE

OAK LADY PAM CHITALPA

X CHITALPA TASHKENTENSIS

QUERCUS SPP.
RHAPIS HUMILIS

DATE PALM

JACARANDA MIMOSIFOLIA OLEA EUROPAEA 'SWAN HILL' PHEONIX DACTILIFERA

PINUS PINEA PLATANUS RACEMOSA

BREEZE MAT RUSH CHINESE FRINGE FLOWER

ISLAND PITCHER SAGE

ENGLISH LAVENDER

HOT POKER

ADAGIO EULALIA GRASS PINK MUHLY GRASS

HONEY BUSH

PINE MUHLY
FOUNTAIN GRASS
RYE PUFFS
PALMER'S PENSTEMON
NEW ZEALAND FLAX
CALIFORNIA FERN

POLYSTICHUM MUNITUM RHAMNUS CALIFORNICA RIBES VIBURNIFOLIUM RHUS OVATA

WESTERN SWORD FERN CALIFORNIA COFFEEBERRY

EVERGREEN CURRANT MATILIJA POPPY

ROSEMARY SAGE

SUGAR BUSH

ROSMARINUS OFFICINALIS 'TUSCAN BLUE' SANTOLINA CHAEMAECYPARISSUS SEDUM X'AUTUMN JOY' VERBENA LILACINA 'DE LA MINA' WESTRINGIA FRUTICOSA SARCOCCA RUSCIFOLIA ROMNEYA COULTER! SALVIA SPP.

CALIFORNIA GOLDENROD

DEER GRASS

SEASHORE BENTGRASS SMALL CAPE RUSH SOFT RUSH CALIFORNIA GREY RUSH GIANT WILD RYE

CHONDROPETALUM TECTORUM 'EL CAMPO'

ACHILLEA MILLEFOLIUM

BIOSWALE SHRUBS AGROSTIS PALLENS LEYMUS CONDENSATUS 'CANYON PRINCE'

EYMUS TRITICOIDES 'LAGUNITA' MUHLENBERGIA RIGENS SOLIDAGO CALIFORNICA

COMMON YARROW

LAVENDER COTTON
FRAGRANT SARCOCOCCA
AUTUMN JOY SEDUM

COAST ROSEMARY

ADAM'S NEEDLE LILACVERBENA

WOOLYBUSH CENTURY PLANT BLUE FLAME AGAVE

ADENANTHOS X CANNINGHAMII AGAVE AMERICANA "VARIEGATA"

ACHILLEA FILIPENDULINA

SHRUBS

FERNLEAF YARROW

rucca FILAMENTOSA

Parthenocissus X 'Hacienda creeper' Passiflora incarnata Vitis californica 'Roger's Red' CLYTOSTOMA CALLISTEGIODES DISTICTUS BUCCINATORIA MACFADYENA UNGUS-CATI CLEMATIS ARMANDII FICUS PUMILA

YELLOW KANGAROO PAW

ANIGOZANTHOS X 'HARMONY'

BANKSIA BLECHNIFOLIA

BANKSIA SPECIOSA

ASTERISCUS MARITIMUS

ARCTOSTAPHYLOS SPP.

AGAVE X 'BLUE FLAME' ALOE ARBORESCENS ALOE PLICATILIS

TORCH ALOE FAN ALOE

GOLD COIN DAISY GROUND BANKSIA SHOWY BANKSIA

MANZANITA

EVERGREEN CLEMATIS VIOLET TRUMPET VINE

CALIFORNIA WILD GRAPE

HACIENDA CREEPER PASSION FLOWER VINE

CAT CLAWVINE

CREEPING FIG

BARREL CREEK MIXED-USE

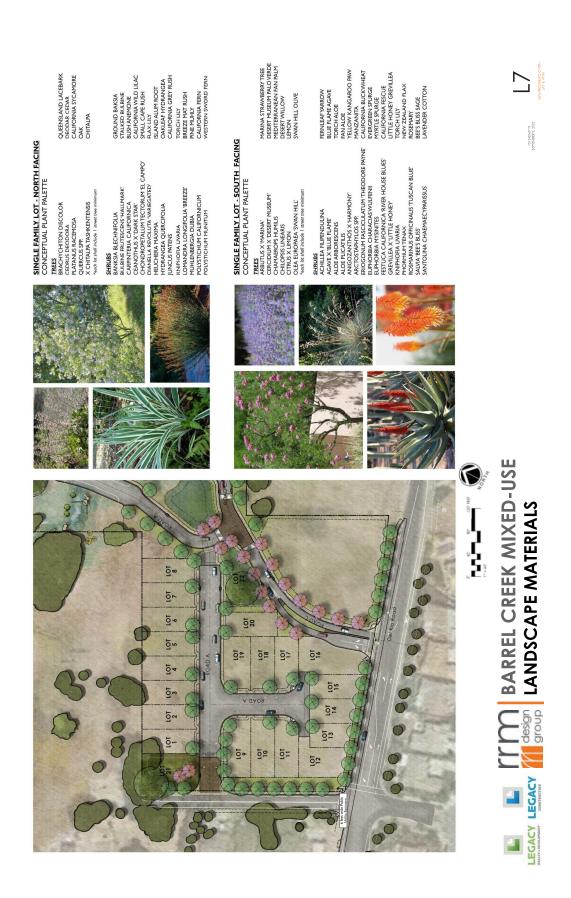


BUSH ANEMONE CALIFORNIA WILD LILAC

BLUE GRAMA GRASS STALKED BULBINE

BOUTELOUSA GRACILIS'BLONDE AMBITION' BULBINE RUTESCENS HALLMARK' CARPINTERIA CALFORNICA CEANOTHUS X'DARK STAR'





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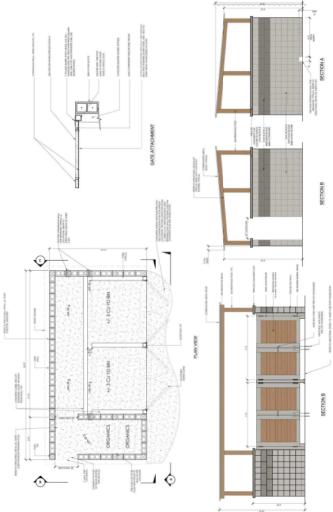




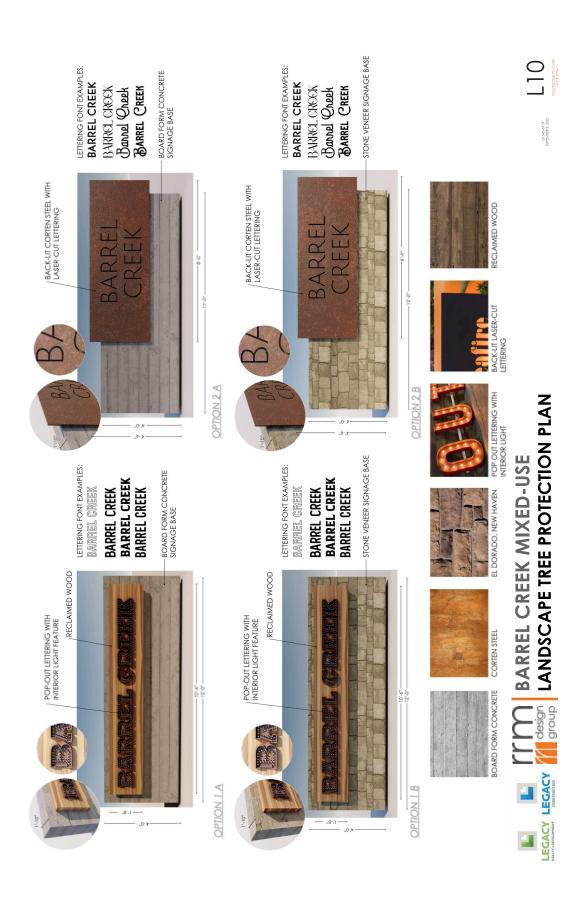






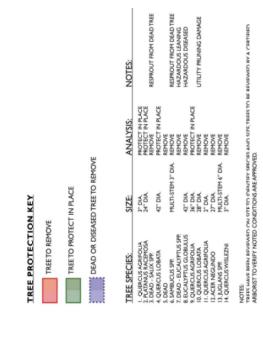






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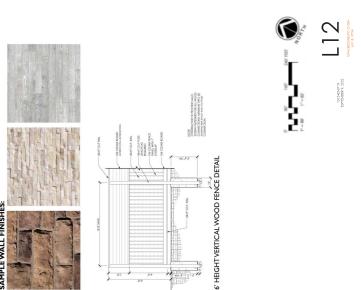








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RESIDENTIAL FENCE - 6' HEIGHTVERTICAL WOOD FENCE "FINAL LOCATIONS WITH SETBACK REQUIREMENTS RESIDENTIAL FENCE - 4' HEIGHT COURTYARD RRINGY FENCE *LOCATIONS TO BE DETERMINED BY ARCHITECTURE

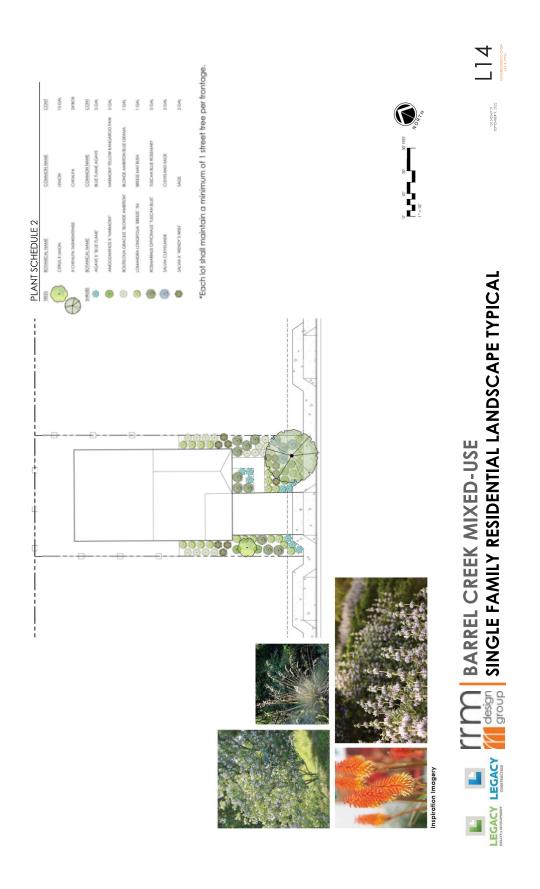
DECORATIVE RETAINING WALLS- HEIGHTS PER CIVIL

HEADWALLS- HEIGHTS PER CIVIL

RETAINING WALLS- HEIGHTS PER CIVIL





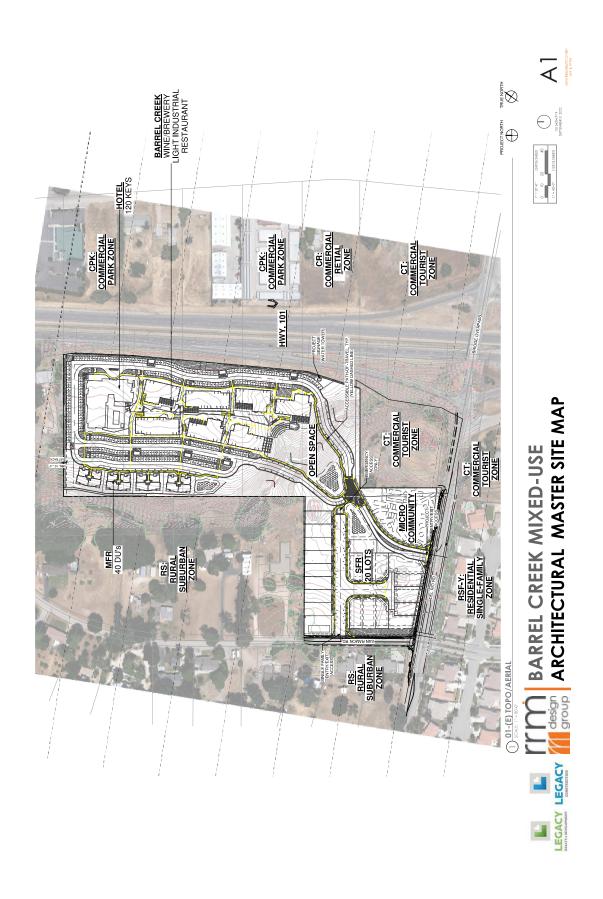












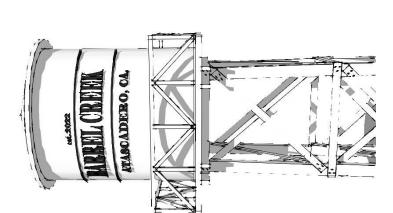


















ARCHITECTURAL SFR NEIGHBORHOOD COVER SHEET **BARREL CREEK MIXED-USE**





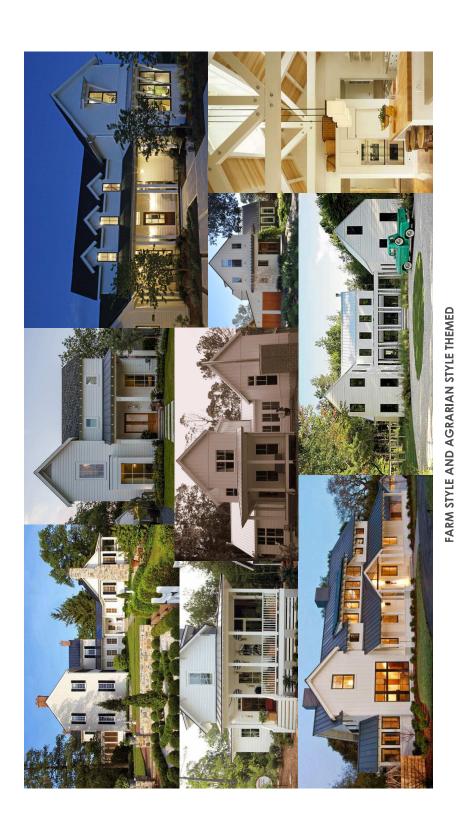


SINGLE-FAMILY

1-STORY & 2-STORY HOMES 20 RESIDENTIAL LOTS 45'WIDE LOTS

2-CAR GARAGE PARKING ADU & JADU OPPORTUNITIES

FARM STYLE & AGRARIAN STYLE THEMED NEIGHBORHOOD









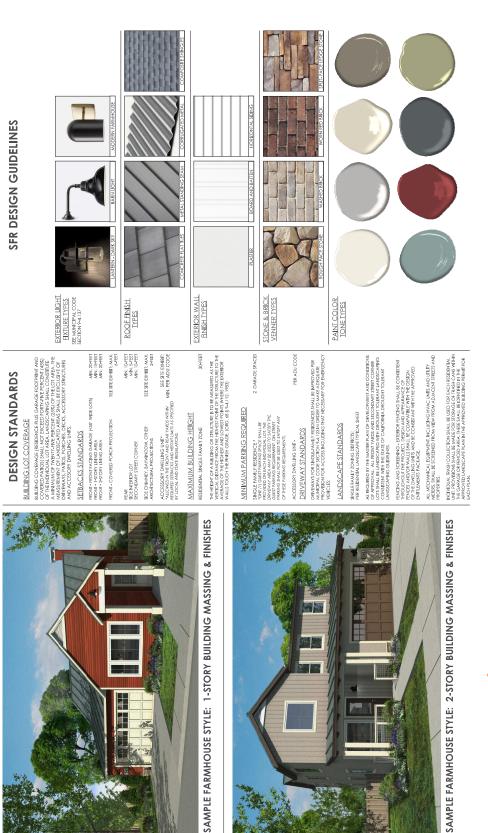
BARREL CREEK MIXED-USE ARCHITECTURAL SFR LOTS - INSPIRATION IMAGE BOARD























DATE: 03/28/23 ATTACHMENT: 1A

ITEM NUMBER: B-2











RESERVED

SFR DESIGN GUIDELINES - CONTINUED

exterior materials and finishes

THE FOLLOWING PROVIDED SOME GENERAL DESIGN GUIDELINES FOR THE TYPE OF APPROPRIATE ARCHITECTURAL CRITERIA RECOMMENDED WITH THE BUILDING DESIGN OF THE HOMES.

THE MATERIALS AND RINGHES SHALL BE AUTHENTIC TO THE ARCHITECTIRAL STYLE CHOSEN. CARETUL DETAIL SHALL BE TAKEN AT THE INTERESCENCY OF PETERENT MATERIAL TO ANOID AWKWARD TRANSITIONS, FRANSITIONS BETWEEN MATERIAL FINDING SHALL ONLY OCCUR AT PITEROR CORNERS.

- A WITCH JAND OWN IT PARES

 PROTECTION OWN IN P

ROOF ARTICULATION WITH DORMERS AND SYVLICHTS ARE ENCOURAGED. SYVLICHTS, FUSED. SHALL BE DESIGNED AS AN INTEGRAL PART OF THE ROOM WITH THER DORM AND COLOGREDADIN FOUND THE BUILDING. FLAT SYVLICHTS WITH CLEAR CAN BROADE CALLING ARE INCOURAGED. BBBILE OR DOMES SYVLICHTS WITH PROSIDED OR LIGHT COLOGRED CIALANG, ARE NOT PERMITTED ON THE RECOMFACKING ROOF.

ROOFING MATERIALS MUST BE APPROVED FOR FIRE SAFETY PER LOCAL ORDINANCE STANDARDS.

CHINNEYS AS AN ARCHITECTURAL FORM SHOULD BE SIMPLE AND BOLDLY PROJECT FROM MAIN WALL SURFACES, ACCENTS AND ARTICULATION DEFAILS ARE ENCOURAGED.

CONDECTORS MALL COURT EACH THE WALAND ACCESS COLOR THE TOWN LONDONE OF EACH ACREMATION TO CONDECTOR TO CONDEC

SIMPLE COLOR SCHEMES INVOLVING A MAXIMUM OF INREE COLORS ARE RECOMMENDED. BRIGHT WHITE AND OTHER BRIGHT PACTEG ARE NOT FRANKINED. CERTINA MATERIALS MICH AS SHOWN AND BRIGHT COLORNING IN THIR NATURAL STATE AND SHALL BE THOUGH OF A AN BENEAT OF THE COLOR PLATEIT TO BE INCORPORATED INTO THE OVERALL DESIGN. STBUCTURES AND THENATURAL SURROUNDINGS.

ROOFS AND CHIMNEYS

CARACTER OF DEPICEMENTS SHALL ESTECKED TO CERT REVOREFERENTE AND INTERENTENCE AND ESTECTORS. TO CARLO CARACTES THAT ACC STREET OR PUTANTAL RECORD AND ACCOUNTS AN

BUILDING FORM AND MASS

DOORS AND WINDOWS

LOT COVERAGE SHALL MEET THE REQUIREMENTS OUTLINED IN THE MUNICIPLE CODE FOR THE CTY OF ATASCADERC

THE REPORT OF ROCKINGS AND ARROBOROUS OF THE MESTER AND ARROBEST OF ARCHITECTURAL STITLES ARE EPPERATE PROCESSES. A CARBEST AND ARROST PART HET STITLES ARE EPPERATED CARBEST AND ARROST PART HET STITLES AND EPPERATED AND ARROST AND

ARCHITECTURAL SFR LOTS - DESIGN GUIDELINES BARREL CREEK MIXED-USE

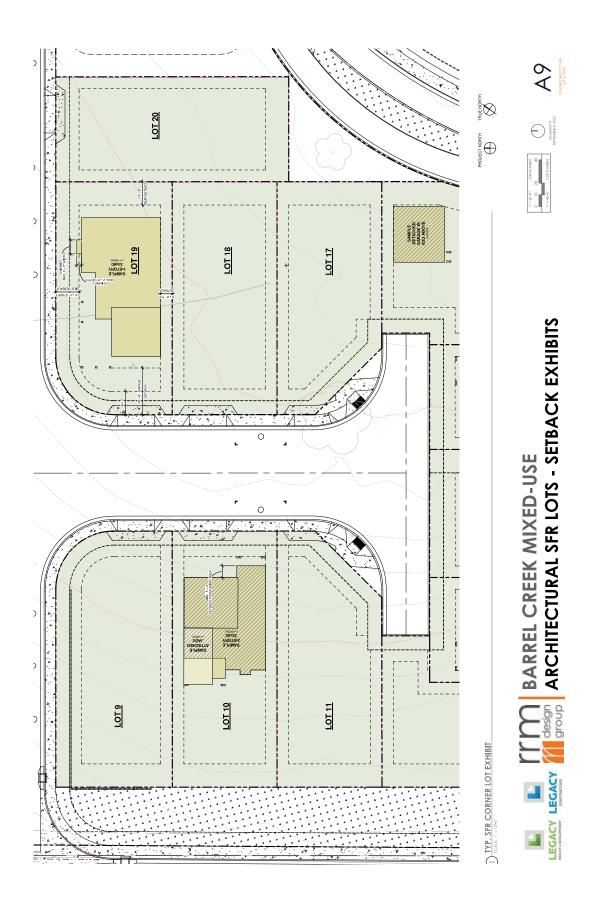


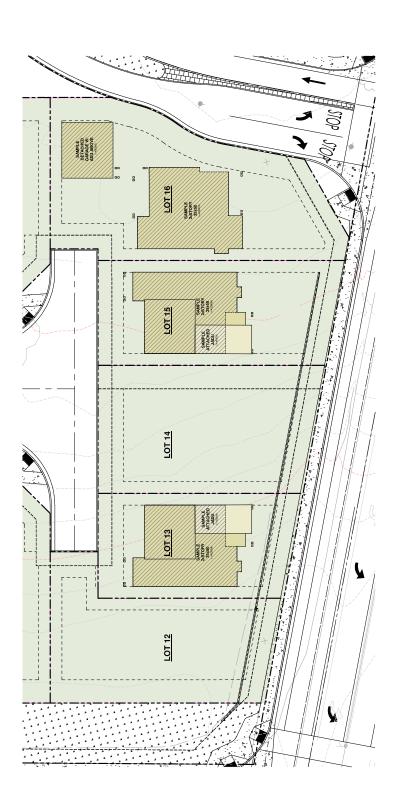








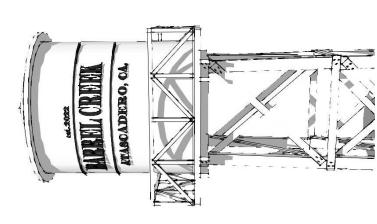


















ARCHITECTURAL MULTI-FAMILY NEIGHBORHOOD **BARREL CREEK MIXED-USE**

Ш MULTI-FAMILY

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

FARM STYLE STYLE THEMED NEIGHBORHOOD









FARMHOUSE STYLE THEMED

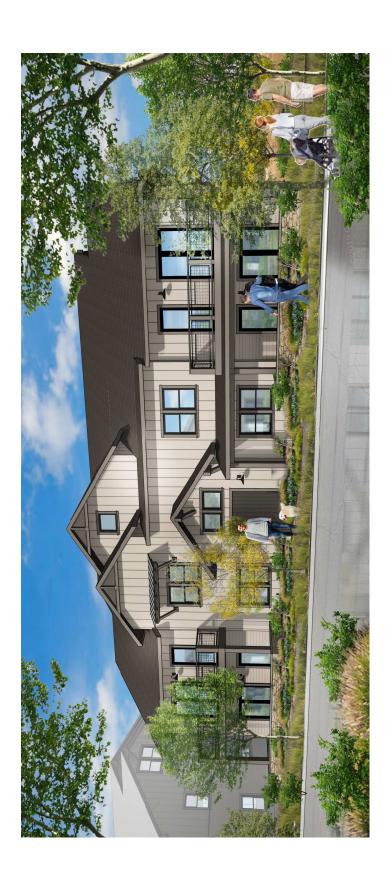
BARREL CREEK MIXED-USE APARTMENTS INSPIRATION IMAGE BOARD









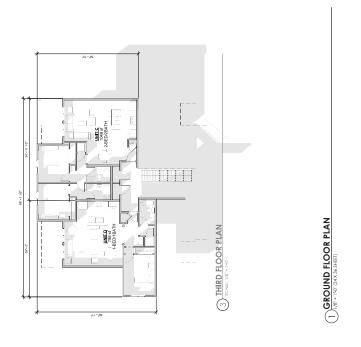


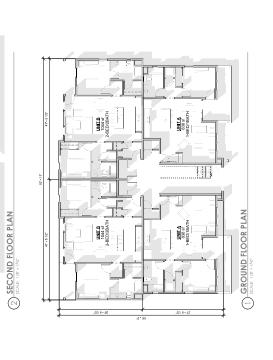




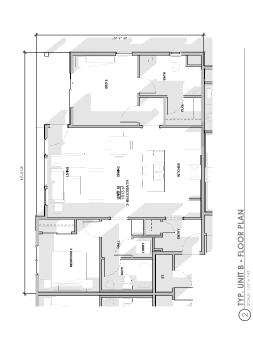


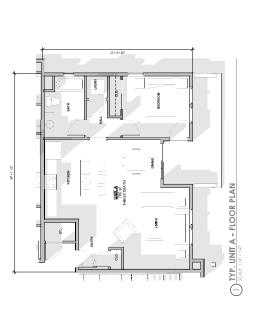








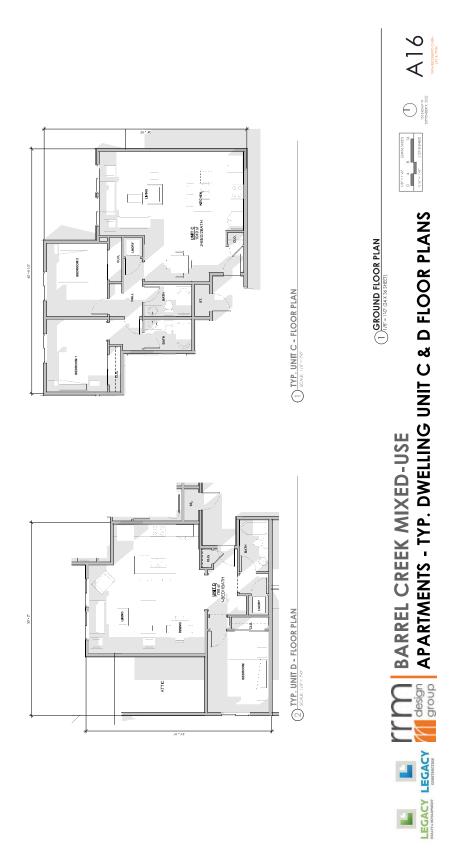






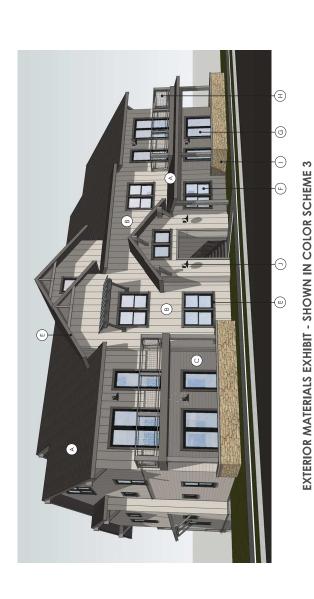


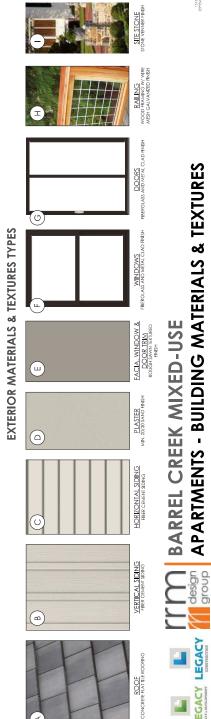




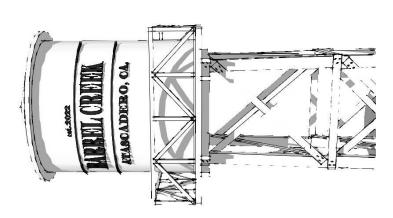


PROJECT LIGHTING PARM STYLE OR AGRARIAN STYL LIGHTING RXTURES (BLACK)















COMMERCIAI

53,500SF TOTAL BUILDING

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

STALL PARKING OPEN AGRARIAN STYLE THEMED NEIGHBORHOOD

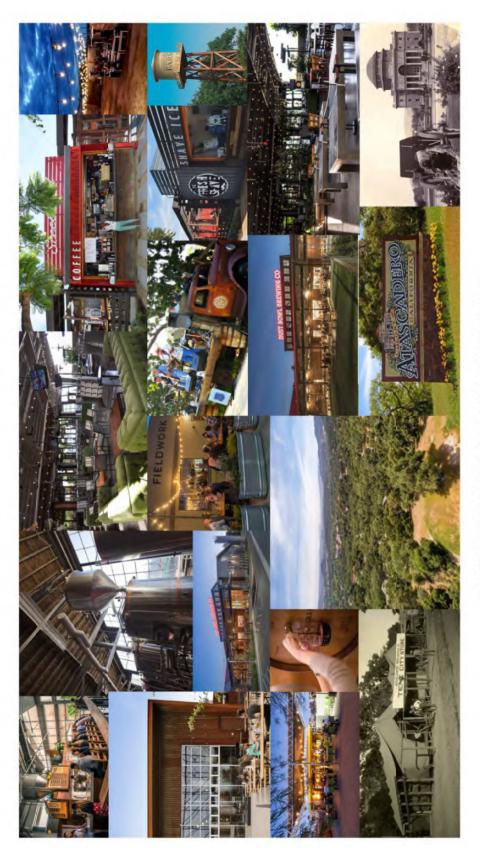
COMMERCIAL NEIGHBORHOOD COVER SHEET **BARREL CREEK MIXED-USE**















CONTEMPORARY FARMHOUSE & AGRARIAN STYLE THEMED

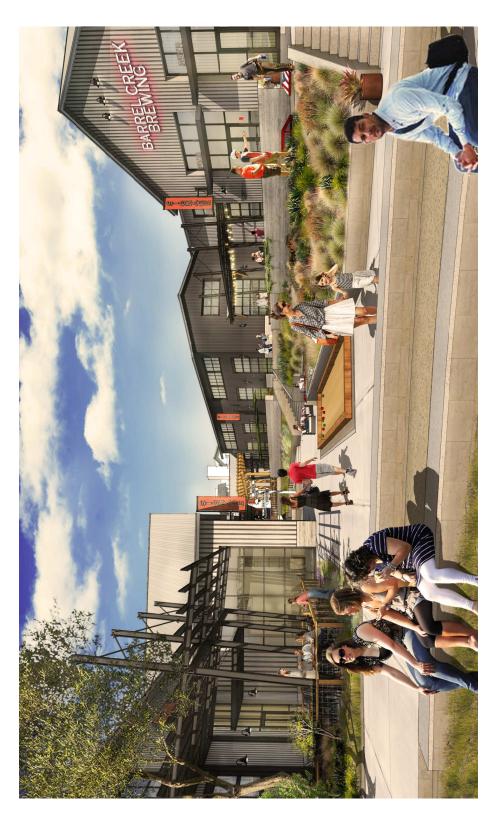
BARREL CREEK MIXED-USE COMMERCIAL - INSPIRATION IMAGE BOARD















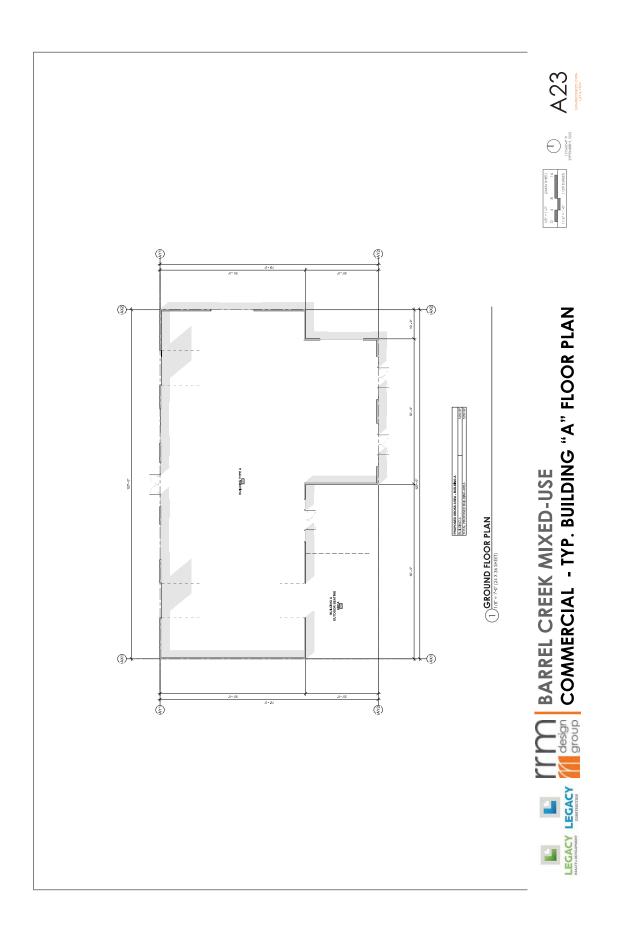


















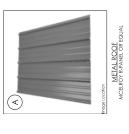




EXTERIOR MATERIALS & TEXTURES TYPES











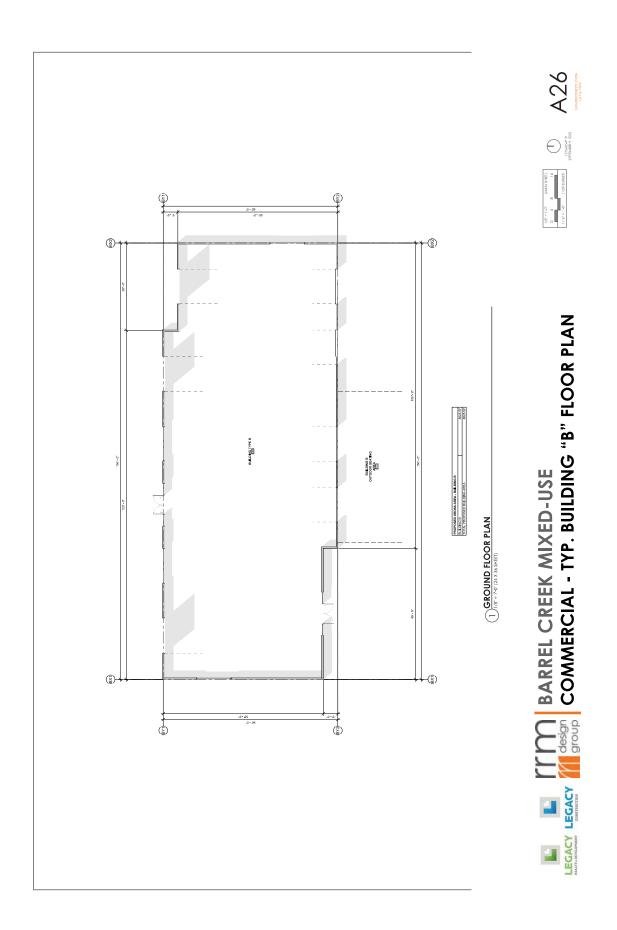












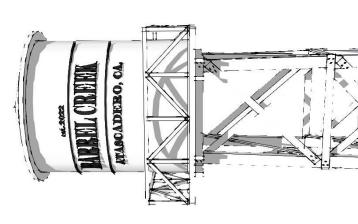












∞ŏ ш GROUND FLOOR OUTDOOR POOL ROOF TOP OUTDOOR LOUNG

SPA CONTEMPORARY AGRARIAN STYLE THEMED









Ш

120 KEYS

4-STORY BUILDING

HOTEL





CONTEMPORARY AGRARIAN STYLE THEMED















BARREL CREEK MIXED-USE HOTEL - CHARACTER RENDER - MAIN ENTRANCE





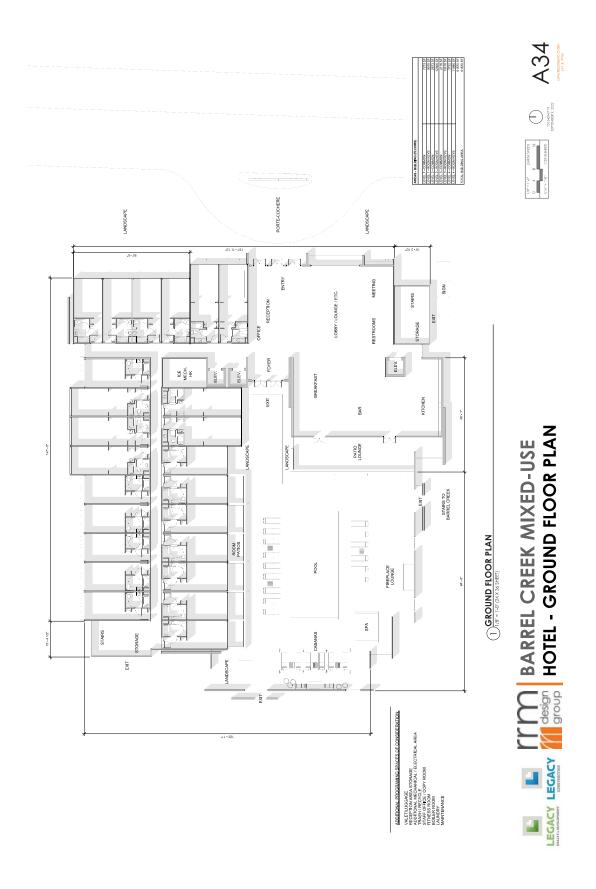


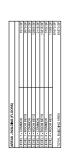




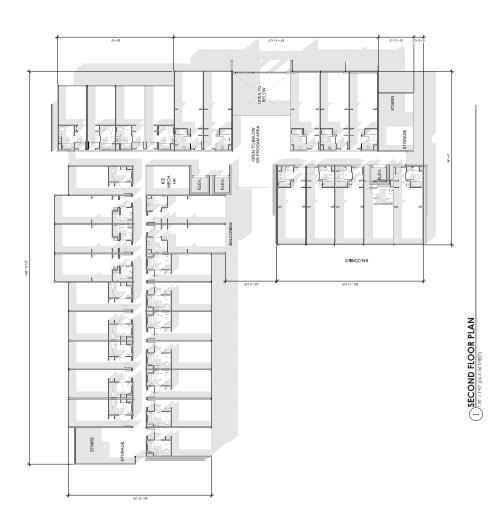










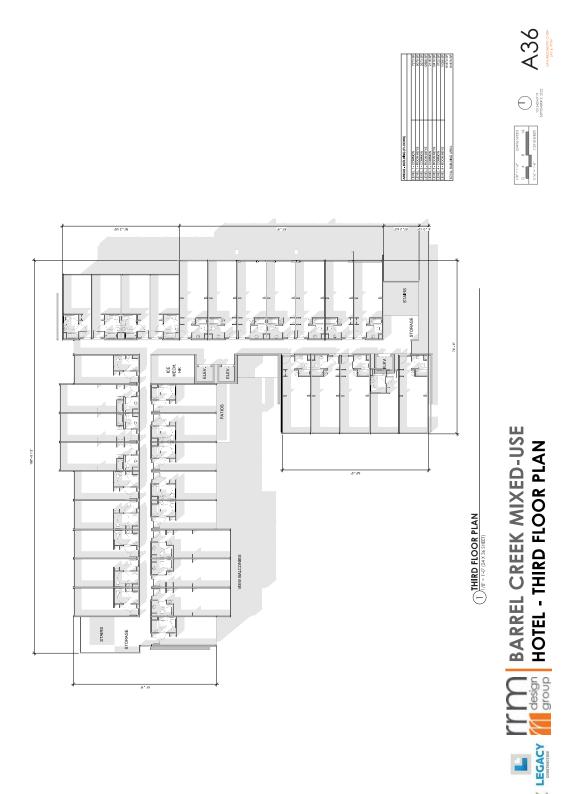


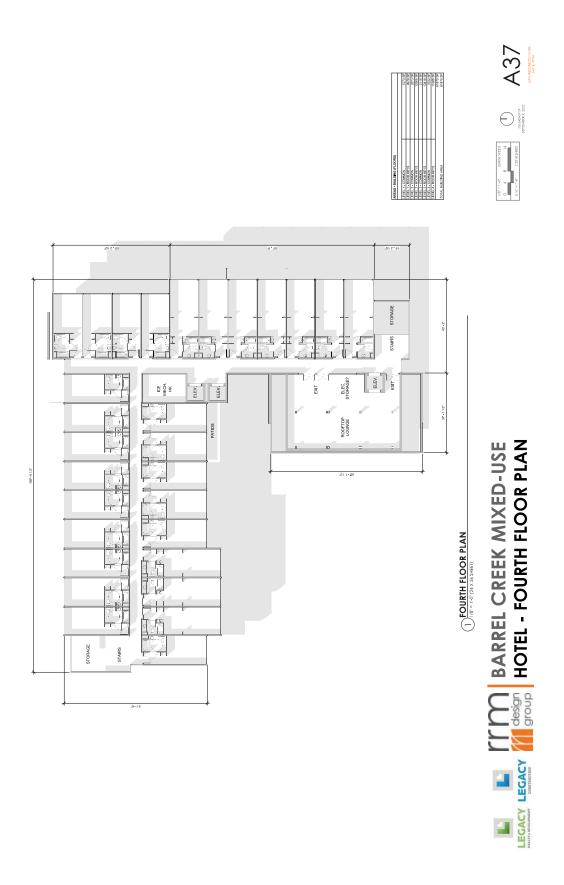
BARREL CREEK MIXED-USE HOTEL - SECOND FLOOR PLAN





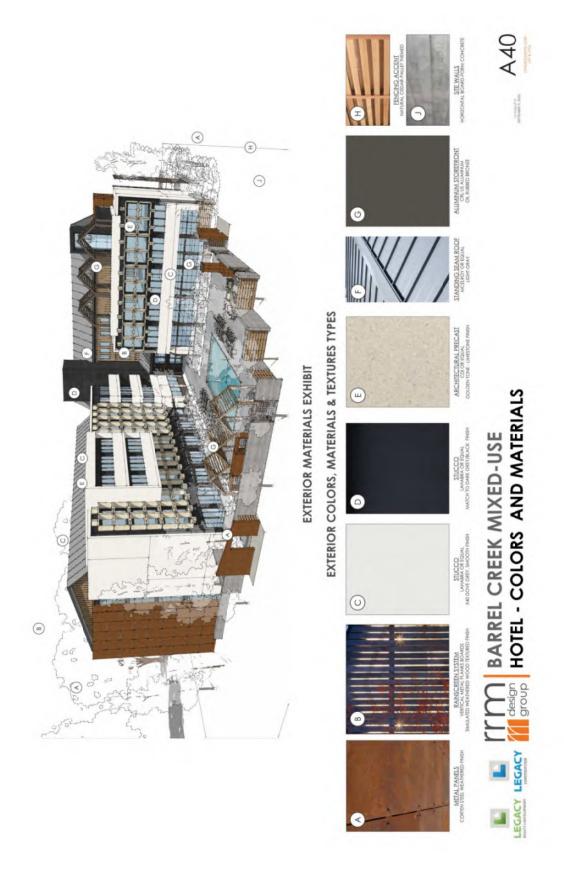






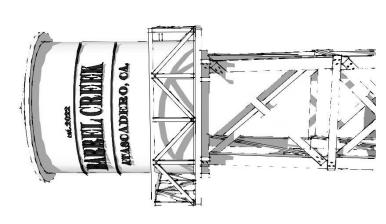






ITEM NUMBER: DATE: ATTACHMENT:

B-2 03/28/23 1A



A41

MICRO COMMUNITY

SHORT TERM RENTALS

APPROXIMATELY 16 UNITS

1-STORY BUILDING

OPEN STALL PARKING

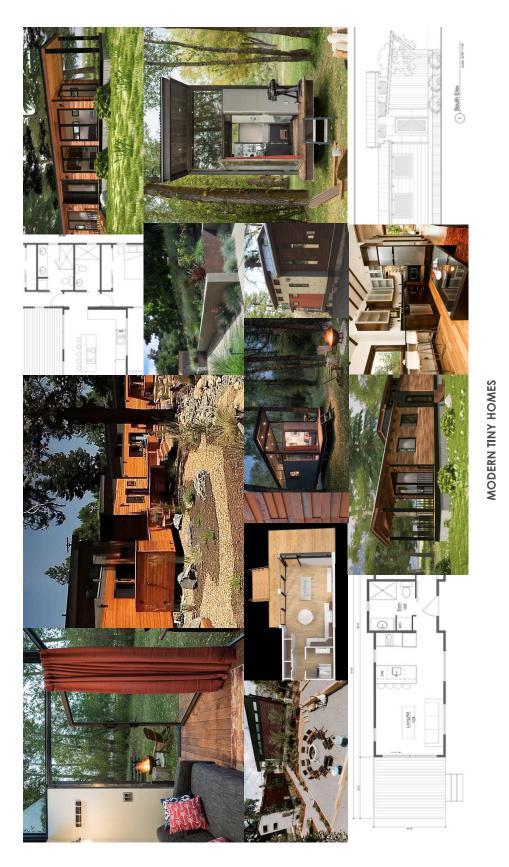
CONTEMPORARY AGRARIAN STYLE THEMED

MICRO COMMUNITY COVER SHEET **BARREL CREEK MIXED-USE**











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| ITEM NUMBER: B-2 | 03/28/23 | ATTACHMENT: | DEV21-0066

Barrel Creek | Legacy

Figure 4 – Site Photos

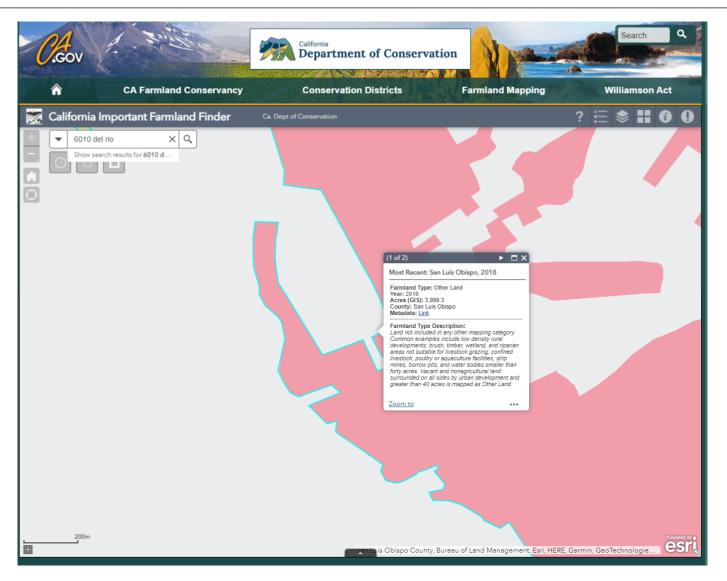






DEV21-0066 Barrel Creek | Legacy

Figure 5 - California Department of conservation Farmland Mapping



DEV21-0066 Barrel Creek | Legacy

Figure 6 - CalEEMod Detailed Report

See Following



Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

Barrel Creek commercial - winter 2023 Detailed Report

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7.6. Health & Equity Custom Measures

8. User Changes to Default Data

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

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 |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

| 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 Tra c 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

| | | (, | , | j,j. | | | 01100 (1 | e, e.e., | ,, | , | | | | | | | | |
|---------------------------|------|------|------|------|------|-------|----------|----------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Un/Mit. | TOG | ROG | NOx | со | 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) | _ | - | _ | _ | _ | - | - | - | _ | - | - | - | - | _ | - | - | - | _ |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

| 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

| Year | TOG | ROG | NOx | со | 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

| Year | TOG | ROG | NOx | со | 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 | со | 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

| Sector | TOG | ROG | NOx | со | 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 |
|---------|------|------|------|------|---------|---------|------|---------|---------|------|---------|------|--------|--------|---------|---------|------|--------|
| MODILE | | | | | | | 2.70 | | | 0.49 | | | | - 7 | | | 13.2 | |
| 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 | со | 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) Onsite Daily, Summer (Max) Daily, Winter Off-Road 3.39 27.3 23.5 0.03 3,425 3,425 0.14 0.03 3,437 1.20 1.20 1.10 1.10 Equipment 0.82 0.82 0.12 0.12 Demolitio — 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 Onsite 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 truck Average Off-Road 0.02 0.02 0.13 < 0.005 0.01 0.01 0.01 18.8 18.8 < 0.005 | < 0.005 | --18.8 0.15 0.01 Equipment < 0.005 | < 0.005 | --< 0.005 < 0.005 Demolitio — Onsite 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 truck Annual — Off-Road < 0.005 | < 0.005 | 0.03 0.02 < 0.005 < 0.005 < 0.005 | < 0.005 < 0.005 3.11 < 0.005 | < 0.005 | --3.12 Equipment < 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 | _ | _ | _ | _ | - | - | - | - | _ | - | - | - | _ | _ | _ | _ | _ | - |
| Vorker | < 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 |
| /endor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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

| Ontona | · onatan | is (ib/ua) | , ioi aaii | <i>y</i> ,, <i>y</i> . | 101 011110 | an, and | 000 (. | oracy io. | adiny, iv | ., , | ai ii iaai, | | | | | | | |
|---------------------------|----------|------------|------------|------------------------|------------|---------|--------|-----------|-----------|--------|-------------|------|-------|------|-----|-----|---|------|
| Location | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
| Onsite | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Daily, Summer (Max) | _ | _ | - | _ | _ | _ | _ | - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

| Daily, Winter (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
|---------------------------|------|---------|------|------|---------|---------|---------|---------|---------|---------|---------|---|-------|-------|---------|---------|------|-------|
| Off-Road Equipment | | 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 |
| Demolitio n | _ | - | - | _ | _ | _ | 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 | 0.15 | 0.13 | < 0.005 | 0.01 | _ | 0.01 | 0.01 | _ | 0.01 | - | 18.8 | 18.8 | < 0.005 | < 0.005 | - | 18.8 |
| Demolitio n | _ | - | - | - | - | - | < 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 | 0.03 | 0.02 | < 0.005 | < 0.005 | - | < 0.005 | < 0.005 | - | < 0.005 | - | 3.11 | 3.11 | < 0.005 | < 0.005 | - | 3.12 |
| Demolitio n | - | - | - | - | - | - | < 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 |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

| 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

| Location | TOG | ROG | | со | SO2 | | PM10D | | | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-------------------------------------|------|------|------|------|------|------|-------|------|------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite | - | _ | - | - | - | _ | - | - | - | - | - | - | - | _ | - | - | - | _ |
| Daily, Summer (Max) | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | - |
| Daily, Winter (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Off-Road Equipmen | | 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 Movemen | _ | _ | _ | _ | _ | _ | 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

| Off-Road | 0.40 | 0.11 | 1.09 | 0.97 | < 0.005 | 0.05 | _ | 0.05 | 0.05 | _ | 0.05 | _ | 145 | 145 | 0.01 | < 0.005 | _ | 146 |
|-------------------------------------|-----------|---------|---------|------|---------|------|---------|---------|------|---------|---------|---|--------|--------|---------|---------|------|--------|
| Equipmen | | 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 Movemen | _ | - | - | _ | - | _ | 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 Equipmen | 0.02 t | 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 Movemen | - | - | - | - | - | _ | 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 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

| 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 | со | 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 Equipmen | | 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 Movemen | _ | _ | _ | _ | _ | _ | 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 Equipmen | | 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 Movemen | _ | - | _ | _ | _ | _ | 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 Equipmen | | 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 Movemen | <u> </u> | _ | _ | _ | _ | _ | 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
 PM10T
 PM2.5E
 PM2.5D
 PM2.5T
 BCO2
 NBCO2
 CO2T
 CH4
 N2O
 R
 CO2e

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| Onsite | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
|-------------------------------------|------|------|------|------|---------|------|------|------|------|------|------|---|-------|-------|---------|---------|------|-------|
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Daily, Winter (Max) | _ | - | - | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | - | - |
| Off-Road Equipmen | | 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 Movemen | _ | _ | _ | _ | _ | _ | 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 Equipmen | | 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 Movemen | - | _ | _ | _ | _ | _ | 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 Equipmen | | 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 Movemen | - | _ | _ | _ | _ | _ | 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)

| britaria i circularità (ibrada) for dany, torry i for diritadi) dira circa (ibrada) for dany, mirry i for diritadi) | | | | | | | | | | | | | | | | | | |
|---|-----|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|---|-------|
| Location | TOG | ROG | NOx | со | 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 Equipmen | | 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 |

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| Dust From Material Movemen | : | _ | _ | _ | _ | _ | 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 Equipmen | | 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 Movemen | - | - | - | - | - | - | 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 Equipmen | | 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 Movemen | - | - | - | - | - | - | 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 |

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| 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

| Location | TOG | ROG | NOx | со | 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 Equipmen | | 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 Movemen | - | _ | _ | _ | _ | _ | 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 Equipmen | | 0.18 | 1.74 | 1.54 | < 0.005 | 0.07 | - | 0.07 | 0.07 | _ | 0.07 | - | 336 | 336 | 0.01 | < 0.005 | - | 337 |
| | | | | | | | | | 28 / 89 | | | | | | | | | |

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| Dust | _ | _ | _ | _ | _ | _ | 0.47 | 0.47 | _ | 0.19 | 0.19 | _ | _ | _ | _ | _ | _ | _ |
|-------------------------------------|---------|---------|---------|------|---------|---------|---------|---------|---------|---------|---------|---|-------|-------|---------|---------|---------|-------|
| From Material Movemen | e | | | | | | | | | | | | | | | | | |
| 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 Equipmen | | 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 Movemen | - | _ | - | _ | _ | _ | 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 |
| /endor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | - | - | - | - | _ | - | - | - | - | _ | _ | - | _ | - | _ | _ | - | - |
| Vorker | < 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 |

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| 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

| Location | TOG | ROG | NOx | со | 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 Equipmen | | 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 Movemen | - | - | - | - | _ | _ | 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 Equipmen | | 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 Movemen | - | - | _ | _ | _ | _ | 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 Equipmen | | 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 |

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| Dust From Material Movemen | : | _ | _ | _ | _ | _ | 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

| Location | TOG | ROG | NOx | со | 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 1. 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 0. 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 1. 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 0. 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 0. 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 0. 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 0. 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 0. 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. | 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 |
| | | | | | | | | | | 0.00 | | | | | | | | 007 |
| Vendor 0. | 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 |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

| 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Vorker | 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 | - | _ | - | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Vorker | 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 |
| /endor | 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

| Location | TOG | | NOx | со | SO2 | PM10E | | | PM2.5E | | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------------|------|------|------|------|------|-------|------|------|--------|------|--------|------|-------|-------|------|------|------|-------|
| Onsite | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Off-Road Equipmen | | 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 Equipmen | | 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 Equipmen | | 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 Equipmen | 0.17 t | 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 |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

| 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)

| | Onatai | no (no) aa | <i>,</i> aa. | .,,,. | 101 01111 | aai, aiia | 000 | io, adj io | . aa., | , | armaan | | | | | | | |
|---------------------------|--------|------------|--------------|-------|-----------|-----------|-------|------------|---------|--------|---------|------|-------|-------|---------|---------|------|-------|
| Location | TOG | ROG | NOx | со | 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 Equipmen | | 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 Equipmen | | 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 Equipmen | | 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 |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

| 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

| Omtoma | · onatan | to (nor day | , ioi aan | <i>j</i> , <i>j</i> . | 101 011110 | an, and | 000 (| o, aa, .o. | adiny, it | .,, | armaan | | | | | | | |
|-----------------|----------|-------------|-----------|-----------------------|------------|---------|-------|------------|-----------|--------|--------|------|-------|------|-----|-----|---|------|
| Location | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
| Onsite | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Daily, | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Summer (Max) | | | | | | | | | | | | | | | | | | |
| (IVIOA) | | | | | | | | | | | | | | | | | | |

Barrel Creek commercial - winter 2023 Detailed Report, 2/2/2023

| Daily, Winter (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
|---------------------------|------|------|------|------|---------|---------|------|---------|---------|------|---------|---|-------|-------|---------|---------|------|-------|
| Off-Road Equipmen | | 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 Equipmen | | 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 Equipmen | | 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

| Location | TOG | ROG | NOx | со | 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 Equipmen | | 0.14 | 0.91 | 1.15 | < 0.005 | 0.03 | _ | 0.03 | 0.03 | _ | 0.03 | _ | 134 | 134 | 0.01 | < 0.005 | - | 134 |
| Architect ural 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 Equipmen | | < 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 |
| Architect ural 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 Equipmer | | < 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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| Ositavia Dallutavata | /II-/-I &I-II- | 4 | 1 0110- (11-/ | or daily MT/vr for annual) |
|----------------------|----------------|---|---------------|----------------------------|
| | | | | |

| Location | TOG | ROG | NOx | со | 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 Equipmen | | 0.14 | 0.91 | 1.15 | < 0.005 | 0.03 | - | 0.03 | 0.03 | _ | 0.03 | _ | 134 | 134 | 0.01 | < 0.005 | - | 134 |
| Architect ural 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 Equipmen | | < 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 |
| Architect ural 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 Equipmen | | < 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 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

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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 |
| /endor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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

| | | | | ,, , | 101 011110 | , , , , , | (| | | -, | | | | | | | | |
|---------------------------|-----|------|------|------|------------|-----------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Location | TOG | ROG | NOx | со | 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 Equipmen | | 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 Equipmen | | 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 Equipmen | | < 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

| Onsite — <th>Location</th> <th>TOG</th> <th>ROG</th> <th>NOx</th> <th>со</th> <th>SO2</th> <th>PM10E</th> <th>PM10D</th> <th>PM10T</th> <th>PM2.5E</th> <th>PM2.5D</th> <th>PM2.5T</th> <th>BCO2</th> <th>NBCO2</th> <th>CO2T</th> <th>CH4</th> <th>N2O</th> <th>R</th> <th>CO2e</th> | Location | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|--|------------------|------|------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|------|---------|---------|------|------|
| Summer Max M | Onsite | _ | - | - | _ | _ | _ | - | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ |
| Winder W | Summer | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Equipment Body Coate of Coa | Winter | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| ural Coatings < | | | 0.13 | 0.88 | 1.14 | < 0.005 | 0.03 | - | 0.03 | 0.03 | _ | 0.03 | _ | 134 | 134 | 0.01 | < 0.005 | - | 134 |
| truck | ural | - | 206 | _ | _ | _ | _ | _ | - | _ | _ | - | - | _ | _ | _ | - | - | _ |
| Daily Off-Road 0.01 0.01 0.04 0.05 < 0.005 < 0.005 - < 0.005 - < 0.005 - 5.85 5.85 < 0.005 < 0.005 - | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | _ | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Equipment | Average Daily | _ | - | - | - | - | - | - | _ | - | _ | - | _ | - | _ | - | _ | - | _ |
| | | | 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 — 9.04 — — — — — — — — — — — — — — — — — — — | ural | - | 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 Equipmer | | < 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

Industry

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual) Daily, Summer (Max) General 1.24 0.01 0.43 0.44 0.01 1,342 1,342 0.08 5.47 1,370 Light Industry 6,356 6,356 0.36 0.32 Hotel 5.88 5.54 4.20 30.2 0.06 0.07 2.03 2.10 0.06 0.36 0.43 25.9 6.488 Quality 2.33 12.0 0.02 0.03 0.83 0.03 2,517 Restaurant 9.45 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, (Max) General 1.22 6.53 0.01 0.01 0.43 0.44 0.01 1,302 1,302 0.08 Industry Hotel 5.77 5.41 4.56 31.0 0.06 2.03 2.10 0.06 0.43 6.168 6.168 0.39 0.67 0.07 0.36 0.34 6.281 0.83 0.03 2,442 2,442 0.16 Restaurant 49.7 0.11 3.27 3.38 0.10 9,913 0.63 Annual — General 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 Light

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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 Restaurar | 0.34 t | 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

| Land Use | TOG | ROG | NOx | со | 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 Restaurar | 2.33 t | 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 Restaurar | 2.29 t | 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 Restaurar | 0.34 t | 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)

| Cinteria | Onatan | to (nor day | ioi dali | y, tonyy | ior armic | iai) ana | 01103 (1 | orday ioi | duny, iv | 17 91 101 | unnuun | | | | | | | |
|------------------------------|--------|-------------|----------|----------|-----------|----------|----------|-----------|----------|-----------|--------|------|-------|-------|------|---------|---|-------|
| Land Use | TOG | ROG | NOx | со | 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 Restaurar | _ t | - | - | - | - | - | - | - | - | _ | - | - | 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 Restaurar | - t | - | _ | - | - | - | - | - | - | - | _ | - | 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 Restaurar | - t | _ | - | _ | - | _ | _ | - | _ | - | - | - | 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

| Land Use | TOG | ROG | | со | 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 Restaurar | - t | _ | - | - | - | _ | - | - | _ | - | _ | _ | 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 Restaurar | - t | - | - | - | - | - | - | - | - | - | - | - | 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 Restaurar | - t | - | _ | - | - | _ | - | - | _ | _ | _ | - | 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

| Ontona | Onatan | to (ib/da | y ioi aaii | y, torryr | ioi aiiii | iai) aliu | 01103 (1 | brady 10 | dully, iv | 117 91 101 | ariridaij | | | | | | | |
|------------------------------|-----------|-----------|------------|-----------|-----------|-----------|----------|----------|-----------|------------|-----------|------|-------|-------|------|---------|---|-------|
| Land Use | TOG | ROG | NOx | со | 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 Restaurar | 0.02 t | 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 Restaurar | 0.02 nt | 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 Restaurar | < 0.005 rt | < 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

| Land Use | TOG | ROG | NOx | со | SO2 | | | | | 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 Restaurar | 0.02 t | 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 Restaurar | 0.02 t | 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 Restaurar | < 0.005 t | < 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

| Source | TOG | ROG | NOx | со | 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 |
| Consum er Products | | 4.95 | - | _ | _ | _ | - | - | _ | _ | _ | - | - | _ | _ | _ | _ | _ |
| Architect ural Coatings | | 1.47 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

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| Landsca pe | 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 |
| Consum er Products | - | 4.95 | - | - | _ | _ | - | - | _ | - | - | - | _ | - | - | - | - | - |
| Architect ural 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 |
| Consum er Products | _ | 0.90 | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ |
| Architect ural Coatings | - | 0.27 | - | - | _ | - | _ | - | _ | - | - | - | _ | - | - | - | _ | _ |
| Landsca pe Equipme nt | 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 TGG RGG 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 |
| Consum er Products | _ | 4.95 | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Architect ural Coatings | _ | 1.47 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Landsca pe Equipme nt | 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 |
| Consum er Products | _ | 4.95 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Architect ural 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 |
| Consum er Products | _ | 0.90 | - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| Architect ural Coatings | _ | 0.27 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

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| Landsca pe | 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)

| Jillella I | Ullulai | iis (ib/ua | y ioi uaii | iy, tori/yr | ioi aiiii | uai) aiiu | GHG5 (I | D/uay 10 | ually, iv | 11/91 101 | annuari | | | | | | | |
|------------------------------|---------|------------|------------|-------------|-----------|-----------|---------|----------|-----------|-----------|---------|------|-------|------|------|------|---|------|
| Land Use | | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
| Daily, Summer (Max) | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | - | _ | - |
| General Light ndustry | - | _ | _ | _ | _ | _ | - | - | _ | - | _ | 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 Restaurar | _ t | - | - | - | - | - | - | - | - | - | - | 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 Restaurar | _ t | _ | - | - | _ | - | - | - | - | _ | _ | 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 Restaurar | _ t | - | - | - | _ | _ | - | - | - | - | - | 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

| Land Use | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|------------------------------|--------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|
| Daily, Summer (Max) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| General ight ndustry | _ | - | - | - | - | _ | - | - | - | - | - | 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 Restaurar | _ t | - | - | - | - | - | - | - | - | - | - | 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, Vinter Max) | _ | - | - | - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - |
| General Light Industry | - | _ | - | - | _ | _ | - | _ | - | - | _ | 21.3 | 35.4 | 56.7 | 2.19 | 0.05 | - | 127 |
| lotel | - | - | _ | _ | - | - | _ | _ | _ | _ | _ | 6.61 | 11.6 | 18.2 | 0.68 | 0.02 | _ | 40.1 |
| Quality Restaurar | _ t | - | - | - | - | - | - | - | - | - | - | 2.91 | 4.66 | 7.57 | 0.30 | 0.01 | - | 17.2 |
| otal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | 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 Restauran | _ t | _ | - | - | _ | _ | _ | - | - | - | _ | 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 | со | 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 Restaurar | _ t | - | - | - | - | - | - | - | - | _ | - | 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 Restauran | _ t | _ | - | - | - | _ | _ | _ | - | - | _ | 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 Restaurar | t t | - | - | - | _ | _ | _ | - | _ | - | _ | 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

| Ontona | Ollutari | to (ib/da | y ioi uaii | y, tonyy | ioi aiiiic | adi) dila | 01103 (1 | orday ioi | dully, iv | 11/91 101 | ariridarj | | | | | | | |
|------------------------------|----------|-----------|------------|----------|------------|-----------|----------|-----------|-----------|-----------|-----------|------|-------|------|------|------|---|------|
| Land Use | TOG | ROG | NOx | со | 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 Restaurar | _ t | - | - | - | - | - | - | - | - | - | - | 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 Restaurar | _ t | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | 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 Restaurar | - t | - | - | - | - | _ | - | _ | _ | _ | - | 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)

| Cillena | | | | | | | | | | | | | | | | | | |
|------------------------------|--------|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|------|------|
| Land Use | TOG | ROG | NOx | со | 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 Restaurar | _ t | _ | _ | - | - | - | _ | - | _ | _ | _ | - | - | _ | _ | - | 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 Restaurar | - t | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 7.82 | 7.82 |
| Total | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | 299 | 299 |
| Annual | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Hotel | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | 46.1 | 46.1 |
| General Light Industry | _ | _ | - | - | _ | _ | _ | _ | - | _ | - | _ | - | _ | _ | - | 2.07 | 2.07 |
| Quality Restaurar | - t | _ | - | _ | - | _ | - | - | - | _ | _ | _ | _ | _ | - | _ | 1.29 | 1.29 |
| Total | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 49.5 | 49.5 |

4.6.2. Mitigated

| | | to (ib) da | , ioi dan | <i>j</i> , το, <i>j</i> . | ioi aiiiie | an and | 01.100 (| orday ioi | ddiry, it | 117 yr 101 | armaarj | | | | | | | |
|------------------------------|--------|------------|-----------|---------------------------|------------|--------|----------|-----------|-----------|------------|---------|------|-------|------|-----|-----|------|------|
| Land Use | TOG | ROG | NOx | со | 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 Restaurar | _ t | - | - | - | - | _ | - | - | - | - | _ | - | - | - | - | - | 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 Restaurar | _ t | - | - | - | - | _ | - | _ | - | _ | - | - | - | - | - | - | 7.82 | 7.82 |
| Total | - | _ | _ | - | _ | _ | - | _ | _ | - | _ | _ | - | _ | _ | _ | 299 | 299 |
| Annual | - | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - |
| Hotel | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | 46.1 | 46.1 |
| General Light Industry | - | - | - | - | _ | _ | - | - | _ | _ | _ | - | - | _ | _ | _ | 2.07 | 2.07 |
| Quality Restaurar | _ t | - | _ | _ | - | _ | - | - | - | _ | - | _ | - | - | - | - | 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)

| Equipme | | | | | | PM10E | | | PM2.5E | | | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------------|---|---|---|---|---|-------|---|---|--------|---|---|------|-------|------|-----|-----|---|------|
| nt Type | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Total | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Daily, Winter (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

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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)

| Equipme nt Type | TOG | ROG | NOx | со | 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)

| Equipme nt Type | TOG | ROG | NOx | со | 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)

| Thomas of data to the daily, to try to a and a tree thought of daily, the year | | | | | | | | | | | | | | | | | | |
|--|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|---|-----|-----|---|---|
| Equipme nt Type | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | | CH4 | N2O | R | |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Total | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | - |
| Daily, Winter (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Total | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Annual | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Total | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | - |

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

| Equipme | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | CO2e |
|------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|------|
| nt Type | | | | | | | | | | | | | | | | | |
| туре | | | | | | | | | | | | | | | | | |

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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)

| Equipme nt Type | TOG | ROG | NOx | со | 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 | СО | 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 | СО | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | | CH4 | N2O | R | |
|---------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|---|-----|-----|---|---|
| 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
 PM10T
 PM2.5E
 PM2.5D
 PM2.5T
 BCO2
 NBCO2
 CO2T
 CH4
 N2O
 R
 CO2e

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| Daily, Summer (Max) | _ | _ | _ | - | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | - |
|---------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Avoided | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Subtotal | - | - | _ | _ | _ | - | - | - | - | _ | - | - | - | _ | _ | _ | _ | - |
| Sequest ered | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | _ | _ | _ | - | - | _ | - | _ | - | - | - | _ | _ | _ | _ | - |
| Remove d | - | - | - | - | _ | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal | - | - | _ | _ | _ | - | - | _ | _ | _ | - | - | - | _ | _ | _ | _ | - |
| - | - | - | _ | _ | _ | - | - | - | - | _ | - | - | - | _ | _ | _ | _ | - |
| Daily, Winter (Max) | _ | _ | _ | _ | _ | _ | - | - | _ | _ | - | _ | _ | _ | _ | - | - | - |
| Avoided | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Sequest ered | - | _ | - | _ | _ | - | _ | - | _ | - | - | - | - | _ | - | - | - | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Remove d | _ | _ | _ | _ | _ | _ | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Subtotal | - | - | _ | - | _ | - | - | _ | _ | _ | - | _ | _ | - | - | - | - | - |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Annual | - | - | _ | - | _ | - | - | _ | - | _ | - | _ | - | - | - | - | - | - |
| Avoided | - | - | - | - | - | - | _ | - | _ | - | - | - | - | - | - | - | - | _ |
| Subtotal | - | - | _ | - | _ | - | - | _ | - | _ | - | _ | - | - | - | - | - | - |
| Sequest ered | - | - | - | - | - | - | - | - | - | _ | - | - | - | - | - | - | - | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

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| Remove d | - | - | - | - | - | _ | - | - | - | - | _ | - | - | - | - | _ | - | _ |
|-------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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)

| | | | | ,,, | | , | | | , , | | | _ | | | | | | |
|---------------------------|-----|-----|-----|-----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Vegetatio n | TOG | ROG | NOx | со | 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)

| Criteria | Pollutan | is (ib/day | / for dail | y, ton/yr | tor annu | aı) and (| GHGS (II | o/day for | daily, M | 1/yr for | annuai) | | | | | | | |
|---------------------------|----------|------------|------------|-----------|----------|-----------|----------|-----------|----------|----------|---------|------|-------|---|-----|-----|---|------|
| Land Use | TOG | ROG | NOx | СО | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | | 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

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| - | - | - | - | - | - | - | _ | - | _ | - | _ | - | - | - | - | - | - | - |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Annual | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | - |
| Avoided | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Sequest ered | - | - | - | - | - | _ | - | - | - | _ | - | - | - | _ | - | - | - | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Remove d | - | - | - | - | - | _ | - | - | - | _ | - | - | - | _ | - | - | - | - |
| 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/Backh oes | 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/Backh oes | 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/Backh oes | 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/Backh oes | 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/Backh oes | 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/Backh oes | 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 | ннот,мнот |
| 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) | | 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)

| KVVII per Tear and Emission Te | With por focal and Emission Factor (lib/WWT) | | | | | | | |
|--------------------------------|--|-----|------|---------|--|--|--|--|
| 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 | 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 |

5.9.2. 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

| Res | sidential 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



5.16.2. Process Boilers

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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 | | | |
| Тгее Туре | 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, 2040–2099 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mil. Extreme Prespictation data are for the grid cell in which your project are located. The threshold 5 0 mm is equivalent to about ¼ 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 mil.

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 (MIRCOS). Each grid cell is S0 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 bur 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 (HadCEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIRCOS). Each grid cell is 6 kilometers (km) by 6 km, or 3 miles (m) by 3.7 mil.

6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score | | |
|----------------|----------------|-------------------|-------------------------|---------------------|--|--|
| 81/89 | | | | | | |

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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

The seriastivity score feeces are extent to which a project would be adversely alrected by exposure to a climate hazards. Exposure is a lead of a scale of 1 to 5, with a score of 5 representing the greatest adultive 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

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

| 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 | 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 |
|--------|---------------|
| 88 / | 89 |

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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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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

5.16.2. Process Boilers

5.17. User Defined

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

5.18.1.2. Mitigated

5.18.2. Sequestration

5.18.2.1. Unmitigated

5.18.2.2. Mitigated

6. Climate Risk Detailed Report

6.1. Climate Risk Summary

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- 6.2. Initial Climate Risk Scores
- 6.3. Adjusted Climate Risk Scores
- 6.4. Climate Risk Reduction Measures
- 6.4.1. Wildfire
- 6.4.2. Temperature and Extreme Heat
- 6.4.3. Drought
- 7. Health and Equity Details
- 7.1. CalEnviroScreen 4.0 Scores
- 7.2. Healthy Places Index Scores
- 7.3. Overall Health & Equity Scores
- 7.4. Health & Equity Measures
- 7.5. Evaluation Scorecard
- 7.6. Health & Equity Custom Measures
- 8. User Changes to Default Data

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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) | | 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 A ordable 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

| Un/Mit. | TOG | ROG | NOx | со | 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

| Year | TOG | ROG | NOx | со | 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

| Year | TOG | ROG | NOx | со | 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 | со | 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) Daily. 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 Area 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 — 0.03 0.47 0.20 < 0.005 0.04 — 0.04 0.04 — 0.04 — 0.36 Water 14.4 21.3 0.00 21.3 2.13 0.00 Waste — 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 Daily. 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 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 0.03 0.47 0.20 < 0.005 0.04 0.04 0.04 0.04 10.9 0.36 Water 3.47 14.4 Waste -21.3 0.00 2.13 0.00 21.3 Refrig. Average —

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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 | со | 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

| Location | | 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 Equipmen | | 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 Movemen | _ | - | - | - | - | _ | 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 Equipmen | | 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 Movemen | _ | - | - | - | - | _ | 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 Equipmen | | 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 Movemen | - | _ | _ | _ | _ | _ | 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

| Location | TOG | ROG | NOx | со | 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 Equipmen | | 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 Movemen | _ | _ | _ | _ | _ | _ | 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 Equipmen | | 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 Movemen | - | _ | _ | _ | _ | _ | 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 Equipmen | | 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 Movemen | - | _ | _ | _ | _ | _ | 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

| Location | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Off-Road Equipmen | | 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 Equipmen | | 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 Equipmen | | 0.36 | 3.33 | 4.16 | 0.01 | 0.14 | - | 0.14 | 0.13 | - | 0.13 | - | 765 | 765 | 0.03 | 0.01 | - | 767 |
| Onsite ruck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 Equipmen | | 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) | _ | - | - | - | - | | - | - | _ | - | - | - | - | - | - | - | - | - |
| Vorker | 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 |
| /endor | 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 |
| /endor | 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 | - | - | - | - | _ | - | - | - | - | - | - | - | - | - | - | _ | - | - |

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| 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

| Location | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------------|------|------|------|------|------|-------|-------|-------|--------|--------|--------|------|-------|-------|------|------|------|-------|
| Onsite | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ |
| Daily, Summer (Max) | - | _ | _ | - | _ | _ | _ | - | - | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Off-Road Equipmen | | 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 Equipmen | | 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 Equipmen | | 0.36 | 3.33 | 4.16 | 0.01 | 0.14 | - | 0.14 | 0.13 | _ | 0.13 | - | 765 | 765 | 0.03 | 0.01 | - | 767 |

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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 Equipmen | 0.08 t | 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 |

Barrel Creek residential Detailed Report, 1/31/2023

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) Daily, (Max) Off-Road 1.28 0.02 Equipment Onsite 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 truck Daily, Winter (Max) Off-Road 1.28 9.85 13.0 0.02 0.38 0.38 0.35 0.35 2,397 2,397 0.10 0.02 2,405 Equipment Onsite 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 truck Average Daily Off-Road 0.40 4.06 0.12 751 0.03 753 3.09 0.01 0.12 0.11 0.11 751 0.01 Equipment Onsite 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 truck Annual 0.56 0.74 < 0.005 0.02 0.02 0.02 < 0.005 Onsite 0.00 0.00 0.00 0.00 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 residential Detailed Report, 1/31/2023

| 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) | _ | _ | - | - | _ | _ | _ | - | _ | _ | - | - | - | _ | _ | - | - | - |
| Vorker | 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 |
| /endor | 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 | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Vorker | 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

| Location | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Onsite | - | _ | - | - | - | - | _ | - | - | - | - | - | - | _ | - | _ | _ | _ |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |

Barrel Creek residential Detailed Report, 1/31/2023

| Off-Road | 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 |
|---------------------------|-----------|---------|------|------|---------|---------|------|------|---------|------|------|---|-------|-------|---------|---------|------|-------|
| Equipmen | t | | | | | | | | | | | | | | | | | |
| 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 Equipmen | | 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 Equipmen | | 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 Equipmen | 0.07 t | 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 |

Barrel Creek residential Detailed Report, 1/31/2023

| 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

| Ontona | Ollutari | to (ib/ua | y ioi aaii | iy, toiliyi | ioi aiiii | adi) dila | 011001 | Diddy 10 | dully, iv | 11/91 101 | aililiaaij | | | | | | | |
|---------------------------|----------|-----------|------------|-------------|-----------|-----------|--------|----------|-----------|-----------|------------|------|-------|-------|------|------|------|-------|
| Location | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
| Onsite | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Off-Road Equipmen | | 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Barrel Creek residential Detailed Report, 1/31/2023

| Off-Road Equipmen | | 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 Equipmen | | < 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 |

Barrel Creek residential Detailed Report, 1/31/2023

3.8. Paving (2026) - Mitigated

| 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 Equipmen | | 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 ruck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 Equipmer | | 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 ruck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 Equipmer | | < 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 ruck | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

Barrel Creek residential Detailed Report, 1/31/2023

| 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 | _ | _ | - | - | - | _ | _ | - | - | - | _ | - | - | _ | - | - | - | - |
| Vorker | < 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 |
| /endor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Vorker | < 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 |
| /endor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 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

| Location | TOG | ROG | | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-------------------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|------|------|
| Onsite | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Off-Road Equipmen | | 0.12 | 0.86 | 1.13 | < 0.005 | 0.02 | _ | 0.02 | 0.02 | _ | 0.02 | _ | 134 | 134 | 0.01 | < 0.005 | _ | 134 |
| Architect ural 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 Equipmen | | 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 |
| Architect ural 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 Equipmen | < 0.005 t | < 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 |

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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

| Location | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-------------------------------|------|------|------|------|---------|---------|-------|---------|---------|--------|---------|------|-------|------|---------|---------|------|------|
| Onsite | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ |
| Daily, Summer (Max) | _ | _ | _ | - | _ | _ | _ | - | _ | _ | - | - | - | _ | _ | _ | _ | - |
| Off-Road Equipmen | | 0.12 | 0.86 | 1.13 | < 0.005 | 0.02 | _ | 0.02 | 0.02 | - | 0.02 | _ | 134 | 134 | 0.01 | < 0.005 | - | 134 |
| Architect ural 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 Equipmen | | 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 |
| Architect ural 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 Equipmen | | < 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) Daily, (Max) Apartme 1.50 7.25 0.02 0.02 0.53 0.54 0.01 0.09 0.11 1,590 1,590 0.09 5.57 1,622 Low Rise Single 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 Family Housing 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 Apartme 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 Low Rise Single 4.37 0.01 0.01 0.31 0.32 0.01 Family Housing Total 2.34 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 Apartme 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 Low Rise

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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 | Pollutan | ts (lb/da | y for dail | y, ton/yr | for annu | al) and | GHGs (I | b/day for | daily, N | T/yr for | annual) | | | | | | | |
|-----------------------------|----------|-----------|------------|-----------|----------|---------|---------|-----------|----------|----------|---------|------|-------|-------|------|------|------|-------|
| Land Use | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Apartme nts 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) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | - | - | _ |
| Apartme nts 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 | _ | _ | - | - | _ | - | - | - | _ | _ | - | _ | - | - | _ | - | _ | - |
| Apartme nts 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

| Jillella | Ollutar | ito (ib/ua | y ioi dali | iy, tori/yr | ioi ailii | aaij anu | 01103 (1 | Druay 10 | ually, iv | 11/yi ioi | annuarj | | | | | | | |
|-----------------------------|---------|------------|------------|-------------|-----------|----------|----------|----------|-----------|-----------|---------|------|-------|------|------|---------|---|------|
| Land Use | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | - | - |
| Apartme nts 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) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ |
| Apartme nts 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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| Apartme nts | - | - | - | - | - | - | - | - | - | - | - | - | 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

| Land Use | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | СО2Т | CH4 | N2O | R | CO2e |
|-----------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Daily, Summer (Max) | - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | - | - | - | - |
| Apartme nts 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) | - | _ | _ | - | _ | _ | _ | - | _ | - | _ | - | _ | _ | _ | _ | - | - |
| Apartme nts 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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| Apartme nts Low Rise | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | 11.0 | 11.0 | < 0.005 | < 0.005 | _ | 11.1 |
|-----------------------------|---|---|---|---|---|---|---|---|---|---|---|---|------|------|---------|---------|---|------|
| Single Family 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 | | | | | | | | | | | | | | | | | | |
|-----------------------------|------|------|------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Land Use | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Apartme nts 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 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) | _ | - | _ | _ | _ | - | - | - | _ | _ | - | - | - | _ | _ | - | - | - |
| Apartme nts 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 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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| Apartme nts | 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

| | | | , .c. aa. | | | | | | | | | | | | | | | |
|-----------------------------|------|------|-----------|------|---------|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Land Use | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
| Daily, Summer (Max) | _ | - | - | - | _ | _ | _ | _ | _ | - | _ | - | - | - | _ | - | - | - |
| Apartme nts 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) | - | _ | - | - | _ | _ | - | _ | - | - | _ | _ | - | - | _ | _ | - | - |
| Apartme nts Low Rise | | 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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| Apartme nts Low Rise | | < 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 Family 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

| Source | TOG | ROG | NOx | со | 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 |
| Consum er Products | _ | 1.84 | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | - | _ |
| Architect ural Coatings | _ | 0.74 | _ | _ | _ | _ | _ | - | _ | _ | _ | - | _ | _ | _ | - | - | _ |
| Landsca pe Equipme nt | 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 |

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| Consum er | _ | 1.84 | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | - |
|--------------------------------|------|------|------|------|---------|---------|---|---------|---------|---|---------|------|------|------|---------|---------|---|------|
| Architect ural 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 |
| Consum er Products | - | 0.34 | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Architect ural Coatings | _ | 0.13 | - | - | _ | _ | _ | - | _ | _ | _ | _ | - | _ | _ | _ | _ | - |
| Landsca pe Equipme nt | 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

| Cintena | Ollutari | is (ib/ua) | ioi dali | y, tonyyi | ioi ailiic | iai) and | 01103 (1 | D/uay ioi | daliy, iv | i i / yi iOi | aililuaij | | | | | | | |
|-------------------------------|----------|------------|----------|-----------|------------|----------|----------|-----------|-----------|--------------|-----------|------|-------|------|------|------|---|------|
| Source | TOG | ROG | NOx | со | 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 |
| Consum er Products | _ | 1.84 | _ | _ | _ | _ | - | _ | _ | _ | - | - | _ | _ | _ | - | - | _ |
| Architect ural Coatings | | 0.74 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |

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| Landsca Equipmen | | 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 |
| Consum er Products | _ | 1.84 | - | _ | - | _ | _ | - | _ | _ | _ | - | - | - | - | - | - | _ |
| Architect ural 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 |
| Consum er Products | _ | 0.34 | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Architect ural Coatings | _ | 0.13 | - | - | - | _ | - | - | _ | - | - | - | - | - | _ | - | _ | - |
| Landsca pe Equipme nt | 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 | TOG | ROG | NOx | СО | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-----------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Use | | | | | | | | | | | | | | | | | | |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Apartme nts 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) | - | - | - | - | - | - | - | - | _ | - | - | - | - | - | - | - | - | - |
| Apartme nts 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 | _ | - | _ | - | - | - | - | - | - | - | - | - | _ | - | - | - | - | - |
| Apartme nts 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)

Barrel Creek residential Detailed Report, 1/31/2023

| Land Use | TOG | ROG | NOx | СО | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-----------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|---------|---|------|
| Daily, Summer (Max) | _ | - | - | - | - | - | - | - | _ | - | - | - | - | - | - | - | - | - |
| Apartme nts 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) | - | - | - | - | - | - | - | - | _ | - | - | - | - | - | - | - | - | - |
| Apartme nts 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 | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Apartme nts 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 | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-----------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|
| Daily, Summer (Max) | - | - | - | - | - | _ | - | - | - | - | - | - | _ | - | - | - | - | - |
| Apartme nts 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) | - | - | - | - | _ | _ | _ | - | - | _ | _ | _ | _ | - | _ | - | - | - |
| Apartme nts 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 | - | _ | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | - | _ | _ | _ |
| Apartme nts 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

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| Land Use | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-----------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|------|------|---|------|
| Daily, Summer (Max) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Apartme nts 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) | _ | _ | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Apartme nts 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 | _ | - | _ | - | - | - | - | - | - | - | - | - | _ | - | - | _ | _ | _ |
| Apartme nts 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 | TOG | ROG | NOx | СО | SO2 | PM10E | | | | PM2.5D | | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-----------------------------|-----|------|-------|----|-----|---------|---------|---------|-----------|----------|-----------|------|-------|------|------|------|------|------|
| Use | 100 | INOU | I VOX | | 302 | I WITOL | I WITOD | I WITOT | 1 1012.52 | I W.Z.JD | 1 1012.51 | BOOZ | NECOZ | 0021 | Crit | 1420 | | 0026 |
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ |
| Apartme nts Low Rise | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | 0.34 | 0.34 |
| Single Family Housing | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | 0.28 | 0.28 |
| Total | - | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | 0.62 | 0.62 |
| Daily, Winter (Max) | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | - | _ | _ |
| Apartme nts Low Rise | _ | _ | _ | _ | _ | - | - | - | _ | _ | - | - | _ | _ | - | - | 0.34 | 0.34 |
| Single Family Housing | - | _ | _ | - | _ | _ | _ | - | _ | _ | _ | _ | _ | _ | _ | - | 0.28 | 0.28 |
| Total | - | - | - | _ | _ | _ | - | - | _ | _ | - | - | _ | _ | _ | - | 0.62 | 0.62 |
| Annual | - | - | - | - | _ | _ | - | - | - | _ | _ | - | - | _ | _ | - | _ | _ |
| Apartme nts 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) 47 / 76

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| Land Use | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|-----------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|------|------|
| Daily, Summer (Max) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Apartme nts Low Rise | - | - | - | - | _ | _ | _ | - | _ | _ | _ | - | _ | - | - | - | 0.34 | 0.34 |
| Single Family Housing | - | - | - | - | _ | _ | - | - | - | _ | - | - | - | - | - | - | 0.28 | 0.28 |
| Total | - | _ | _ | _ | _ | - | - | - | - | _ | - | - | - | - | _ | _ | 0.62 | 0.62 |
| Daily, Winter (Max) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Apartme nts Low Rise | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0.34 | 0.34 |
| Single Family Housing | - | - | - | - | _ | _ | - | - | - | - | - | - | - | - | - | - | 0.28 | 0.28 |
| Total | _ | - | _ | _ | _ | - | - | - | - | - | - | - | - | - | _ | _ | 0.62 | 0.62 |
| Annual | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Apartme nts 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)

| • | | (, | , | J, | | , | | e, e.e., | | , , | , | | | | | | | |
|---------------------------|-----|-----|-----|----|-----|-------|-------|----------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Equipme nt Type | TOG | ROG | NOx | со | 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)

| | | | , | | | | | | | | | | | | | | | |
|---------------------------|-----|-----|-----|---|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|---|
| Equipme nt Type | TOG | ROG | NOx | | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | |
| Daily, Summer (Max) | _ | _ | - | - | _ | _ | _ | _ | - | _ | - | _ | - | _ | _ | - | - | - |
| Total | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | - |
| Daily, Winter (Max) | _ | - | _ | _ | _ | _ | _ | _ | _ | - | _ | - | - | - | - | - | _ | - |
| Total | _ | _ | _ | - | _ | _ | _ | - | - | _ | _ | _ | - | _ | _ | _ | _ | _ |
| Annual | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Total | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

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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)

| Equipme nt Type | TOG | ROG | NOx | со | 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 | Pollutani | s (ib/day | / for dall | y, ton/yr | tor annu | ai) and i | JHGS (II | o/day for | daliy, ivi | T/yr for a | annuai) | | | | | | | |
|---------------------------|-----------|-----------|------------|-----------|----------|-----------|----------|-----------|------------|------------|---------|------|-------|------|-----|-----|---|------|
| Equipme nt Type | TOG | ROG | NOx | со | 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)

| Equipme nt Type | TOG | ROG | NOx | | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | |
|---------------------------|-----|-----|-----|---|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|---|
| 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)

| ontona | Ollatari | is (ib/da) | ioi dali | y, tomy | | | _ | | | | | | | | | | | |
|---------------------------|----------|------------|----------|---------|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|---|
| Equipme nt Type | TOG | ROG | NOx | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | |
| 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)

| Vegetatio n | TOG | ROG | NOx | со | 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 | со | 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 | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | _ | _ | - | _ | _ | - | - | - | _ | _ | _ | - | _ | _ | _ | _ | - | - |
| Avoided | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Sequest ered | - | _ | - | _ | - | _ | - | - | - | _ | - | _ | - | - | - | - | - | _ |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Remove d | - | _ | - | _ | - | _ | - | - | - | _ | - | _ | - | - | - | - | - | _ |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Daily, Winter (Max) | - | - | - | _ | _ | _ | - | - | - | _ | _ | _ | - | _ | _ | _ | - | _ |
| Avoided | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Subtotal | - | - | - | _ | - | _ | - | - | - | _ | - | _ | - | - | - | - | - | _ |
| Sequest ered | - | - | - | - | - | _ | - | - | - | _ | - | _ | - | - | - | - | - | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | - | - | _ |

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| n | | | | | | | | | | | | | | | | | | |
|--------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Remove | | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Annual | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Avoided | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Sequest ered | - | _ | - | - | - | - | - | - | _ | - | - | _ | - | - | - | - | - | _ |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Remove d | - | - | - | - | - | - | - | - | _ | - | - | - | - | - | - | - | - | - |
| 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)

| Vegetatio n | | | | | | PM10E | | | | | | 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 | со | 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 | со | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---------------------------|-----|-----|-----|----|-----|-------|-------|-------|--------|--------|--------|------|-------|------|-----|-----|---|------|
| Daily, Summer (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | _ |
| Avoided | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Sequest ered | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Remove d | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | - | _ | _ | _ | _ | - | _ | _ | _ | _ | _ | - | _ | _ | - | _ |

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| Daily, Winter (Max) | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | | _ | _ | _ |
|---------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Avoided | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Sequest ered | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | _ |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Remove d | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| _ | _ | _ | - | - | _ | _ | - | _ | _ | _ | - | - | - | _ | - | - | - | - |
| Annual | _ | _ | - | - | - | _ | - | - | _ | _ | _ | - | - | - | - | - | - | - |
| Avoided | - | _ | - | - | _ | _ | - | _ | _ | - | _ | - | - | _ | - | _ | - | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | - | _ | - | - | _ | - | _ | - | - |
| Sequest ered | - | - | - | - | - | - | - | - | _ | - | - | - | _ | - | - | - | - | - |
| Subtotal | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ | _ |
| Remove d | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 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/Backh oes | 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/Backh oes | 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/Backh oes | 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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| DI | F 1 | | | | | | |
|-----------------------|-------------------------------|-----------|-------------|----------------|---------------|------------|-------------|
| 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/Backh oes | 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/Backh oes | 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/Backh oes | 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 | Тгір Туре | 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 |
| | | | | |

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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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 | | | | | |
| Тгее Туре | 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

2.5

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 3' 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 trange in potential inundation depth for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadCEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MRRCOS). Each grid cell is 50 meters (m) by 50 m, or about 146 feet (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) life 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: "Warmerdrider (HadSEM2-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 mil.

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

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.

| The maximum Calcululoscreen score is 100. A high score (i.e., greater than 50) renects a higher politicion 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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| Social — 2-parent households 80.88027717 Voting 90.6517772 Neighborhood — Alcohol availability 88.48453741 Park access 6.236366969 Relail density 20.35193759 Supermarket access 41.06249198 There canopy 90.4914667 Housing — Housing habitability 72.18016168 Low-inc homeowner severe housing cost burden 29.93712306 Low-inc nomeowner severe housing cost burden 29.93712306 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 | | |
|--|--|-------------|
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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 — Included 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 | Social | _ |
| 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-incher 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 Biod 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 | 2-parent households | 80.88027717 |
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| 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 Uncrowded housing 70.98678301 Health Outcomes — Insured adults 68.18940074 Arthritis 0.0 Asthma ER Admissions 58.7 High Blod Pressure 0.0 Cancer (excluding skin) 0.0 Asthma 0.0 Coronary Heart Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 | Neighborhood | _ |
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| Supermarket access 41.06249198 Tree canopy 90.4914667 Housing — Homeownership 58.4370589 Housing habitability 72.18016188 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 Chronic Obstructive Pulmonary Disease 0.0 | Park access | 6.236365969 |
| Tree canopy 90.4914667 Housing — Housing Abitability 58.4370589 Housing habitability 72.18016188 Low-inc homeowner severe housing cost burden 29.93712306 Low-inc renter severe housing cost burden 85.52547158 Low-inc renter severe housing 70.98678301 Health Outcomes — Insured adults 68.18940074 Arthritis 0.0 Asthma ER Admissions 58.7 High Blood Pressure 0.0 Concer (excluding skin) 0.0 Asthma 0.0 Coronary Heart Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 | Retail density | 20.35159759 |
| Housing Housing — Homeownership 58.4370589 Housing habitability 72.18016188 Low-inc homeowner severe housing cost burden 29.93712306 Low-inc renter severe housing cost burden 85.52547158 Low-inc renter severe housing cost burden 97.98678301 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 Cancer (excluding skin) 0.0 Coronary Heart Disease 0.0 Coronary Heart Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 Diagnosed Diabetes 0.0 | Supermarket access | 41.06249198 |
| 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 Lour-owded 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 Cornorary Heart Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 Diagnosed Diabetes 0.0 | Tree canopy | 90.4914667 |
| Housing habitability 72.18016168 Low-inc homeowner severe housing cost burden 29.93712306 Low-inc renter severe housing cost burden 85.5247158 Uncrowded housing 70.99678301 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 ER Admissions 0.0 Cancer (excluding skin) 0.0 Coronary Heart Disease 0.0 Coronary Heart Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 Diagnosed Diabetes 0.0 | Housing | _ |
| 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 Asthma 0.0 Coronary Heart Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 Diagnosed Diabetes 0.0 | Homeownership | 58.4370589 |
| Low-inc renter severe housing cost burden 85.5247158 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 | Housing habitability | 72.18016168 |
| 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 | Low-inc homeowner severe housing cost burden | 29.93712306 |
| Health Outcomes | Low-inc renter severe housing cost burden | 85.52547158 |
| Insured adults 68.18940074 Arthritis 0.0 Asthma ER Admissions 58.7 Cancer (excluding skin) 0.0 Carcer (excluding skin) 0.0 Coronary Heart Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 Diagnosed Diabetes 0.0 | Uncrowded housing | 70.98678301 |
| Arthritis 0.0 Asthma ER Admissions 58.7 High Blood Pressure 0.0 Cancer (excluding skin) 0.0 Asthma Coronary Heart Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 Diagnosed Diabetes 0.0 | Health Outcomes | _ |
| 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 | Insured adults | 68.18940074 |
| 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 | Arthritis | 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 | Asthma ER Admissions | 58.7 |
| Asthma 0.0 Coronary Heart Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 Diagnosed Diabetes 0.0 | High Blood Pressure | 0.0 |
| Coronary Heart Disease 0.0 Chronic Obstructive Pulmonary Disease 0.0 Diagnosed Diabetes 0.0 | Cancer (excluding skin) | 0.0 |
| Chronic Obstructive Pulmonary Disease 0.0 Diagnosed Diabetes 0.0 | Asthma | 0.0 |
| Diagnosed Diabetes 0.0 | Coronary Heart Disease | 0.0 |
| • | Chronic Obstructive Pulmonary Disease | 0.0 |
| Life Expectancy at Birth 33.6 | Diagnosed Diabetes | 0.0 |
| The state of the s | 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 41.8 Physical Health Not Good 0.0 | |
|--|--|
| Heart Attack ER Admissions 71.4 Mental Health Not Good 0.0 Chronic Kidney Disease 0.0 Obesity 0.0 Pedestrian Injuries 41.6 | |
| Mental Health Not Good 0.0 Chronic Kidney Disease 0.0 Obesity 0.0 Pedestrian Injuries 41.6 | |
| Chronic Kidney Disease 0.0 Obesity 0.0 Pedestrian Injuries 41.6 | |
| Obesity 0.0 Pedestrian Injuries 41.6 | |
| Pedestrian Injuries 41.6 | |
| | |
| Physical Health Not Cood | |
| Frilysical realith 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 Ecosyste 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 |

DEV21-0066 Barrel Creek | Legacy

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

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:

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- 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.

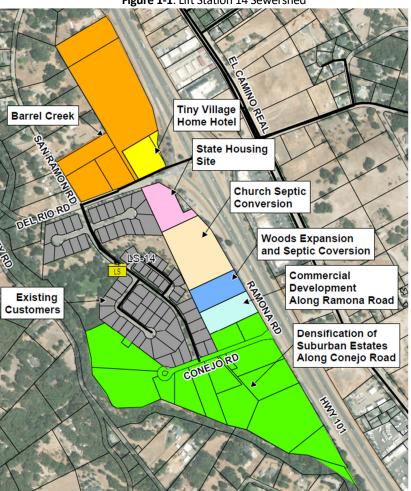


Figure 1-1: Lift Station 14 Sewershed



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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)



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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 |
| | Light industrial | Square Foot | 35,000 |
| | Multi-Family | Dwelling | 40 |
| 1 | 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.

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| Table 5-1: Ex | kisting and Futu | re Flows to LS1 | L4 | | |
|---|-------------------|------------------|-----------------------------|--------------|--------------|
| Flow Type | Unit Type | Unit Quantity | Flow Factor (GPD X Unit) | ADF (GPM) | PHF (GPM) |
| Flow Scenario 1 | | | | | |
| Tract 2495 | Person | 240 | 70 | 12 | 54 |
| Flow Scenario 2 | | | | | |
| Tiny Village Home Hotel | Site | 22 | 240 | 4 | 14 |
| Woods Humane Society Expansion | Square Foot | 17,454 | 0.1 | 1 | 5 |
| | | Cumu | lative Subtotal | 17 | 73 |
| Flow Scenario 3 | | | | | |
| 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 |
| | | Cumu | lative Subtotal | 44 | 176 |
| Flow Scenario 4 | | | | | |
| BC – Phase 2 Tiny Hotel | Site | 16 | 240 | 3 | 10 |
| | | Cumu | lative Subtotal | 47 | 186 |
| Flow Scenario 5 | | | | | |
| BC Phase 3 Single Family | Person | 53 | 70 | 3 | 10 |
| | | Cumu | lative Subtotal | 49 | 196 |
| Flow Scenario 6 | | | | | |
| Residential Densification (Conejo Road) | Person | 191 | 70 | 9 | 35 |
| Commercial Development (Ramona Road) | Square Foot | 87,120 | 0.1 | 6 | 23 |
| | | Cu | mulative Total | 65 | 254 |

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% | | | | | |
| 2 | Woods Humane Sewer Expansion | 5 | 2% | | | | | |
| | State Housing Residential Project | 32 | 13% | | | | | |
| 3 | Church Septic Conversion | 7 | 3% | | | | | |
| | Barrel Creek Phase 1 | 64 | 25% | | | | | |
| 4 | Barrel Creek Phase 2 | 10 | 4% | | | | | |
| 5 | Barrel Creek Phase 3 | 10 | 4% | | | | | |
| <u></u> | Densification of Urban Estates along Conejo Road | 35 | 14% | | | | | |
| 6 | Commercial Development along Ramona Road | 23 | 9% | | | | | |
| | Total | 254 | 100% | | | | | |

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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.

| Table | Table 6-1: LS14 and Force Main Overview | | | | | | | |
|-------------------|---|---------------------|--|--|--|--|--|--|
| Lift Station Type | 9 | Submersible | | | | | | |
| Pump Manufact | urer | Myers | | | | | | |
| Number of Pum | ps | 2 | | | | | | |
| Horsepower (HI | P), each | 5 | | | | | | |
| Pump Type | | Submersible Grinder | | | | | | |
| Date Pumps Rel | ouilt | 2022 | | | | | | |
| Speed (rpm) | | 3,450 | | | | | | |
| Motor Type | | Constant Speed | | | | | | |
| Existing Pump | gpm | 90 | | | | | | |
| Duty point | TDH (ft) | 83 | | | | | | |
| Wet well Constr | uction | Circular Concrete | | | | | | |
| Wet well Diame | ter (ft) | 6 | | | | | | |
| Wet well Depth | (ft) | 17.5 | | | | | | |
| Force Main Mat | erial | C900 PVC | | | | | | |
| Force Main Diar | neter (in) | 4 | | | | | | |
| Force Main Leng | gth (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 handing 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**).

| | Table 6-2: Pump Capacity Evaluation | | | | | | | | | | | |
|---------------|-------------------------------------|--------------------------------|---|--|--|--|--|--|--|--|--|--|
| 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) | | | | | | | | | |

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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 <u>582 gallons</u> (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) ¹ | | | | | | | |
| 1 | 54 | 90 | 135 | 447 | | | | | | | |
| 2 | 73 | 90 | 183 | 399 | | | | | | | |
| 3 | 176 | 196² | 440 | 142 | | | | | | | |
| 4 | 186 | 196² | 465 | 117 | | | | | | | |
| 5 | 196 | 196² | 490 | 92 | | | | | | | |
| 6 | 254 | 254 ³ | 635 | (53) | | | | | | | |

Notes:

- 1. 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)
- $2. \quad \text{Flow Scenarios 3 to 5 will require that the existing 5 HP pumps be upgraded to 30 HP pumps to serve future flow}\\$
- 3. 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.



8

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.

| | Table 7-1: Lift Station No. 14 Collection System Evaluation | | | | | | | | | | | |
|---------------|---|--------------|---------------------|--|--|--|--|--|--|--|--|--|
| Flow Scenario | PHF (gpm) | Pipe d/D (%) | Pipe Velocity (fps) | | | | | | | | | |
| 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**).

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| | Table 7-2: Sewer Flow Contribution to El Cami | no 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% |
| | 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% |
| 8 | Edge Commercial Development (2470 ECR) | 5 | 1% |
| S | 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 | 8% |
| | Tiny Village Home Hotel | 14 | 2% |
| | Woods Humane Sewer Expansion | 5 | 1% |
| | State Housing Residential Project | 32 | 4% |
| 10 | Church Septic Conversion | 7 | 1% |
| | Barrel Creek Phase 1 | 64 | 7% |
| | Barrel Creek Phase 2 | 10 | 1% |
| <u> </u> | Barrel Creek Phase 3 | 10 | 1% |
| 11 | Densification of Urban Estates along Conejo Road | 35 | 4% |
| 11 | Commercial Development along Ramona Road | 23 | 3% |
| | Total | 873 | 100 |

Notes:

- 1. 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
- 2. For Scenarios 10 and 11, the existing pumped flow from LS14 (90) is included with the future pumped flow from the new LS14

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.



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| | | Table 7-3: El Ca | amino Real Collec | tion System Eval | uation | |
|---------|----------|--------------------|--------------------|--------------------|---------------------|---------------------|
| Model | Diameter | Flow Scenario 7 | Flow Scenario 8 | Flow Scenario 9 | Flow Scenario 10 | Flow Scenario 11 |
| Pipe ID | (in) | 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:

- 1. 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
- 2. For Scenarios 10 and 11, the existing pumped flow from LS14 was excluded since those flows were replaced by the new LS14 flows
- 3. 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.

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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 | | | | | | | | | |
|---|---------------------------|------------|-----------|----------|--|--|--|--|--|
| Flave Cooperio | Lift Station Improvements | | | | | | | | |
| Flow Scenario | Pumps | Electrical | Generator | Wet Well | | | | | |
| 1 | _ | _ | - | - | | | | | |
| 2 | _ | _ | - | - | | | | | |
| 3 | Х | Х | X | - | | | | | |
| 4 | _ | _ | - | - | | | | | |
| 5 | _ | _ | - | - | | | | | |
| 6 | Х | Х | Х | Х | | | | | |

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



| 12

Table 8-1 provides an opinion of probable construction cost for the recommended Phase 1 improvements.

| Table 8-1: LS14 Phase 1 | Improvement | s Cost Estimat | e | |
|---------------------------------------|-------------|-----------------|---------------|-----------|
| 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 ¹ | 1 | LS | \$105,000 | \$105,000 |
| Emergency Generator, Propane Tank and | 1 | LS | \$145,000 | \$145,000 |
| Associated Piping | 1 | L3 | \$145,000 | \$145,000 |
| Bypass Pumping | 1 | LS | \$30,000 | \$30,000 |
| | | | Subtotal | \$480,000 |
| | Ad | lministration & | Design (30%) | \$144,000 |
| | Con | struction Cont | ingency (30%) | \$144,000 |
| | | | Total | \$768,000 |

Notes:

- 1. Electrical evaluation of existing service required to fully determine anticipated costs
- 2. Costs rounded to the nearest \$1,000
- 3. Engineering and administration costs estimated at 30% and construction contingency estimated at 30%
- 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

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



| 13

Table 8-2 provides an opinion of probable construction cost for the recommended Phase 2 improvements.

| Table 8-2: LS14 Phase 2 Improve | ments 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 ¹ | 1 | LS | \$140,000 | \$140,000 |
| Emergency Generator, Propane Tank and Associated Piping ² | 1 | LS | \$60,000 | \$60,000 |
| Bypass Pumping | 1 | LS | \$50,000 | \$50,000 |
| | | | Subtotal | \$635,000 |
| | Adminis | tration & I | Design (30%) | \$191,000 |
| | Construc | tion Contir | ngency (30%) | \$191,000 |
| | | | Total | \$1,017,000 |

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
- 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-foor 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

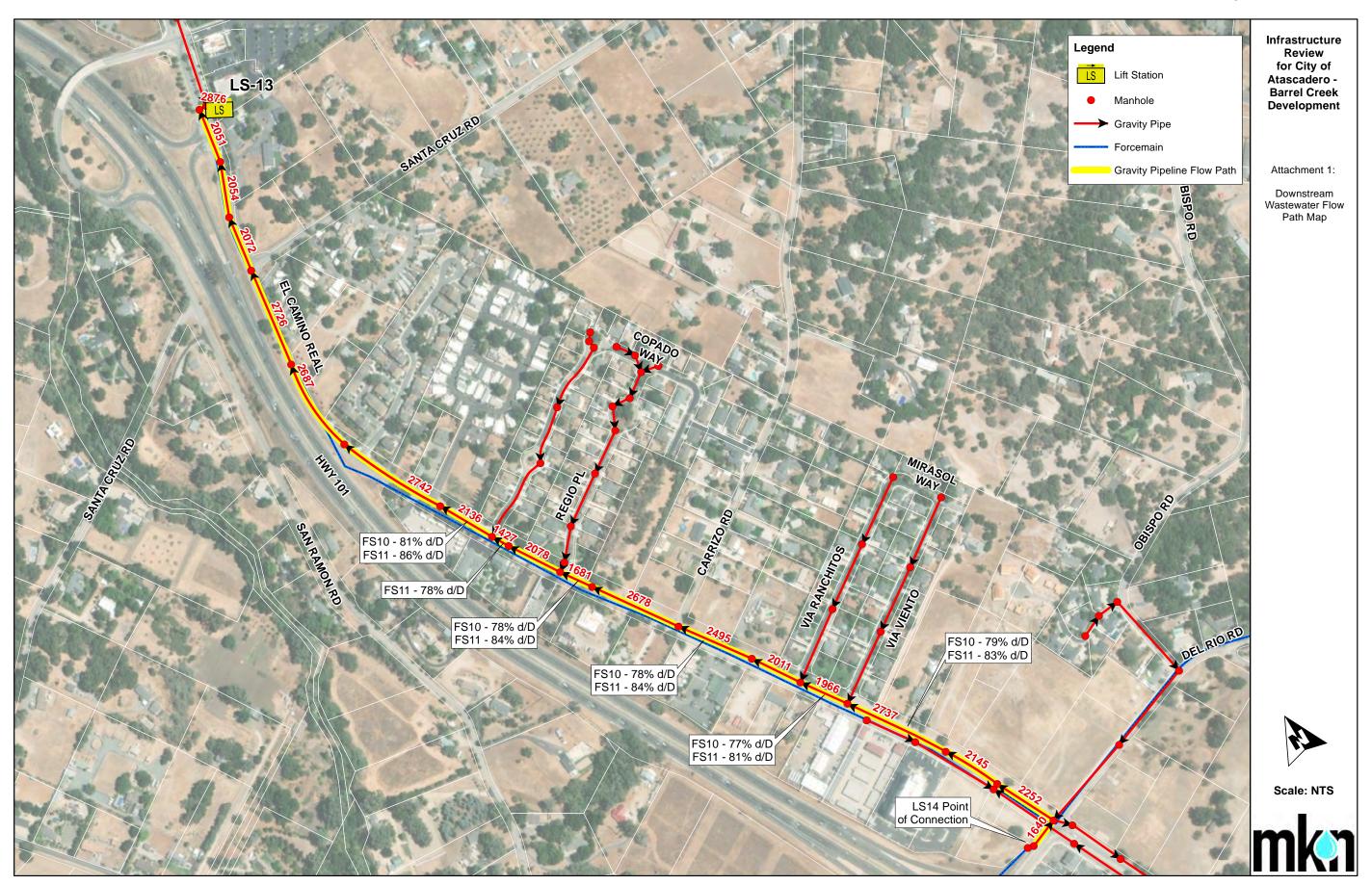
Attachments:

Attachment 1 – Downstream Wastewater Flow Path Map

Attachment 2 – Wastewater Model Results

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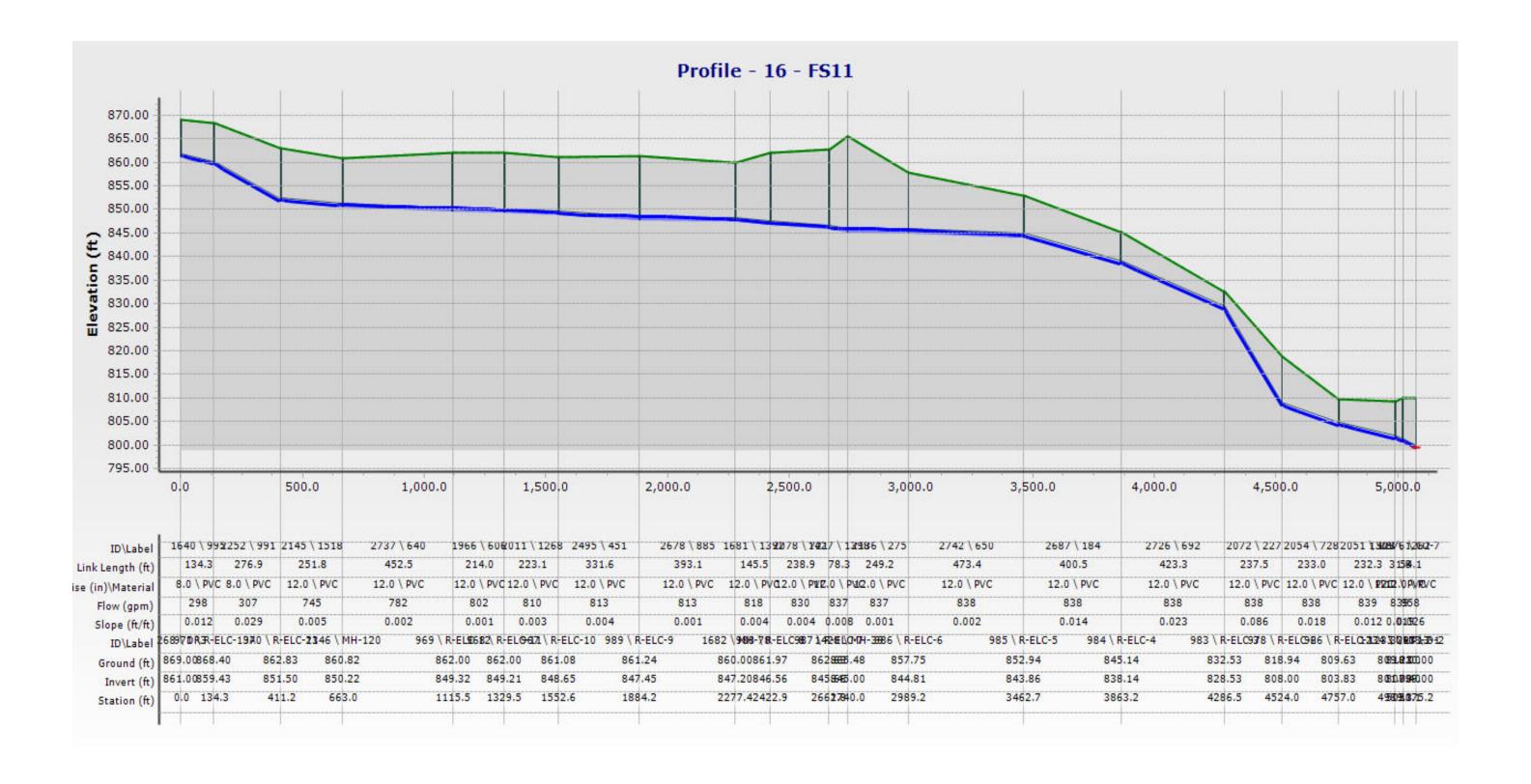
ITEM NUMBER: B-2 03/28/23 DATE: ATTACHMENT: 1A

Wastewater Model Result d/D and Velocity Summary

Date: 12/14/2022
Project Name: Barrel Creek Development

| | | | | | Flow Scenario 7 | | | Flow Scenario 8 | | ! | Flow Scenario 9 | | | Flow Scenario 10 | | | Flow Scenario | o 11 |
|---------------|---------------|-------------|-----------|------------|-----------------|---------|------------|-----------------|---------|------------|-----------------|---------|------------|------------------|---------|------------|-----------------|---------|
| Model Pipe ID | Diameter (in) | Length (ft) | Slope (%) | 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 | 800.0 | 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 |

| # | 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 |



DEV21-0066 Barrel Creek | Legacy

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



Barrel Creek Transportation Impact Study

Introduction

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

Barrel Creek Transportation Impact Study

Introduction

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.

4 Introduction

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Appendix A: Traffic Counts

Appendix B: Intersection Calculation Sheets

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Barrel Creek Transportation Impact Study 5 Introduction

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.

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September 2022

Barrel Creek Transportation Impact Study 6

Introduction

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.

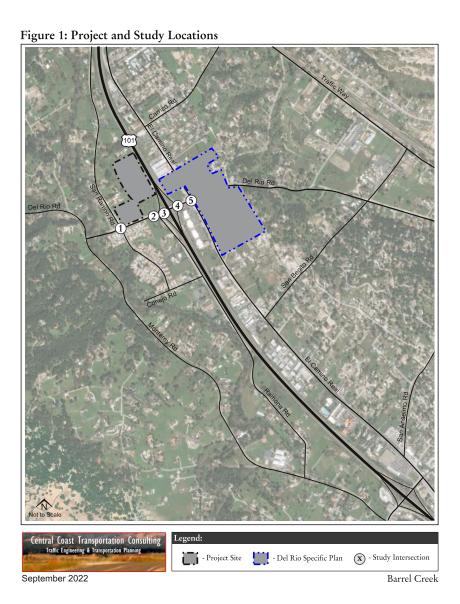
1.1.2 Del Rio Commercial Area Specific Plan

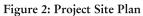
The proposed project is located near the Del Rio Commercial Area Specific Plan. The Specific Plan was recently amended to accommodate the withdrawal of the Walmart project and interest in alternative land uses. The amendment and Final Environmental Impact Report (FEIR) Addendum were supported by the *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).

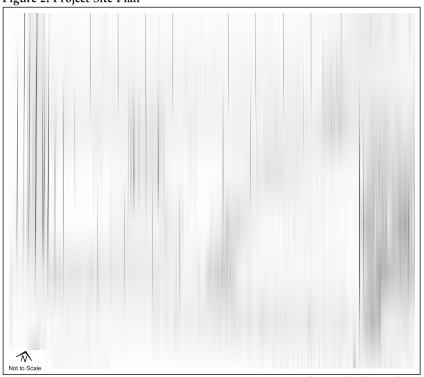
The traffic analysis identifies two phases of mitigations, effectively the same as Mitigation 1 and 2 described above in the Del Rio Road Interchange Traffic Analysis section, that can accommodate the planned growth with acceptable traffic operations. It also concludes that a large regional retail project 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.







Source: RRM Design Group



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9 Analysis Methods

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 6th Edition Highway Capacity Manual (HCM) are presented in **Table 1**. The study intersections were analyzed with the Synchro 10 software package applying the HCM 6th Edition methods, except where unusual signal phasing required the use of HCM 2000.

Intersection Level of Service Thresholds Signalized Intersections Stop Controlled Intersections Control Delay Level of Control Delay Level of (sec/vehicle) Service (sec/vehicle) Service ≤ 10 A ≤ 10 A > 10 - 20 В В > 10 - 15 > 20 - 35 C > 15 - 25 C > 35 - 55 D > 25 - 35D > 55 - 80 E > 35 - 50E F > 80 > 50 or v/c > 1 1. Source: Exhibit 19-8 of the Highway Capacity Manual 6th Edition. 2. Source: Exhibits 20-2 and 21-8 of the Highway Capacity Manual 6th Edition

Table 1: Intersection Level of Service Thresholds

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.

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Existing Conditions

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.

Existing Conditions

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 | | | | | | | |
|---|--------------------|-------|--|--|--|--|--|
| Existing | | | | | | | |
| Intersection | Delay ¹ | 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 | В | | | | | |
| 4. Del Rio Rd/US 101 NB Ramps | 9.6 | A | | | | | |
| 5. Del Rio Rd/El Camino Real | 13.5 | В | | | | | |

HCM 6th average control delay in seconds per vehide (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.

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Table 3: Existing PM Peak Hour Queues

| Existing PM Peak Hour Intersection Queues | | | | | | | | |
|---|------------------|-------------|-----------------------------|--|--|--|--|--|
| Intersection | Movement | Storage | 95 th Percentile | | | | | |
| Intersection | Movement | Length (ft) | Queue (ft) ¹ | | | | | |
| | EBT | 40 | 47 | | | | | |
| 3. Del Rio Rd/US 101 SB Ramps | WBT | 290 | 64 | | | | | |
| Dei No Rd/ US 101 SB Ramps | SBL ² | 705 | 126 | | | | | |
| | SBR | 25 | 20 | | | | | |
| | EBT | 290 | 157 | | | | | |
| 4. Del Rio Rd/US 101 NB Ramps | WBT | 240 | 53 | | | | | |
| 4. Dei Rio Rd/ US 101 NB Ramps | NBL ³ | 475 | 36 | | | | | |
| | NBR | 175 | 46 | | | | | |
| | EBL | 240 | 211 | | | | | |
| F Dal Dia Dal /El Canaina Daal | EBR | 240 | 50 | | | | | |
| 5. Del Rio Rd/El Camino Real | NBL | 280 | 188 | | | | | |
| | SBL | 150 | 36 | | | | | |

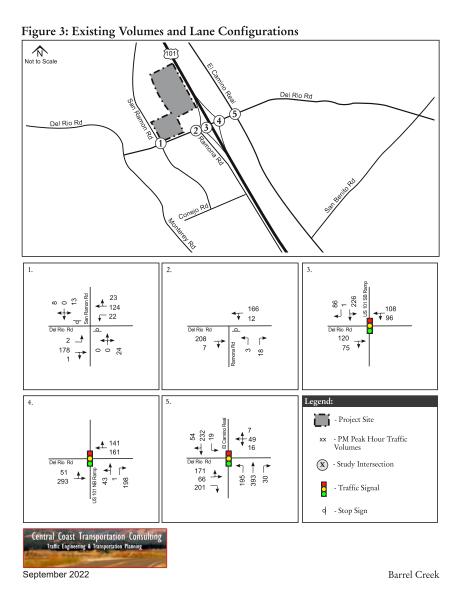
^{1.} Queue length in feet that would not be exceeded 95 percent of the time. # indicates that the 95th percentile volume exceeds capacity and the queue may be longer.

Bold indicates queue length longer than storage length.

All study intersections operate acceptably under Existing Conditions except the eastbound though 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.

^{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.



Existing Plus Project Conditions

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

| Table 1. Trip Generation | | | | | | | | | |
|--|-------------|------------------------|-------|-----|--------------|-------|-----|-----|-------|
| Barrel Creek Weekday Vehicular Trip Generation | | | | | | | | | |
| | Daily | AM Peak Hour | | | PM Peak Hour | | | | |
| Land Use | Size | | Total | In | Out | Total | In | Out | Total |
| Light Industrial ¹ | 35,000 | SF | 182 | 24 | 4 | 28 | 3 | 16 | 19 |
| Single-Family Housing ² | 20 | DU | 230 | 4 | 13 | 17 | 14 | 8 | 22 |
| Multifamily Housing ³ | 40 | DU | 270 | 4 | 12 | 16 | 12 | 8 | 20 |
| Hotel ⁴ | 120 | rooms | 877 | 29 | 24 | 53 | 31 | 30 | 61 |
| Restaurant ⁵ | 10,000 | SF | 1,072 | 53 | 43 | 96 | 55 | 36 | 91 |
| Winery/Brewery ⁶ | 5,000 | SF | 230 | 7 | 3 | 10 | 18 | 19 | 37 |
| RV Park ⁷ | 16 | sites | 70 | 1 | 4 | 5 | 4 | 3 | 7 |
| | | Subtotal | 2,931 | 122 | 103 | 225 | 137 | 120 | 257 |
| Inte | ernal Capti | ure Trips ⁸ | -180 | -10 | -10 | -20 | -18 | -18 | -36 |
| Total External Trips ⁹ | | | 2,751 | 112 | 93 | 205 | 119 | 102 | 221 |

DU = Dwelling Unit; SF = Square Feet; ITE = Institute of Transportation Engineers.

^{1.} ITE Land Use Code #110, General Light Industrial. Fitted curve equations used.

^{2.} ITE Land Use Code #210, Single-Family Detached Housing. Fitted curve equations used.

^{3.} ITE Land Use Code #220, Multifamily Housing (Low-Rise). Average rates used based on data duster.

^{4.} ITE Land Use Code #310, Hotel. Fitted curve equations used.

^{5.} ITE Land Use Code #932, High-Turnover (Sit-Down) Restaurant. Average rates used.

^{6.} ITE Land Use Code #970, Winery. Average rates used.

^{7.} ITE Land Use Code #416, Campground/RV Park. Fitted curve equations used. Daily assumed 10 times PM trips.

⁸ AM & PM Internal Trips from TripGen 10 software; Daily Internal Trips assumed five times PM internal trips.

^{9.} Pass-by trips were not considered for consistency with previous analysis.

Source: ITE Trip Generation Manual, 11th Ed. and Trip Generation Handbook, 3rd Ed.

Existing Plus Project Conditions

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

| Tuble of Trip Biotribution | | | | | | | |
|----------------------------|------|--|--|--|--|--|--|
| 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% | | | | | | |
| Total | 100% | | | | | | |

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.**

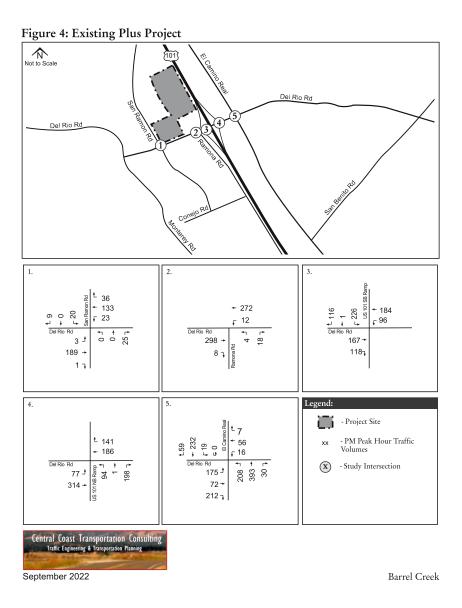
Table 6: Approved Projects

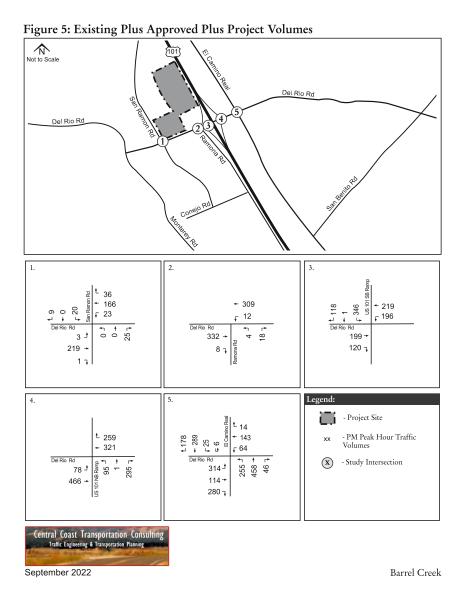
| Table 6. Approved Projects | | | | | | | | |
|---|---------------------|--|--|--|--|--|--|--|
| Approved Projects | | | | | | | | |
| Project Size Trip Generation Source | | | | | | | | |
| Taco Bell 1,900 square feet Del Rio Specific Plan Amendment Traffic Analysis | | | | | | | | |
| Gas Station | 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 | | | | | | | | |

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.

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Existing Plus Project Conditions

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 | | | | | | | | |
|--|--------------------|-------|--------------------|-------|--|--------------|--|--|
| | Existing | | Existing + Project | | Existing + Approved + Project ² | | | |
| Intersection | Delay ¹ | LOS | Delay ¹ | LOS | Delay ¹ | 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 | В | 11.2 | В | 15.9 | В | | |
| 4. Del Rio Rd/US 101 NB Ramps | 9.6 | A | 10.1 | В | 10.7 | В | | |
| 5. Del Rio Rd/El Camino Real | 13.5 | В | 18.1 | В | 113.9 (21.2) | F (C) | | |

^{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.

Existing Plus Project Conditions

Table 8: Existing Plus Project and Existing Plus Approved Plus Project Peak Hour Queues

| Existing Plus | Existing Plus Project and Existing Plus Approved Plus Project PM Peak Hour Queues ¹ | | | | | | | | | |
|-----------------|--|------------------------|----------|--------------------|---|--|--|--|--|--|
| Intersection | Movement | Storage Length (ft) | Existing | Existing + Project | Ex.+ Approved + Project ⁴ | | | | | |
| | EBT | 40 | 47 | 71 | 85 | | | | | |
| 3. Del Rio Rd/ | WBT | 290 | 64 | 99 | #128 | | | | | |
| US 101 SB Ramps | SBL^2 | 705 | 126 | 126 | #231 | | | | | |
| | SBR | 25 | 20 | 33 | 33 | | | | | |
| | EBT | 290 | 157 | 168 | m275 | | | | | |
| 4. Del Rio Rd/ | WBT | 240 | 53 | 62 | 166 | | | | | |
| US 101 NB Ramps | NBL ³ | 475 | 36 | 65 | 63 | | | | | |
| | NBR | 175 | 46 | 45 | 52 | | | | | |
| | EBL | 240 | 211 | 228 | #717 (#231) | | | | | |
| 5. Del Rio Rd/ | EBR | 240 | 50 | 51 | 66 (50) | | | | | |
| El Camino Real | NBL | 280 | 188 | 208 | 292 (126) | | | | | |
| | SBL | 150 | 36 | 37 | 52 (22) | | | | | |

^{1.} Queue length in feet that would not be exceeded 95 percent of the time. # indiciates that the 95th percentile volume exceeds capacity and the queue may be longer.

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 (50th 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,

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^{2.} Deceleration length of 235 feet has been subtracted from the storage length per the Highway Design Manual for 30 mph design speed.

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%ile volume>capacity, queue may be longer. Bold indicates queue longer than storage length.

Existing Plus Project Conditions

- o Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,
- o Modify the southbound and northbound left turns to protected-permissive phasing,
- Add overlap phasing to the southbound right turn pocket currently under construction,
- o Replace eight-inch traffic signal heads with 12-inch heads,
- o Install yellow reflective tape on all backplates,
- o Install new signage and replace non-reflective signs, and
- o 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.

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Existing Plus Project Conditions

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.

Barrel Creek Transportation Impact Study

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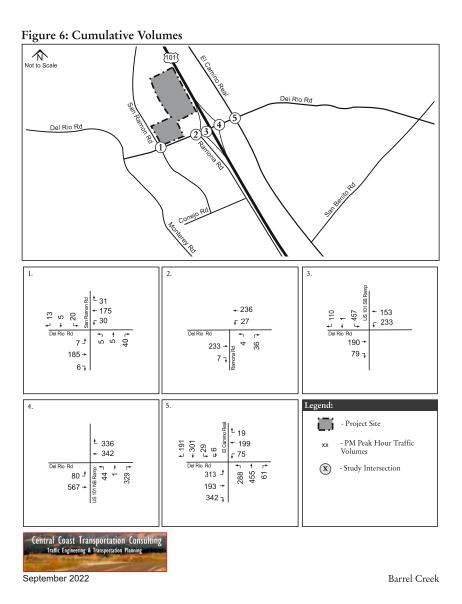
Cumulative Conditions

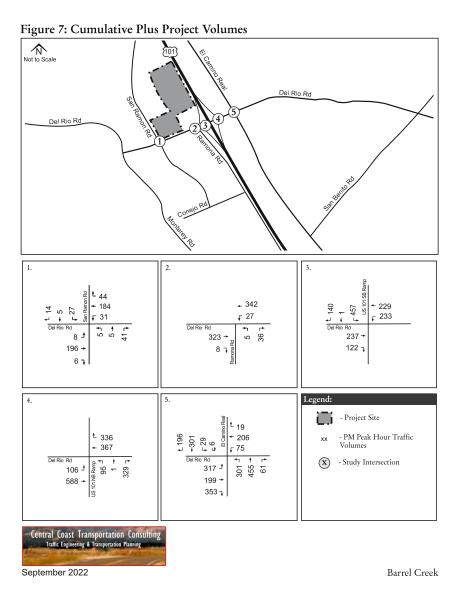
5.0 Cumulative Conditions

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.





Barrel Creek Transportation Impact Study

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Cumulative Conditions

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 | | | | | |
|--|--------------------|-------|----------------------|------|--|
| | Cumula | itive | Cumulative + Project | | |
| Intersection | Delay ¹ | LOS | Delay ¹ | 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 | С | 25.5 | С | |
| 4. Del Rio Rd/US 101 NB Ramps | 11.7 | В | 13.6 | В | |
| 5. Del Rio Rd/El Camino Real | 170.2 | F | 182.1 | F | |

HCM 6th average control delay in seconds per vehide (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 ¹ | | | | | | |
|---|----------|---------------------|------------|-------------------------|--|--|
| Intersection | Movement | Storage Length (ft) | Cumulative | Cumulative + Project | | |
| 3. Del Rio Rd/US 101 SB Ramps | EBT | 40 | 72 | 101 | | |
| | WBT | 290 | 118 | #291 | | |
| | SBL^2 | 705 | #331 | #331 | | |
| | SBR | 25 | 30 | 43 | | |
| | EBT | 290 | m284 | m#328 | | |
| 4 Dal Dia Dal/LIS 101 ND Dames | WBT | 240 | 220 | 240 | | |
| 4. Del Rio Rd/US 101 NB Ramps | NBL^3 | 475 | 34 | 62 | | |
| | NBR | 175 | 84 | 89 | | |
| 5. Del Rio Rd/El Camino Real | EBL/T | 240 | #858 | #881 | | |
| | EBR | 240 | 113 | 122 | | |
| | NBL | 280 | 315 | 326 | | |
| | SBL | 150 | 59 | 59 | | |

^{1.} Queue length in feet that would not be exceeded 95 percent of the time. # indiciates that the 95th percentile volume exceeds capacity and the queue may be longer. M indicates the queue is metered by an upstream signal.

Bold indicates queue length longer than storage length.

^{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.

Barrel Creek Transportation Impact Study

Cumulative Conditions

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,
 - o Modify the southbound and northbound left turns to protected-permissive phasing,
 - Add overlap phasing to the southbound right turn pocket currently under construction,
 - o Replace eight-inch traffic signal heads with 12-inch heads,
 - o Install yellow reflective tape on all backplates,
 - o Install new signage and replace non-reflective signs, and

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Cumulative Conditions

o 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%

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Vehicle Miles Traveled (VMT)

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

| 8 | | | | | | | | |
|------------------------|-----------|--------------|------------|-------------|--------------|-------------------|------------|--------------|
| Regional VMT Analysis | | | | | | | | |
| | Total | Demographics | | VMT E | By Trip Purp | oose ¹ | VMT Effici | ency Metrics |
| | Regional | | | Residential | Office | Retail | Res VMT/ | Office |
| Scenario | VMT | Employees | Population | VMT | VMT | VMT | Capita | 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 |
| Change from No Project | 669 | 147 | 169 | -3,397 | -562 | -646 | -0.03 | -0.02 |

^{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 ¹ | | | |
|---|--------|---------|--|
| Res VMT/ | | Office | |
| Scenario | Capita | 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 | | | | |
|--------------------------------|--------|----------|--|--|
| Res VMT/ Office VM7 | | | | |
| Scenario | Capita | 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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7.0 References

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DEV21-0066 Barrel Creek | Legacy

Figure 9 – Biological Assessment

See Following



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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

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.

Robert I. Eidemiller, President & CEO

Environmental Professional

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Barrel Creek Mixed Use Project

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.

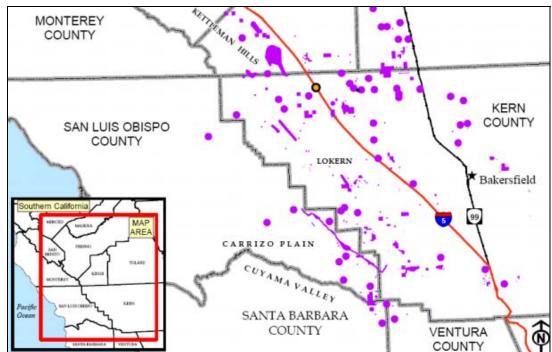


Figure 1: Population extant of Blunt-nosed Leopard Lizard. (USF&W 5-Year Review)

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Barrel Creek Mixed Use Project

• 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.

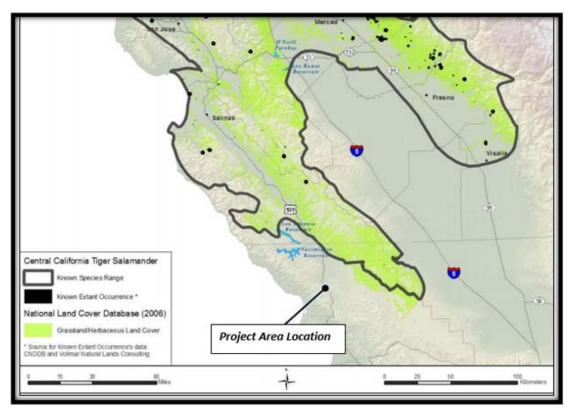


Figure 2: California Tiger Salamander Known Species Range.

- 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 exitums), 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

 $Appendix \ A-Site \ Photographs$

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Barrel Creek Mixed Use Project

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).

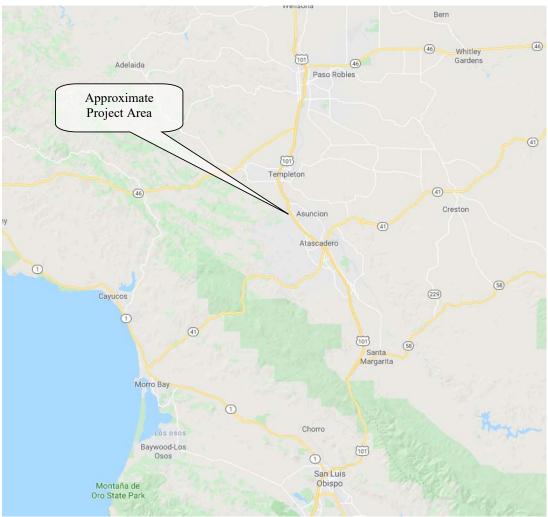


Figure 3. Regional Map

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Figure 4. Project Area Map

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Barrel Creek Mixed Use Project

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.

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Barrel Creek Mixed Use Project

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.

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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.

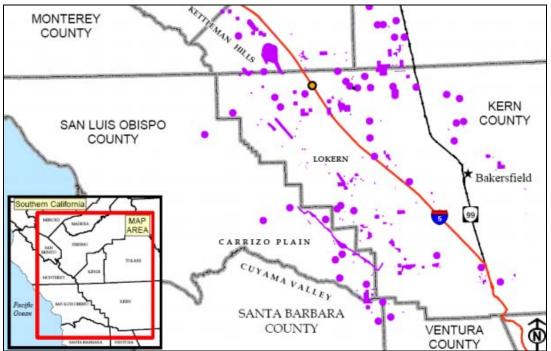


Figure 1: Population extant of Blunt-nosed Leopard Lizard. (USF&W 5-Year Review)

• 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

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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.

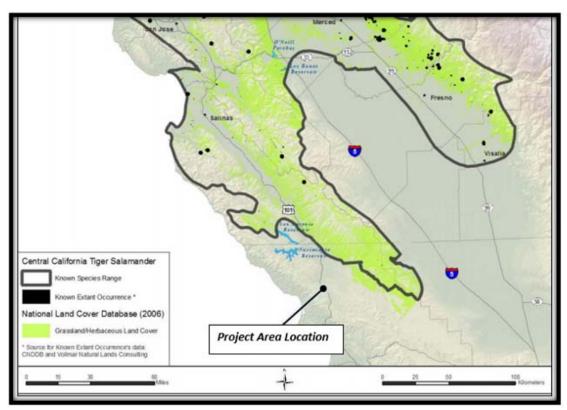


Figure 2: California Tiger Salamander Known Species Range.

- 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 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 exitums*), 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.

Barrel Creek Mixed Use Project

5.0 REFERENCES

- CDFG, 2000. Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities. December 9, 2003, Revised May 8, 2000.
- CDFG, 2019. California Department of Fish and Game [Online]. Habitat Conservation Branch: Sensitive Species Accounts. Available at: http://www.dfg.ca.gov/hcpb/cgi-bin/read_one.asp?specy= birds&idNum=95
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- Delorme Incorporated. 3-D TopoQuads. California South Region 2 [CD-Rom Computer File]. ASA, Yarmouth, ME (1999).
- Mayer K.E. and W.F. Laudenslayer Jr. 1988. A guide to wildlife habitats of California. California Department of Fish and Game. State of California, Resources Agency, Sacramento, CA. 166 pp.
- Sawyer J.O. and T. Keeler-Wolf. 1997. A manual of California vegetation. California Native Plant Society.
- Stebbins, Robert C. (1985). A Field Guide to Western Reptiles and Amphibians. Houghton Mifflin, Boston.
- Tibor, David P. (editor). 2001. California Native Plant Society's Inventory of Rare and Endangered Plants of California.
- USFWS, Information and Planning Consultation (IPAC) 2019. Endangered Species Information. [Online]. Available at: http://ecos.fws.gov/species_profile/servlet/gov.doi.species_profile.servlets.SpeciesProfile?spcode=A006#status



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.



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.



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.



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.



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.



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.



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.



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.



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.



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.



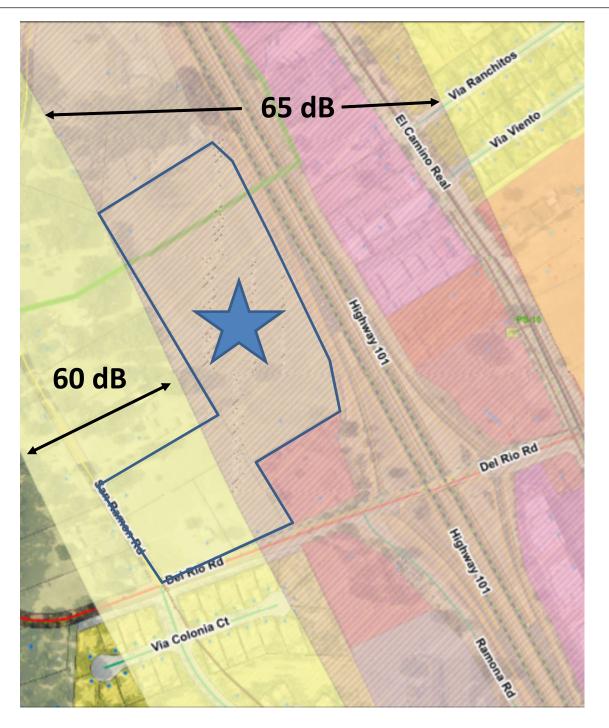
Picture 59: Live oak tree on the parcel south of Del Rio Road.



Picture 60: Looking south at the residential structure on the parcel south of Del Rio Road.

DEV21-0066 Barrel Creek | Legacy

Figure 10 – Noise Contour Map



TIMING

EXHIBIT B: Mitigation Monitoring Program

MITIGATION MEASURE

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.

| | militarion measone | |
|------------|---|---|
| Aesthetics | | |
| 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 |

| | MITIGATION MEASURE | TIMING |
|-----------------------------|--|---|
| 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 |
| Air Quality 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 AQ-06 | Zero or low-VOC paints shall be used throughout the project. Limit heavy equipment idling to no greater than 5 minutes | Prior to Building Permit Issuance / Project Final Ongoing during |
| Oultrand De | at a single location | Construction |
| Cultural Res | 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 |
| Greenhouse | Provide a pedestrian-friendly and interconnected | Prior to Building |
| | atracticans with good cooper to from the development | Demoit leaves |

for pedestrians, bicyclists, and transit users to make

streetscape with good access to/from the development Permit Issuance

TIMING

| MITIGATION MEASURE | |
|--------------------|--|
|--------------------|--|

alternative transportation more convenient, comfortable and safe.

- GHG-02 Provide large canopy shade trees throughout the parking Prior to Building areas to reduce evaporative emissions from parked Permit Issuance vehicles.
- GHG-03 The multi-family portion of the development shall meet or Prior to Building exceed CALGreen Tier 2 standards. Permit Issuance
- GHG-04 See AQ mitigation measures

Noise

Construction activities shall be limited to 9am to 7pm on Ongoing during NOI-01 Saturdays and shall not occur on Sundays. construction

Transportation

TRANS-The Crosswalk at Del Rio Road shall include ladder 01 striping for the crosswalk at the eastern leg of the Permit Issuance intersection. The crosswalk shall be supplemented with / Project Final 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

TRANS-The intersection of San Ramon Road and Del Rio Road shall be illuminated with down lighting sufficient for 02

pedestrian and vehicular safety. Light shall be provided / Project Final both on the north and south side of the intersection.

Prior to Building Permit Issuance

TRANS-03

A contiguous pedestrian path of travel shall be provided Prior to Building along Del Rio Road to the existing sidewalk on the south Permit Issuance side of the freeway overpass prior to occupancy of any / Project Final residential units.

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:

Prior to Occupancy

- 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,

MITIGATION MEASURE

TIMING

- Modify the southbound and northbound left turns to protected-permissive phasing,
- Add overlap phasing to the southbound pocket currently riaht turn construction,
- Replace eight-inch traffic signal heads with 12-inch heads.
- Install yellow reflective tape on all backplates.
- Install new signage and replace nonreflective signs, and
- Optimize signal timings for all coordinated signals including updating pedestrian and vellow 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 Permit Issuance 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

TRANS-06

The applicant/developer shall pay their fair share toward Prior to Building the realignment of Ramona Road and associated Permit Issuance frontage improvements along Del Rio Road between San

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 Permit Issuance pedestrians from the commercial portion of the project to / Project Final the Del Rio Road sidewalk and crossing at San Ramon.

Prior to Building

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 Building Permit upgrade Lift Station 14 with 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 emergency generator, propane tank and associated piping
- Bypass pumping during construction

USS-02 Prior to occupancy of any use that exceeds 196 gallons Building Permit per minute at peak hour flow at Lift Station 14, the developer shall upgrade Lift Station 14 with 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

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 and continued to March 28, 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. <u>Public Hearing</u>. The City Council of the City of Atascadero, at a Public Hearing held on March 14, 2023 and continued to March 28, 2023, considered testimony and reports from staff, the applicants, and the public.

SECTION 3. <u>Facts and Findings</u>. 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 transitionary 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. <u>CEQA</u>. 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 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 28, 2023 meeting.

SECTION 5. <u>Approval.</u> The City Council of the City of Atascadero, California, in a regular session assembled on March 28, 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

| March, | PASSED AND ADOPTED at a regular meeting of the City Council held on theth day of 2023. |
|--------|--|
| | AYES: NOES: ABSTAIN: ABSENT: |
| | CITY OF ATASCADERO |
| | Heather Moreno, Mayor |
| ATTE | Γ: |
| | |

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, 2023 and continued to March 28, 2023, 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 and continued to March 28, 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. <u>Facts and Findings</u>. 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. <u>CEQA</u>. 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 28, 2023 meeting.

SECTION 5. <u>Approval.</u> The City Council of the City of Atascadero, California, in a regular session assembled on March 28, 2023, resolved to approve the Zoning Map Amendment for the Barrel Creek Project consistent with the following:

EXHIBIT A: Zoning Map Amendment Diagram

SECTION 6. <u>Interpretation</u>. 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.

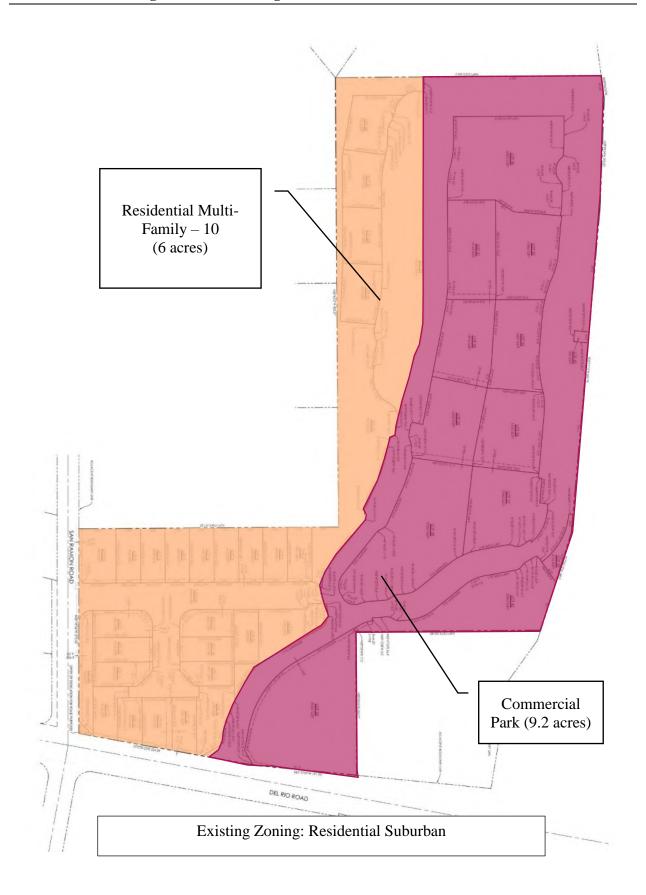
SECTION 7. <u>Preservation</u>. Repealing of any provision of the Atascadero Municipal Code or of any previous Code Sections, does not affect any penalty, forfeiture, or liability incurred before, or preclude prosecution and imposition of penalties for any violation occurring before this Ordinance's 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.

Brian A. Pierik, City Attorney



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, 2023 and continued to March 28, 2023, 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 Public Hearings held on March 14, 2023 and March 28, 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. <u>Facts and Findings</u>. 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. <u>CEQA</u>. 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 28, 2023 meeting.

SECTION 5. <u>Approval.</u> 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. <u>Interpretation</u>. 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. <u>Preservation</u>. 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.

03/28/23 DATE: 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

ITEM NUMBER:

B-2

EXHIBIT A: 9-3.683 Establishment of Planned Development Overlay No. 38 (PD38)

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:

 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 st story | 15 feet |
| Primary Front at dwelling – 2 nd 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;
- 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.
- (I) 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 COUNICL 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 August 12, 2021 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 on March 14, 2023 and continued to March 28, 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. <u>Public Hearings</u>. The City Council of the City of Atascadero, at a Public Hearing held on March 14, 2023 and March 28, 2023, considered testimony and reports from staff, the applicants, and the public.

SECTION 3. <u>Facts and Findings</u>. 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 po 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 preformed 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 pf Planned Development Overlay Zones outlining community

benefits associated with the request for modified zoning standards. The project, as analyzed and conditions, s 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. <u>CEQA.</u> 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 28, 2023 meeting.

SECTION 5. <u>Approval.</u> 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 |
|---------------------------------|-----------------------|
| ATTEST: | Heather Moreno, Mayor |
| Lara K. Christensen, City Clerk | |

| | ditions | of Approval | Timing | Responsibility /Monitoring |
|-------------|--------------------|---|---|---|
| Ves Barı | ting Ter | ntative Tract Map 3177 k | FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy | PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer |
| APN | IS 049-1 | 31-043, 044, 052, 058, and 066 | FO: Final Occupancy | |
| Plan | ning Dep | artment | | |
| 1. | This app | proval includes the following entitlements: | Ongoing | PS |
| | 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. | | |
| | 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. | | |
| 2. | receive occupar | mercial buildings (excluding the hotels) shall be required to final occupancy prior to any residential unit receiving final ncy. Improvements must be completed as follows, and as in subsequent conditions: | | |
| | Pł | Road A in its entirety to the satisfaction of the Fire Marshal 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 | | |
| | Pł | nase 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 | | |
| | Pł | nase 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 | | |

| | ditions of Approval | Timing | Responsibility /Monitoring |
|-------|--|---|---|
| Vest | 21-0066 ting Tentative Tract Map 3177 rel Creek Is 049-131-043, 044, 052, 058, and 066 | FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy | PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer |
| A! !\ | 3 040-101-040, 04-4, 002, 000, and 000 | FO: Final Occupancy | |
| | 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. | | |
| | 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. | | |
| | 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. | | |
| 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. | Ongoing | PS |
| 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. | Ongoing | PS |
| 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. | Ongoing | PS |
| 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. | FM | PS/CE |
| 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. | PR | PS/CE |
| 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. | PR / FM | PS |
| 9. | Vesting Tentative Subdivision Map was deemed complete on 12/21/2022, for the purposes of vested development rights and fees consistent with the Subdivision Map Act of the State of California. | Ongoing | PS/CE |
| 10. | A final map drawn in substantial conformance with the approved vesting tentative map, and in compliance with all conditions set forth | FM | PS/CE |

| | tions of Approval 1-0066 | Timing | Responsibility /Monitoring |
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| Vestii Barre | ng Tentative Tract Map 3177 Creek 049-131-043, 044, 052, 058, and 066 | FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy | PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer |
| | nerein, shall be submitted for review and approval in accordance with he Subdivision Map Act and the City's Subdivision Ordinance | | |
| A | 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. | Ongoing | |
| (| All subsequent Tentative Map and construction permits shall be consistent with the Master Plan of Development approved for the project. | PR / FM | PS/CE |
| | The subdivision shall be subject to additional fees for park or ecreation purposes (QUIMBY Act) as required by City Ordinance | PR | PS |
| F f r e e e e e f f t | All maintenance costs listed below shall be 100% funded by the project in perpetuity, except for public facilities that are accepted or 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 or 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. | Ongoing | PS/CE |
| a) | All roads, sidewalks, pathways, parking, and access areas. | | |
| b) | All landscaping and lighting within the proposed project area. | | |
| c) | Common area fencing and/or features. | | |
| d) | Open areas on private property within the proposed project area including detention facilities, bio-swales, and other low-impact-development features. | | |
| e) | All drainage facilities within the project area. | | |
| f) | Landscaped frontages within the right-of-way of all public streets within the defined project boundary, including irrigation. | | |
| g) | On-site sanitary sewer system(s) and storm drains located within the project area. | | |
| k 5 0 | 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 | FM | PS |

| Conditions of Approval DEV21-0066 | Timing | Responsibility /Monitoring |
|---|---|---|
| Vesting Tentative Tract Map 3177 Barrel Creek APNs 049-131-043, 044, 052, 058, and 066 | FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy | PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer |
| mechanism shall be approved by the City Attorney, City Engineer and Administrative Services Director prior to acceptance of any final map. The administration of the above-mentioned funds shall be by the City. Developer agrees to participate in the community facilities district and to take all steps reasonably required by the City with regard to the establishment of the district and assessment of the property. | | |
| All Atascadero Police Department service costs to the project. All Atascadero Fire Department service costs to the project. Off-site common City of Atascadero park facilities maintenance service costs related to the project 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. | | |
| Affordable Housing: The applicant shall deed restrict 4 units at the moderate-income level within the single-family subdivision. | FM | PS |
| The applicant shall deed restrict the following units within the multi-family area: • 3 moderate 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 fraction | | |
| 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. | FM | PS/CE |
| 18. Prior to final map, the applicant shall submit CC&Rs for review by the Community Development Department. CC&Rs for the commercial and residential portions of the project may be separate, combined, or tiered. | FM | PS |
| 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. | PR | PS |

| Conditions of Approval DEV21-0066 | Timing | Responsibility /Monitoring |
|---|---|---|
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| APNs 049-131-043, 044, 052, 058, and 066 | Occupancy FO: Final Occupancy | |
| 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. | FM, PR | PS/CE |
| 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. | Ongoing | PS |
| 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. | PR | PS |
| 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. | Ongoing | PS |
| 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. | PR | PS |
| 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. | PR | PS/CE |
| 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. | PR | PS |
| 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 | PR | PS/CE |

| Conditions of Approval DEV21-0066 | Timing | Responsibility /Monitoring |
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| for a more natural rural appearance. Additional frontage landscaping shall include accent trees and native grasses. 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. | | |
| 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. | PR | PS |
| Water tower signage lighting shall be externally illuminated and shall be dark sky compliant and directional. | PR | PS |
| 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. | | PS |
| 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. | | PS |
| 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. | PR | PS |
| 33. All stormwater basins shall be unfenced. Low level decorative split rail fencing may be approved by the Community Development Director. | PR | PS/CE |
| 34. Lot 40 shall be eliminated from the final map. | FM | PS/CE |
| 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. | FM | PS |
| 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. | | PS |

| | ditions of Approval 21-0066 | Timing | Responsibility /Monitoring |
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| Vest Barr | cing Tentative Tract Map 3177 el Creek s 049-131-043, 044, 052, 058, and 066 | FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy | PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer |
| 37. | Tenant signage shall compliant with the project exhibits and PD38 standards. | PR | PS |
| 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. | PR | PS |
| 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. | PR | PS/CE |
| 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. | Ongoing | PS |
| 41. | No gates shall be permitted on any public or private roadway or accessway within the project area. | Ongoing | PS |
| 42. | For commercial, industrial, office or multi-family projects, all existing and/or new ground-mounted appurtenances such as airconditioning 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. | PR | PS/FD |
| 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 | Ongoing | PS |

| | litions of Approval 21-0066 | Timing | Responsibility /Monitoring |
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| Vest Barro | ing Tentative Tract Map 3177 el Creek s 049-131-043, 044, 052, 058, and 066 | FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy | PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer |
| | 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. | Ongoing | PS/CE/FD |
| 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. | PR | PS |
| 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. | | |
| Public | c Works Department | | |
| Pu | blic Works - Grading, Drainage, and Stormwater | | |
| 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). | PR | CE |
| • • • • | Prior to a final inspection of any permit the following City Stormwater documents shall be completed and approved by the City Engineer: ATAS - SWP-1001_Engineer Certification Form ATAS - SWP-1003_OwnerAgentInfo ATAS - SWP-1007_Exhibit_B_Instructions_SCM FORM ATAS - SWP-1008_Stormwater System Plans and Manuals ATAS - SWP-2002 Stormwater O&M Process and Form Instructions ATAS - SWP-3001_Stormwater System O&M_Agreement ATAS - SWP-3002_Private Stormwater System Recorded Notice Any other stormwater documents required by the Water Board or State of California. Imail publicworks@atascadero.org for copies of the above City Emplates. | PR | CE |
| | лиринов. | | |
| 49. | A Storm Water Pollution Prevention Plan (SWPPP) is required prior to any ground disturbing activities greater than 1 acre. The | PR | CE |

| Conditions of Approval DEV21-0066 | Timing | Responsibility /Monitoring |
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| 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. | | |
| 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. | PR/F | CE |
| 51. All culverts conveying creek stormwater shall not exceed velocity that results in detrimental environmental impacts such as downstream flooding, erosion, minimization of vegetation. | PR | CE |
| 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. | PR | CE |
| <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: | | |
| 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. | | |
| <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. | | |

| Conditions of Approval DEV21-0066 | Timing | Responsibility /Monitoring |
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| Subsurface Infiltration Basins. 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. Drain Rock. Drain rock shall be clean, crushed granite (or clean, angular rock of similar approved hardness) with rock size ranging from 1-1/2-inch to 3/4-inch. Rock gradation shall conform to the Specification of ASTM C-33 #4. Operational Requirements. Water quality of inflow (both sediment and chemical loading) may require pretreatment or separation Maintenance plan, including provisions for vehicular access and confined-space entry safety requirements, where applicable A safe overflow path shall be identified on the plan and may require easements Overflow Path Required. The design of all drainage basins shall identify the designated route for overflow. The Project Engineer shall design the overflow paths of 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. | | |
| Public Works - Utilities | | |
| 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. | PR | CE |
| 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. | FM | CE |
| 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. | PR | CE |

| | ditions of Approval 21-0066 | Timing | Responsibility /Monitoring |
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| Vest Barr | ing Tentative Tract Map 3177 el Creek s 049-131-043, 044, 052, 058, and 066 | FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy | PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer |
| 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. | PR | CE |
| 57. | The Applicant shall extend the water distribution system to the satisfaction of the Atascadero Mutual Water Company (AMWC) and City Engineer. | PR | CE |
| 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. | PR | CE |
| 59. | Separate water meters shall be installed for irrigation of common open space areas. | PR | CE |
| 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. | PR | CE |
| 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. | PR | CE |
| 62. | All non-residential uses/buildings must demonstrate that wastewater effluent composition meets City requirements, or pretreatment 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. | PR | CE |
| 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. | PR | CE |
| 64. | Per Mitigation Measure USS-01, prior to occupancy for any use, the developer shall upgrade City Lift Station 14 with the following: a. Install new 30 HP submersible pumps and associated piping improvements b. Install new wet well roof and hatch c. Install new Motor Control Center (MCC), Variable Frequency Drives (VFDs), and upgrade controls d. Install stationary emergency generator, propane tank, and associated piping | PR | CE |

| Conditions of Approval | Timing | Responsibility /Monitoring |
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| e. Bypass pumping during construction 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: 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. b. Remove and replace existing wet well with minimum 8' diameter wet well. c. Pipeline connection improvements. d. Install new MCC, VFDs, and upgrade controls. e. Upsize the emergency generator as needed. f. Bypass pumping during construction. 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. | PR | CE |
| Public Works – Subdivision / Public Improvements | | |
| 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. | PR | CE |
| 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: Ramona Road realignment and associated widening of Del Rio Road including pedestrian facilities. Reconfiguration and signal modifications of US101 southbound / Del Rio Road intersection, including pedestrian crosswalks. Addition of dedicated right turn lane on Del Rio Road to US101 northbound ramp and associated signal modifications. | PR | CE |

| Conditions of Approval | Timing | Responsibility /Monitoring |
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| Intersection improvements at Del Rio Road / El Camino Real. | | |
| 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 an 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. | | |
| 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. | | |
| 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. | | |
| 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. | Ongoing | PS/CE |
| 69. The project shall construct all improvements needed to accommodate each phase of the development. 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: | FM | PS/CE |
| a. Curb, gutter, and a 6-foot sidewalk along Del Rio Road b. Associated road widening c. Striping and signage | | |

| Conditions of Approval | Timing | Responsibility /Monitoring |
|---|---|---|
| DEV21-0066 Vesting Tentative Tract Map 3177 Barrel Creek APNs 049-131-043, 044, 052, 058, and 066 | FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy | PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer |
| d. Improvements on project corner. e. Installation of a ladder striped crosswalk on the eastern leg of the Del Rio Road / San Ramon intersection 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. 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 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: 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. 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. 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 multifamily building per conditions. 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. | FM/PR | CE/PS/FD |
| 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. | Ongoing | PS/CE |
| 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. | PR | CE |

| Conditions of Approval DEV21-0066 | | Timing | Responsibility /Monitoring |
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| Vesting Tentative Tract Map 3 Barrel Creek APNs 049-131-043, 044, 052, 0 | | FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy | PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer |
| 73. A 6-foot wide Public Utility Eas contiguous to the new road rigl along San Ramon Road and D | nts-of-way for the property frontages | FM | CE |
| extend not less than five feet (I | e right-of-way. The easement shall norizontally) beyond any daylight or or other required road facility (such drainage swale, etc.), to the | FM | CE |
| will be providing engineering some construction of the improvement Record). The City and Engine to work together in collection a inspection and approval of the shall be onsite when work requ | Agreement" form designating who upport for the design and nts for the project (Engineer of er of Record (EOW) inspectors are nd record keeping necessary for the improvements. The EOW inspector | PR | CE |
| design requirements, if applica Engineer. The City Engineer re | gineering Standards and Caltrans ble, to the satisfaction of the City eserves the right to make bad designs, when in the opinion of | PR | CE |
| design life. Off-site/public road | ent sections for on-site roads shall Index (TI) = 6.0 and a 20-year s must match existing pavement Specifications to the satisfaction of | PR | CE |
| wear associated with the on-sit design life of the pavement sec AC thickness shall be increase Caltrans method by either: a. 1" if the pavement in construction (not plent but in 1.5" if the pavement portion of the ultimate and a final pavement in the pa | dditional construction traffic and the construction not included in the cition. Therefore, to off-set this, the d from that which is derived from the splaced prior to building | PR | CE |

| | litions of Approval 21-0066 | Timing | Responsibility /Monitoring |
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| | Street centerline monuments shall be provided at intersections and at the beginning and end of curves along the street centerline | | |
| P | ublic Works - General | | |
| 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. | PR | CE |
| 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. | FM | CE |
| 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. | FM | CE |
| 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. | FM | CE |
| 83. | The applicant shall be responsible for the relocation and/or alteration of existing utilities. | PR | CE |
| 84. | The applicant shall monument all property corners for construction control and shall promptly replace them if disturbed. | FM | CE |
| 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. | FM | CE |
| 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. | FM | CE |
| 87. | Drainage easements shall be provided as needed to accommodate both public and private drainage facilities. | FM | CE |
| 88. | Prior to recording the tract map, the applicant shall pay all outstanding plan check/inspection fees. | FM | CE |

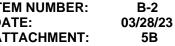
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| APN | s 049-131-043, 044, 052, 058, and 066 | FO: Final Occupancy | |
| 89. | Prior to recording the map, the applicant shall bond for or complete all improvements required by these conditions of approval. | FM | CE |
| 90. | Prior to the final inspection 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. | FM | CE |
| 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. | FO/TO | CE |
| 92. | An encroachment permit shall be obtained prior to any work within City rights of way. | PR | CE |
| 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. | PR | CE |
| Fire D | epartment | | |
| 94. | Fire hydrants shall be located within 100-feet of the fire department connection for each building. | PR | FD |
| 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. | PR | FD/CE |
| 96. | An Atascadero Construction Site Safety Plan is required to be submitted and approved prior issuance of building permits. | PR | FD |
| 97. | The turn-around area at the terminus of street "C" within the residential subdivision shall include red curb and no parking signage. | PR | FD/CE |
| 98. | A fire flow calculation for each commercial and multi-family structure shall be provided during building permit review to determine required hydrant spacing. | PR | FD |
| MITIG | ATION MEASURE | | Timing |
| Aest | hetics | | |
| AES- | Landscaping shall be included along the San Ramon and I to buffer higher density residential lots from surroundi residences. Landscaping shall include small shrubs and grateet trees. Street trees along San Ramon shall be instructed grouped pattern and shall include native species. Landscaping shall include shrubs and grasses as well as London spacing of 30-feet on-center consistent with the adjace | ng existing rural rasses along with alled in a natural caping along Del n plan trees at a | Prior to Building Permit Issuance / Project Final |

| | 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 |
| Air Quality | | |
| 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 |
| Cultural Res | ources | ı |
| 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 |

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| 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 |
| Greenhouse | Gas Emissions | |
| 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 | |
| Noise | | |
| NOI-01 | Construction activities shall be limited to 9am to 7pm on Saturdays and shall not occur on Sundays. | Ongoing during construction |
| Transportat | tion | |
| 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: 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. | 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. | |
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| 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 C | ultural Resources | |
| TCR-01 | See mitigation measure CUL-01. | |
| Utility and S | ervice Systems | |
| USS-01 | Prior to occupancy for any use, the developer shall upgrade Lift Station 14 with 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 emergency generator, propane tank and associated piping Bypass pumping during construction | 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: • 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 | Building Permit |

| Pipeline connection improvements Install new MCC, VFDs, and upgrade controls Upsize the emergency generator Bypass pumping during construction | |
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PROJECT DIRECTORY

ARCHITECT:

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VICINITY MAP



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ARCHITECTURAL - COMMERCIAL BUILDING A - MATERIALS & TEXTURES ARCHITECTURAL - COMMERCIAL BUILDING B - FLOOR PLAN ARCHITECTURAL - COMMERCIAL BUILDING B - ELEVATIONS ARCHITECTURAL - COMMERCIAL BUILDING B - MATERIALS & TEXTURES ARCHITECTURAL - COMMERCIAL BUILDINGS - COLOR SCHEMES ARCHITECTURAL - COMMERCIAL BUILDINGS - COLOR SCHEMES ARCHITECTURAL - HOTEL INSPIRATION IMAGE BOARD ARCHITECTURAL - HOTEL INSPIRATION IMAGE BOARD

ARCHITECTURAL - HOTEL CHARACTER RENDER - POOL SIDE ARCHITECTURAL - HOTEL CHARACTER RENDER - MAIN ENTRANCE A34 ARCHITECTURAL - HOTEL GROUND FLOOR PLAN

ARCHITECTURAL - HOTEL GROUND HOOR PLAN ARCHITECTURAL - HOTEL SECOND FLOOR PLAN ARCHITECTURAL - HOTEL THIRD FLOOR PLAN ARCHITECTURAL - HOTEL FOURTH FLOOR PLAN ARCHITECTURAL - HOTEL ELEVATIONS ARCHITECTURAL - HOTEL ELEVATIONS

A40 ARCHITECTURAL - HOTEL - COLORS AND MATERIALS
A41 ARCHITECTURAL - MICRO COMMUNITY COVER SHEET

A42 ARCHITECTURAL - MICRO COMMUNITY - INSPIRATION IMAGE BOARD

BARREL CREEK MIXED-USE

PROJECT STATISTICS

EXISITING ZONING RS - RURAL SUBURBAN MFR-10 - LOW DENSITY RESIDENTIAL

MUI TI-FAMII Y

WITH PLANNED OVERLAY (PD) PARCEL SIZE: +/-15.4 ACRES (+/-671.726 SF)

BUILDING GROSS AREA

MULTIFAMILY APARTMENTS 9,019 SF PER BUILDING COMMERCIAL 7 250 SE PER BUILDING A BUILDING A AND BUILDING B 8,625 SF PER BUILDING B (5X7,250 SF) + (2X8,625 SF) = 53,500 SF

4 X 9.019 SF = 36.076 SF HOTEL 61 870 SE

TOTAL RUILDING AREAS 36 076 SE + 53 500 SE + 61 870 SE =

MAX. PROPOSED HEIGHT REFER TO ELEVATION SHEETS

PROPOSED SETBACKS: REFER TO SFR DESIGN GUIDELINE SHEETS AND MASTER ARCHITECTURAL SITE PLAN SHEET

PARKING

AUTO PARKING CALCULATION REQUIRED COUNT PARKING REQUIRED MULTI-FAMILY 1.5 STALLS PER 1 BEDROOM 78 APARTMENTS 2 0 STALLS PER 2 BEDROOM (40 DWELLING UNITS) ADDITONAL 1/5 FOR GUESTS HOTEL (120 KEYS) 2 SPACES, PLUS 1 SPACE PER UNIT, RESTAURANT 10,000 SF TOTAL (4,680 SF OF (10,000 SF) 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 FACH TABLE EQUALS A PARKING STALL EMPLOYEE PARKING: 1 SPACE PER 6 TABLES - 78 TABLES/6 = 13 EMPLOYEE PARKING: 1 SPACE PER 100 SF OF KITCHEN - 1,000 SF OF KITCHEN/100 = 10

OUTDOOR DINING 2,000 SF OF OUTDOOR DINING/15 FOR SF PER OCC = 133 OCC/4 OCC RESTAURANT ONLY PER TABLE = 33 TABLES. PER CITY (2.400 SF) REQUIREMENTS EACH TABLE FQUALS A PARKING STALL EMPLOYEE PARKING: 1 SPACE PER 6 TABLES - 40 TABLES/6 = 7

LIGHT INDUSTRIAL- 1 STALL PER 1,000 SF AG. PROCESSING 36.900 SF / 1.000 SF = 36.9 STALLS (38,500 SF) OR 37 STALLS.

LIGHT INDUSTRIAL - 1 STALL PER 200 SF RETAIL (1,600 SF) 1,600 SF / 200 SF = 8 STALLS. PLUS 1 PER CHECKSTAND = 2

BREWERY/WINERY 5 000 SETOTAL (5,000 SF) PARKING REQ (WINERY USE) = 1/1000 SF OF +1/3000 SF FOR STORAGE AND 1/100 SF PER TAST-ING. THEREFORE, 4,500 SF / 1,000 SF OF ACTIVE = 4.5 OR 5 PARKING

PARKING - CONTINUED

AUTO PARKING PROPOSED SINCLE EARLY 2 DED DWELLING EYEEDT 1 RESIDENTIAL (20-LOTS) PER DWELLING IS REQUIRED PARKING REQUIRED TOTAL PARKING 78 + 134 + 78 + 13 + 10 + 33 400 REQUIRED + 7 + 37 + 10 + 10 (EXCLUSIVE OF SFR LOTS

PARKING REDUCTION SHARED ON-SITE PARKING PROPOSED ADJUSTMENT. WHERE TWO (15%), EXCLUSE (2) OR MORE NONRESIDEN-SINGLE FAMILY TIAL USES ARE ON A SIN-RESIDNTIAL PARKING GLE SITE, THE NUMBER OF PARKING SPACES MAY BE REDUCED THROUGH ADMIN-ISTRATIVE USE PERMIT AP-PROVAL (SECTION 9-1.112) AT A RATE OF FIVE PERCENT (5%) FOR EACH SEPARATE USE UP TO A MAXIMUM OF TWENTY PERCENT (20%): AS

NUMBER OF SPACES. TOTAL PARKING 410 - 41 359 REQUIRED W/ 10% REDUCTION SINGLE FAMILY 40 TOTAL PARKING 399 TOTAL PARKING REFER TO SHEET A-2 THIS SET 399

PROPOSED FOR PARKING RREAKDOWN

USE REQUIRING THE LARGEST

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 DEVEL-

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. JOBO SQUARE FEET OF NEWSTRIAN FACE. SLOOD SQUARE FEET OF WINESTRIANE FEET OF WIN SPACE AND A 120-ROOM HOTEL: AS WELL AS 20 SINGLE-FAMILY RESIDENTIAL DWELLING LINITS, 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 COMMU

 GENERAL PLAN AMENDMENT ZONE CHANGE

PLANNED DEVELOPMEN

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 FONE 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 RESI

THE PLANNED DEVELOPMENT OVERLAY WOULD ACCOMMODATE THE RANGE IN USES CONTEMPLATED AND SERVE TO ALLOW MORE UNIQUE 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

10



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

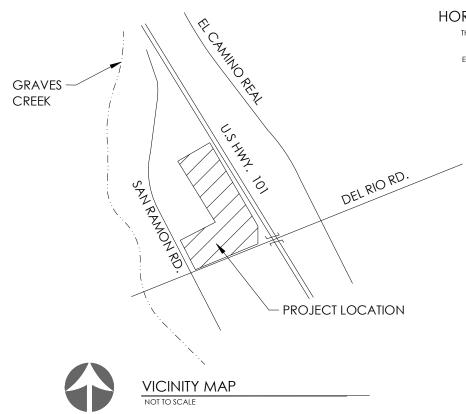
RRM DESIGN GROUP 3765 S. HIGUERA STREET SAN LUIS OBISPO, CA 93401 (805) 543-1794

SHEET INDEX

| C1 | TITLE SHEET |
|-----|------------------------------|
| C2 | EXISTING CONDITIONS MAP |
| C3 | VESTING TENTATIVE TRACT 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 |
| GAS | SOCAL GAS COMPANY |
| SEWER | CITY OF ATASCADERO |
| WATER | ATASCADERO MUNICIPAL WATER O |



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.



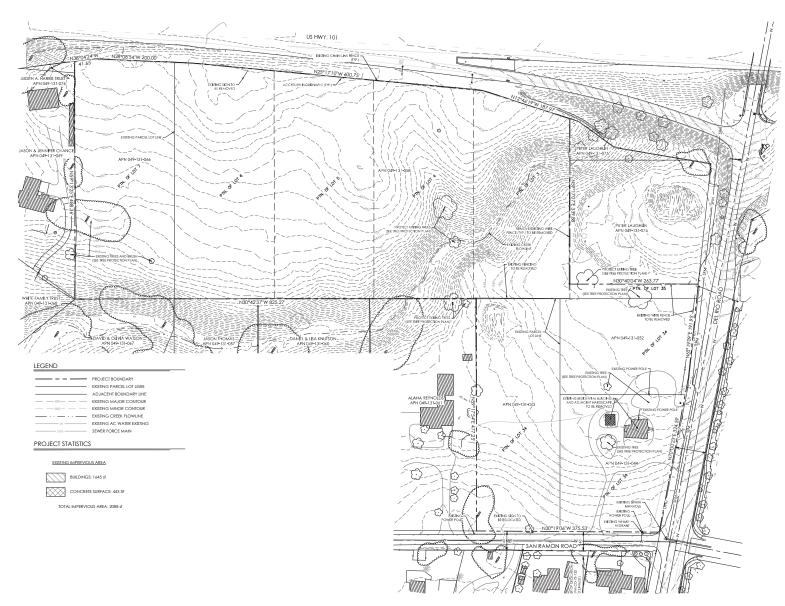












LILY 21, 1916 IN BOOK 3 PAGE 65A OF MAPS, IN THE OFFICE OF CALIFORNIA, ACCORDING TO MAP RECOR LILY 21, 1916 IN BOOK 3 PAGE 65A OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, ESCRIBED AS FOLLOWS:

EIGENBEG AT HE MOST WITTER Y COMER ON AND LIFE 4. SHENCE, [1] A MONE IN HE ADERWITTER Y HE OF SADE

ASSESSMENT OF THE PROPERTY OF THE PROPERTY

THAT PORTION OF LOT 34 IN BLOCK 48 OF AMENDMENT "B" OF ATASCADERO COLONY. IN THE CITY OF

SOAD, AS SIGNIN ON SO, USE, SINCE, A CORE THE CREEKS SUMMED SOAD, AS SIGNIN ON SOAD WAS SIGNING SOAD WITH SINCE A CORE THE CREEKS SUMMED SOAD WAS SIGNING SIGNING

THAT PORTION OF LOT 34 IN BLOCK 48 OF AMENDMENT "B" OF ATASCADERO COLONY, IN THE CITY OF ATASCADERO, COUNTY OF SAN LIBS OBSPO, STATE OF CALIFORNIA, ACCORDING TO MAP RECORDED PAGE 65A OF AMPS, IN THE OFFICE OF THE COUNTY RECORDED OF SAID COUNTY, DESCRIBED AS FOLLOWED.

BEGINNING AT THE INTESSECTION OF THE CENTER LINE OF SAN RAMON ROAD WITH THE CENTER LINE OF DEL RO ROAD, AS SHOWN ON MAD MAY, THENCE, ALONG THE CENTER LINE OF SAN DOLE BIO ROAD, AS SINCH PATE PLAST, SAN OF THET, THENCE PRANLLER WITH THE ROKEMBESTER LINE OF SAND LOT AN ADDRESS AND EST WITH SAY OF SAND LOT AND ADDRESS A

EXCEPTING THEREFROM THOSE PORTIONS OF THE LAND INCLUDED WITHIN THE LINES OF SAN RAMON ROAD AND DELRIO ROAD, AS SHOWN ON SAID MAP.

PARCEL 4: (APN: 049-131-052)

ALL THAT PORTION OF LOT 34 IN BLOCK 48 OF AMENDMENT 3" OF ATASCADERO COLONY IN THE CITY OF ATASCADERO, COUNTY OF SAN LIUS DISBYO, STATE OF CALIFORNIA, ACCORDING TO MAP RECORDED JULY 21, 1916 IN BOOK 3 PAGE 45A OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DISCRIBED A FOLLOWS:

ALSO EXCEPTING THEREFROM THAT PORTION OF THE LAND DESCRIBED IN THE DEED TO THE STATE OF CALIFORNIA, RECORDED JUNE 8, 1964 IN BOOK 1300 PAGE \$45 OF OFFICIAL RECORDS.

ALSO EXCEPTING THEREFROM ALL STREETS, ROADS AND ALLEYS AS SHOWN ON SAID MAP. PARCEL 5: (APN:

UMP-131-1686) LOT 7 IN BLOCK 48 OF AMBHDMENT "B" OF ATASCADERO COLONY, IN THE CITY OF ATASCADERO, COUNTY OF SAN LIBS OBBYO, STAR OF CALIFORNIA, ACCORDING TO MAP RECORDED JULY 21, 1916 IN BOOK 3 PAGE 45A OF MAPS, IN THE OFFICE OF THE COUNTY RECORDED FOR STAIL COUNTY.

ALSO EXCEPTING THEREFROM ALL STREETS. ROADS AND ALLEYS SHOWN ON THE MAP ABOVE REFERRED TO



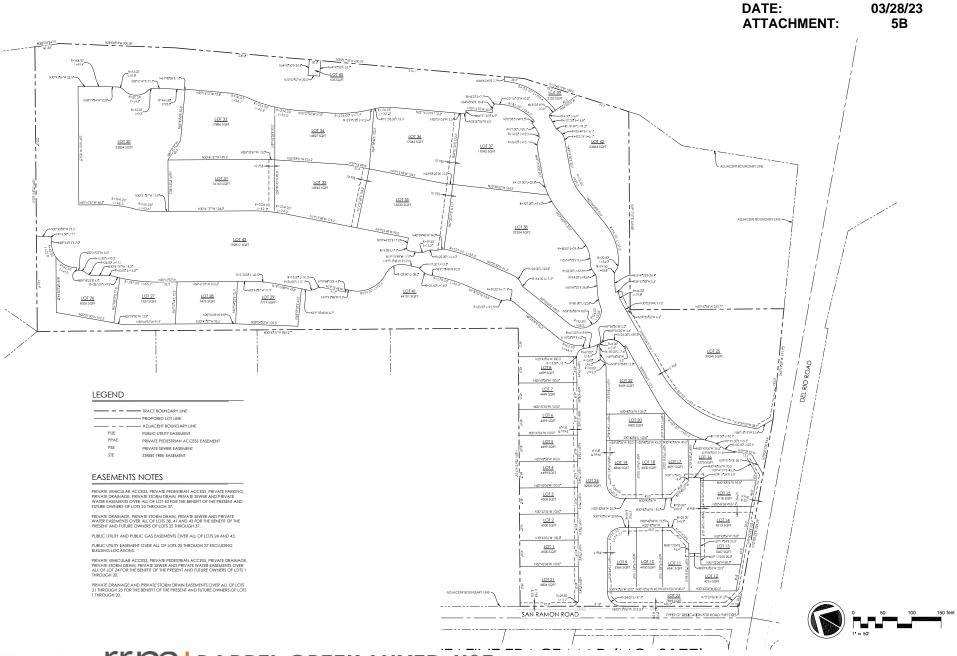






FIM BARREL CREEK MIXED-USE LEGACY LEGACY CONDITIONS MAP







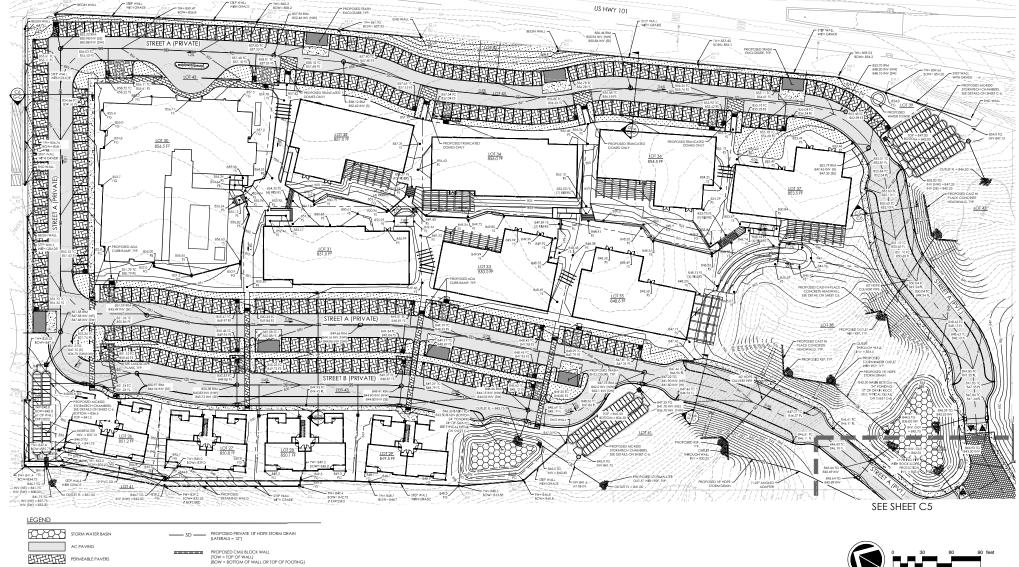






ITEM NUMBER:

B-2





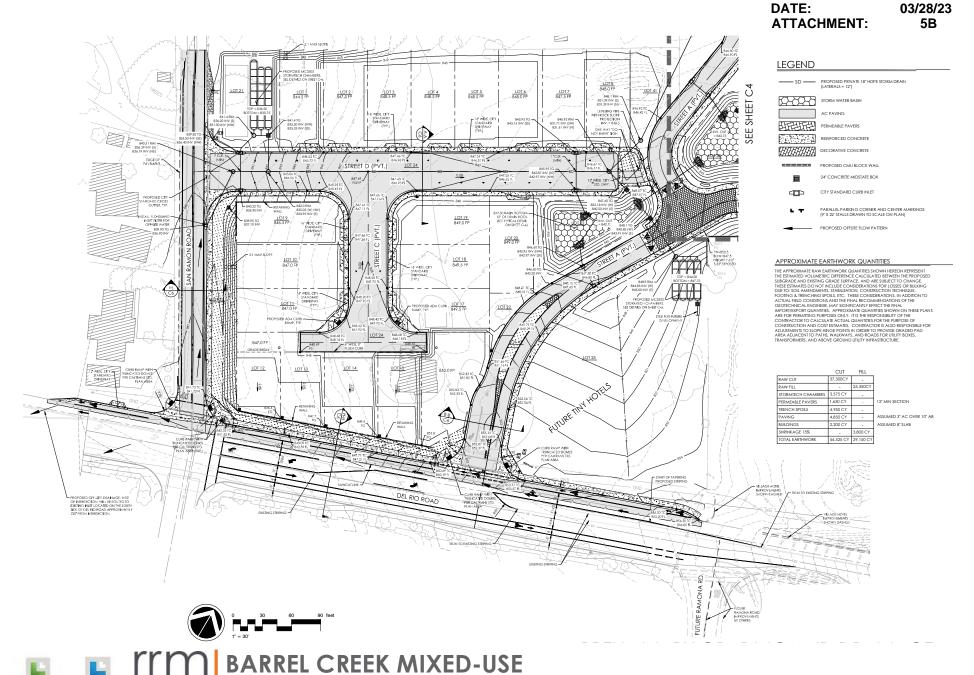




BARREL CREEK MIXED-USE CIVIL GRADING & DRAINAGE





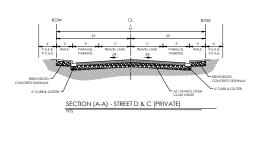


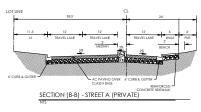


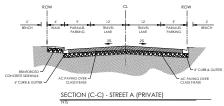
ITEM NUMBER:

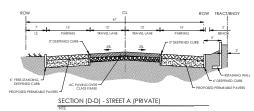
B-2

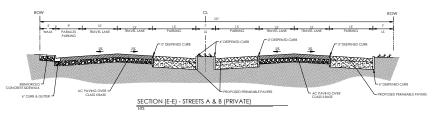
CIVIL GRADING & DRAINAGE

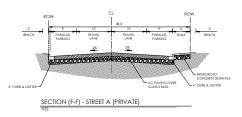


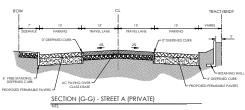


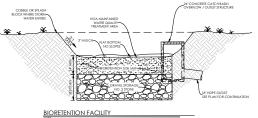


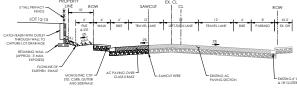












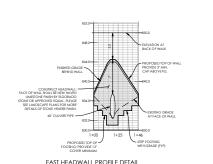
SECTION (H-H) - DEL RIO ROAD

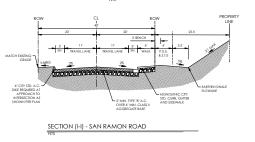


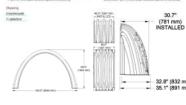




//ADS StormTech











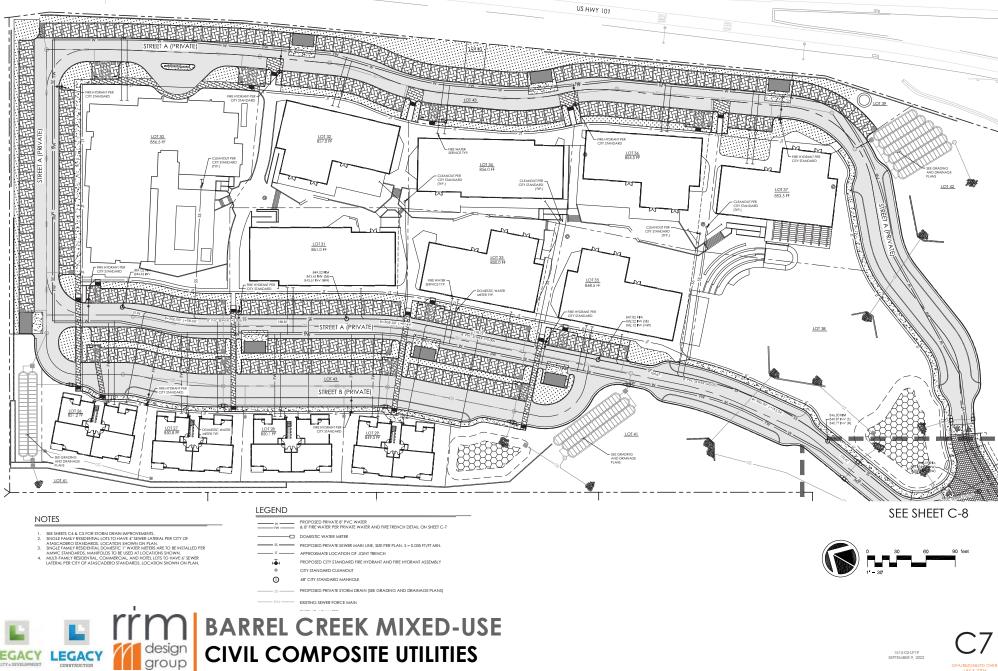


BARREL CREEK MIXED-USE
CIVIL GRADING & DRAINAGE DETAILS





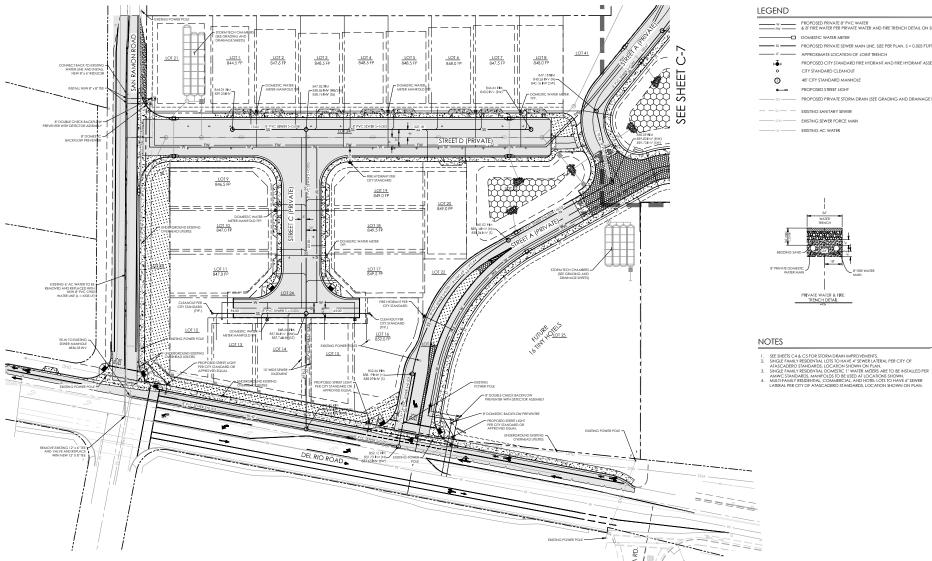
ITEM NUMBER: B-2 03/28/23 DATE: ATTACHMENT: 5B



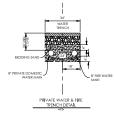




ITEM NUMBER: B-2 03/28/23 DATE: ATTACHMENT: 5B







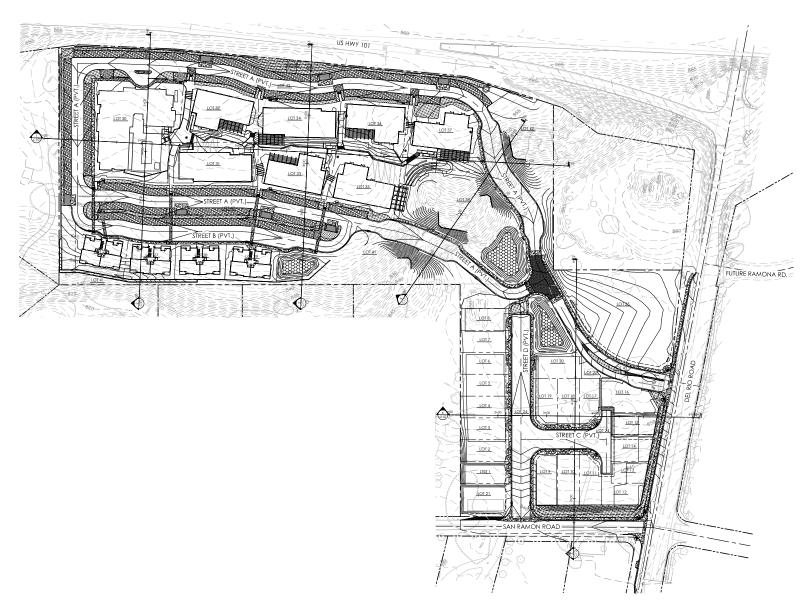






BARREL CREEK MIXED-US
design
group
CIVIL COMPOSITE UTILITIES **BARREL CREEK MIXED-USE**











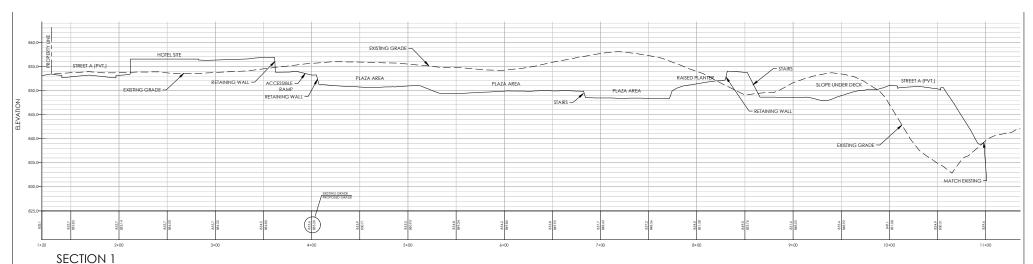
BARREL CREEK MIXED-USE design group SITE SECTION PLAN



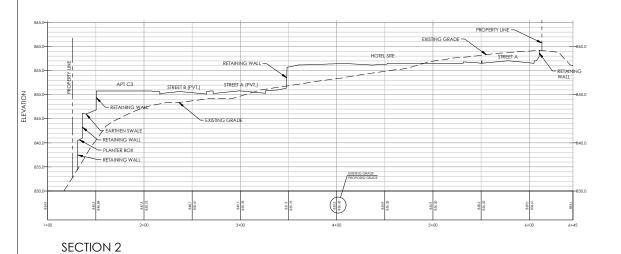




ITEM NUMBER: B-2 03/28/23 DATE: ATTACHMENT: 5B



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







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

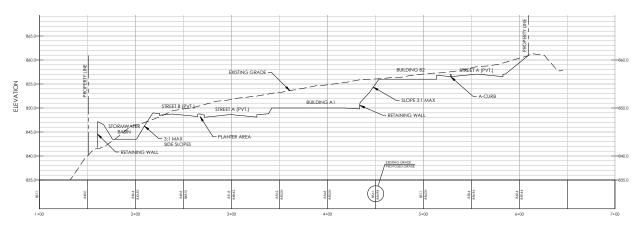






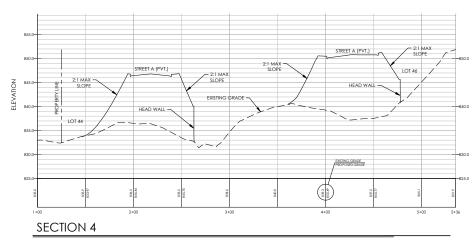


B-2 ITEM NUMBER: 03/28/23 DATE: ATTACHMENT: 5B



SECTION 3

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



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





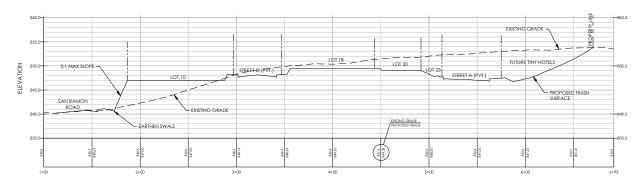






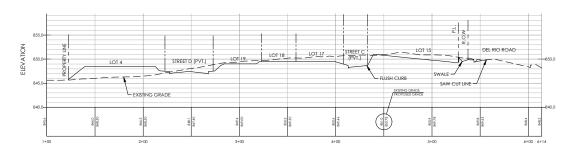


ITEM NUMBER: B-2 03/28/23 DATE: ATTACHMENT: 5B



SECTION 5

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



SECTION 6

1" = 30' HORIZONTAL SCALE

1" = 6' VERTICAL SCALE



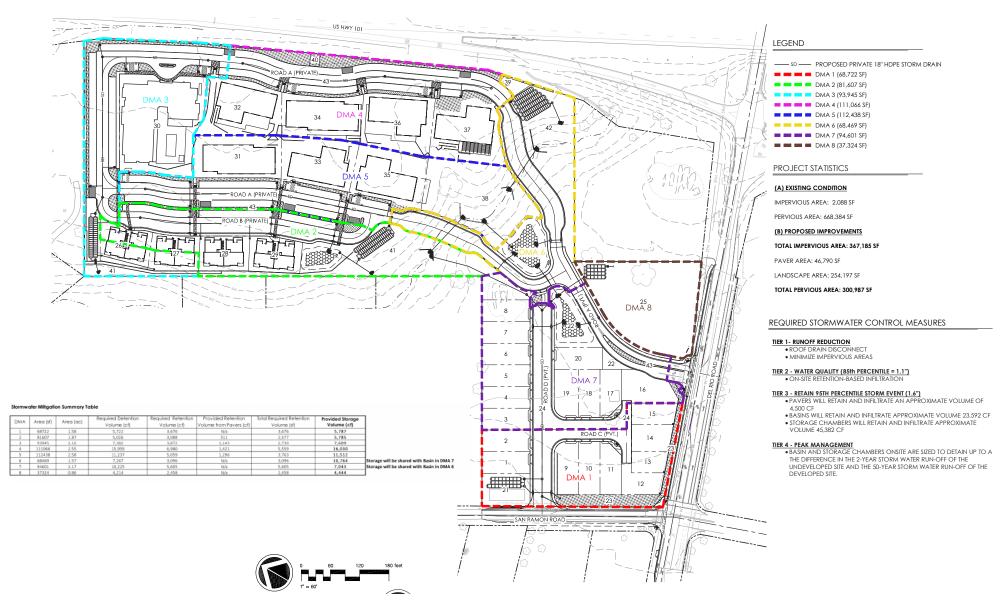


















BARREL CREEK MIXED-USE design group CIVIL STORMWATER MANAGEMENT PLAN







KEY

- 1. Monument Signage
- 2. Entry Landscape
- 3. Single Family Lots
- 4. Bioretention Basin
- 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-feet wide Public Utility Easement









BARREL CREEK MIXED-USE LANDSCAPE CONCEPTUAL SITE PLAN







KEY

- 1. Amphitheater with Stage
- 2. Existing Tree Protect in Place
- 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
- II. 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









BARREL CREEK MIXED-USE LANDSCAPE CONCEPTUAL SITE PLAN - ENLARGED

































BARREL CREEK MIXED-USE LANDSCAPE SITE INSPIRATION





























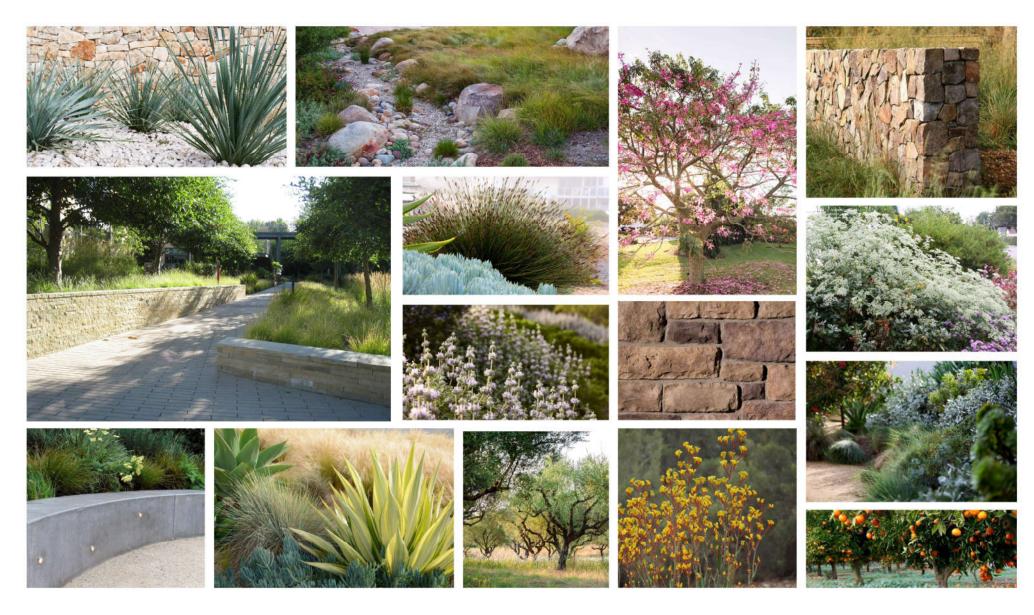




BARREL CREEK MIXED-USE LANDSCAPE SITE INSPIRATION



ITEM NUMBER: B-2 03/28/23 DATE: ATTACHMENT: 5B











CONCEPTUAL PLANT PALETTE

ARBUTUS X 'MARINA' ARCHONTOPHEONIX CUNNINHAMMIANA **BRACHYCHITON DISCOLOR BRAHEA ARMATA CEDRUS DEODORA** CEIBA SPECIOSA CERCIDIUM X 'DESERT MUSEUM' CHAMAEROPS HUMILIS CHILOPSIS LINEARIS CINNAMOMUM CAMPHORA CITRUS X LIMON CITRUS X SINENSIS 'DWARFVALENCIA' COTINUS COGGYRRIA 'ATROPURPUREA' FEIJOA SELLOWIANA FREMONTODENDRON X 'CALIFORNIA GLORY' FLANNEL BUSH JACARANDA MIMOSIFOLIA OLEA EUROPAEA 'SWAN HILL' PHEONIX DACTILIFERA PINUS PINEA PLATANUS RACEMOSA QUERCUS SPP. **RHAPIS HUMILIS** X CHITALPA TASHKENTENSIS

BIOSWALE SHRUBS ACHILLEA MILLEFOLIUM **COMMON YARROW AGROSTIS PALLENS** CHONDROPETALUM TECTORUM 'EL CAMPO' SMALL CAPE RUSH JUNCUS EFFUSUS SOFT RUSH JUNCUS PATENS LEYMUS CONDENSATUS 'CANYON PRINCE' GIANT WILD RYE EYMUS TRITICOIDES 'LAGUNITA'

MUHLENBERGIA RIGENS

SOLIDAGO CALIFORNICA

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'

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 **DWARFVALENCIA ORANGE** PURPLE SMOKE TREE PINEAPPLE GUAVA JACARANDA MULTI-TRUNK SWAN HILL OLIVE DATE PALM **ITALIAN STONE PINE** CALIFORNIA SYCAMORE OAK

SEASHORE BENTGRASS CALIFORNIA GREY RUSH WILD RYE **DEER GRASS** CALIFORNIA GOLDENROD

LADY PAM

CHITALPA

FERNLEAFYARROW WOOLYBUSH **CENTURY PLANT BLUE FLAME AGAVE TORCHALOE 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 CALLISTEGIODES** 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** MATILIJA POPPY ROSEMARY SAGE LAVENDER COTTON FRAGRANT SARCOCOCCA **AUTUMN JOY SEDUM** LILACVERBENA COAST ROSEMARY ADAM'S NEEDLE

EVERGREEN CLEMATIS VIOLET TRUMPET VINE TRUMPET VINE CREEPING FIG CAT CLAWVINE HACIENDA CREEPER PASSION FLOWER VINE CALIFORNIA WILD GRAPE























BARREL CREEK MIXED-USE LANDSCAPE SINGLE FAMILY RESIDENCE TYPICALS













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

CALIFORNIA SYCAMORE CHITALPA

SHRUBS

BANKSIA BLECHNIFOLIA BULBINE FRUTESCENS 'HALLMARK' CARPINTERIA CALIFORNICA CEANOTHUS X 'DARK STAR' CHONDROPETALUM TECTORUM 'EL CAMPO' DIANELLA REVOLUTA 'VARIEGATED' HEUCHERA MAXIMA HYDRANGEA QUERCIFOLIA JUNCUS PATENS

KNIPHOFIA UVARIA LOMANDRA LONGIFOLIA 'BREEZE' MUHLENBERGIA DUBIA POLYSTICHUM CALIFORNICUM POLYSTICHUM MUNITUM

GROUND BAKSIA STALKED BULBINE **BUSH ANEMONE** CALIFORNIA WILD LILAC SMALL CAPE RUSH FLAXILIY ISLAND ALUM ROOT

OUEENSLAND LACEBARK

DEODAR CEDAR

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

SALVIA 'BEE'S BLISS'

SANTOLINA CHAEMAECYPARISSUS

ACHILLEA FILIPENDULINA AGAVE X 'BILLE 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'

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

FERNLEAF YARROW

ROSEMARY BEE'S BLISS SAGE LAVENDER COTTON









BARREL CREEK MIXED-USE design LANDSCAPE MATERIALS







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
SOFT RUSH
CALIFORNIA GREY RUSH
GIANT WILD RYE
WILD RYE
DEER GRASS
CALIFORNIA GOLDENROD



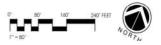














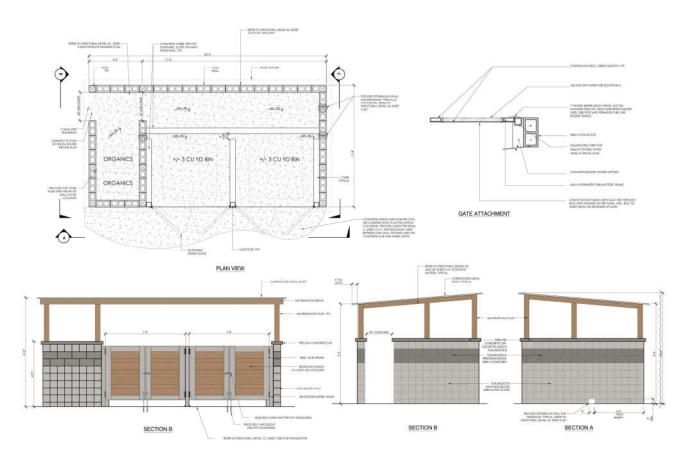




BARREL CREEK MIXED-USE
LANDSCAPE LIGHTING AND STRUCTURES

















WATER TOWER







BARREL CREEK MIXED-USE LANDSCAPE MONUMENT SIGNAGE



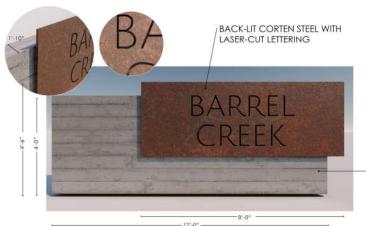




LETTERING FONT EXAMPLES: BARREL CREEK

BARREL CREEK
BARREL CREEK
BARREL CREEK

BOARD FORM CONCRETE SIGNAGE BASE



BARREL CREEK
BARREL CREEK
BARREL CREEK
Barrel Creek
Barrel Creek

BOARD FORM CONCRETE SIGNAGE BASE

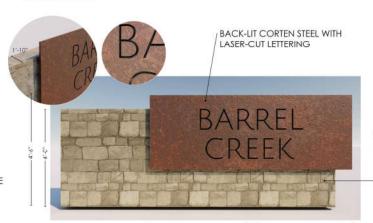
OPTION 1 A



LETTERING FONT EXAMPLES: BARREL CREEK

BARREL CREEK
BARREL CREEK
BARREL CREEK

STONE VENEER SIGNAGE BASE



LETTERING FONT EXAMPLES:

BARREL CREEK
BARREL CREEK
Barrel Creek
Barrel Creek

STONE VENEER SIGNAGE BASE

OPTION 2 B

OPTION 2 A



CORTEN STEEL









RECLAIMED WOOD



OPTION 1 B

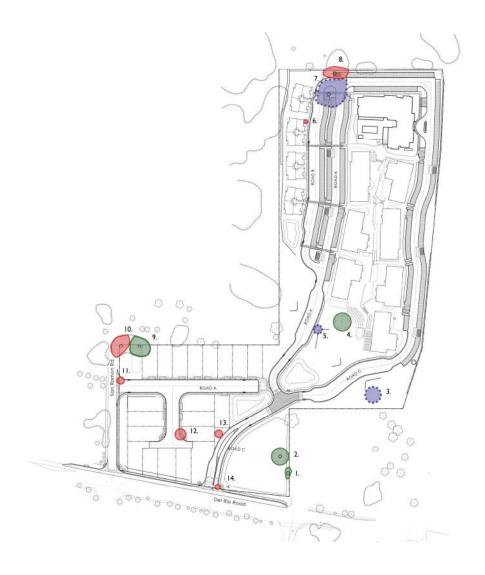




BARREL CREEK MIXED-USE LANDSCAPE TREE PROTECTION PLAN

1515-02-LP19 SEPTEMBER 9, 2022

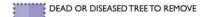




TREE PROTECTION KEY







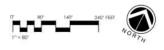
| TREE SPECIES: | SIZE: | ANALYSIS: | NOTES: |
|---|---------------------|--|-------------------------|
| QUERCUS AGRIFOLIA PLATANUS RACEMOSA DEAD - SALIX SPP. | 3" DIA. 24" DIA. | PROTECT IN PLACE PROTECT IN PLACE REMOVE | RESPROUT FROM DEAD TREE |
| 4. QUERCUS LOBATA | 42" DIA. | PROTECT IN PLACE | |
| 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 | |
| | | | |

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 or 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

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









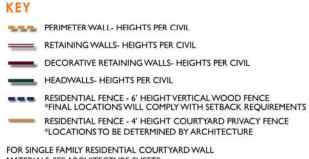
BARREL CREEK MIXED-USE design TREE PROTECTION PLAN





ITEM NUMBER: **B-2** 03/28/23 DATE: ATTACHMENT: 5B

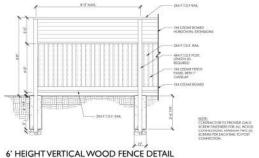




MATERIALS, SEE ARCHITECTURE SHEETS

SAMPLE WALL FINISHES:







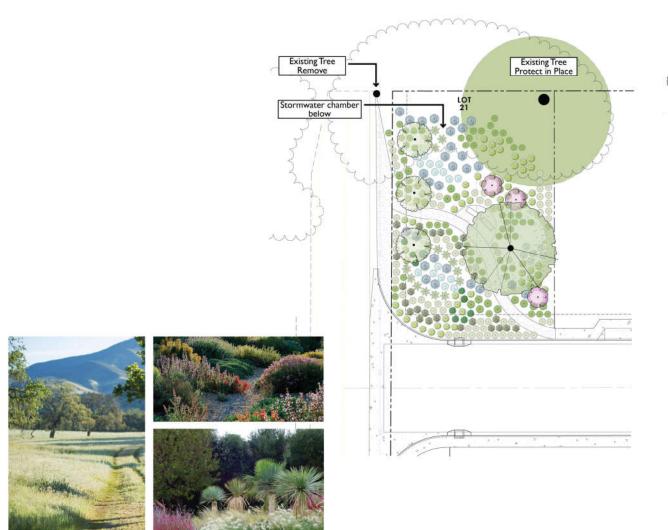




BARREL CREEK MIXED-USE design WALL AND FENCING TYPICAL







| ES | BOTANICAL NAME | COMMON NAME | CONT |
|-------|---|-----------------------------|--------|
| .} | CERCIS OCCIDENTALIS | WESTERN REDBUO | 15 GAL |
| 1 | LAGERSTROEMIA INDICA X FAUREI 'NATCHEZ' | NATCHEZ CRAPE MYRTLE | 15 GAL |
| A | QUERCUS LOBATA | VALLEY CLAR | 36'80) |
| IRUBS | SOTANICAL NAME | COMMON NAME | CONT |
| 家 | AGAVE AMERICANA "VAREGATA" | VARIEGATED CENTURY PLANT | 15 GAL |
| 9 | ANIGOZANTHOS X "HARMONY" | HARMONY YELLOW KANGAROO PAW | 5 GAL |
| 0 | SOUTELOUA GRACILIS 'BLONDE AMBITION' | BLONDE AMBITION BLUE GRAMA | 1 GAL |
| • | DIETES SPP. | PORTNIGHT LILY | 1 GAL |
| 9 | KNIPHORA X 'MANGO POPSICLE' | MANGO POPSICLE HOT POKER | 5 GAL |
| 9 | LOMANDRA LONGIFOLIA "BREEZE" TM | BREEZE MAT RUSH | 1 GAL |
| 0 | MUHLENBERGIA DUBIA | PINE MUHLY | I GAL |
| 0 | SALVIA APTANA | WHITE SAGE | 5 GAL |
| (6) | SALVIA CLEVELANDI | CLEVELAND SAGE | 5 GAL |









BARREL CREEK MIXED-USE
GARDEN WALL LANDSCAPE TYPICAL











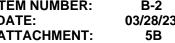
Inspiration Imagery

































BARREL CREEK MIXED-USE
INNER COURTYARD LANDSCAPE TYPICAL





| B2 | | |
|----|--|--|
| A3 | | |

| PLANT SC | CHEDULE 5 | | |
|---------------|-----------------------------------|----------------------------|--------|
| TREES | BOTANICAL NAME | COMMON NAME | CONT |
| (:) | CERCIS OCCIDENTALIS | WESTERN REDBUD | 15 GAL |
| 0 | QUERCUS AGRIFOLIA | COAST LIVE OAK MULTI-TRUNK | 24°BOX |
| (H) | K CHITALPA TASHKENTENSIS | CHITALPA | 24°BOX |
| SHRUBS | BOTANICAL NAME | COMMON NAME | CONT |
| 9 | MUHLENBERGIA DUBIA | PINE MUHLY | 1 GAL |
| 0 | RHAMNUS CALIFORNICA | CAUFORNIA COFFEEBERRY | 5 GAL |
| (6) | ROSMARINUS OFFICINAUS TUSCAN BLUE | TUSCAN BLUE ROSEMARY | 5 GAL |
| 9 | SALVIA APIANA | WHITE SAGE | 5 GAL |
| 9 | SALVIA GREGGII LIPSTICK | UPSTICK AUTUMN SAGE | 1 GAL |
| 9 | VERBENA LILACINA "DE LA MINA" | ULAC VERSENA | I GAL |
| GROUND COVERS | BOTANICAL NAME | COMMON NAME | CONT |
| * | CAREX PANSA | SANDDUNE SEDGE | PLUGS |











BARREL CREEK MIXED-USE design group PARKING EDGE LANDSCAPE TYPICAL









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











BARREL CREEK MIXED-USE
CHAMBER AND BASIN LANDSCAPE TYPICAL









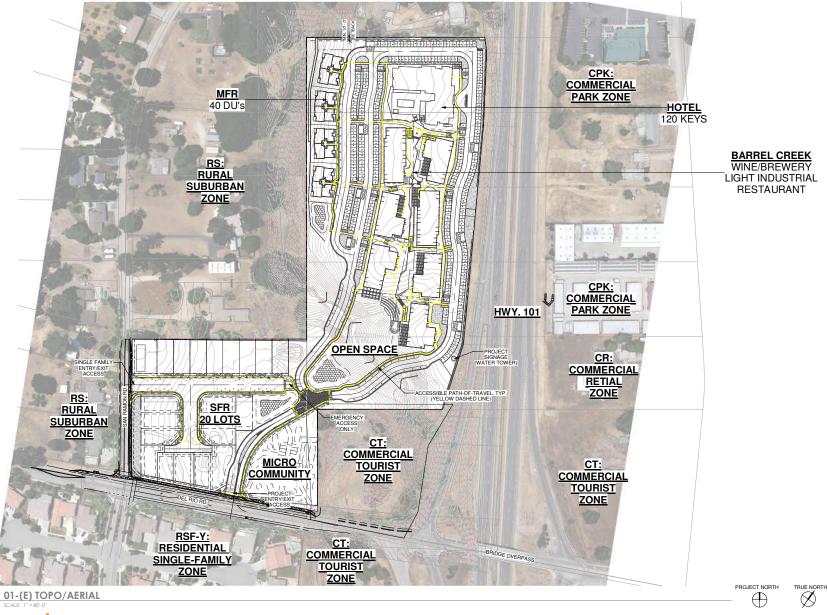
BARREL CREEK MIXED USE

ATASCADERO, CA

NEIGHBORHOOD PARKS AND OPEN SPACE

1515-02-LP19 DECEMBER 22, 2022

ITEM NUMBER: B-2 03/28/23 DATE: ATTACHMENT: 5B















03/28/23 DATE: ATTACHMENT: 5B APARTMENT BLDG. C4 HOTEL 120 KEYS a a and -PORTE-COCHERE POOL **MULTI-FAMILY** BLDGS. C1-C4 40 DU's **MULTIFAMILY** CARPORTS TRASH ENCLOSURE HWY. 101 TRASH ENCLOSU **BARREL CREEK** TRASH ENCLOSURE **TOTAL AREA 53,500 SF** BLDGS. A1-A5 & B1-B2 LIGHT INDUSTRIAL - 38,500 SF RESTAURANT - 10,000 SF **TOTAL PARKING** 315/STANDARD (INCLUDES 39 COVERED) 42 PARALLEL Y2 ADA (INCLUDES 1 COVERED) PROJECT NORTH TRUE NORTH **BARREL CREEK MIXED-USE**







ARCHITECTURAL SITE PLAN - MFR & COMMERCIAL



ITEM NUMBER:

B-2













BARREL CREEK MIXED-USE ARCHITECTURAL SITE PLAN - SINGLE FAMILY LOTS























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









FARM STYLE AND AGRARIAN STYLE THEMED







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







SFR DESIGN GUIDELINES











TYPES









EXTERIOR WALL FINISH TYPES



STONE & BRICK **VENNER TYPES**

PAINT COLOR

TONE TYPES

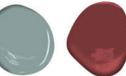




















SAMPLE FARMHOUSE STYLE: 1-STORY BUILDING MASSING & FINISHES



SAMPLE FARMHOUSE STYLE: 2-STORY BUILDING MASSING & FINISHES

A MINIMUM OF TWENTY-FIVE PERCENT (25%) OF THE LOT AREA. THE

MIN. 15-FEET

MIN. 20-FEET

MIN. 10-FEET

SEE SITE EXHIBIT: MAX 6-FEET MIN. 10-FEET

SEE SITE EXHIBIT; MAX

MIN. PER ADU CODE

2 GARAGE SPACES

PER ADU CODE









ROOF FINISH

















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.

DRIVEWAYS FOR SINGLE-FAMILY RESIDENCES SHALL BE IMPROVED PER MUNICIPAL CODE SECTION 9-4,123 III ORDER TO MAKE ADEQUATE PROVISION FOR ACCESS INCLUDING THAT NECESSARY FOR EMERGENCY

DESIGN STANDARDS

BUILDING COVERAGE (RESIDENCE PLUS GARAGE FOOTPRINT AND COVERED PATIOS) SHALL NOT EXCEED FORTY-FIVE PERCENT (45%) OF THE INDIVIDUAL LOT AREA. LANDSCAPING SHALL CONSTITUTE

MEASUREMENT OF LANDSCAPED AREAS SHALL BE EXCLUSIVE OF

DRIVEWAYS, PATIOS, PORCHES, DECKS, ACCESSORY STRUCTURES

BUILDING LOT COVERAGE

AND ACCESORY DWELLING UNITS.

FRONT - COVERED PORCH PROJECTION

FRONT - FRONT FACING GARAGE (<50' WIDE LOTS)

SETBACKS STANDARDS

FRONT - 1-STORY LIVING AREA

FRONT - 2-STORY LIVING AREA

SECONDARY STREET CORNER

ACCESSORY DWELLING UNIT* *ALLOWED IN THE FRONT AND REAR YARDS WITHIN

SIDE CHIMNEY, BAYWINDOW, OTHER

RESIDENTIAL SINGLE FAMILY ZONE

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

DRIVEWAY STANDARDS

REQUIRED SETBACKS AND HEIGHT LIMITS AS SPECIFIED BY LOCAL AND STATE REGULATIONS. MAXIMUM BUILDING HEIGHT

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, 1983) MINIMUM PARKING REQUIRED SINGLE FAMILY RESIDENCE *
*ONE (1) GUEST PARKING SPACE SHALL BE
PROVIDED ON EACH INDIVIDUAL LOT. THE

SIDE INTERIOR LOT

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







BARREL CREEK MIXED-USE ARCHITECTURAL SFR LOTS - DESIGN GUIDELINES







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 GENENAL 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:

- · 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
- 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
- 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 FLEMENTS 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 LITHIUTING A DIVERSITY OF ARCHITECTURAL FLEMENTS 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 MUNICIPLE CODE FOR THE CTY 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 OF 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

SUBTLE, WARM, EARTH TONES WITH COMPLIMENTARY ACCENTS ARE RECOMMENDED TO CREATE VISUAL COMPATIBILITY BETWEEN THE SOURCHIOSSIS AND THE NATURAL SURPOUNDINGS

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 EASOIA 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 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





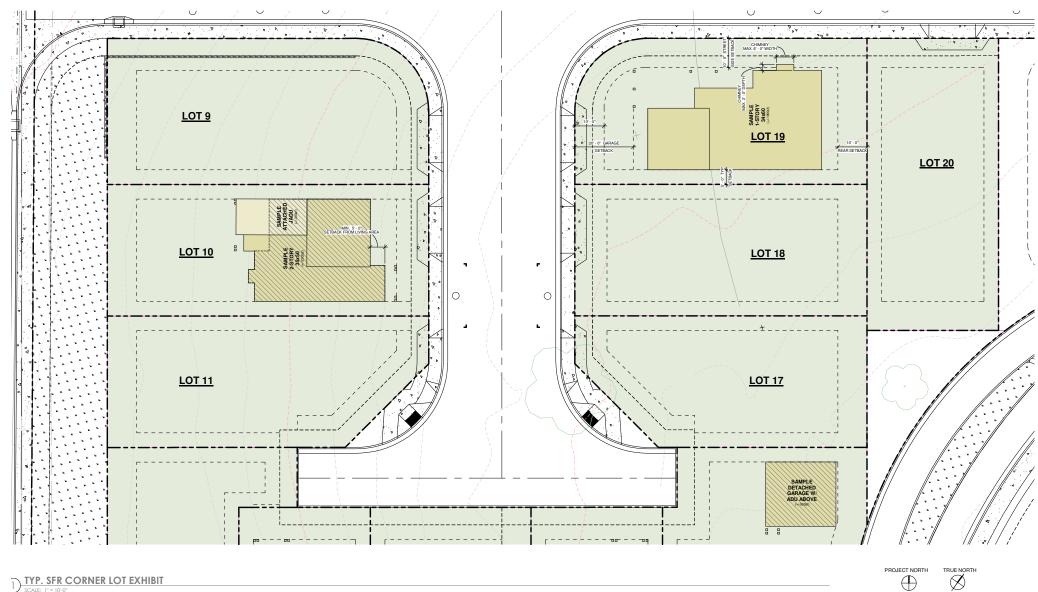
















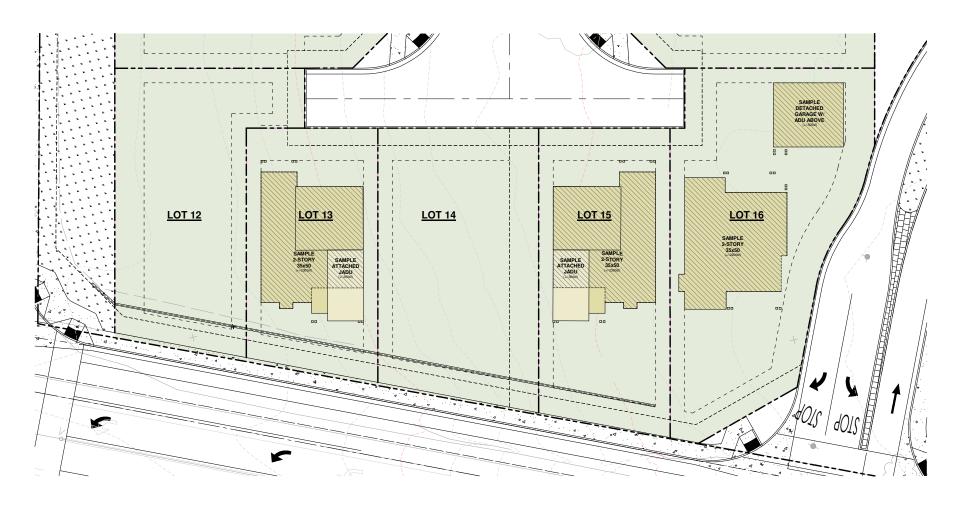


BARREL CREEK MIXED-USE
ARCHITECTURAL SFR LOTS - SETBACK EXHIBITS























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









BARREL CREEK MIXED-USE

ARCHITECTURAL MULTI-FAMILY NEIGHBORHOOD









FARMHOUSE STYLE THEMED







BARREL CREEK MIXED-USE
APARTMENTS INSPIRATION IMAGE BOARD















BARREL CREEK MIXED-USE
APARTMENTS - CHARACTER RENDER



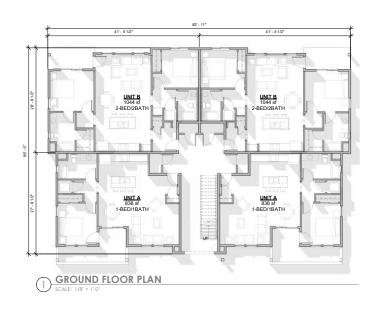


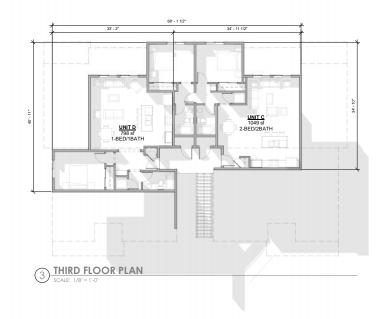


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GROUND FLOOR PLAN





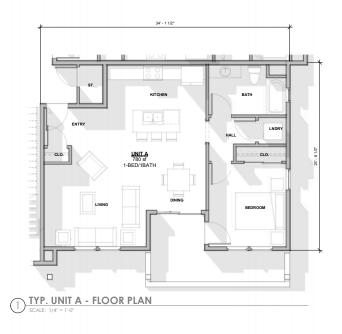


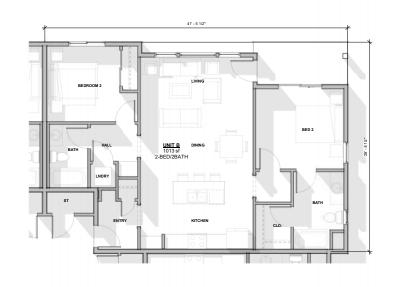
BARREL CREEK MIXED-USE APARTMENTS - OVERALL BUILDING FLOOR PLANS











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









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







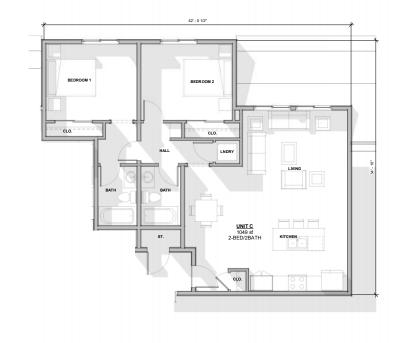
ATTIC

DRENG

ST.

TYP. UNIT D - FLOOR PLAN

SCALE: 1/4" = 1'-0"



TYP. UNIT C - FLOOR PLAN









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







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FRONT ELEVATION





REAR ELEVATION

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







BARREL CREEK MIXED-USE APARTMENTS - BUILDING ELEVATIONS







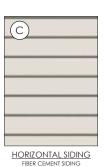


EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 3

EXTERIOR MATERIALS & TEXTURES TYPES



VERTICAL SIDING
FIBER CEMENT SIDING











MESH GALVANIZED FINISH



SITE STONE STONE VENNER FINISH



PROJECT LIGHTING FARM STYLE OR AGRARIAN STYLE LIGHTING FIXTURES (BLACK)





BARREL CREEK MIXED-USE APARTMENTS - BUILDING MATERIALS & TEXTURES





SCHEME 1



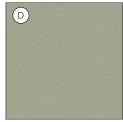
ROOF EAGLE ROOFING 4880 SHASTA BLEND



VERTICAL SIDING
SHERWIN WILLIAMS
SW 6177 SOFTENED SAGE



HORIZONTAL SIDING
SHERWIN WILLIAMS
SW 6177 SOFTENED SAGE



STUCCO SHERWIN WILLIAMS SW 6177 SOFTENED SAGE

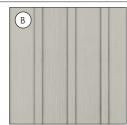


SHERWIN WILLIAMS
SW 6179 ARTICHOKE

SCHEME 2



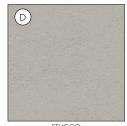
ROOF EAGLE ROOFING BEL AIR 4602 CONCORD BLEND



VERTICAL SIDING SHERWIN WILLIAMS SW 7016 MINDFUL GRAY



HORIZONTAL SIDING
SHERWIN WILLIAMS
SW 7016 MINDFUL GRAY



STUCCO SHERWIN WILLIAMS SW 7016 MINDFUL GRAY

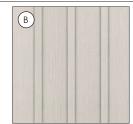


FACIA, WINDOW & DOOR TRIM SHERWIN WILLIAMS SW 7048 URANE BRONZE

SCHEME 3



ROOF EAGLE ROOFING BEL AIR 4602 LIGHT GRAY



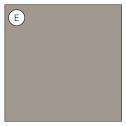
VERTICAL SIDING SHERWIN WILLIAMS SW 9584 MORTAR



HORIZONTAL SIDING SHERWIN WILLIAMS SW 9584 MORTAR



STUCCO SHERWIN WILLIAMS SW 9584 MORTAR

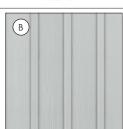


FACIA, WINDOW & DOOR TRIM SHERWIN WILLIAMS SW 7642 PAVESTONE

SCHEME 4



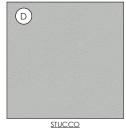
EAGLE ROOFING



VERTICAL SIDING
SHERWIN WILLIAMS



HORIZONTAL SIDING
SHERWIN WILLIAMS
SW 6253 OLYMPUS WHITE



STUCCO SHERWIN WILLIAMS SW 6253 OLYMPUS WHITE



FACIA, WINDOW & DOOR TRIM
SHERWIN WILLIAMS







BARREL CREEK MIXED-USE APARTMENTS - BUILDING COLOR SCHEMES

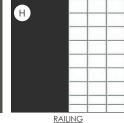
COMMON FINISHES



WINDOWS & DOORS

DARK BRONZE

(ALTERNATIVE COLOR: BLACK)



SHERWIN WILLIAMS GALVANIZED WIRE SW 6258 PANEL TRICORN BLACK



SITE STONE VENEER EL DORADO STONE COUNTRY RUBBLE BELLA



SITE LIGHTING
SUNFLOWER
(ALTERNATE FINISH: BLACK)







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







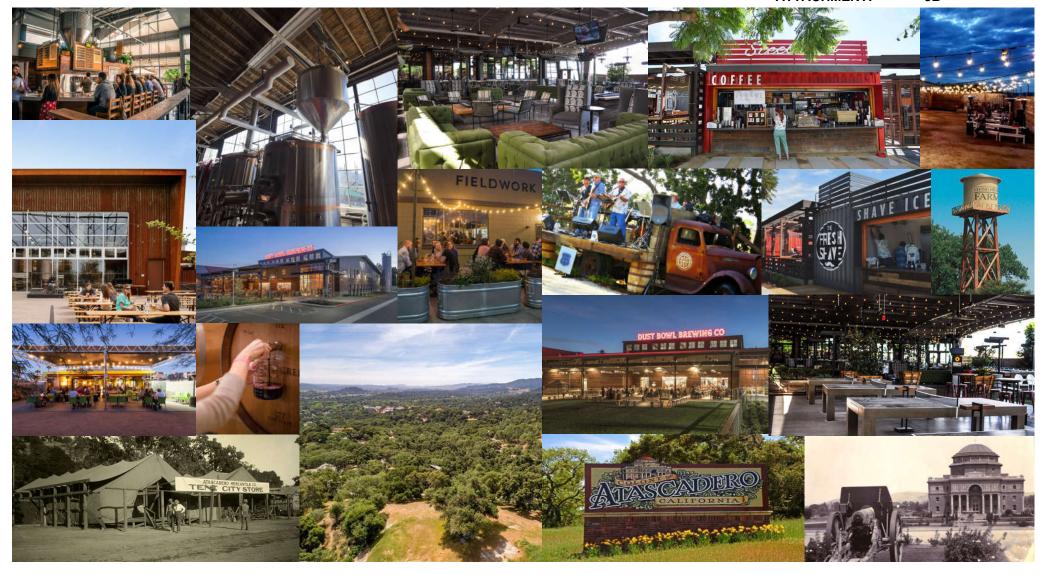


BARREL CREEK MIXED-USE
COMMERCIAL NEIGHBORHOOD COVER SHEET









CONTEMPORARY FARMHOUSE & AGRARIAN STYLE THEMED







BARREL CREEK MIXED-USE COMMERCIAL - INSPIRATION IMAGE BOARD















BARREL CREEK MIXED-USE COMMERCIAL - CHARACTER RENDER

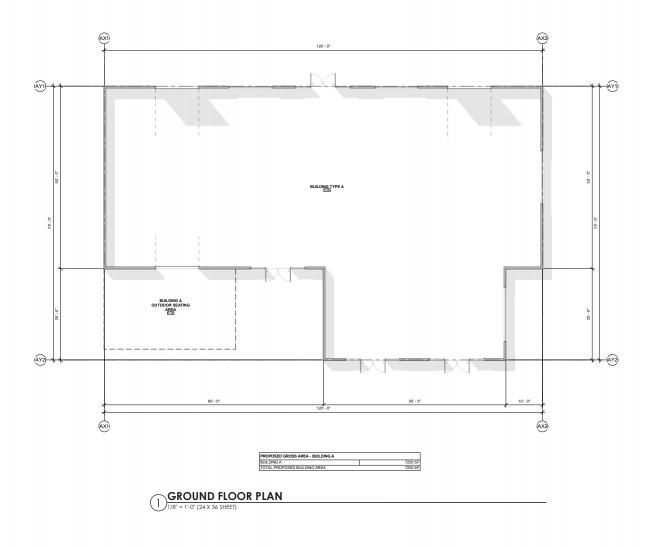






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03/28/23









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









FRONT ELEVATION

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



2 LEFT ELEVATION

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





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



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EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 1

EXTERIOR MATERIALS & TEXTURES TYPES

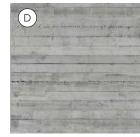


METAL ROOF MCELROY R-PANEL OR EQUAL

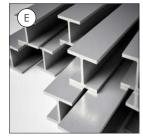




ALUMINUM STOREFRONT CRL-US ALUMINUM OR EQUAL



BOARD-FORMED CONCRETE



STEEL I-BEAM
PAINTED OR NATURAL WEATHERED FINISH



ALUMINUM GLASS DOOR UV PROTECTED GLAZING



SITE LIGHTING
FARM STYLE OR AGRARIAN STYLE FINISH







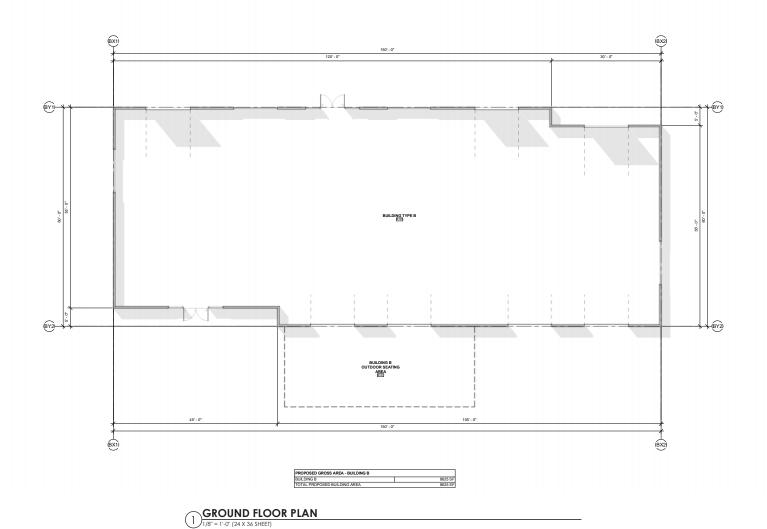
BARREL CREEK MIXED-USE COMMERCIAL - TYP. BUILDING "A" MATERIALS & TEXTURES





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ATTACHMENT: 5B









BARREL CREEK MIXED-USE design group COMMERCIAL - TYP. BUILDING "B" FLOOR PLAN







ITEM NUMBER: B-2 03/28/23 DATE: ATTACHMENT: 5B





2 LEFT ELEVATION

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













BARREL CREEK MIXED-USE COMMERCIAL - TYP. BUILDING "B" ELEVATIONS







EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 3

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 FINISI



HEAVY TIMBER ROUGH SAWN, DISTRESSED, OR NATURAL FINISH



ALUMINUM GLASS DOOR
UV PROTECTED GLAZING



SECTIONAL GARAGE DOOR



SITE LIGHTING FARM STYLE OR AGRARIAN STYLE FINISH







BARREL CREEK MIXED-USE COMMERCIAL - TYP. BUILDING "B" MATERIALS & TEXTURES







LEGACY LEGACY

COMMON FINISHES



ACCENT FINISHES









ITEM NUMBER: B-2 03/28/23 DATE: ATTACHMENT: 5B

HOTEL ZONE

120 KEYS

4-STORY BUILDING

OPEN STALL PARKING GROUND FLOOR OUTDOOR POOL & SPA ROOF TOP OUTDOOR LOUNGE

CONTEMPORARY AGRARIAN STYLE THEMED









BARREL CREEK MIXED-USE HOTEL NEIGHBORHOOD COVER SHEET





CONTEMPORARY AGRARIAN STYLE THEMED







BARREL CREEK MIXED-USE HOTEL - INSPIRATION IMAGE BOARD











BARREL CREEK MIXED-USE
HOTEL - CHARACTER RENDER - MAIN ENTRANCE















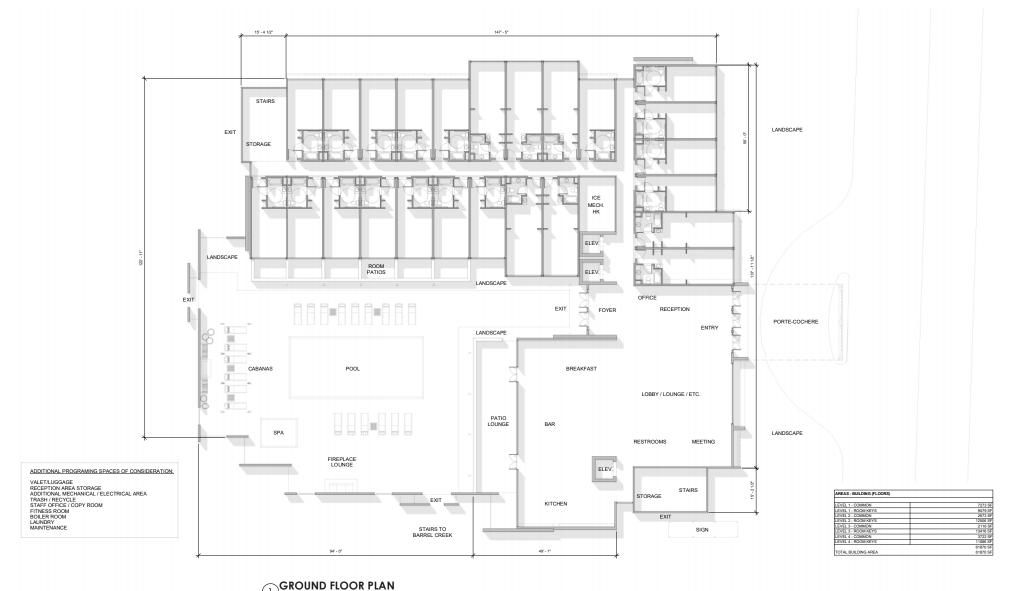
BARREL CREEK MIXED-USE HOTEL - CHARACTER RENDER - POOL SIDE







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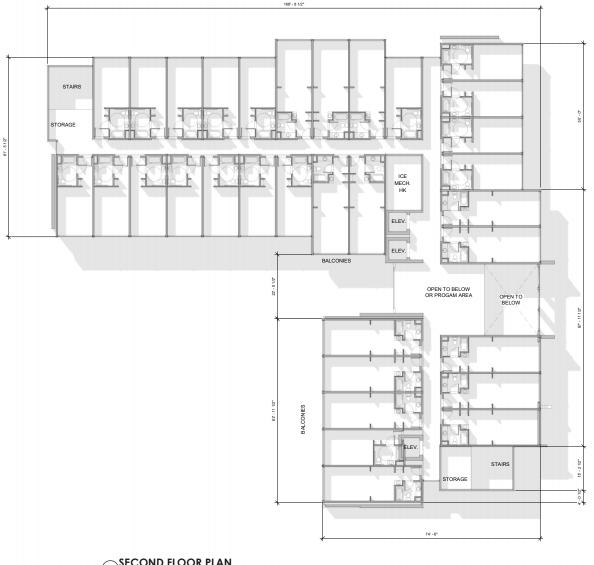


BARREL CREEK MIXED-USE HOTEL - GROUND FLOOR PLAN









| AREAS - BUILDING (FLOORS) | |
|---------------------------|----------|
| | |
| LEVEL 1 - COMMON | 7273 5 |
| LEVEL 1 - ROOM KEYS | 9079 |
| LEVEL 2 - COMMON | 2673 |
| LEVEL 2 - ROOM KEYS | 12506 |
| LEVEL 3 - COMMON | 2116 |
| LEVEL 3 - ROOM KEYS | 13416 |
| LEVEL 4 - COMMON | 3722 |
| LEVEL 4 - ROOM KEYS | 11086 |
| | 61870 \$ |
| TOTAL BUILDING AREA | 61870 5 |







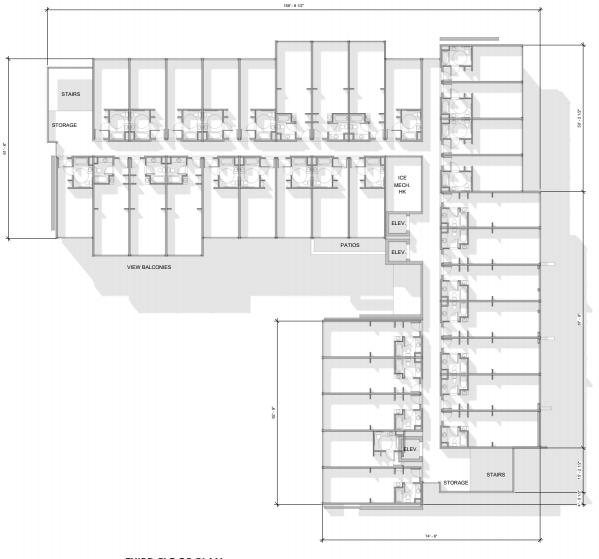


BARREL CREEK MIXED-USE HOTEL - SECOND FLOOR PLAN









| LEVEL 1 - COMMON | 72 |
|---------------------|-----|
| LEVEL 1 - ROOM KEYS | 90 |
| LEVEL 2 - COMMON | 26 |
| LEVEL 2 - ROOM KEYS | 125 |
| LEVEL 3 - COMMON | 21 |
| LEVEL 3 - ROOM KEYS | 134 |
| LEVEL 4 - COMMON | 37 |
| LEVEL 4 - ROOM KEYS | 110 |
| · | 618 |
| TOTAL BUILDING AREA | 618 |

THIRD FLOOR PLAN

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





BARREL CREEK MIXED-USE HOTEL - THIRD FLOOR PLAN









| LEVEL 1 - COMMON | 7273 |
|---------------------|-------|
| LEVEL 1 - ROOM KEYS | 9079 |
| LEVEL 2 - COMMON | 2673 |
| LEVEL 2 - ROOM KEYS | 12506 |
| LEVEL 3 - COMMON | 2116 |
| LEVEL 3 - ROOM KEYS | 13416 |
| LEVEL 4 - COMMON | 3722 |
| LEVEL 4 - ROOM KEYS | 11096 |
| | 61870 |
| TOTAL BUILDING AREA | 61870 |









BARREL CREEK MIXED-USE HOTEL - FOURTH FLOOR PLAN







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BARREL CREEK MIXED-USE HOTEL - ELEVATIONS



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REAR ELEVATION (WEST) - FACING OAK MNT. RANGE



4 LEFT ELEVATION (SOUTH) - FACING BARREL CREEK







BARREL CREEK MIXED-USE HOTEL - ELEVATIONS







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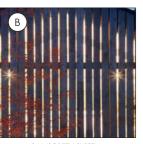


EXTERIOR MATERIALS EXHIBIT

EXTERIOR COLORS, MATERIALS & TEXTURES TYPES



METAL PANELS
CORTEN STEEL WEATHERED FINISH



RAINSCREEN SYSTEM VERTICAL METAL PLANKS BOARDS SIMULATED WEATHERED WOOD TEXTURED FINSH



<u>STUCCO</u> LAHABRA OR EQUAL X40 DOVE GREY, SMOOTH FINISH



STUCCO LAHABRA OR EQUAL MATCH TO DARK GREY/BLACK FINISH



ARCHITECTURAL PRECAST CDI OR EQUAL GOLDEN TONE - LIMESTONE FINISH



STANDING SEAM ROOF MCELROY OR EQUAL LIGHT GRAY



ALUMINUM STOREFRONT CRL-US ALUMINUM OIL RUBBED BRONZE



SITE WALLS
HORIZONTAL BOARD-FORM CONCRETE







BARREL CREEK MIXED-USE HOTEL - COLORS AND MATERIALS





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MICRO COMMUNITY

APPROXIMATELY 16 UNITS

SHORT TERM RENTALS

1-STORY BUILDING

OPEN STALL PARKING

CONTEMPORARY AGRARIAN STYLE THEMED









BARREL CREEK MIXED-USE MICRO COMMUNITY COVER SHEET





MODERN TINY HOMES







BARREL CREEK MIXED-USE
MICRO COMMUNITY - INSPIRATION IMAGE BOARD







Atascadero City Council

Staff Report - Public Works Department

Proposed Sewer Service Rate Increase

RECOMMENDATIONS:

Council:

- Direct staff to administer the Proposition 218 majority protest process and send out notice of the proposed increases to all property owners connected to the municipal sanitary sewer system.
- 2. Set a Public Hearing on May 23, 2023 for the City Council's consideration of the proposed wastewater rate increases.

REPORT IN BRIEF:

The City is proposing to increase wastewater rates in order to accommodate the costs of providing wastewater services due to a number of key factors including but not limited to rising treatment and energy costs; impacts of regulation and legislation; and past and continued critical upgrades and/or replacement of wastewater facilities and infrastructure. A Wastewater Rate Study was completed in 2019 that proposed increases to sewer service charges and sewer connection fees (capacity charges). These significant rate increases were proposed to be phased in over a five-year period. The rate increases proposed for 2023-2024 would be the fifth of the five proposed phased in rate increases. Staff anticipates an updated Wastewater Rate Study to be completed in the fall of 2023. Increasing wastewater rates must comply with Proposition 218, which requires certain procedures to be followed with regard to "property-related" fee increases imposed by governmental agencies. This report provides the analysis for the rate increases and identifies the procedures to implement the new rates.

DISCUSSION:

Background

The City of Atascadero provides wastewater collection and treatment service for most non-residential properties and a portion of the City's residential population serving a combined area consisting of approximately 2,000 acres of the roughly 15,000 acres within the City boundary. Customers of the wastewater collection and treatment system are comprised of roughly 5,000 parcels that include residential, commercial, and light

industrial customers. The remainder of the City's population is served by on-site wastewater treatment systems (septic systems).

The City of Atascadero assumed ownership and operation of the wastewater collection and treatment system from the Atascadero County Sanitation District in 1982 shortly after incorporation (1979). While there have been upgrades, modifications, and additions to wastewater treatment facilities, the overall process has not changed significantly since 1982 and is considered a stabilization pond treatment system.

The wastewater collection system (also referred to as the sanitary sewer system) is currently comprised of approximately 63 miles of 4" to 21" diameter gravity sewer pipe, 1,460 manholes, 12 lift stations, 7 miles of 4" to 16" diameter forcemain, and 5,000 sewer service connections. This system has expanded since 1982 but still has original pipes in service from the 1930's.

Utilities that have customer water consumption data customarily use consumption during winter months as a basis for the year-round sewer service charges at a volumetric rate. Customers connected to the City's sanitary sewer system are billed a fixed charge for the City's service to collect and treat the wastewater, which is called a sewer service charge or wastewater service charge. This fixed rate methodology is used since the City is not the water supplier and does not have access to individual customer water consumption data without the customer's consent. The fixed charge used by the City is based upon Equivalent Dwelling Units (EDUs), where one EDU is the basis for a single family residence (SFR) service charge, based upon an estimated average daily flow of 240 gallons of wastewater and wastewater strength provided by the residence. Other connection users are assigned a multiple or fraction of an EDU based upon expected average daily flow and strength of wastewater compared to that of SFR. For example, an apartment or condo is 0.75 EDUs and charged 0.75 times that of a SFR service charge, and a restaurant with less than 40 seats is four EDUs and charged 4 times that of a SFR service charge. The City currently has about 8,500 EDUs in the system.

Sewer service charges are collected by placing a levy each year on the property taxes of individual customers through San Luis Obispo County. The City provides data to the County including the Assessor's Parcel Number (APN) and the associated sewer service charge being levied on the property. The charge is included as a line item on the customer's property tax statements. Revenue from sewer service charges are paid to the City twice each year.

Rates were unchanged from 1994 through 2018, and in 2019, the Council approved a five-year phased-in approach to increasing Wastewater fees based upon a Wastewater Rate Study. As such, increases were approved the last four years and the fifth of the five-year phased in increases is proposed for 2023-2024.

Wastewater Rate Analysis

The City is dedicated to keeping rates low by maintaining lean staffing levels, absorbing increasing operational and maintenance costs, and using reserves when necessary. However, much like other utilities and services delivered to homes and businesses, the costs involved to collect and treat wastewater have risen and continue to rise.

As part of the Wastewater Master Plan process, an independent engineering consultant, MKN, assessed and analyzed the capital needs of the wastewater collection and

treatment systems in 2019. A Capital Improvement Program (CIP) was developed that identified numerous capital facility replacements and upgrades to provide a safe and reliable wastewater system. In addition to other projects, the most significant capital projects identified consist of the Water Reclamation Facility (WRF) Retrofit and Secondary Treatment Improvement Project estimated to exceed \$65 million and Lift Station No. 13 and Force Main Project estimated at \$10.5 million. Both projects are in preliminary or final design and are expected to be completed within the next five years. The updated CIP cost estimates in the Wastewater Master Plan may approach \$75-\$100 million over the next ten years. These increased costs are due to more stringent treatment requirements imposed by the Central Coast Regional Quality Control Board's new general permit, significant inflationary pressures, and rising construction cost indices.

Tuckfield & Associates, an independent financial consultant, completed a comprehensive wastewater rate study for the City's wastewater enterprise in May 2019 (see attached). This study analyzed the City's wastewater services, wastewater enterprise revenue and revenue requirements, and current rate structure. The study also analyzed and determined the cost of providing wastewater services and their corresponding impacts to customer's bills. This analysis identified a number of key factors that result in the proposed rates. These key factors include, but are not limited to:

- Rising treatment and energy costs
- Impacts of regulation and legislation
- Past and continued critical upgrades and/or replacement of wastewater facilities and infrastructure

The wastewater rate study recommends increasing the current monthly sewer service charge of \$40.46 per 1 EDU by 19%, or \$7.69, for a total monthly rate of \$48.15. A new wastewater rate study will be completed in late 2023 or early 2024 and is anticipated to develop proposed rates for the next five years after FY2023/24. The following table shows the current and proposed FY2023/24 sewer service charges for the various connection user categories.

ITEM NUMBER: DATE:

C-1 03/28/23

| CURRENT AND PROPOSED MONTHLY SEWER SERVICE CHARGES | | | | | | | |
|--|------------------|---------------|--------------|---------|----|---------------------|--|
| | EDU ³ | Unit of | Monthly Rate | | | | |
| Classification Description | Multiple | Measure | C | Current | Pr | oposed ¹ | |
| Residential Fixed Charges | | | | | | | |
| Single Family | 1.00 | Dwelling Unit | \$ | 40.46 | \$ | 48.15 | |
| Apartment, Condo | 0.75 | Dwelling Unit | \$ | 30.35 | \$ | 36.11 | |
| Mobile Home | 0.60 | Spaces | \$ | 24.28 | \$ | 28.89 | |
| Senior Apartment Unit | 0.35 | Dwelling Unit | \$ | 14.16 | \$ | 16.85 | |
| Non-Residential Fixed Charges | | | | | | | |
| Financial Institutions | 2.00 | Unit | \$ | 80.92 | \$ | 96.30 | |
| Bars | 1.50 | Unit | \$ | 60.69 | \$ | 72.23 | |
| Carwash | 7.50 | Unit | \$ | 303.45 | \$ | 361.13 | |
| Churches/Meeting Halls | | | | | | | |
| < 150 seats | 1.33 | Seats | \$ | 53.81 | \$ | 64.04 | |
| 150 to 250 seats | 2.66 | Seats | \$ | 107.62 | \$ | 128.08 | |
| > 250 seats | 3.00 | Seats | \$ | 121.38 | \$ | 144.45 | |
| Commercial Unit | 1.00 | Unit | \$ | 40.46 | \$ | 48.15 | |
| Funeral Home | 9.00 | Unit | \$ | 364.14 | \$ | 433.35 | |
| Gas Station | 2.00 | Unit | \$ | 80.92 | \$ | 96.30 | |
| Grocery Store > 10,000 sq. ft. | 8.00 | 1,000 sq. ft. | \$ | 323.68 | \$ | 385.20 | |
| Gymnasium | 10.00 | Unit | \$ | 404.60 | \$ | 481.50 | |
| Laundry | 9.00 | Unit | \$ | 364.14 | \$ | 433.35 | |
| Motel (per room) | 0.33 | Room | \$ | 13.35 | \$ | 15.89 | |
| Office Unit | 1.00 | Unit | \$ | 40.46 | \$ | 48.15 | |
| Rest Home (per bed) | 0.35 | Bed | \$ | 14.16 | \$ | 16.85 | |
| Restaurants | | | | | | | |
| < 40 seats | 4.00 | Seats | \$ | 161.84 | \$ | 192.60 | |
| 40 to 60 seats | 6.00 | Seats | \$ | 242.76 | \$ | 288.90 | |
| 61 to 100 seats | 8.00 | Seats | \$ | 323.68 | \$ | 385.20 | |
| > 100 seats | 10.00 | Seats | \$ | 404.60 | \$ | 481.50 | |
| Schools (per student enrolled on Marc. 1) | 0.05 | Student | \$ | 2.02 | \$ | 2.41 | |
| Theater | 4.00 | Unit | \$ | 161.84 | \$ | 192.60 | |
| Veterinarians | 3.00 | Unit | \$ | 121.38 | \$ | 144.45 | |
| Unlisted Uses ² | 1.00 | Unit | \$ | 40.46 | \$ | 48.15 | |

¹ Proposed Rates effective July 1, 2023

² Unlisted uses are determined by use of fixture units from the California Plumbing Code or as by means deemed appropriate by the City Engineer.

deemed appropriate by the City Engineer.

³ EDU = Equivalent Dwelling Unit is the average daily flow and strength of wastewater discharge from single family residence (240 gallons per day with BOD₅=250 ml/L and SS=250 ml/L).

Tuckfield & Associates conducted a wastewater rate survey for neighboring communities to the City of Atascadero. The following chart compares the City's monthly sewer service charge for an SFR to those neighboring communities at the same use for rates in effect February 2023. As the chart depicts, the current and proposed monthly sewer service bills for Atascadero customers is among the lowest in San Luis Obispo County.

Comparison of Single-family Residential Monthly Wastewater Bills



Proposition 218 Process

Sanitary sewer rate increases must follow the Proposition 218 majority protest process that requires certain procedures be followed with regard to "property-related" fee increases imposed by governmental agencies. Those rate increases are subject to a "majority protest" process that provides if a majority of the parcels subject to the City fee protest the proposed rate increase, the City cannot impose the increase.

Proposition 218 requires that the City provide all properties receiving the sewer service for which the fee is charged with a minimum of 45 days written notice prior to the City Council holding a Public Hearing on a proposed rate increase. The property owners (and record owners) have the ability to "protest" the proposed rate increase until the close of the Public Hearing. If a majority of the parcels file written protests with the City prior to the close of the Public Hearing, the Proposition states that the City cannot implement the proposed increase. If a majority of the parcels do not protest the proposed increase, the City Council has the authority to implement the proposed rate increase.

The majority protest process is part of the California Constitution (Article XIIID) and it is mandatory that the City adhere to this voter-enacted process. As reference, the specific relevant text from Proposition 218 is included below:

ARTICLE 13D (ASSESSMENT AND PROPERTY-RELATED FEE REFORM)

SEC. 6. Property Related Fees and Charges. (a) Procedures for New or Increased Fees and Charges. An agency shall follow the procedures pursuant to this section in imposing or increasing any fee or charge as defined pursuant to this article, including, but not limited to, the following:

- (1) The parcels upon which a fee or charge is proposed for imposition shall be identified. The amount of the fee or charge proposed to be imposed upon each parcel shall be calculated. The agency shall provide written notice by mail of the proposed fee or charge to the record owner of each identified parcel upon which the fee or charge is proposed for imposition, the amount of the fee or charge proposed to be imposed upon each, the basis upon which the amount of the proposed fee or charge was calculated, the reason for the fee or charge, together with the date, time, and location of a public hearing on the proposed fee or charge.
- (2) The agency shall conduct a public hearing upon the proposed fee or charge not less than 45 days after mailing the notice of the proposed fee or charge to the record owners of each identified parcel upon which the fee or charge is proposed for imposition. At the public hearing, the agency shall consider all protests against the proposed fee or charge. If written protests against the proposed fee or charge are presented by a majority of owners of the identified parcels, the agency shall not impose the fee or charge.

The Council created a majority protest process on May 14, 2019 (Resolution 2019-033) that establishes procedures for the submission and tabulation of protests in connection with rate hearings conducted pursuant to the requirements of Proposition 218. This provides clarity and transparency in the City's compliance with this process, and could avoid invalidating proposed rate increases from minor technicalities or other challenges.

The City levies the sewer service charges to property taxes and the parcel owner is billed by the County twice annually. Every party listed on the parcel ownership will be mailed a notice. However, the City is only required to count one protest per parcel. Accordingly, even if all parties listed on an individual parcel file a protest, only one protest shall be counted for purposes of determining whether there is a majority protest.

Listed in the table below is the proposed schedule to implement the proposed rates:

| March 28, 2023 | Direct staff to administer the Proposition 218 process |
|-----------------------------|--|
| March 29 – April 6, 2023 | Obtain current parcel owner data from County, prepare and print Notices, and ready Notices for mailing |
| April 7, 2023 or before | Mail Notices to wastewater parcel (and record) owners |
| | |
| April 9 – May 23, 2023 | 45 day requirement prior to election |
| May 23, 2023 | Public Hearing and Protest Results; Council adopts New Rates |
| June 13, 2023 | Council adopts Resolution to levy sewer service charges |
| July 1, 2023 | New rates become effective (30+ days after adoption of new rates) |
| July 14, 2023 | County deadline to levy sewer service charges to property tax rolls |

In accordance with Title 7, Chapter 10 of the Municipal Code, the wastewater rates are adopted by resolution. To avoid confusion, the City Attorney's office recommends that the new rates are not effective until 30 days following adoption.

Conclusion

The City has operated the wastewater collection and treatment systems in a very economical manner for nearly 40 years with only six increases to sewer service rates during that time. The sewer service rates have not kept up with the increasing costs of maintaining, operating, and replacing the wastewater collection and treatment systems. The 2019 rate study shows that the City will have to continue to incrementally increase the sewer service rates in order to continue operating, and replacing the existing system.

As discussed at this time last year, this proposed rate increase is intended to phase-in the necessary higher sewer service rates needed to align revenues and expenses in the wastewater system. With this increase the proposed wastewater will still be among the lowest in San Luis Obispo County.

FISCAL IMPACT:

Administering the Proposition 218 process will cost approximately \$5,000. If approved, the rate increase will generate an estimated \$750,000 in revenue from additional sewer service charges.

ALTERNATIVES:

- 1. If the Proposition 218 majority protest process results in a non-majority protest, the Council may reduce the proposed sewer service charges rate increase for FY23/24, but cannot increase the rate over that proposed.
- 2. Council could take no action.

ATTACHMENT:

Report on Wastewater Rate Study (May 2019)

ITEM NUMBER: DATE: ATTACHMENT: C-1 03/28/23



Report on

Wastewater Rate Study

May 2019



Prepared For:

City of Atascadero

6500 Palma Avenue Atascadero, CA 93422 (805) 470-3456

Submitted By:

Tuckfield & Associates

2549 Eastbluff Dr, #450B Newport Beach, CA 92660 (949) 760-9454

www.tuckfieldassociates.com



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ITEM NUMBER: DATE: ATTACHMENT:

C-1 03/28/23 1

Tuckfield & Associates

2549 Eastbluff Drive, Suite 450B, Newport Beach, CA 92660 Phone (949) 760-9454 Fax (949) 760-2725 Email ctuckfield@tuckfieldassociates.com

May 10, 2019

Mr. Nick DeBar Public Works Director/City Engineer City of Atascadero 6500 Palma Avenue Atascadero, CA 93422

Dear Mr. DeBar:

I am pleased to submit this report on the Wastewater Rate Study (Study) for the City of Atascadero (City). The wastewater service charges presented in this report have been developed based on industry methods that result in fair and equitable rates for the users of the wastewater utility in accordance with Proposition 218.

The Study included a review and analysis of the wastewater enterprise revenue and revenue requirements, number of equivalent dwelling units, and current rate structure. This report presents the findings and recommendations for the City's wastewater service charges to meet the on-going operational needs of the wastewater enterprise and the funding of the capital infrastructure requirements. Tables and figures throughout the report are provided to demonstrate the calculations.

It has been a pleasure working with the City on this project. If there are any questions regarding this report, please contact me at (949) 760-9454.

Very Truly Yours,

TUCKFIELD & ASSOCIATES

G. Clayton Tuckfield
President/Project Consultant

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Wastewater Rate Study • City of Atascadero

Executive Summary

The City of Atascadero (City) engaged Tuckfield & Associates to conduct a comprehensive Wastewater Rate Study (Study) for its wastewater system (System). This Study includes development of a pro forma statement of revenues and revenue requirements for the wastewater enterprise and design of wastewater service charges for implementation.

The last time that wastewater service charges were increased was in 1994, or about 25 years ago. It is recommended that the City conduct an update to this Study at least every three to five years for prudent rate planning

Wastewater Financial Plan

Current wastewater charges consist of monthly fixed charges which are collected through the county of San Luis Obispo tax rolls. Fixed charges for all customers are established as a multiple of the single-family residential (SFR) dwelling unit fixed charge. The City currently serves about 8,400 Equivalent Dwelling Units (EDUs) and the number of EDUs is expected to increase by 115 annually.

The City has prepared a five-year capital improvement program (CIP) spending plan for the wastewater utility. The capital expenditures consist of various repair, replacement, and rehabilitation projects in addition to two large projects consisting of Water Reclamation Facility (WRF) Process Improvements and the Lift Station #13 and Force Main Project estimated to cost about \$23.15 million and \$5.8 million respectively. The WRF Process Improvements are planned to be financed with proposed debt issues in FY 2021-22 and in FY 2023-24. The Lift Station #13 and Force Main Project is partially financed with the FY 2021-22 debt issue. Debt service related to the projects is estimated to be \$919,000 beginning in FY 2021-22 and an additional \$707,100 in FY 2023-24.

A forward looking financial plan was created that identifies the revenue and revenue requirements of the wastewater enterprise. Annual revenue includes wastewater service charge revenue and miscellaneous revenue. Annual revenue requirements include operation and maintenance (O&M) expense, annual capital replacement, and new debt service. Future O&M expenses were projected recognizing escalation in expenses as well as changes in operations staffing.

From the analysis of the financial plan, revenue increases are recommended to adequately meet future obligations and cash reserve targets. These proposed revenue adjustments include 19 percent annual increases beginning August 8, 2019 and then on each July 1 for the next four years July 2020 and continuing through July 2023. The wastewater financial plan is presented in Table 7.

Current Wastewater Service Charges

The City's current wastewater service charges consist of monthly fixed charges to residential and non-residential customers. All customers are charged a fixed charge as a multiple of the single-family residential (SFR) charge. The fixed charge EDU methodology is used since the City is not the public water supplier for Atascadero and does not have access to individual customer's water consumption data.

The wastewater service charge for an SFR dwelling unit is defined as one EDU. One EDU is the sewer flow and strength of a single-family residence stated in terms of maximum discharge flow in gallons per day (gpd) and

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Wastewater Rate Study • City of Atascadero

strength consisting of bio-chemical oxygen demand (BOD) and suspended solids (SS). Service charges for other customers are based on their proportion of flow and strength relative to the single-family residence. The current wastewater charges are presented in Table 3.

Proposed Wastewater Service Charges

Table ES-1 presents the wastewater service charges to be implemented by the City to meet future operations and capital spending needs of the System. The current charges are also shown for comparison purposes. The wastewater service charges reflect the forecast of the cost of providing wastewater service presented in this Study.

Where a new wastewater customer does not fit the wastewater classifications identified in Table ES-1, it is recommended that the City reserve the right to calculate the monthly service charge through the use of fixture units using the California Uniform Plumbing Code, or by means deemed appropriate by the City Engineer.

Table ES-1
Current and Proposed Wastewater Service Charges

| | | | Date of Increase | | | | |
|-----------------------------------|--------------------|----------|------------------|-----------------|-----------------|-----------------|-----------------|
| Description | Unit of Measure | Current | Aug 8, 2019 | July 1, 2020 | July 1, 2021 | July 1, 2022 | July 1, 2023 |
| Residential Fixed Charges | | | | | | | |
| Single Family | Dwelling Unit | \$20.18 | \$24.01 | \$28.58 | \$34.01 | \$40.47 | \$48.10 |
| Apartment, Condo | Dwelling Unit | \$15.13 | \$18.00 | \$21.43 | \$25.50 | \$30.34 | \$36.1 |
| Mobile Home | Spaces | \$15.13 | \$18.00 | \$21.43 | \$25.50 | \$30.34 | \$36.1 |
| Senior Apt Unit | Dwelling Unit | \$7.06 | \$8.40 | \$10.00 | \$11.90 | \$14.16 | \$16.8 |
| Non-Residential Fixed Charges | | | | | | | |
| Financial Institutions | Unit | \$40.36 | \$48.03 | \$57.15 | \$68.01 | \$80.94 | \$96.3 |
| Bars | Unit | \$30.27 | \$36.02 | \$42.87 | \$51.01 | \$60.70 | \$72.2 |
| Carwash Churches/Meeting Halls | Unit | \$151.35 | \$180.11 | \$214.33 | \$255.05 | \$303.51 | \$361.1 |
| < 150 seats | Seats | \$26.83 | \$31.93 | \$37.99 | \$45.21 | \$53.80 | \$64.0 |
| 150 to 250 seats | Seats | \$53.67 | \$63.87 | \$76.00 | \$90.44 | \$107.63 | \$128.0 |
| > 250 seats | Seats | \$60.63 | \$72.15 | \$85.86 | \$102.17 | \$121.58 | \$144.6 |
| Commercial Unit | Unit | \$20.18 | \$24.01 | \$28.58 | \$34.01 | \$40.47 | \$48.1 |
| Funeral Home | Unit | \$181.62 | \$216.13 | \$257.19 | \$306.06 | \$364.21 | \$433.4 |
| Gas Station | Unit | \$40.35 | \$48.02 | \$57.14 | \$68.00 | \$80.92 | \$96.2 |
| Grocery Store > 10,000 sf | 1,000 sf | \$161.41 | \$192.08 | \$228.57 | \$272.00 | \$323.68 | \$385.1 |
| Gymnasium | Unit | \$201.77 | \$240.11 | \$285.73 | \$340.01 | \$404.62 | \$481.4 |
| Laundry | Unit | \$181.62 | \$216.13 | \$257.19 | \$306.06 | \$364.21 | \$433.4 |
| Motel (per room) | Room | \$6.66 | \$7.93 | \$9.43 | \$11.22 | \$13.36 | \$15.8 |
| Office Unit | Unit | \$20.18 | \$24.01 | \$28.58 | \$34.01 | \$40.47 | \$48.1 |
| Rest Home (per bed) Restaurants | Bed | \$7.06 | \$8.40 | \$10.00 | \$11.90 | \$14.16 | \$16.8 |
| < 40 seats | Seats | \$80.71 | \$96.04 | \$114.29 | \$136.01 | \$161.85 | \$192.6 |
| 41 to 60 seats | Seats | \$121.06 | \$144.06 | \$171.43 | \$204.01 | \$242.77 | \$288.8 |
| 61 to 100 seats | Seats | \$161.41 | \$192.08 | \$228.57 | \$272.00 | \$323.68 | \$385.1 |
| > 100 seats | Seats | \$201.77 | \$240.11 | \$285.73 | \$340.01 | \$404.62 | \$481.4 |
| School (per student on 3/1) | Student | \$1.01 | \$1.20 | \$1.43 | \$1.70 | \$2.03 | \$2.4 |
| Theater | Unit | \$80.71 | \$96.04 | \$114.29 | \$136.01 | \$161.85 | \$192.6 |
| Veterinarians | Unit | \$60.54 | \$72.04 | \$85.73 | \$102.02 | \$121.40 | \$144.4 |
| Unlisted Uses [1] | Unit | \$20.18 | \$24.01 | \$28.58 | \$34.01 | \$40.47 | \$48.1 |

^[1] Determined by use of fixture units from the California Plumbing Code or as by means deemed appropriate by the City Engineer.

Wastewater Residential Bill Impacts

Table ES-2 presents the impacts to SFR bills from the implementation of the proposed August 8, 2019 wastewater service charges. The table shows that the wastewater bill of an SFR customer will increase from \$20.18 to \$24.01, an increase of \$3.83, or 19 percent.

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Table ES-2
Comparison of Current Residential Monthly Bill with
Proposed Monthly Bill Using August 2019 Proposed Wastewater Charges

| Residential Classification | Current Bill | Aug 2019 Proposed Bill | Dollar Change | Percent Change |
|-------------------------------|-----------------|------------------------------|------------------|-------------------|
| Single Family | \$20.18 | \$24.01 | \$3.83 | 19.0% |
| Apartment, Condo | \$15.13 | \$18.00 | \$2.87 | 19.0% |
| Mobile Home | \$15.13 | \$18.00 | \$2.87 | 19.0% |
| Senior Apt Unit | \$7.06 | \$8.40 | \$1.34 | 19.0% |

Wastewater Rate Survey

Chart ES-1 has been prepared to compare the City's SFR wastewater bill with those of other communities at the same consumption where appropriate. The chart indicates that with the implementation of the August 2019 wastewater service charges, an SFR customer will experience a bill that is among the lowest in San Luis Obispo County.

Chart ES-1
Comparison of Single-family Residential Monthly Wastewater Bills
For Rates in Effect April 2019



Note: Above table uses wastewater rates in effect April 2019. City's August 2019 bill is based on the wastewater service charges in Table 8. San Luis Obispo, Cambria, Paso Robles, Arroyo Grande, and Los Osos have a variable wastewater rate component and an average water consumption of 15 HCF and an average winter water use of 7 HCF have been assumed.

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Capacity Charges

Capacity charges, sometimes referred to as connection fees, are one-time charges paid by a new customer connecting to the wastewater system for capacity in the System. Capacity charges are also charged to existing customers that require increased capacity from changes in their development.

The capacity charges determined in this report follow industry standard methods and are based the current value of the City's existing facilities and include the cost of future replacement facilities and future facilities that that serve new development. Capacity charges for implementation by the City are provided in Table 12 of this report and include capacity charges for other residential and non-residential development types.

Wastewater Rate Study • City of Atascadero

Introduction

The City of Atascadero (City) engaged Tuckfield & Associates to conduct a comprehensive Wastewater Rate Study (Study) for its wastewater system (System). This Study includes development of a pro forma statement of revenues and revenue requirements of the wastewater enterprise and design of new wastewater service charges for implementation.

Background

The City of Atascadero was incorporated in 1979 and is located approximately 15 miles north of the City of San Luis Obispo. The City provides wastewater collection and treatment service to a portion of the City's population serving an area consisting of about 1,900 acres out of the total 5,000 acres within the City limits. Customers of the System include residential, commercial, and light industrial customers.

The wastewater collection system consists of about 63 miles of sewer pipe, 7 miles of sewer force main, and twelve lift stations that conveys wastewater to the City owned wastewater treatment plant. The treatment plant facilities consist of flow metering, headworks, lagoons, ponds, aeration facilities, percolation basins, and sludge drying beds. Facilities also include public works buildings, RV waste receiving station, and an irrigation well to serve a mixture of treated effluent and groundwater to Chalk Mountain Golf Course.

Current wastewater charges consist of monthly fixed charges collected through the county of San Luis Obispo tax rolls. Fixed charges for all customers are established as a multiple of the single-family residential (SFR) dwelling unit fixed charge. For example, a multifamily dwelling unit is charge 0.75 times that of the SFR charge whereas a restaurant with less than 40 seats is charged 4 times the SFR charge.

Objectives

The objectives of this Study are to (1) review the current and future financial status of the wastewater enterprise, (2) make any adjustments to the revenue being received to ensure that financial obligations are being met now and in the future, including adequate reserves and debt service coverage, and (3) design rates and charges that generate the required revenue while being fair and equitable for its customers. Additionally, the Study also sought to provide the following.

- Revenue sufficiency to fund operating and capital needs
- Appropriate levels of operating and capital reserves
- Rates and charges that are consistent with industry practice
- Stable revenue stream similar to the existing rate structure
- Ease of understanding and administration

Scope of the Study

This Study includes the findings and recommendations of analyzing the wastewater enterprise financial status and related capital improvement program (CIP) financing of the System. Historical trends were analyzed from data supplied by the City including current year's budget showing revenue and revenue requirements, financial audits, System master plans, and capital improvement plans.

Wastewater Rate Study • City of Atascadero

Revenue requirements include operation and maintenance expense, annual replacement, and additions to reserves. Changing conditions such as additional facilities, utility growth, employee additions/reductions, and non-recurring maintenance expenditures are recognized. Inflation for ongoing expenditures is included to reflect cost escalation.

The financial plans and rates developed herein are based on funding of the capital improvement plan as stated as well as estimates of operation and maintenance expenses developed from information provided by the City. Deviation from the planning assumptions, financial plans, construction cost estimates and funding requirements, major operational changes, or other financial policy changes that were not foreseen, may result in the need for lower or higher revenue than anticipated. It is recommended that the City conduct an update to the rate study at least every three to five years for prudent rate planning.

Assumptions

Planning Factors

Several assumptions and planning factors were used to conduct the Study for the period FY 2019-20 to FY 2023-24. The assumptions include customer growth rates, expense inflation factors, debt terms, and other assumptions. Assumptions and financial planning factors are provided in Table 1.

Table 1
Assumption and Planning Factors

| Description | Value |
|---|-------|
| Account Growth | |
| Annual Account & Demand growth (EDUs) [1] | 115 |
| Interest Earnings Rate | |
| Interest earnings on fund reserves (annual) | 1.5% |
| Escalation Factors | |
| Salaries and Wages [2] | 5.0% |
| Benefits, Insurance, Taxes | 10.0% |
| Electrical Power | 3.0% |
| Chemicals | 3.0% |
| All Other Operations and Maintenance | 3.0% |
| Capital | 3.0% |
| New Revenue Bond Debt | |
| Interest Rate | 5.0% |
| Repayment Period (Term) - years | 30 |
| Bond Proceeds as a % of Issue Amount | 92.0% |
| Bond Reserve (1 year's payment) | 7.1% |
| Cost of Issuance | 1.5% |

^[1] Grow th in number of Equivalent Dw elling Units (EDUs) is based on October 2014 Wastew ater Treatment Plant Master Plan Update.[2] Escalation in a City personnel position is 5% percent annually.

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Wastewater Rate Study • City of Atascadero

City Reserve Policy

A reserve policy provides a basis to deal with unanticipated reductions in revenues, changes in the costs of providing services, fixed asset repair and replacement, natural disaster, and other issues. It also provides guidelines to maintain the financial health and stability of the enterprise fund. The City's goal is to maintain appropriate reserves related to wastewater operations and capital spending developed in this Study. These reserve types and their targets are described below.

Operating Reserve – The purpose of the Operating Reserve is to provide working capital to meet cash flow needs during normal operations and support the operation, maintenance and administration of the utility. This reserve ensures that operations can continue should there be significant events that impact cash flows. The target balance to be maintained is 180 days of annual O&M expense. Since O&M expense increases each year, the reserve to be maintained will increase annually also.

Capital Replacement Reserve - The Capital Replacement Reserve is used to fund future replacement of assets and capital projects. The City currently provides reserves related to capital spending by earmarking 26 percent of the revenue received from wastewater service charges as capital related, which is available for annual capital spending or accumulation as a capital reserve. This policy is utilized in this Study and the minimum reserve level used is average annual replacement expenditures, excluding the WRF Process Improvements and Lift Station #5 and #13 projects, is estimated at \$1,600,000.

Capital Emergency Reserve - The purpose of the emergency capital reserve is to provide protection against catastrophic loss and to provide a cushion for inaccuracy in long range replacement program. The Target reserve is established at 5 percent of the value of current capital fixed asset value. The amount is currently estimated at \$800,000 and will increase as CIP is booked into fixed assets.

City Beginning Balances

From the City's 2017 - 2019 Budget, the estimated beginning cash balances as of June 30, 2019 is \$10,112,000 shown in Table 2. This amount has been separated into beginning balances by reserve type as stated below. The City has accumulated capital replacement reserves for the specific purpose of their use towards the capital improvements identified in this Study. The operating and capital cash balances are used in the development of the financial plans for the System with the intent to meet the Target Reserves. Target Reserves are also shown below for the first year of the financial plan.

Table 2 Wastewater Enterprise Reserves

| Reserve Type | Est. Reserve Balance June 30, 2019 | Target Reserve |
|---------------------|--|-------------------|
| Operating | \$826,000 | \$826,000 |
| Capital Replacement | \$8,486,000 | \$1,600,000 |
| Capital Emergency | \$800,000 | \$800,000 |
| Total [1] | \$10,112,000 | \$3,226,000 |

[1] Estimated Reserve Balance from FY 17-19 Budget, page C-10.

Wastewater Rate Study • City of Atascadero

Wastewater Financial Planning

This section discusses the current wastewater service charges, user classifications, revenues and revenue requirements, planned capital improvement expenditures and associated financing sources, used in developing the wastewater utility financial plan. Revenue adjustments are discussed and proposed to sustain the wastewater enterprise.

Existing Wastewater Service Charges

The City's current wastewater service charges consist of monthly fixed charges to residential and non-residential customers. All customers are charged a fixed charge as a multiple of the SFR charge. The fixed charges can be adjusted annually and are billed through the San Luis Obispo County tax rolls.

The charge for an SFR dwelling unit is defined as one Equivalent Dwelling Unit (EDU). One EDU is the sewer flow and strength of a single-family residence stated in terms of maximum discharge flow in gallons per day (gpd) and strength consisting of bio-chemical oxygen demand (BOD) and suspended solids (SS). Service charges for other customers are based on their proportion of flow and strength relative to the single-family residence. The current wastewater charges are presented in Table 3.

Wastewater User Classifications

Number of Customers

Wastewater customers are currently classified as Residential and Non-Residential. The Residential classification is further separated into single-family residential, multifamily residential (apartment and condo), mobile home, and senior apartment. Non-Residential classifications consist of 18 separate classifications shown in Table 3.

Number of Equivalent Dwelling Units

The total number of EDUs are deduced from City information. Since each customer classification is charged a multiple of the SFR dwelling unit charge as listed in Table 3, the total number of EDUs can be determined from the revenue received from wastewater service charges and the current SFR dwelling unit charge.

From the City's FY 2017-19 Budget, the City expects to generate wastewater service charge revenue of \$2,038,500 in FY 2019-20. Dividing this revenue by the SFR monthly charge of \$20.18, or \$242.16 annually, the total number of EDUs is about 8,418 EDUs. The number of EDUs are planned to increase by 115 annually following the planning factors shown in Table 1.

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Table 3
Current Monthly Wastewater Service Charges

| • | | • | |
|---------------------------------|----------|----------|---------------|
| | Current | EDU | Unit of |
| Description | Charge | Multiple | Measure |
| | | | |
| esidential Fixed Charges | | | |
| Single Family | \$20.18 | 1.00 | Dwelling Unit |
| Apartment, Condo | \$15.13 | 0.75 | Dwelling Unit |
| Mobile Home | \$15.13 | 0.75 | Spaces |
| Senior Apt Unit | \$7.06 | 0.35 | Dwelling Unit |
| lon-Residential Fixed Charges | | | |
| Financial Institutions | \$40.36 | 2.00 | Unit |
| Bars | \$30.27 | 1.50 | Unit |
| Carwash | \$151.35 | 7.50 | Unit |
| Churches/Meeting Halls | | | |
| < 150 seats | \$26.83 | 1.33 | Seats |
| 150 to 250 seats | \$53.67 | 2.66 | Seats |
| > 250 seats | \$60.63 | 3.00 | Seats |
| Commercial Unit | \$20.18 | 1.00 | Unit |
| Funeral Home | \$181.62 | 9.00 | Unit |
| Gas Station | \$40.35 | 2.00 | Unit |
| Grocery Store > 10,000 sf | \$161.41 | 8.00 | 1,000 sf |
| Gymnasium | \$201.77 | 10.00 | Unit |
| Laundry | \$181.62 | 9.00 | Unit |
| Motel (per room) | \$6.66 | 0.33 | Room |
| Office Unit | \$20.18 | 1.00 | Unit |
| Rest Home (per bed) Restaurants | \$7.06 | 0.35 | Bed |
| < 40 seats | \$80.71 | 4.00 | Seats |
| 41 to 60 seats | \$121.06 | 6.00 | Seats |
| 61 to 100 seats | \$161.41 | 8.00 | Seats |
| > 100 seats | \$201.77 | 10.00 | Seats |
| School (per student on 3/1) | \$1.01 | 0.05 | Student |
| Theater | \$80.71 | 4.00 | Unit |
| Veterinarians | \$60.54 | 3.00 | Unit |
| Unlisted Uses [1] | \$20.18 | 1.00 | Unit |

^[1] Determined by use of fixture units from the California Plumbing Code or as by means deemed appropriate by the City Engineer.

Revenues

The City receives revenue from wastewater service charges and miscellaneous revenues. Table 4 presents the projected revenue from current wastewater service charges of the wastewater utility. The revenue is projected by applying the current wastewater charges from Table 3 to the projected number of EDUs.

Table 4
Projected Wastewater Service Charge Revenues Using Existing Charges

| | Estimated | Projected | | | |
|-------------------------------|-------------|-------------|-------------|-------------|-------------|
| Description | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 |
| Service Charge Revenues | | | | | |
| Number of EDUs | 8,418 | 8,533 | 8,648 | 8,763 | 8,878 |
| Charge per EDU | \$20.18 | \$20.18 | \$20.18 | \$20.18 | \$20.18 |
| Total Service Charge Revenues | \$2,038,500 | \$2,066,400 | \$2,094,200 | \$2,122,000 | \$2,149,900 |

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In addition to revenue from wastewater service charges, the City receives miscellaneous revenue from several sources including sewer connection fees, sewer extension fees, tap-in fees, permit and inspection fees, and other miscellaneous revenue. Table 5 provides the estimated and projected revenue from miscellaneous sources.

Table 5
Projected Miscellaneous Revenues

| | Budget | Projected | | | |
|------------------------------|------------|------------|------------|------------|------------|
| Description | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 |
| Miscellaneous Revenues [1] | | | | | |
| Permits and Inspections | \$5,200 | \$5,400 | \$5,600 | \$5,800 | \$6,000 |
| Sewer Extension Fees [2] | 138,000 | 144,900 | 152,100 | 159,700 | 167,700 |
| Sewer Connection Fees [2] | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 |
| Well Water | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 |
| Tap-in Fees | 5,500 | 5,500 | 5,500 | 5,500 | 5,500 |
| Total Miscellaneous Revenues | \$830,700 | \$837,800 | \$845,200 | \$853,000 | \$861,200 |

^[1] Interest income is included in Table 8.

Revenue Requirements

Revenue requirements of the wastewater utility include operation and maintenance expense and annual replacement capital spending. Additionally, new debt is proposed to meet the capital improvement spending that is planned by the City. Each of these items are discussed below.

Operation and Maintenance Expense

Operation and maintenance (O&M) expenses are an on-going obligation of the wastewater utility and such costs are normally met from wastewater service revenue. O&M expenses include the cost to operate and maintain the wastewater collection system, lift stations, and wastewater treatment facilities. Costs also include technical services and other general and administrative expenses.

O&M expense for FY 2019-20 is provided from the City's Budget. Future O&M expense has been projected recognizing the major expense categories of personnel services, electricity, chemicals, and all other expenses. Personnel costs consist of salaries and benefits expense of those personnel directly involved with providing wastewater service. Cost inflation for personnel services costs are projected to increase by 5 percent annually beginning in FY 2020-21.

Annual escalation in electricity, chemicals, and all other expense is projected to increase by 3 percent based on expectations of future expense inflation. Table 6 below summarizes projected O&M expense for the wastewater utility. Table A-1 in Appendix A provides the detailed projections of historical and projected wastewater O&M expense.

Annual Replacement

The City provides for annual capital replacement by allocating 26 percent of wastewater service charge revenue for this purpose. This amount is spent annually towards replacement, identified in the capital improvement plan discussed below, or is accumulated in the capital reserve for future replacement spending.

^[2] FY 2019-20 includes revised Sew er Connection Fees from Table 11

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Table 6
Summary of Projected Operation and Maintenance Expense

| | Budget | et Projected | | | | | |
|-----------------------------------|-------------|--------------|-------------|-------------|-------------|--|--|
| Description | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 | | |
| Operation and Maintenance Expense | | | | | | | |
| Collection | \$270,400 | \$281,300 | \$292,600 | \$304,400 | \$316,600 | | |
| Treatment | 288,100 | 301,500 | 315,600 | 330,200 | 345,400 | | |
| General Operations [1] | 1,182,600 | 1,270,500 | 1,476,700 | 1,571,100 | 1,910,300 | | |
| Total Projected O&M Expense | \$1,741,100 | \$1,853,300 | \$2,084,900 | \$2,205,700 | \$2,572,300 | | |

^[1] Salaries & wages are included in General Operations costs. Includes new Wastewater Operator positions in FY 2021-22 and and new Operator and Maintenance worker (1 and 1/2 positions) in FY 2023-24.

Debt Service

The City does not currently have any outstanding debt. However, new debt is proposed to partially finance certain capital improvements as discussed below. The debt service payments associated with the proposed debt is paid from revenues and is a revenue requirement of the utility. Future debt service payments are expected to include \$919,000 beginning in FY 2021-22 and an additional \$707,100 in FY 2023-24. The debt issue in FY 2021-22 is planned to provide \$13 million in proceeds while the debt issue in FY 2023-24 is expected to provide \$10 million in proceeds. The debt payments assume an interest rate of 5 percent, term of 30 years, 2 percent issuance costs, and a debt service reserve. While the City may be able to secure less expensive financing from other sources, traditional loan financing is assumed for this debt issue to ensure sufficient funds are provided at the appropriate time.

Wastewater Capital Improvement Program

The City has developed a CIP plan that lists capital expenditures for FY 2019-20 through FY 2028-29. The first five years of the CIP plan is summarized in Table 7 however the complete listing of projects is provided in Appendix A-2. Both tables include 3 percent annual inflation in the project costs to the year of expenditure. The CIP plan consists of various repair, replacement and rehabilitation projects with the largest project consisting of the Water Reclamation Facility (WRF) Process Improvements totaling \$23.15 million in inflated dollars.

Table 7
Summary of Capital Improvement Program Expeditures and Sources of Funding

| | | | Projected | | |
|---|-------------|-------------|--------------|--------------|--------------|
| Description | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 |
| Total Capital Improvement Spending [1] | \$3,079,000 | \$4,044,100 | \$8,321,600 | \$10,065,600 | \$10,622,000 |
| Sources and Uses of Capital Funds | | | | | |
| Beginning Year Balance [2] | \$9,286,000 | \$7,479,700 | \$4,838,400 | \$11,076,400 | \$2,759,200 |
| Transfer In Annual Capital Replacement | 630,700 | 760,800 | 917,600 | 1,106,400 | 1,334,000 |
| Transfer In Sewer Connection Fees | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 |
| New Bond Proceeds (net of issuance costs) | - | - | 13,000,000 | - | 10,000,000 |
| CIP Project Expenditures | (3,079,000) | (4,044,100) | (8,321,600) | (10,065,600) | (10,622,000) |
| Sources Less Uses | \$7,479,700 | \$4,838,400 | \$11,076,400 | \$2,759,200 | \$4,113,200 |
| Target Capital and Emergency Reserve [3] | 2,400,000 | 2,500,000 | 2,900,000 | 3,400,000 | 3,800,000 |

^[1] Entire list of CIP projects is provided in Apendix A-2.

^[2] FY 2019-20 beginning balance includes all sources of available cash except operating reserve of 6 months of annual O&M expense

^[3] Includes Capital Reserve Target equal to average annual replacement and Emergency Capital Reserve equal to 5% of fixed asset value.

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Funding provided for the CIP includes capital reserves, annual replacement revenue from wastewater service charges, sewer connection fee revenue, and new debt proceeds. Construction of the WRF Process Improvements is planned to be partially financed with a proposed debt issue providing proceeds as stated above. The capital financing plan in Appendix A-2 shows the funding of future CIP that includes the debt proceeds as well as ending cash balances for a 10-year period.

Wastewater Financial Plan

The financial plan provides the means of analyzing the impacts of projected revenue and revenue requirements on funding on-going O&M expense and annual capital infrastructure requirements, as well as the impact on reserves. The financial plan includes the revenues, O&M expense, annual replacement, and debt service that were identified above. The plan also incorporates specific financial planning goals to provide guidance to maintain the health of the wastewater utility on an on-going basis. The goals included the following.

- Generate positive levels of income in each year of the Study period
- Maintain operating and capital reserves at or greater than target levels
- Maintain debt service coverage ratios at or greater than the minimum required, estimated at 125%
- Meet annual capital replacement spending from the annual provision from wastewater service revenue

Proposed Revenue Adjustments

Table 8 shows the pro forma statement of revenue and revenue requirements for the wastewater utility. The table also includes proposed annual revenue increases recommended to meet the financial planning goals for the Study period. The proposed revenue adjustments include annual increases of 19 percent beginning August 8, 2019 and then on each July 1 for the next four years July 2020 and continuing through July 2023. The proposed adjustments are planned to increase revenue over the next five years to fund O&M expense, annual replacement, debt service, and reserves for the Study period.

The combined operating and capital reserve balance initially increases, then decreases with the beginning of the debt service payments from the proposed debt. The combined operating and capital reserve balance remains above the Target Reserve level in all years of the study period. Additionally, Table 8 also shows that the calculated debt service coverage ratio is met in all years.

This Study also proposes increases in sewer connection fees discussed in a later section of this report. Table 8 shows that revenue received from new connection fees is increased from the update to the charges. The revenue received from connection fees can only be spent on capital projects for which the fees were collected. Therefore, the connection fee revenue received is shown as a transfer out in Table 8 to be spent on capital projects where it is shown as a source of funds in Table 7.

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Table 8 Wastewater Financial Plan

| | | | Projected | | |
|--|--------------|-------------|--------------|--------------|-------------|
| Description | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 |
| Proposed Rate Increase (Aug 8) | 19.0% | | | | |
| Proposed Rate Increase (July 1) | | 19.0% | 19.0% | 19.0% | 19.0% |
| Operating Revenues | | | | | |
| Service Charge Revenues, Existing Rates [1] | \$2,038,500 | \$2,066,400 | \$2,094,200 | \$2,122,000 | \$2,149,900 |
| Additional Revenue from Rate Adjustments [2] | 355,000 | 859,800 | 1,434,900 | 2,133,400 | 2,980,700 |
| Miscellaneous Revenues [3] | 830,700 | 837,800 | 845,200 | 853,000 | 861,200 |
| Interest Earnings [4] | 140,700 | 114,800 | 145,300 | 132,800 | 82,000 |
| Total Operating Revenues | \$3,364,900 | \$3,878,800 | \$4,519,600 | \$5,241,200 | \$6,073,800 |
| Operating Expenses | | | | | |
| Operation and Maintenance Expense | \$1,740,500 | \$1,853,300 | \$2,084,900 | \$2,205,700 | \$2,572,300 |
| New Bond Debt Service [5] | 0 | 0 | 919,300 | 919,300 | 1,626,400 |
| Annual Replacement [6] | 622,300 | 760,800 | 917,600 | 1,106,400 | 1,334,000 |
| Transfer Sewer Connection Fees to Capital | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 |
| Total Operating Expenses | \$3,004,800 | \$3,256,100 | \$4,563,800 | \$4,873,400 | \$6,174,700 |
| Net Balance From Operations | \$360,100 | \$622,700 | (\$44,200) | \$367,800 | (\$100,900) |
| Annual Debt Service Coverage | | | | | |
| Net Revenues [7] | \$1,624,400 | \$2,025,500 | \$2,434,700 | \$3,035,500 | \$3,501,500 |
| Total Annual Debt Service | \$0 | \$0 | \$919,300 | \$919,300 | \$1,626,400 |
| Coverage | n/a | n/a | 265% | 330% | 215% |
| Combned Operating and Capital Reserves | | | | | |
| Beginning Available Reserves | \$10,112,000 | \$8,657,400 | \$6,638,800 | \$12,832,600 | \$4,883,200 |
| Increase (Decrease) Reserve | (1,454,600) | (2,018,600) | 6,193,800 | (7,949,400) | 1,253,100 |
| Ending Available Reserves | \$8,657,400 | \$6,638,800 | \$12,832,600 | \$4,883,200 | \$6,136,300 |
| Target Operating and Capital Reserves | \$3,270,000 | \$3,427,000 | \$3,942,000 | \$4,503,000 | \$5,086,000 |
| Above (below) Target | \$5,387,400 | \$3,211,800 | \$8,890,600 | \$380,200 | \$1,050,300 |

^[1] Projected using the existing wastewater rates. Changes in rate based revenues are due to customer and demand grow th.

Wastewater Rate Design

This section describes how wastewater service charges are designed and also provides the proposed schedule of wastewater rates for implementation.

EDU Wastewater Flow

The City's Wastewater Treatment Plant (WWTP) Master Plan provides a residential wastewater flow of 70 gallons per capita per day (gpcd) with a peaking factor of 1.3. Using this information and a persons-per-household (PPH) value of 2.65 from the City's General Plan, a flow estimate for an SFR customer can be calculated. Multiplying 70 gpcd by 2.65 PPH and by the peaking factor of 1.3, results in a flow estimate of 240 gallon per day (gpd) representing maximum month flow. This is the same flow used by the existing wastewater service charge schedule. Therefore, the EDU multiples for each customer classification shown in Table 2 are assumed to be reasonable and will be used to establish the future wastewater service charges for existing customers.

^[2] FY 2019-20 increase effective Aug 8. All other increases are effective July 1.

^[3] Miscellaneous revenue includes Permits and Inspections, Sew er Extension Fees, Sew er Connection Fees, Well Water, and Tap-in Fees.

^[4] Interest earnings on the average fund balance calculated at 1.50%.

^[5] Debt service related to new bond proceeds listed in Table 7. Assumes interest rate of 5.0%, 30 year term, and issuance expenses.

^[6] Equal to 26% of sew er service charge revenue and additional revenue from rate adjustments

^[7] Includes revenue from rates, interest earnings, and miscellaneous revenues less operation and maintenance expense.

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Strength Factor and EDU Multiple

As discussed in the Existing Wastewater Service Charges section, one EDU is the sewer flow and strength of a single-family residence, stated in terms of maximum discharge flow in gallons per day (gpd) and strength consisting of bio-chemical oxygen demand (BOD) and suspended solids (SS). A Strength Factor can be developed whereby a customer's proportion of BOD and SS strength relative to the SFR dwelling unit can be calculated and stated separately. The Equivalent Dwelling Unit is the product of the customer's flow in relation to the SFR flow, multiplied by the Strength Factor. Service charges for wastewater customers are calculated as follows.

Wastewater Service Charge = (Customer Flow/SFR Flow) x Strength Factor x SFR Service Charge = EDU Multiple x SFR Service Charge

Therefore, wastewater service charges for various user groups can be calculated from their estimated flow and Strength Factor which are proportional to the SFR wastewater service charge.

Proposed Wastewater Service Charges

The revenue increases outlined in Table 8 are applied to the SFR dwelling unit fixed charge to determine the proposed charges in future years. Applying the EDU multiples from the current wastewater service charge schedule shown in Table 3, to the SFR charge provides the wastewater service charges for other residential and non-residential customers. The proposed wastewater service charges are shown in Table 9.

Table 9
Current and Proposed Wastewater Service Charges

| | | | | | Da | te of Increas | • | |
|------------------------------------|-----------------|--------------------|----------|----------------|-----------------|-----------------|-----------------|-----------------|
| Description | EDU Multiple | Unit of Measure | Current | Aug 8, 2019 | July 1, 2020 | July 1, 2021 | July 1, 2022 | July 1, 2023 |
| Residential Fixed Charges | | | | | | | | |
| Single Family | 1.00 | Dwelling Unit | \$20.18 | \$24.01 | \$28.58 | \$34.01 | \$40.47 | \$48.16 |
| Apartment, Condo | 0.75 | Dwelling Unit | \$15.13 | \$18.00 | \$21.43 | \$25.50 | \$30.34 | \$36.1 |
| Mobile Home | 0.75 | Spaces | \$15.13 | \$18.00 | \$21.43 | \$25.50 | \$30.34 | \$36.1 |
| Senior Apt Unit | 0.35 | Dwelling Unit | \$7.06 | \$8.40 | \$10.00 | \$11.90 | \$14.16 | \$16.8 |
| Non-Residential Fixed Charges | | · · | | | | | | |
| Financial Institutions | 2.00 | Unit | \$40.36 | \$48.03 | \$57.15 | \$68.01 | \$80.94 | \$96.3 |
| Bars | 1.50 | Unit | \$30.27 | \$36.02 | \$42.87 | \$51.01 | \$60.70 | \$72.23 |
| Carwash Churches/Meeting Halls | 7.50 | Unit | \$151.35 | \$180.11 | \$214.33 | \$255.05 | \$303.51 | \$361.1 |
| < 150 seats | 1.33 | Seats | \$26.83 | \$31.93 | \$37.99 | \$45.21 | \$53.80 | \$64.0 |
| 150 to 250 seats | 2.66 | Seats | \$53.67 | \$63.87 | \$76.00 | \$90.44 | \$107.63 | \$128.0 |
| > 250 seats | 3.00 | Seats | \$60.63 | \$72.15 | \$85.86 | \$102.17 | \$121.58 | \$144.6 |
| Commercial Unit | 1.00 | Unit | \$20.18 | \$24.01 | \$28.58 | \$34.01 | \$40.47 | \$48.1 |
| Funeral Home | 9.00 | Unit | \$181.62 | \$216.13 | \$257.19 | \$306.06 | \$364.21 | \$433.4 |
| Gas Station | 2.00 | Unit | \$40.35 | \$48.02 | \$57.14 | \$68.00 | \$80.92 | \$96.2 |
| Grocery Store > 10,000 sf | 8.00 | 1,000 sf | \$161.41 | \$192.08 | \$228.57 | \$272.00 | \$323.68 | \$385.1 |
| Gymnasium | 10.00 | Unit | \$201.77 | \$240.11 | \$285.73 | \$340.01 | \$404.62 | \$481.4 |
| Laundry | 9.00 | Unit | \$181.62 | \$216.13 | \$257.19 | \$306.06 | \$364.21 | \$433.4 |
| Motel (per room) | 0.33 | Room | \$6.66 | \$7.93 | \$9.43 | \$11.22 | \$13.36 | \$15.8 |
| Office Unit | 1.00 | Unit | \$20.18 | \$24.01 | \$28.58 | \$34.01 | \$40.47 | \$48.1 |
| Rest Home (per bed) Restaurants | 0.35 | Bed | \$7.06 | \$8.40 | \$10.00 | \$11.90 | \$14.16 | \$16.8 |
| < 40 seats | 4.00 | Seats | \$80.71 | \$96.04 | \$114.29 | \$136.01 | \$161.85 | \$192.6 |
| 41 to 60 seats | 6.00 | Seats | \$121.06 | \$144.06 | \$171.43 | \$204.01 | \$242.77 | \$288.8 |
| 61 to 100 seats | 8.00 | Seats | \$161.41 | \$192.08 | \$228.57 | \$272.00 | \$323.68 | \$385.1 |
| > 100 seats | 10.00 | Seats | \$201.77 | \$240.11 | \$285.73 | \$340.01 | \$404.62 | \$481.4 |
| School (per student on 3/1) | 0.05 | Student | \$1.01 | \$1.20 | \$1.43 | \$1.70 | \$2.03 | \$2.4 |
| Theater | 4.00 | Unit | \$80.71 | \$96.04 | \$114.29 | \$136.01 | \$161.85 | \$192.6 |
| Veterinarians | 3.00 | Unit | \$60.54 | \$72.04 | \$85.73 | \$102.02 | \$121.40 | \$144.4 |
| Unlisted Uses [1] | 1.00 | Unit | \$20.18 | \$24.01 | \$28.58 | \$34.01 | \$40.47 | \$48.10 |

^[1] Determined by use of fixture units from the California Plumbing Code or as by means deemed appropriate by the City Engineer.

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Service Charge Variances

It is suggested that the City reserve the right to determine a new wastewater customer's monthly charge by estimating the wastewater flow through the use of fixture units according to the California Plumbing Code or other methods deemed appropriate by the City Engineer. The resulting wastewater flow would be applied to the formula provided in a previous section. A new wastewater customer classification may be created that is not listed in Table 9.

Wastewater Bill Impact Analysis

The impact to the single-family customer bill that would occur from the implementation of the proposed wastewater service charges for the August 2019 increase is provided in Table 10 below. The table shows that the wastewater bill of an SFR customer will increase from \$20.18 to \$24.01, an increase of \$3.83, or 19 percent.

Table 10
Comparison of Current Residential Monthly Wastewater Bill with
Proposed Monthly Bill Using August 2019 Wastewater Service Charges

| Residential Classification | Current Bill | Aug 2019 Proposed Bill | Dollar Change | Percent Change |
|-------------------------------|-----------------|------------------------------|------------------|-------------------|
| Single Family | \$20.18 | \$24.01 | \$3.83 | 19.0% |
| Apartment, Condo | \$15.13 | \$18.00 | \$2.87 | 19.0% |
| Mobile Home | \$15.13 | \$18.00 | \$2.87 | 19.0% |
| Senior Apt Unit | \$7.06 | \$8.40 | \$1.34 | 19.0% |

Wastewater Rate Survey

A wastewater rate survey was conducted for neighboring communities to the City of Atascadero. Chart 1 compares the City's SFR monthly wastewater bill with those of neighboring communities at the same use. Wastewater bills were calculated assuming a 5/8" meter or 3/4" meter where that is the smallest size available, and a monthly use of 15 hundred cubic feet (HCF) and an average winter water use of 7 HCF where applicable. The rate survey includes rate schedules in effect April 2019 and provides wastewater bills for the City using the current service charges and for the proposed service charges from Table 9 for implementation August 8, 2019.

From reviewing Chart 1, the City's proposed August 8, 2019 SFR monthly wastewater bill is among the lowest in San Luis Obispo County.

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Chart 1
Comparison of Single-family Residential Monthly Wastewater Bills
For Rates in Effect April 2019



Note: Above table uses wastewater rates in effect April 2019. City's August 2019 bill is based on the wastewater service charges in Table 9. San Luis Obispo, Cambria, Paso Robles, Arroyo Grande, and Los Osos have a variable wastewater rate component and an average water consumption of 15 HCF and an average winter water use of 7 HCF have been assumed.

Capacity Charges

Capacity charges, sometimes referred to as connection fees, are one-time charges paid by new customers as a capital contribution for capacity in the wastewater system. These charges can also be assessed to customers requiring increased capacity requirements to serve changes in their development. Proceeds from capacity charges are to be placed into an account separate from all other accounts and are to be used to finance the development of growth related infrastructure. The proceeds are a financing source for future facilities.

Capacity charges are calculated recognizing EDU multiples of the different customer classifications stated in the wastewater service charge schedule in Tables 9. The calculation of the capacity charge is proposed as follows.

Capacity Charge= (Customer Flow/SFR Flow) x Strength Factor x SFR Capacity Charge = EDU Multiple x SFR Capacity Charge

The SFR capacity charge is calculated following standard methods by identifying the existing fixed asset value, in terms of replacement cost less depreciation, and the CIP value that is related to replacement and to serving future growth. Table 11 provides a summary of the calculations used to determine the capacity charge for an SFR dwelling unit. The capacity charges have been developed using the combination methodology, a combination of the buy-in and incremental cost methodology whereby the charges are based on the value of existing capacity and value of CIP replacement and growth-related projects.

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Table 11
Development of Single-family Residential Capacity Charge

| Line | | RCLD | Contributions/ | Asset | | Capacity | |
|------|--|------------------|----------------|--------------|-----------|----------|--|
| No. | Description | Value | Debt Principal | Value | Capacity | Charge | |
| | | | | | gpd | \$/gpd | |
| | Existing Plant Investment | | | | | | |
| 1 | Collection | \$15,743,199 | (\$12,226,755) | \$3,516,444 | | | |
| 2 | Pumping and Lift Stations | 2,429,453 | - | 2,429,453 | | | |
| 3 | Treatment | 7,123,338 | - | 7,123,338 | | | |
| 4 | General Plant | 3,068,790 | - | 3,068,790 | | | |
| 5 | Total Existing Plant Investment | \$28,364,780 | (\$12,226,755) | \$16,138,025 | 2,280,000 | \$7.08 | |
| 6 | Capital Improvements (CIP) | | | | | | |
| 7 | Replacement Related | \$39,300,150 | (\$22,900,000) | \$16,400,150 | 2,280,000 | \$7.19 | |
| 8 | Growth Related Improvements | \$7,611,850 | (5,100,000) | 2,511,850 | 510,000 | \$4.93 | |
| 9 | Total CIP | \$46,912,000 | (\$28,000,000) | \$18,912,000 | | | |
| | Adjustments | | | | | | |
| 10 | Capital Cash Balance | \$9,286,000 | | \$9,286,000 | 2,280,000 | \$4.07 | |
| | | **** | _ | *** | | | |
| 11 | Total Value | \$84,562,780 | | \$44,336,025 | | | |
| 12 | Unit Valuation of Existing Wastewate | er System (\$/gp | d) | | | \$23.269 | |
| 13 | Single-family Residential Demand (gpd) | | | | | | |
| 14 | Connection Fee (Replacement) ((line 5 + line 7 + line 10) * line 13) | | | | | | |
| 15 | Connection Fee (Growth-Related) (line 8 * line 13) | | | | | | |
| 16 | Single-family Residential Capacit | y Charge | | | | \$5,584 | |

Using the capacity charge for the SFR dwelling unit and the formula described above, a capacity charge schedule is developed as shown in Table 12 for existing development types. The capacity charges provided in Table 12 should be adjusted annually by the percentage increase in the Engineering News Record Construction Cost Index (ENR-CCI).

Wastewater Rate Study • City of Atascadero

Table 12 Schedule of Capacity Charges

| | EDU | Unit of | Capacity |
|-----------------------------|----------|----------------------|----------|
| Development Type | Multiple | Measure | Charge |
| Residential | | | |
| Single Family | 1.00 | Dwelling Unit | \$5,584 |
| Apartment, Condo | 0.75 | Dwelling Unit | \$4,186 |
| Mobile Home | 0.75 | Spaces | \$4,186 |
| Senior Apt Unit | 0.35 | Dwelling Unit | \$1,953 |
| Non-Residential | | | |
| Financial Institutions | 2.00 | Unit | \$11,168 |
| Bars | 1.50 | Unit | \$8,376 |
| Carwash | 7.50 | Unit | \$41,880 |
| Churches/Meeting Halls | | | |
| < 150 seats | 1.33 | Seats | \$7,426 |
| 150 to 250 seats | 2.66 | Seats | \$14,853 |
| > 250 seats | 3.00 | Seats | \$16,752 |
| Commercial Unit | 1.00 | Unit | \$5,584 |
| Funeral Home | 9.00 | Unit | \$50,256 |
| Gas Station | 2.00 | Unit | \$11,168 |
| Grocery Store > 10,000 sf | 8.00 | 1,000 sf | \$44,672 |
| Gymnasium | 10.00 | Unit | \$55,840 |
| Laundry | 9.00 | Unit | \$50,256 |
| Motel (per room) | 0.33 | Room | \$1,842 |
| Office Unit | 1.00 | Unit | \$5,584 |
| Rest Home (per bed) | 0.35 | Bed | \$1,954 |
| Restaurants | | | |
| < 40 seats | 4.00 | Seats | \$22,336 |
| 41 to 60 seats | 6.00 | Seats | \$33,504 |
| 61 to 100 seats | 8.00 | Seats | \$44,672 |
| > 100 seats | 10.00 | Seats | \$55,840 |
| School (per student on 3/1) | 0.05 | Student | \$279 |
| Theater | 4.00 | Unit | \$22,336 |
| Veterinarians | 3.00 | Unit | \$16,752 |
| Unlisted Uses | 1.00 | Unit | \$5,584 |

Capacity Charge Variances

For any new wastewater customer, the City may reserve the right to charge the customer using estimated flow based on fixture units according to the California Plumbing Code, or other method deemed appropriate by the City's engineer. The capacity charge may be calculated using the formula provided above.

Appendix A

Wastewater Technical Appendices

Wastewater Historical and Projected Operation and Maintenance Expense, Capital Improvement Program with Sources and Uses Funding, and the Wastewater Financial Plan are detailed in Appendix A.

ITEM NUMBER: C-1 03/28/23 DATE: ATTACHMENT: 1

Appendix A-1 Historical and Projected Operation and Maintenance Expense

| | Inflationary | | Historical | | Budget | | Projected [1] | | | | | | | | | |
|---------------------------------|--------------|-------------|-------------|-------------|-------------|-------------|---------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|------------|
| Description | Escalation | FY 2014-15 | FY 2015-16 | FY 2016-17 | FY 2017-18 | FY 2018-19 | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | FY 2028-29 |
| COLLECTION | | | | | | | | | | | | | | | | |
| Electricity | 3% [1] | \$64,418 | \$67,310 | \$76,842 | \$78,762 | \$68,000 | \$71,921 | \$76,016 | \$80,292 | \$84,757 | \$89,417 | \$94,280 | \$99,355 | \$104,649 | \$110,172 | \$115,932 |
| Chemicals | 3% [1] | 19,777 | 21,035 | 33,644 | 28,427 | 30,000 | 31,730 | 33,537 | 35,424 | 37,394 | 39,450 | 41,596 | 43,835 | 46,171 | 48,608 | 51,149 |
| Operating Supplies | 3% | 16,400 | 9,291 | 4,130 | 7,008 | 10,000 | 10,300 | 10,609 | 10,927 | 11,255 | 11,593 | 11,941 | 12,299 | 12,668 | 13,048 | 13,439 |
| Vehicle & Equip Supp & Repair | 3% | 9,092 | 49,270 | 38,232 | 27,197 | 75,000 | 77,250 | 79,568 | 81,955 | 84,413 | 86,946 | 89,554 | 92,241 | 95,008 | 97,858 | 100,794 |
| Contract Services | 3% | 104,065 | 101,009 | 45,777 | 39,100 | 70,350 | 72,461 | 74,634 | 76,873 | 79,180 | 81,555 | 84,002 | 86,522 | 89,117 | 91,791 | 94,545 |
| Other | 3% | 5,209 | 5,255 | 5,989 | 6,315 | 6,500 | 6,709 | 6,924 | 7,147 | 7,376 | 7,612 | 7,856 | 8,108 | 8,369 | 8,638 | 8,915 |
| Total Collection Expense | - | \$218,962 | \$253,170 | \$204,614 | \$186,809 | \$259,850 | \$270,371 | \$281,288 | \$292,618 | \$304,375 | \$316,573 | \$329,229 | \$342,360 | \$355,982 | \$370,115 | \$384,77 |
| TREATMENT | | | | | | | | | | | | | | | | |
| Electricity | 3% [1] | \$162,906 | \$162,468 | \$172,653 | \$174,898 | \$170,000 | \$179,803 | \$190,042 | \$200,733 | \$211,895 | \$223,546 | \$235,705 | \$248,392 | \$261,628 | \$275,435 | \$289,835 |
| Operating Supplies | 3% | 26,899 | 26,777 | 22,426 | 32,206 | 37,000 | 38,110 | 39,253 | 40,431 | 41,644 | 42,893 | 44,180 | 45,505 | 46,870 | 48,277 | 49,725 |
| Vehicle & Equip Supp & Repair | 3% | 7,303 | 7,542 | 16,693 | 8,321 | 13,000 | 13,390 | 13,792 | 14,205 | 14,632 | 15,071 | 15,523 | 15,988 | 16,468 | 16,962 | 17,471 |
| Contract Services | 3% | 42,444 | 44,845 | 46,309 | 52,325 | 50,000 | 51,500 | 53,045 | 54,636 | 56,275 | 57,964 | 59,703 | 61,494 | 63,339 | 65,239 | 67,196 |
| Other | 3% | 4,518 | 5,078 | 5,271 | 4,962 | 5,100 | 5,253 | 5,411 | 5,574 | 5,740 | 5,912 | 6,089 | 6,273 | 6,461 | 6,654 | 6,854 |
| Total Treatment Expense | ·- | \$244,070 | \$246,709 | \$263,352 | \$272,712 | \$275,100 | \$288,056 | \$301,543 | \$315,579 | \$330,186 | \$345,386 | \$361,200 | \$377,652 | \$394,766 | \$412,567 | \$431,08 |
| GENERAL OPERATIONS | | | | | | | | | | | | | | | | |
| Salaries and Wages | 5% [2] | \$335,262 | \$344,379 | \$358,567 | \$378,829 | \$374,145 | \$396,905 | \$433,473 | \$527,672 | \$554,059 | \$717,394 | \$753,262 | \$790,924 | \$830,472 | \$872,002 | \$915,602 |
| Benefits | 10% | 175,224 | 195,165 | 209,180 | 231,496 | 242,231 | 274,703 | 302,172 | 387,786 | 426,566 | 569,772 | 626,748 | 689,427 | 758,370 | 834,207 | 917,626 |
| Insurance | 3% | (5,503) | 15,806 | 16,451 | 21,956 | 16,050 | 16,532 | 17,027 | 17,538 | 18,064 | 18,606 | 19,165 | 19,739 | 20,332 | 20,942 | 21,570 |
| Operating Supplies | 3% | 23,482 | 22,661 | 42,224 | 27,381 | 26,000 | 26,780 | 27,583 | 28,411 | 29,263 | 30,141 | 31,045 | 31,977 | 32,936 | 33,924 | 34,942 |
| Vehicle & Equipment Repairs | 3% | 23,688 | 24,943 | 22,605 | 38,333 | 36,000 | 37,080 | 38,192 | 39,338 | 40,518 | 41,734 | 42,986 | 44,275 | 45,604 | 46,972 | 48,381 |
| Contract Services | 3% | 10,702 | 1,495 | 4,515 | 680 | 11,500 | 11,845 | 12,200 | 12,566 | 12,943 | 13,332 | 13,732 | 14,144 | 14,568 | 15,005 | 15,455 |
| Franchise Fees | | 35,865 | 37,121 | 38,251 | 38,636 | 51,850 | 48,516 | 58,524 | 70,582 | 85,108 | 102,612 | 109,132 | 116,058 | 123,396 | 131,182 | 139,436 |
| Departmental Service Allocation | 3% | 79,510 | 67,240 | 74,160 | 72,410 | 72,320 | 74,490 | 76,724 | 79,026 | 81,397 | 83,839 | 86,354 | 88,944 | 91,613 | 94,361 | 97,192 |
| Administrative Services | 3% | 118,340 | 199,130 | 202,650 | 217,520 | 221,960 | 228,619 | 235,477 | 242,542 | 249,818 | 257,312 | 265,032 | 272,983 | 281,172 | 289,607 | 298,296 |
| Contingency Reserve | 3% | 0 | 0 | 0 | 0 | 10,000 | 10,300 | 10,609 | 10,927 | 11,255 | 11,593 | 11,941 | 12,299 | 12,668 | 13,048 | 13,439 |
| Other | 3% | 45,038 | 44,305 | 59,583 | 33,535 | 55,180 | 56,834 | 58,543 | 60,297 | 62,107 | 63,968 | 65,886 | 67,864 | 69,899 | 71,997 | 74,156 |
| Total G&A Expenses | • | \$841,608 | \$952,245 | \$1,028,186 | \$1,060,776 | \$1,117,236 | \$1,182,604 | \$1,270,524 | \$1,476,685 | \$1,571,098 | \$1,910,303 | \$2,025,283 | \$2,148,634 | \$2,281,030 | \$2,423,247 | \$2,576,09 |
| Total O&M Expenses | • | \$1,304,640 | \$1,452,124 | \$1,496,152 | \$1,520,297 | \$1,652,186 | \$1,741,031 | \$1,853,355 | \$2,084,882 | \$2,205,659 | \$2,572,262 | \$2,715,712 | \$2,868,646 | \$3,031,778 | \$3,205,929 | \$3,391,95 |

^[1] Expense increases from additional wastewater flow due to growth as well as cost escalation.
[2] Includes a new Wastewater Operator position occurring in year FY 2021-22 and FY 2023-24, and an allocation of a 0.5 FTE in FY 2023-24.

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Table A-2 Capital Improvement Program With Sources and Uses of Funds

| | Estimated Projected | | | | | | | | | |
|---|---------------------|---------------|---------------|----------------|----------------|---------------|---------------|---------------|-------------|--------------|
| Description | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | FY 2028-29 |
| Current Capital Improvement Projects (CIP) [1] | | | | | | | | | | |
| Wastewater Treatment Plant | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| WRF Process Improvements and Upgrades | - | 309,000 | 3,026,700 | 9,759,700 | 10,052,500 | - | - | - | - | |
| Percolation Basin Capacity Evaluation | - | 36,100 | - | - | - | - | - | - | - | |
| Dredge Pipe Replacement | - | - | - | 38,200 | - | - | - | - | - | |
| Aerator Replacement Program | 19,000 | 19,600 | 20,200 | - | - | - | - | - | - | |
| Lift Stations | - | - | - | - | - | - | - | - | - | |
| Lift Station No. 2 Replacement | 1,332,000 | - | - | - | - | - | - | - | - | |
| Lift Station No. 5 and Force Main Replacement | - | - | - | - | - | 1,233,500 | 7,193,000 | - | - | |
| Lift Station No. 6 and Force Main Upgrades | - | - | - | - | 164,300 | 955,200 | - | - | - | |
| Lift Station 4, 7, 9 11, 14, 15 Rehabilitation Projects | 473,000 | - | - | - | - | - | - | - | - | |
| Lift Station No. 13 and Force Main Replacement | - | 848,700 | 4,951,200 | - | - | - | - | - | - | |
| Collection | - | - | - | - | - | - | - | - | - | |
| Highway 41 and El Camino Real Sewer Improvements | - | - | - | - | - | - | - | - | 281,200 | 1,641,400 |
| Traffic Way Sewer Improvements | 389,000 | 2,269,100 | - | - | - | - | - | - | - | |
| Various Locations Sewer Condition Improvements | 456,000 | - | - | - | - | 1,496,600 | - | 1,587,800 | - | |
| 4x4 Loader | - | - | 159,100 | - | - | - | - | - | - | |
| Asset Management Program and Work Order System | - | 103,000 | - | - | - | - | - | - | - | |
| CCTV Truck | 200,000 | - | - | - | - | - | - | - | - | |
| Combo Truck Storage Structure | 15,000 | - | - | - | - | - | - | - | - | |
| Inflow and Infiltration Study | - | 30,900 | - | - | 33,800 | - | - | 36,900 | - | |
| Portable Bypass Pump | - | 77,300 | - | - | - | - | 119,400 | - | - | |
| Portable Generator (Total of 2) | - | 97,900 | - | - | - | - | - | 123,000 | - | |
| Service Vehicle Replacement (Total of 6) | 35,000 | 36,100 | - | 38,200 | - | 40,600 | - | 43,000 | - | 45,700 |
| Skip and Drag | - | 97,900 | - | - | - | - | - | - | - | |
| Annual GIS Maintenance & Modeling Support | 15,000 | 15,500 | 15,900 | 16,400 | 16,900 | 17,400 | 17,900 | 18,400 | 19,000 | 19,600 |
| Manhole Rehabilitation & Sewer Line Repairs | 100,000 | 103,000 | 132,600 | 136,600 | 168,800 | 173,900 | 209,000 | 215,200 | 253,400 | 261,000 |
| Sewer System Management Plan Audit | 15,000 | - | 15,900 | - | 16,900 | - | 17,900 | - | 19,000 | |
| Wastewater Fee Study | - | - | - | 54,600 | - | - | - | 61,500 | - | |
| Wastewater Customer Database Review | - | - | - | 21,900 | - | - | - | 24,600 | - | |
| Sewer System Management Plan Update | 30,000 | - | - | - | - | 34,800 | - | - | - | |
| Wastewater Master Plan Update | - | - | - | - | 168,800 | - | - | - | - | |
| Total | \$3,079,000 | \$4,044,100 | \$8,321,600 | \$10,065,600 | \$10,622,000 | \$3,952,000 | \$7,557,200 | \$2,110,400 | \$572,600 | \$1,967,700 |
| Sources and Uses of Capital Funds | | | | | | | | | | |
| Beginning Year Balance [2] | \$9,286,000 | \$7,479,700 | \$4,838,400 | \$11,076,400 | \$2,759,200 | \$4,113,200 | \$2,221,900 | \$1,815,500 | \$1,951,200 | \$3,726,000 |
| Transfer In Annual Capital Replacement | 630,700 | 760,800 | 917,600 | 1,106,400 | 1,334,000 | 1,418,700 | 1,508,800 | 1,604,100 | 1,705,400 | 1,812,700 |
| Transfer In Sewer Connection Fees | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 |
| Additional Funding from Net Operating Revenues | - | - | - | - | - | - | - | - | - | |
| New Bond Proceeds (net of issuance costs) | - | - | 13,000,000 | - | 10,000,000 | - | 5,000,000 | - | - | |
| CIP Project Expenditures | (\$3,079,000) | (\$4,044,100) | (\$8,321,600) | (\$10,065,600) | (\$10,622,000) | (\$3,952,000) | (\$7,557,200) | (\$2,110,400) | (\$572,600) | (\$1,967,700 |
| Sources Less Uses | \$7,479,700 | \$4,838,400 | \$11,076,400 | \$2,759,200 | \$4,113,200 | \$2,221,900 | \$1,815,500 | \$1,951,200 | \$3,726,000 | \$4,213,000 |
| Target Capital and Emergency Reserve | \$2,400,000 | \$2,500,000 | \$2,900,000 | \$3,400,000 | \$3,800,000 | \$4,000,000 | \$4,300,000 | \$4,300,000 | \$4,200,000 | \$4,200,000 |

^[1] CIP Source: CIP Project list provided by the City.
[2] The available cash balance reflects the City's FY 2019-20 Budget less Operating Reserve.

Appendix A-3 Wastewater Financial Plan

| Description | FY 2019-20 | FY 2020-21 | FY 2021-22 | FY 2022-23 | FY 2023-24 | FY 2024-25 | FY 2025-26 | FY 2026-27 | FY 2027-28 | FY 2028-29 |
|---|--------------|-------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Proposed Rate Increase (Aug 8) Proposed Rate Increase (July 1) | 19.0% | 19.0% | 19.0% | 19.0% | 19.0% | 5.0% | 5.0% | 5.0% | 5.0% | 5.0% |
| Operating Revenues | | | | | | | | | | |
| Service Charge Revenues, Existing Rates [1] | \$2,038,500 | \$2,066,400 | \$2,094,200 | \$2,122,000 | \$2,149,900 | \$2,177,700 | \$2,205,600 | \$2,233,400 | \$2,261,300 | \$2,289,100 |
| Additional Revenue from Rate Adjustments [2] | 355,000 | 859,800 | 1,434,900 | 2,133,400 | 2,980,700 | 3,278,900 | 3,597,300 | 3,936,400 | 4,297,800 | 4,682,700 |
| Miscellaneous Revenues [3] | 830,700 | 837,800 | 845,200 | 853,000 | 861,200 | 869,800 | 878,800 | 888,200 | 898,100 | 908,500 |
| Interest Earnings [4] | 140,700 | 114,800 | 145,300 | 132,800 | 82,000 | 77,800 | 58,400 | 53,600 | 66,800 | 84,800 |
| Total Operating Revenues | \$3,364,900 | \$3,878,800 | \$4,519,600 | \$5,241,200 | \$6,073,800 | \$6,404,200 | \$6,740,100 | \$7,111,600 | \$7,524,000 | \$7,965,100 |
| Operating Expenses | | | | | | | | | | |
| Operation and Maintenance Expense | \$1,740,500 | \$1,853,300 | \$2,084,900 | \$2,205,700 | \$2,572,300 | \$2,715,700 | \$2,868,700 | \$3,031,800 | \$3,205,900 | \$3,392,000 |
| New Bond Debt Service [5] | 0 | 0 | 919,300 | 919,300 | 1,626,400 | 1,626,400 | 1,980,000 | 1,980,000 | 1,980,000 | 1,980,000 |
| Annual Replacement [6] | 622,300 | 760,800 | 917,600 | 1,106,400 | 1,334,000 | 1,418,700 | 1,508,800 | 1,604,100 | 1,705,400 | 1,812,700 |
| Transfer Sewer Connection Fees to Capital | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 | 642,000 |
| Total Operating Expenses | \$3,004,800 | \$3,256,100 | \$4,563,800 | \$4,873,400 | \$6,174,700 | \$6,402,800 | \$6,999,500 | \$7,257,900 | \$7,533,300 | \$7,826,700 |
| Net Balance From Operations | \$360,100 | \$622,700 | (\$44,200) | \$367,800 | (\$100,900) | \$1,400 | (\$259,400) | (\$146,300) | (\$9,300) | \$138,400 |
| Annual Debt Service Coverage | | | | | | | | | | |
| Net Revenues [7] | \$1,624,400 | \$2,025,500 | \$2,434,700 | \$3,035,500 | \$3,501,500 | \$3,688,500 | \$3,871,400 | \$4,079,800 | \$4,318,100 | \$4,573,100 |
| Total Annual Debt Service | \$0 | \$0 | \$919,300 | \$919,300 | \$1,626,400 | \$1,626,400 | \$1,980,000 | \$1,980,000 | \$1,980,000 | \$1,980,000 |
| Coverage | n/a | n/a | 265% | 330% | 215% | 227% | 196% | 206% | 218% | 231% |
| Combned Operating and Capital Reserves | | | | | | | | | | |
| Beginning Available Reserves | \$10,112,000 | \$8,657,400 | \$6,638,800 | \$12,832,600 | \$4,883,200 | \$6,136,300 | \$4,246,400 | \$3,580,600 | \$3,570,000 | \$5,335,500 |
| Increase (Decrease) Reserve | (1,454,600) | (2,018,600) | 6,193,800 | (7,949,400) | 1,253,100 | (1,889,900) | (665,800) | (10,600) | 1,765,500 | 625,400 |
| Ending Available Reserves | \$8,657,400 | \$6,638,800 | \$12,832,600 | \$4,883,200 | \$6,136,300 | \$4,246,400 | \$3,580,600 | \$3,570,000 | \$5,335,500 | \$5,960,900 |
| Target Operating and Capital Reserves | \$3,270,000 | \$3,427,000 | \$3,942,000 | \$4,503,000 | \$5,086,000 | \$5,358,000 | \$5,734,000 | \$5,816,000 | \$5,803,000 | \$5,896,000 |
| | | | | | | | | | | |

Projected using the existing w astew ater rates. Changes in rate based revenues are due to customer and demand growth.
 Programmer of the control of