* COVID-19 NOTICE *

Consistent with Executive Orders N-25-20 and No. N-29-20 from the Executive Department of the State of California and the San Luis Obispo County Health Official's March 18, 2020 Shelter at Home Order, the Planning Commission Meeting will not be physically open to the public and Planning Commissioners will be teleconferencing into the meeting.

HOW TO SUBMIT PUBLIC COMMENT:
Members of the public are highly encouraged to call **669-900-6833** to listen and provide public comment via phone, or submit written public comments to pc-comments@atascadero.org by 5:00 pm on the day of the meeting. Such email **comments must identify the Agenda Item Number in the subject line of the email**. The comments will be read into the record, with a maximum allowance of 3 minutes per individual comment, subject to the Chairperson's discretion. All comments should be a maximum of 500 words, which corresponds to approximately 3 minutes of speaking time. If a comment is received after the agenda item is heard but before the close of the meeting, the comment will still be included as a part of the record of the meeting but will not be read into the record.

If you would like to view presentations provided during the meeting, you may access them by clicking on the following link:

https://us02web.zoom.us/j/83250238111?pwd=SG9OdGxyNHNTNmxRWEpHTzRQK0VnQT09
Webinar ID: 832 5023 8111

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.

Planning Commission agendas and minutes may be viewed on the City's website: www.atascadero.org.

Copies of the staff reports or other documentation relating to each item of business referred to on the Agenda are on file in the Community Development Department 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 Planning Commission. The Minutes of this meeting will reflect these numbers. All documents submitted by the public during Planning Commission meetings that are either read into the record or referred to in their statement will be noted in the Minutes and available for review by contacting the Community Development Department. All documents will be available for public inspection during City Hall business hours once City Hall is open to the public following the termination of the Shelter at Home Order.

CITY OF ATASCADERO
PLANNING COMMISSION AGENDA

REGULAR MEETING
Tuesday, February 16, 2021
6:00 P.M.

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

CALL TO ORDER

Pledge of Allegiance

Roll Call: Chairperson Vacant
Vice Chairperson Jeff van den Eikhof
Commissioner Jason Anderson
Commissioner Ryan Betz
Commissioner Victoria Carranza
Commissioner Tori Keen
Commissioner Jennifer McIntyre
Commissioner Dennis Schmidt

APPROVAL OF AGENDA

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

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

1. **DRAFT MINUTES OF FEBRUARY 2, 2021**
   - Recommendation: Commission approve the February 2, 2021, Minutes.

PLANNING COMMISSION BUSINESS

PLANNING COMMISSION REORGANIZATION:

A. Election of Chairperson and Vice Chairperson
The Commission will select a Chairperson and Vice Chairperson.

COMMUNITY DEVELOPMENT STAFF REPORTS

2. Greenhouse Gas Inventory Report Findings Summary – CPP21-0005

PUBLIC HEARINGS

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

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

3. TENTATIVE PARCEL MAP (TPM) FOR 4905 TRAFFIC WAY
The proposed project consists of a TPM for the conversion of three existing units into condominiums. The applicant is requesting an exception to the landscape standards. The project is exempt from the California Environmental Quality Act (CEQA), under Categorical Exemption under CEQA Section §15301, Existing Facilities.
Ex-Parte Communications:
Recommendation**:** Approve the project with conditions. (SBDV20-0048)

COMMISSIONER COMMENTS AND REPORTS

DIRECTOR'S REPORT

ADJOURNMENT

The next regular meeting will be held on February 16, 2021, at 6:00 p.m.

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

City of Atascadero

WELCOME TO THE ATASCADERO PLANNING COMMISSION MEETING

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

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

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

TO SPEAK ON SUBJECTS NOT LISTED ON THE AGENDA
Under Agenda item, "PUBLIC COMMENT", the Chairperson will call for anyone from the audience having business with the Commission to approach the lectern and be recognized.

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

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

TO SPEAK ON AGENDA ITEMS (from Title 2, Chapter 1 of the Atascadero Municipal Code)
Members of the audience may speak on any item on the agenda. The Chairperson will identify the subject, staff will give their report, and the Commission will ask questions of staff. The Chairperson will announce when the public comment period is open and will request anyone interested to address the Commission regarding the matter being considered to step up to the lectern. If you wish to speak for, against or comment in any way:

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

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

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

CITY OF ATASCADERO
PLANNING COMMISSION

DRAFT MINUTES

Regular Meeting – Tuesday, February 2, 2021 – 6:00 P.M.
City Hall (Teleconference)
6500 Palma Avenue, Atascadero, California

CALL TO ORDER - **6:00 p.m.**

Vice Chairperson van den Eikhof called the meeting to order at 6:05 p.m. and Commissioner Wolff led the Pledge of Allegiance.

ROLL CALL

Present:	**By Teleconference -** Commissioners Anderson, Shaw, Wolff, and Vice Chairperson van den Eikhof
Absent:	Commissioners Keen and Zirk
Vacant:	One
Others Present:	**By Teleconference -** Recording Secretary, Annette Manier
Staff Present:	**By Teleconference -** Community Development Director, Phil Dunsmore City Clerk, Lara Christensen Associate Planner, John Holder Senior Planner, Kelly Gleason Assistant Planner, Mariah Gasch

APPROVAL OF AGENDA

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

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

PUBLIC COMMENT
The following member of the public spoke during public comment: Charles Bourbeau.
Vice Chairperson van den Eikhof closed the Public Comment period.

CONSENT CALENDAR

1. **DRAFT MINUTES OF JANUARY 19, 2021**
   - Recommendation: Commission approve the January 19, 2021, Minutes.

MOTION: **By Commissioner Shaw and seconded by Commissioner Wolff to approve the Draft Minutes.**

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

PLANNING COMMISSION BUSINESS

A. Administration of Oaths of Office

Administration of Oath of Offices to new Planning Commissioners Jason Anderson, Ryan Betz, Victoria Carranza, Jennifer McIntyre, Dennis Schmidt, and returning Commissioners Tori Keen and Jeff Van den Eikhof by the City Clerk's Office:

Roll Call:

Present: **By Teleconference -** Commissioners Anderson, Betz, Carranza, McIntyre, Schmidt and Vice Chairperson van den Eikhof

Absent: Commissioner Keen

PRESENTATION:

B. Recognition of outgoing Planning Commission members Duane Anderson, Michael Shaw, Jan Wolff, and Tom Zirk.

COMMUNITY DEVELOPMENT STAFF REPORTS

None

PUBLIC HEARINGS

None

COMMISSIONER COMMENTS AND REPORTS

None

DIRECTOR'S REPORT

Director Dunsmore stated that the Commission will hold elections for Chair and Vice Chair on February 16, 2021.

ADJOURNMENT – **6:43 p.m.**
The next regular meeting is scheduled for February 16, 2021, at City Hall, Council Chambers, 6500 Palma Avenue, Atascadero.

MINUTES PREPARED BY:

_____
Annette Manier, Recording Secretary
Administrative Assistant

ITEM NUMBER: 2

DATE: 2/16/21

Atascadero Planning Commission

Director Report – Community Development Department

Greenhouse Gas Inventory Report (CPP 21-0005)

RECOMMENDATION:

Receive the draft 2018 Atascadero Community-wide Greenhouse Gas Inventory produced by the Association of Monterey Bay Area Governments and City of Atascadero staff.

DISCUSSION:

Background:

The State of California has adopted various legislation with the goal of reducing Green House Gas (GHG) emissions in order to comply with State policies. The California Air Resources Board (CARB) is the responsible agency that oversees GHG regulation. They require each City to account for GHGs and identify mitigation measures when reviewing development projects that are subject to environmental review. The completion of a local GHG inventory is the first step in establishing local thresholds that will help our City in the process of streamlining environmental review while evaluating new development projects.

In 2014, Atascadero completed a Climate Action Plan (CAP) utilizing a 2005 GHG inventory, also known as the baseline inventory. The CAP outlined GHG reduction goals through 2020 in order to meet Assembly Bill 32 GHG reduction targets. In 2020, the San Luis Obispo Air Pollution Control District (SLOAPCD) and the Association of Bay Area Governments (AMBAG) provided an opportunity to help update the City's GHG inventory. Supported by funding from the Pacific Gas and Electric (PG&E) Green Communities Program, Southern California Gas (SoCal Gas), and the SLOAPCD, AMBAG began providing baseline GHG inventories for each City in our region. This included an update to 2005 Baseline Community-wide GHG Inventories to reflect new best-practices and methodologies, as well as the creation of a 2018 Community-Wide GHG inventory.

Analysis:

Community-wide GHG emissions inventories provide for an accounting of the existing GHG emissions from residential, commercial, industrial, wastewater, solid waste, and transportation activities in a given year and help jurisdictions set GHG reduction targets based on those existing conditions. Furthermore, establishing a GHG inventory is the first step in establishing thresholds that can help us determine the environmental impacts from new development projects, furthering our goal of streamlining the environmental review process. Attachment 1, 2018 Community-Wide GHG Inventory, includes a detailed analysis of emissions by sector, as well as appendices outlining methodologies and terms used.

2005 Baseline

The 2005 baseline inventory was completed in 2007, and updated in 2012 in preparation for the 2015 CAP. However, since 2014, new software has allowed for more accurate GHG analysis. Therefore, to complete the 2018 inventory, the City's 2005 baseline was updated to reflect consistent methodology in order to follow the same methodology as the 2018 inventory. Additionally, changes made for wastewater, transportation, and solid waste sector analysis. The updated data and methodologies used in the 2005 baseline inventory resulted in a reduced baseline of emissions in the 2018 GHG inventory. The table below illustrates the original and updated 2005 Baseline GHG emissions.

Table 1 – Original and Update 2005 Baseline Inventories

Table 4:

Original 2005 GHG Emissions	Residential	Commercial / Industrial	Transportation	Solid Waste	Wastewater	Total
CO2e (metric tons)	40,690.00	20,271.00	68,727.00	9,083.00	2,657.00	141,428.00

Table 5:

Updated 2005 GHG Emissions	Residential	Commercial / Industrial	Transportation	Solid Waste	Wastewater	Total
CO2e (metric tons)	40,681.70	20,266.27	49,174.12	8,536.46	590.63	119,249.19

(AMBAG, 2020)

2018 Community-wide GHG Emissions

The City's GHG emissions in 2018 total 100,669 metric tons of carbon dioxide equivalent (CO2e). This is a reduction of 16 percent between 2005 and 2018, and is primarily a result of reductions in the residential, commercial, and industrial sectors. The table below outlines the overall and sector specific emissions reduction between 2005 and 2018.

Table 2 – GHG Emissions Reduction from 2005-2018

Community CO2e Emissions by Sector	Residential	Commercial / Industrial	Transportation	Solid Waste	Wastewater	Total
2005	40,682	20,266	49,174	8,536	591	119,249
2018	31,569	10,951	47,379	10,117	653	100,669
% change 2005 - 2018	-22%	-46%	-4%	19%	11%	-16%

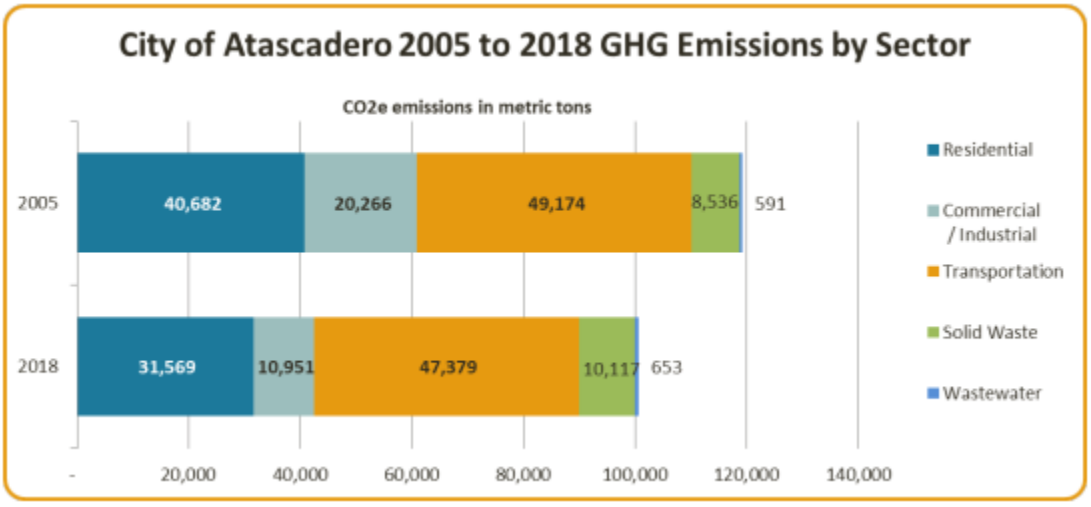
(AMBAG, 2020)

The inventory does not specify the factors that contribute to the changes. However, with GHG emissions reduction data per sector, certain general factors are clear.

- Residential emissions were reduced by 22% between 2005 and 2018 due to renewable energy delivered by PG&E.
- Transportation sector emission decreased slightly by four percent, while Vehicles Miles Traveled (VMT), a metric used to analyze transportation impacts, increased. This is likely a result of increased fuel efficiency.
- Industrial and commercial sector (combined) emissions were reduced by 46%. Similar to residential emissions, this reduction can be attributed to less electricity usage and renewable energy supply.
- The only increase in emissions came from the wastewater and solid waste, which saw respectively an 11 percent and 19 percent increase. However, this does not include emissions from the treatment of wastewater by private septic systems.

The following table summarizes the total emission by sector 2005 and 2018.

Table 3 – GHG Emissions by Sector 2005 and 2018



(AMBAG, 2020)

Summary

The City has made significant progress in GHG emissions reductions and meeting CAP goals. Specifically, the City has met AB 32 GHG reduction targets outlined in the 2014 CAP of 15 percent below 2005 levels by the year 2020. Additionally, the updated 2005 and 2018 GHG inventories creates a solid foundation for the City to proceed with further climate action planning and with establishing local GHG thresholds in an effort to streamline the environmental review process for development projects. If the City chooses to update its Climate Action Plan to help comply with state and local climate reduction goals, the 2018 inventory will support a comprehensive approach to reduce community-wide GHG emissions as part of a CAP update. Such an update may be eligible for state funding and may be a gateway to future planning grant opportunities.

Most importantly, the 2018 inventory will help the City establish local GHG thresholds as required by the California Environmental Quality Act (CEQA). The City will be working towards development of local CEQA thresholds in 2021 and the 2018 inventory is a critical component in this process.

FISCAL IMPACT:

None.

ATTACHMENTS:

1: 2018 Atascadero Community-Wide Greenhouse Gas Inventory Report

Attachment 1: 2018 Atascadero Community-wide GHG Inventory Report

City of Atascadero

DRAFT 2018 Community-Wide Greenhouse Gas Inventory Report

DRAFT CITY OF ATASCADERO 2018 COMMUNITY-WIDE GREENHOUSE GAS (GHG) INVENTORY

PREPARED FOR:

The City of Atascadero

6500 Palma Avenue, Atascadero, CA 93422

Phone: 805.461.5000

Fax: 805.461.7612

PREPARED BY:

Lawrence Garber, Sustainability Program Graduate Student Intern

The Association of Monterey Bay Area Governments (AMBAG)

24580 Silver Cloud Court, Monterey, CA 93940

PO Box 2453 Seaside, CA 93955

Phone: 831.883.3750

Fax: 831.883.3755

FUNDED BY:

The San Luis Obispo Council of Governments and the Air Pollution Control District San Luis Obispo County

OCTOBER 2020

Executive Summary

The City of Atascadero's 2018 Community-wide GHG Inventory totals 100,669 metric tons of carbon dioxide equivalents (CO2e). This represents a 16 percent reduction from the 2005 Baseline Community-wide GHG Inventory. This decrease is the result of emission reductions across the residential and commercial/industrial sectors primarily. It is important to note that while analysis of GHG inventory data can identify the amount of change this type of analysis does not specifically identify the factors that contribute to the changes and their level of contribution. Certain general factors that are able to be identified are noted below, but it should be understood that these are only general contributing factors and not the sole factors responsible for the changes. Figure 1 shows the 2005 and 2018 GHG emissions by sector.

Energy data was provided by Pacific Gas & Electric Company (PG&E) and the Southern California Gas Company (SoCalGas). Residential sector emissions were reduced by 22 percent between 2005 and 2018. This can be attributed, in part, to the specific composition of electricity delivered by PG&E to include both more renewable energy and energy generated from large hydro operations in their energy mix during this time period. The transportation sector emissions decreased by 4 percent from 2005 and 2018 even though there was an increase in Vehicle Miles Travelled (VMT) on local roads. This can be attributed to an increase in vehicle fuel efficiency. In the solid waste sector, an increase in the actual tonnage of waste sent to landfills caused a 19 percent increase in emissions. In the commercial and industrial sector there was a 46 percent reduction in emissions from 2005 to 2018. This can be attributed, in part, to a decrease in electricity usage as well as to policy changes at the state level regarding energy use data access.

Figure 1:

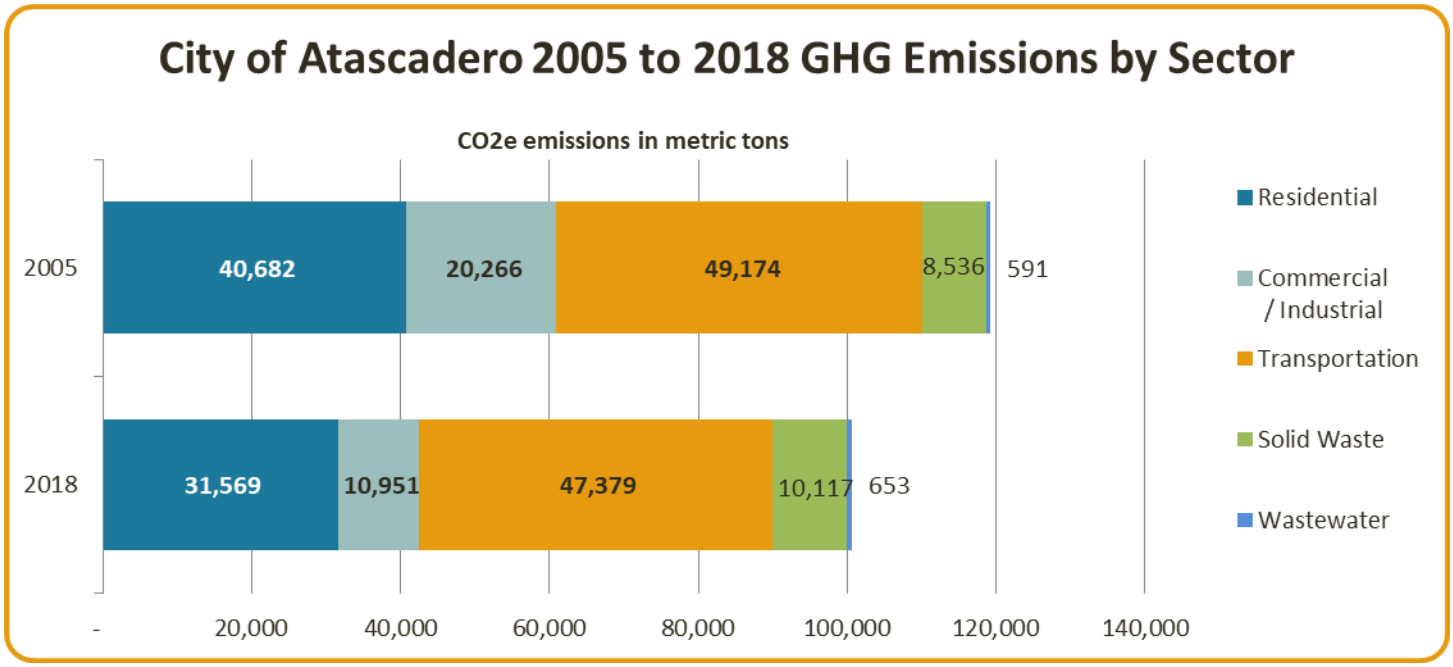


Table 1 summarizes the results of the 2005 Baseline Community-wide GHG Inventory and 2018 Community-wide GHG Inventory, broken out by sectors. The percentage change from the 2005 inventory and the 2018 inventory is a reduction of 16 percent.

Table 1:

Community CO2e Emissions by Sector	Residential	Commercial / Industrial	Transportation	Solid Waste	Wastewater	Total
2005	40,682	20,266	49,174	8,536	591	119,249
2018	31,569	10,951	47,379	10,117	653	100,669
% change 2005 - 2018	-22%	-46%	-4%	19%	11%	-16%

2018 Community-wide GHG Inventory Report

Introduction

A Community-wide GHG emissions inventory is an accounting of the GHG emissions that occur as the result of a community's activities in a given year. GHG inventories can be used to determine the largest sources of GHG emissions from within a community, to set GHG emission reduction targets and to better understand how GHG emissions evolve across inventory years. The City of Atascadero completed its 2005 Baseline Community-wide GHG Inventory and
Climate Action Plan by accessing funding PG&E Green Communities Program, SoCalGas, and the San Luis Obispo Air Pollution Control District (SLOAPCD). SLOAPCD and the San Luis Obispo Council of Governments (SLOCOG) provided funding for AMBAG to update the 2005 Baseline Community-wide GHG Inventory, to reflect new best practices and methodologies as well as to create the City of Atascadero 2018 community-wide GHG inventory

The Atascadero 2005 Baseline and the 2018 Community-wide GHG inventories have been completed by following the US *Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions* as per the California Air Resources Board (CARB) 2017 Scoping Plan. The ICLEI ClearPath tool suite was used to perform the emissions calculations for all inventories in accordance with guidance from the Governor's Office of Planning and Research. The methodology used in this 2018 Community-wide GHG Inventory is included in Appendix A.

California's Climate Change mandates

The State of California has adopted bold goals to reduce GHG emissions and address climate change. In order to meet these goals, the state supports local action on climate change by providing guidance for local jurisdictions to develop GHG emission inventories and climate action plans. Local jurisdictions are required in many instances, and incentivized in others, to address

greenhouse gas emissions under the California Environmental Quality Act (CEQA), AB 32 (California Global Warming Solutions Act of 2006), SB 375 (Sustainable Communities and Climate Protection Act of 2008), SB 32 (California Global Warming Solutions Act of 2006: emissions limit, 2016) and various California Executive orders, regulations, and programs.

A part of the effort to address climate change, the California Legislature has laid out clear GHG emissions reduction targets. AB 32 established a target of reducing GHG emissions back to 1990 levels by 2020, which corresponds to a 15% reduction from 2005 levels. SB 32 set a GHG emissions reduction target of 40 percent below 1990 levels by 2030. Finally, Executive Order B55-18, issued in 2018 by Jerry Brown, established a goal of reaching carbon neutrality by 2045 and maintaining negative emissions in subsequent years.

2018 Community-wide GHG Emissions by Sector

Many local governments find a sector-based analysis most relevant to policymaking and project management, as it assists in formulating sector-specific reduction measures and climate action plan components. This inventory evaluates community emissions from the following sectors:

- Residential
- Commercial and Industrial
- Transportation
- Solid Waste
- Wastewater

The community of Atascadero emitted 100,669 metric tons of CO2e in 2018. As visible in Figure 2 and Table 2, 47.1 percent of emissions are from the transportation sector, and were generated by fuel use from travel on local roads. Emissions from electricity and natural gas usage in the residential sector generated 31.4 percent of emissions, while electricity and natural gas usage in the commercial sector generated 10.9 percent of emissions. The disposal of waste generated by Atascadero residents and businesses caused 10 percent of total emissions. The remaining 0.6 percent of emissions was generated from wastewater treatment processes.

Figure 2

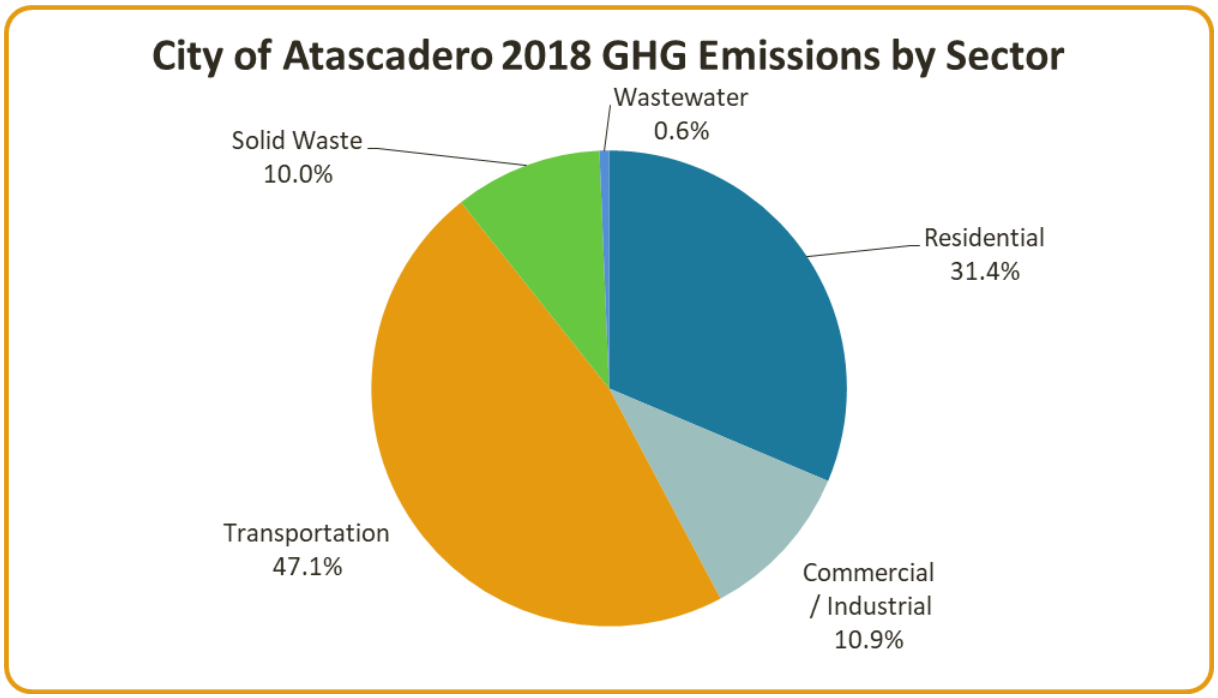


Table 2:

2018 Community Emissions by Sector	Residential	Commercial / Industrial	Transportation	Solid Waste	Wastewater	Total
CO2e (metric tons)	31,569	10,951	47,379	10,117	653	100,669
% of Total CO2e	31.4%	10.9%	47.1%	10%	0.6%	100%

Built environment: Residential, Commercial and Industrial Sector

Atascadero's built environment generated 42.3 percent of community-wide GHG emissions in 2018 or 42,520 metric tons of CO2e. Emissions were calculated using 2018 electricity and natural gas consumption data provided by PG&E and SoCalGas.

The residential sector accounted for 31,569 metric tons of CO2e and only includes emissions arising from the consumption of energy in residential buildings. The commercial and industrial sectors accounted for 10,951 metric tons of CO2e and include emissions arising from the consumption of energy in both commercial and industrial buildings. PG&E was not able to provide a breakdown between commercial and industrial electricity due to the California Public Utilities Commission's (CPUC) 15/15 rule[1].

Figure 3 and Table 3 show the breakdown of natural gas to electricity emissions in Atascadero's built environment. In the residential sector, natural gas use comprised 59 percent of emissions while the commercial and industrial sector natural gas use comprised 17 percent of emissions.

Figure 3:

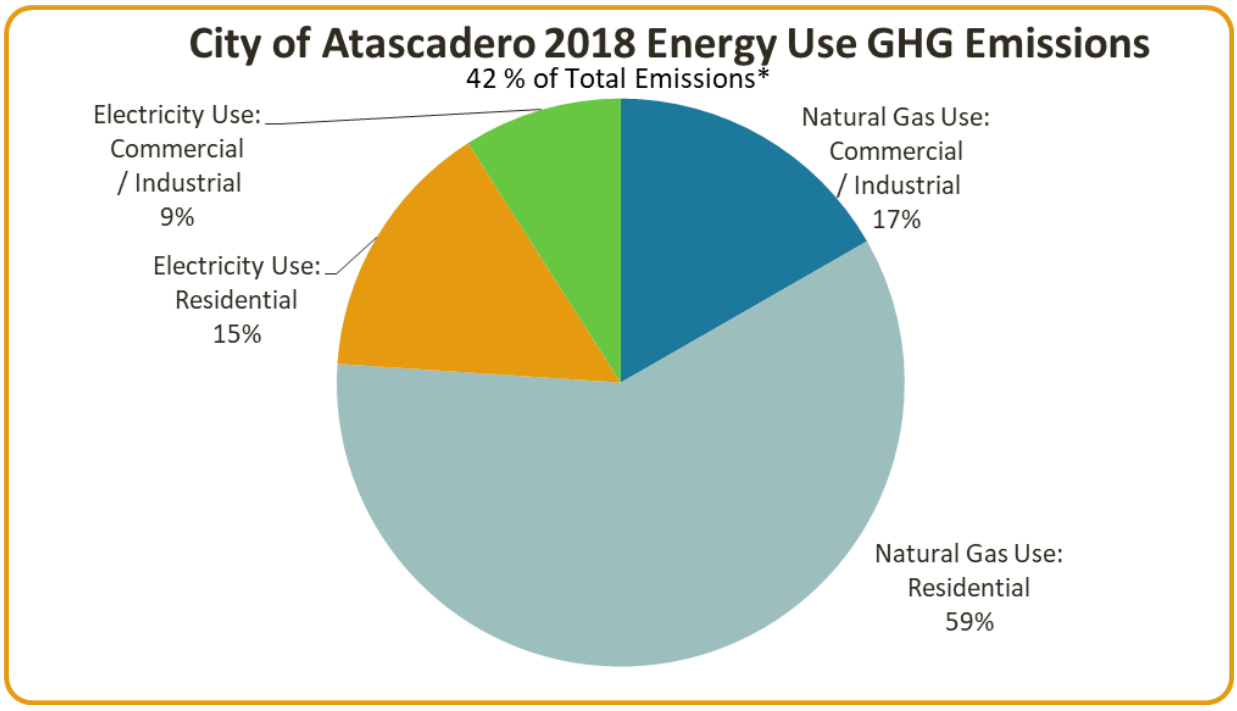


Table 3:

Natural Gas Use Emissions (CO2e):		Electricity Use: Emissions (CO2e):	
Commercial/Industrial	**Residential**	**Commercial/Industrial**	**Residential**
7,108	25,227	3,844	6,342

[1] The 15/15 Rule was adopted by the CPUC in the Direct Access Proceeding (CPUC Decision 97-10-031) to protect customer confidentiality. If the number of customers in the compiled data is below 15, or if a single customer's load is more than 15 percent of the total data, categories must be combined before the information is released.

Transportation Sector

As mentioned previously, Atascadero's transportation sector generated 47.1 percent of community-wide GHG emissions in 2018, or 47,379 metric tons of CO2e. The transportation sector analysis includes emissions from all vehicle use on local roads within Atascadero's jurisdictional boundaries. Emissions from air travel of Atascadero's residents were not included in the transportation sector analysis.

Solid Waste Sector

As mentioned previously, the solid waste sector accounted for 10 percent of community-wide GHG emissions in 2018 or 10,117 metric tons of CO2e. Emissions from the solid waste sector are an estimate of methane generation from the anaerobic decomposition of organic wastes (such as paper, food scraps, plant debris, wood, etc.) that are deposited in a landfill. Transportation

emissions generated from the collection, transfer and disposal of solid waste are included in transportation sector GHG emissions.

Wastewater Sector

As mentioned previously, the wastewater sector accounted for 0.6 percent of community-wide GHG emissions in 2018 or 653 metric tons of CO2e. This sector accounts for the operation of wastewater treatment facilities used to treat Atascadero's wastewater. Emissions from the treatment of wastewater through septic tank systems are not included in this inventory.

2005 Baseline Community-wide GHG inventory Update

The City of Atascadero 2005 Baseline Community-wide GHG Inventory was first completed in 2007, was updated in 2012, and used as part of the City of Atascadero Climate Action Plan in 2014. The original 2005 Baseline Community-wide GHG inventory was completed by using the CACP2009 ICLEI software and by following the California Community-wide GHG Baseline Inventory Protocol as well as the ICLEI International Local Government GHG Emissions Analysis Protocol. In order to calculate the CO2 equivalent emissions from methane and nitrous oxide, the inventory used Global Warming Potential (GWP) values from the International Panel on Climate Change (IPCC) Second Assessment Report (AR2).

Since 2014, the ICLEI US *Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions* has become the recognized protocol to complete Community-wide GHG inventories. This protocol includes the accepted, US specific, technological methodologies and GHG emissions calculations. ICLEI has also replaced the CACP 2009 software with the Clearpath tool suite, an online based platform to calculate GHG emissions and conduct climate action planning. Finally, the IPCC has issued new assessment reports which feature updated GWP values for methane and nitrous oxide.

In addition, accepted inventorying methods and methodologies are constantly being updated as new modelling tools and calculation methodologies are released, in order to calculate GHG emissions as accurately as possible. When conducting new inventories, it is especially important to ensure that all inventories use the same methodology in order to be able to compare GHG emissions from inventory to inventory. The original 2005 baseline Community Wide GHG inventory was therefore update to follow the same methodology and use the same GWP values as the 2018 inventory. Table 4 shows the original baseline 2005 Community-wide GHG inventory. Table 5 shows the updated 2005 Community-wide GHG inventory.

Table 4:

Original [1] GHG Emissions	Residential	Commercial / Industrial	Transportation	Solid Waste	Wastewater	Total
CO2e (metric tons)	40,690.00	20,271.00	68,727.00	9,083.00	2,657.00	141,428.00

Table 5:

Updated 2005 GHG Emissions	Residential	Commercial / Industrial	Transportation	Solid Waste	Wastewater	Total
CO2e (metric tons)	40,681.70	20,266.27	49,174.12	8,536.46	590.63	119,249.19

Beyond the changes outlined above, a few significant changes were made in the following sectors in order for the 2005 Baseline Community-wide GHG inventory to follow the same methodology as the 2018 Community-wide GHG inventory:

Transportation Sector

The original 2005 GHG inventory utilized the SLOCOG Travel Demand Model to calculate transportation-related GHG emissions data and VMT for trips that had an origin and/or destination in the city. In updating the 2005 baseline, AMBAG staff used HPMS data to only take into account VMT on local roads within the city. AMBAG staff also used the EMFAC 2017 model developed by the California Air Resources Board (CARB) to calculate GHG emissions. The transportation sector also no longer includes off-road vehicle emissions because off-road activity

[1] Baseline Community-wide GHG inventory Update | City of Atascadero

is modeled at the county level by CARB and disaggregating this data down to the jurisdiction by jurisdiction level yields less than accurate results.

Solid Waste Sector

In the original 2005 Baseline Community-wide GHG Inventory, the waste sector only took into account the waste sent to landfills from city residents, businesses, and institutions to landfills located in San Luis Obispo County. As part of the 2005 inventory update AMBAG staff included emissions from all California landfills accepting waste generated by the community.

In the original 2005 Baseline Community-wide GHG Inventory, tonnages from alternative daily cover usage in landfills were not included in solid waste totals used to calculate emissions. This decision was made because green waste when used as ADC material is considered to be recycled. However starting in 2020, green waste used as ADC will no longer be considered to have been recycled (AB 1594). Therefore this ADC data was added to the 2005 solid waste totals, in order to ensure continuity in methods across all inventory years.

Wastewater Sector

As part of the 2005 inventory update, AMBAG staff used a population based method to calculate GHG emissions from the discharge of nitrogen in the environment as well as to calculate process emissions caused by the wastewater treatment itself. The observed changes to the emissions figures reflect changes in the equations used to calculate process emissions.

Conclusion

The City of Atascadero has taken steps toward reducing its impact on the environment by quantifying its 2005 baseline community-wide GHG emissions and creating a Climate Action Plan in 2014. As shown in the 2018 inventory, the City of Atascadero has already met the 2020 AB 32

GHG emissions reduction targets. This inventory will now allow the city to look ahead and chart a path towards meeting the SB 32 2030 GHG emissions reduction target as well as the 2045 carbon neutrality goal.

Using a comprehensive approach to reduce community-wide greenhouse gas emissions, this inventory provides an important foundation for the City of Atascadero to update its Climate Action Plan. Specifically, this inventory can serve to:

- Establish future emissions reductions targets.
- Identify the largest sources of community-wide emissions.
- Track changes to community emissions over time.
- Evaluate progress towards emission reduction goals.
- Support the development, implementation and evaluation of new strategies to reduce emissions.

Appendix A: Inventory Methodology by Sector

This appendix, describes in detail the data sources and processes used to calculate emissions in this community-wide GHG inventory.

Overview of Inventory Contents and Approach

The community inventory describes emissions of the major greenhouse gases from the residential, commercial and industrial, transportation, solid waste, and wastewater sectors. As explained in Appendix A, emissions are calculated by multiplying activity data—such as kilowatt hours or VMT —by emissions factors, which provide the quantity of emissions per unit of activity. Activity data is typically available from electric and gas utilities, planning and transportation agencies, and air quality regulatory agencies. Emissions factors are drawn from a variety of sources, including PG&E, the Community protocol, and air quality models produced by the California Air Resources Board (CARB).

Built Environment Methodology: Residential, Commercial and Industrial Sectors

Data on electricity and natural gas sold by Pacific Gas and Electric to customers was provided by PG&E. Natural gas data was provided by SoCalGas. Bundled PG&E electricity emissions were calculated in ICLEI's ClearPath software using PG&E-specific emissions factors provided by PG&E. All natural gas emissions were calculated in ClearPath with default emissions factors from the community protocol.

Transportation Sector Methodology

On-road transportation emissions were derived from local jurisdiction vehicle miles traveled (VMT) data and regional vehicle and travel characteristics. Observed VMT on non-state facilities (referred to in the inventory as "local roads") was obtained from Caltrans' Highway Performance Monitoring System reports.

The EMFAC 2017 model developed by CARB was used to calculate emissions from these VMT figures. EMFAC defaults for each county include regionally-specific information on the mix of vehicle classes and model years, as well as ambient conditions and travel speeds that determine fuel efficiency. The model estimates carbon dioxide, methane, and nitrous oxide emissions from these factors as well as from inputted vehicle activity data.

For purposes of this inventory, AMBAG staff ran the model for each San Luis Obispo County jurisdiction, leaving all CARB default values in place (including VMT). Staff then used the EMFAC output to calculate local fleet mix and emissions factors for each vehicle type. Different emissions factors were calculated for CO_2, CH_4 and N_2O. The total VMT was then distributed among the various EMFAC-defined vehicle types according to percentages derived from the EMFAC output. The appropriate emissions factor for each vehicle type was then applied for these greenhouse gases. Finally, global warming potentials were factored in and the total

emissions from each vehicle type were summed to reach the total CO_2e emissions from the transportation sector.

Solid Waste Sector Methodology

Emissions from solid waste were captured by estimating future emissions from decomposition of waste generated in the inventory year ("community-generated solid waste"). Communitygenerated solid waste emissions were calculated in ClearPath using waste disposal data obtained from the California Department of Resources Recycling and Recovery (CalRecycle) Disposal Reporting System, which records tonnages of municipal solid waste and alternative daily cover by local jurisdiction. A population-based method was used to proportionally divide the total amount of waste generated by the San Luis Obispo County Integrated Waste Management Authority. The proportional total for Atascadero was recorded in ClearPath as an outside jurisdiction entry.

As some types of waste (e.g., paper, plant debris, food scraps, etc.) generate methane within the anaerobic environment of a landfill and others do not (e.g., metal, glass, etc.), it is important to characterize the various components of the waste stream. Waste characterization for community-generated solid waste was estimated using the CalRecycle 2003 and 2014 California statewide waste characterization study.[2]

Most landfills in the bay area capture methane emissions either for energy generation or for flaring. The EPA estimates that 60 percent to 80 percent[3] of total methane emissions are recovered at the landfills to which City of Atascadero sends its waste. Following the recommendation of the community protocol, AMBAG adopted a 75 percent methane recovery factor and a 10% oxidation rate.

Recycling and composting programs are reflected in the emissions calculations as reduced total tonnage of waste going to the landfills. The model, however, does not capture the associated emissions reductions in "upstream" energy use from recycling as part of the inventory.[4] This is in-line with the "end-user" or "tailpipe" approach taken throughout the development of this inventory. It is important to note that recycling and composting programs can have a significant impact on greenhouse gas emissions when a full lifecycle approach is taken. Manufacturing products with recycled materials avoids emissions from the energy that would have been used during extraction, transportation and processing of virgin material.

Wastewater Sector Methodology

Wastewater coming from homes and businesses is rich in organic matter and has a high concentration of nitrogen and carbon (along with other organic elements). As wastewater is

[2] CalRecycle Waste Characterization Studies available at https://www2.calrecycle.ca.gov/WasteCharacterization/Study [3] AP 42, section 2.4 Municipal Solid Waste, 2.4-6, http://www.epa.gov/ttn/chief/ap42/index.html

[4] "Upstream" emissions include emissions that may not occur in your jurisdiction resulting from manufacturing or harvesting virgin materials and transportation of them.

collected, treated, and discharged, chemical processes can lead to the creation and emission of two greenhouse gases: methane and nitrous oxide.

Emissions from wastewater treatment were calculated by first assessing the treatment steps used to transform Atascadero's wastewater. Staff then used the ClearPath tool and a population-based method to estimate treatment process emissions, in accordance with the methodology delineated in the US Community protocol. Fugitive nitrous oxide emissions from effluent discharge were also estimated using this method.

Appendix B: Glossary

This Appendix provides a brief description of technical terms used in the inventory.

Activity Data:
Data on the magnitude of a human activity resulting in emissions or removals taking place during a given period of time. Data on energy use, metal production, land areas, management systems, lime and fertilizer use and solid waste production are examples of bodata.

Baseline year:
A specific year against which emissions are tracked over time. For this inventory, the baseline year is 2005.

Boundaries:
GHG accounting and reporting boundaries can have several dimensions, i.e., jurisdictional, operational or geopolitical. The inventory boundary determines which emissions are accounted and reported.

Carbon Dioxide Equivalent:
A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential (GWP). Carbon dioxide equivalents are commonly expressed as metric tons of carbon dioxide equivalents ($MTCO_2e$). The carbon dioxide equivalent for a gas is derived by multiplying the tons of the gas by the associated GWP. See appendix A.

Community-wide GHG Inventory:
A calculation of GHG emissions generated as a result of activities within a community.

Consistency:
Consistency means that an inventory should be internally consistent in all its elements over a period of years. An inventory is consistent if the same methodologies are used for the base and all subsequent years and if consistent data sets are used to estimate emissions or removals from sources or sinks.

Direct GHG emissions:
Emissions from sources that occur within a jurisdiction's operational or geopolitical boundaries are called direct GHG emissions.

Emissions Factor:
A unique value for scaling emissions to activity data in terms of a standard rate of emissions per unit of activity (e.g., grams of carbon dioxide emitted per kWh of electricity use or per therms of natural gas use).

Fugitive emissions:
Emissions that are not physically controlled but result from the intentional or unintentional releases of GHGs. They commonly arise from the production, processing transmission storage and use of fuels and other chemicals, often through joints, seals, packing, gaskets, etc.

Global Warming Potential:
A measure of the total energy that a gas absorbs over a particular period of time (usually 100 years), compared to carbon dioxide.

Greenhouse gases (GHGs):
Gases which when released in the atmosphere have a warming impact. The GHG's considered in this inventory are carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O).

Indirect emissions:
Emissions that are a consequence of activities inside a jurisdiction, but occur from sources outside of the inventory boundaries, e.g., as a result of the import of electricity, heat, or steam.

Intergovernmental Panel on Climate Change:
The IPCC was established jointly by the United Nations Environment Programme and the World Meteorological Organization in 1988. The purpose of the IPCC is to assess information in the scientific and technical literature related to all significant components of the issue of climate change. Leading experts on climate change and environmental, social, and economic sciences have helped the IPCC to prepare periodic assessments of the scientific underpinnings for understanding global climate change and its consequences. With its capacity for reporting on climate change, its consequences, and the viability of adaptation and mitigation measures, the IPCC is also looked to as the official advisory body to the world's governments on the state of the science of the climate change issue.

Methane (CH_4):
A hydrocarbon that is a greenhouse gas with a global warming potential estimated at 25 times that of carbon dioxide (CO_2). Methane is produced through anaerobic (without oxygen) decomposition of waste in landfills, flooded rice fields, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion. The GWP is from the IPCC's Fourth Assessment Report (AR4).

Nitrous Oxide (N_2O):
A powerful greenhouse gas with a global warming potential of 298 times that of carbon dioxide (CO2). Major sources of nitrous oxide include soil cultivation practices, especially the use of

commercial and organic fertilizers, manure management, fossil fuel combustion, nitric acid production, and biomass burning. The GWP is from the IPCC's Fourth Assessment Report (AR4).

Process emissions:
Emissions from industrial processes involving chemical transformations other than combustion.

ITEM NUMBER: 3
DATE: 2/16/2021

Atascadero Planning Commission

Staff Report – Community Development Department

Traffic Way Commercial Condominium Map
Tentative Parcel Map AT 20-0055
SBDV20-0048

RECOMMENDATION(S):

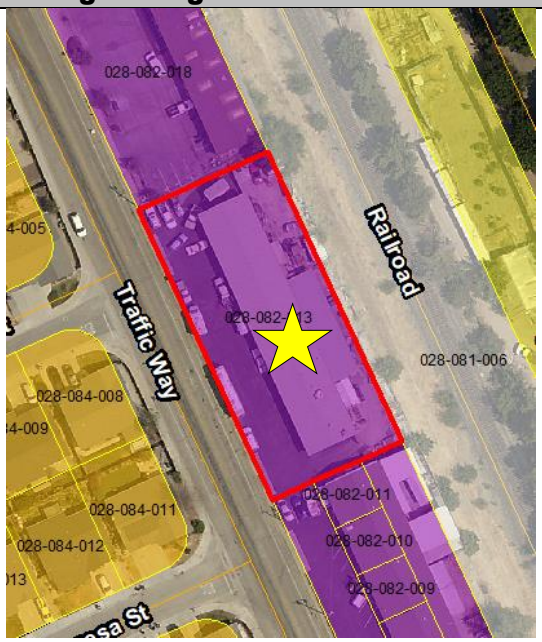
Planning Commission adopt draft PC Resolution, approving Tentative Parcel Map AT 20-0055, a request to establish three (3) commercial airspace condominium units based on findings and subject to conditions of approval.

Project Info In-Brief:

PROJECT ADDRESS:	4905 Traffic Way		Atascadero, CA	**APN**	028-082-013
PROJECT PLANNER	Mariah Gasch Assistant Planner		470-3436	mgasch@atascadero.org	
APPLICANT	Steven Pascal				
PROPERTY OWNER	Steven Pascal				
GENERAL PLAN DESIGNATION:	**ZONING DISTRICT:**	**SITE AREA**	**EXISTING USE**	**PROPOSED USE**	
Industrial	Industrial	0.47 acres	Commercial/ Industrial rental units	Commercial/ Industrial condominiums	
ENVIRONMENTAL DETERMINATION					
☐ Environmental Impact Report SCH: _____ ☐ Negative / Mitigated Negative Declaration No. _____ ☒ Categorical Exemption CEQA – Guidelines Section 15301 ☐ Statutory Exemption §§ 21000, et seq & _____ ☐ No Project – Ministerial Project					

DISCUSSION:

Existing Surrounding Uses / Parcel Configurations:

Existing Zoning	Existing Aerial / Surrounding
	

North:	South:	East:	West:
Industrial (I)	Industrial (I)	Residential Multifamily (RMF-10)	Union Pacific Railroad / Residential Single-Family (RSF-Y)

Background

The applicant is proposing an airspace condominium of the commercial tenant spaces to allow for the individual sale of each tenant space. The existing building currently has three (3) tenant spaces. The underlying parcel will remain un-subdivided and all common areas will be maintained by an association or comparable mechanism under common ownership by the airspace units that would be created.

Analysis

Atascadero Municipal Code (AMC) 11-6.41 states that "design criteria for subdivisions and the required physical improvements for them shall be in compliance with the City's Zoning Ordinance, standard drawings and specifications, subdivision standards, and other applicable regulations or standards." The existing site does not meet all of the standards of the Municipal Code. Therefore, updates to the site to increase code compliance can be required as conditions of approval before recording the final parcel map.

Subdivision Regulations

AMC 9-3.349 states that the minimum lot size in the industrial zone is two (2) acres but that smaller lots may be created for airspace condominiums where the Planning

Commission determines that such smaller lot sizes will not be detrimental to the purpose and intent of the Industrial Zone.

Staff recommends approving the proposed Tentative Parcel Map, as the creation of airspace condominium spaces in this location will not negatively impact the intended purpose of the Industrial zone. The subject site is narrow and contains an existing building with three (3) existing for-rent tenant spaces. The condominium map will retain the underlying parcel and create airspace ownership units that site upon the remaining parcel. Airspace units can be easily modified by recording a revised condominium plan, allowing for flexibility in the future. The underlying parcel will remain un-subdivided allowing for future site redevelopment.

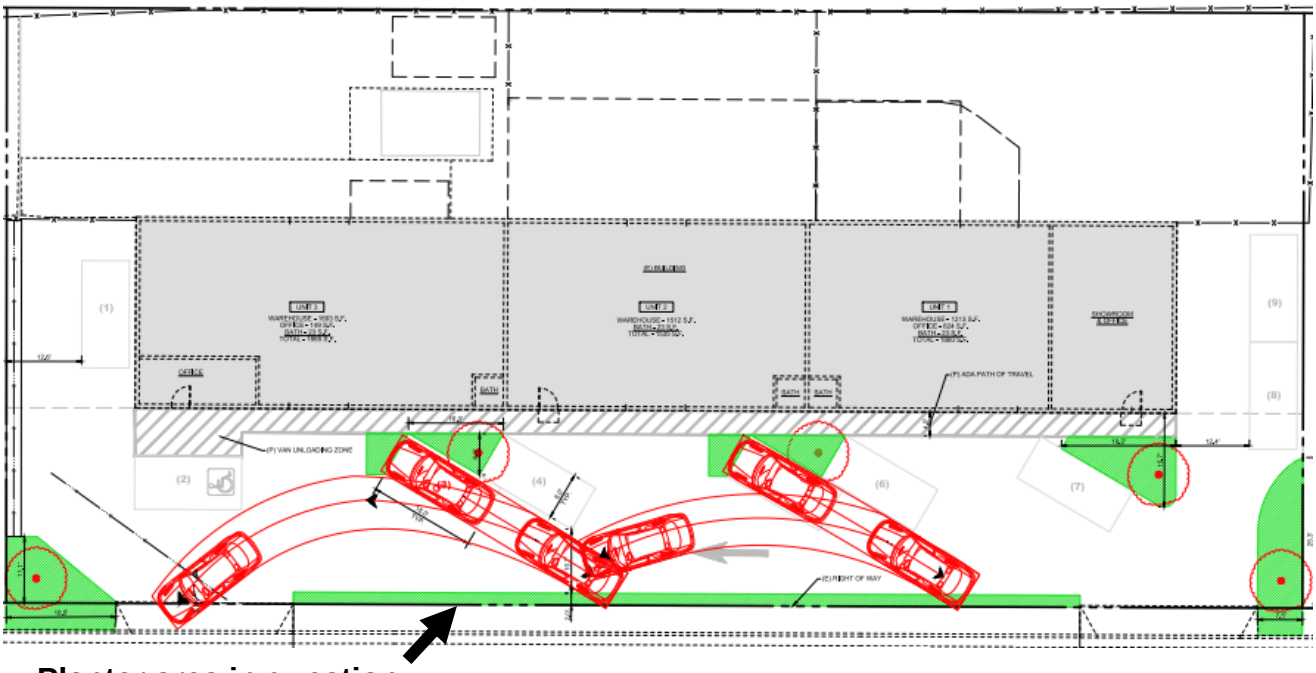
Parking Lot Construction
The existing parking lot has worn asphalt and does not have any striping for specific parking spots. AMC 9-4.119 requires that all parking lots inside the urban services line be paved with asphalt of concrete and that parking spots be marked with paint striping. To meet this requirement, the applicant is will need to reseal the existing parking lot and stripe it to meet municipal code standards. Due to the limited existing parking area, the parking space angle will be exaggerated, however, the applicant has provided back up and turning diagrams that show feasibility of the spaces as proposed.

Parking Spaces
Atascadero Municipal Code (AMC) 9-4.118 lists land uses and their required number of parking spaces. The uses currently occupying the three tenant spaces include automotive repair, warehouse/ hobby vehicle storage, and a tile office/ warehouse. A total of nine (9) parking spaces are required. The applicant is proposing to stripe the parking spaces within the existing lot, including one accessible space.

Landscaping
AMC 9-4.125 requires lots in the Industrial zone to have at least 5% of the lot landscaped. The property has no existing landscaping and the owner is proposing to add landscaping that would cover 4.59% of the site. All of the proposed landscaping is located along the front of the property, within the parking lot. The proposed landscaping includes 5 new (15-gallon size) Bradford Pear trees. The rear portion of the property is completely fenced in. Therefore, additional landscaping in the rear would not be visible from Traffic Way. AMC 9-4.125 also includes that all required setbacks be landscaped. However, the Industrial zone does not have setback requirements. Street trees are also required along private street frontages at a minimum of 30 feet on-center. The existing site configuration and parking lot standards limit the potential for street trees along Traffic Way. In addition, power lines are located along the frontage creating conflicts with larger trees. Two of the proposed Bradford Pear trees are located along the right-of-way and will act as street trees. These trees are smaller in size and can be positioned to minimize conflicts with the existing power lines. AMC 9-4.119 also requires that a minimum of 10% of the interior of all parking lots be landscaped and include shade trees. The applicant is proposing to add landscape planters throughout the parking lot, which will include the five new 15-gallon Bradford Pear trees.

This Atascadero Municipal Code section also requires that parking lots abutting a public street be separated from the street right-of-way by a landscaping strip with a minimum width of ten (10) feet. This 10-foot wide landscape strip is infeasible due to the location of the existing building and parking lot design standards. The applicant originally submitted a site plan showing a 2-foot wide landscape planter separating the public right-of way-along Traffic way and the parking lot. Due to concerns about maintenance, the applicant submitted a revised plan which eliminated the 2-foot planter and expanded the landscape planters along the north and south property lines.

Staff is recommending that the two-foot planter remain to provide a separation between the walking area in the right-of-way and the parking lot and that a curb be incorporated to reduce the chance that vehicles will back over the landscape and onto the sidewalk. Even though it is small, ornamental drought tolerant grasses could do well in the planter. The applicant does not wish to install the two-foot wide landscape strip and would rather enlarge other landscape areas. The pros and cons of available options are presented below. It is important to note that findings for landscape reduction must be made for either option chosen.



Planter area in question

1. Landscape planter with 6-inch curb all the way around the planter
   Pros
   - Adds a landscape buffer in the Industrial Zone for a site located across the street from residential properties
   - Beautifies a site in the Industrial Zone
   - Protects the landscaping from being run over as cars back out of parking spaces in the lot

- Acts as a physical buffer between the parking lot and a future sidewalk along Traffic Way for safety

Cons

- Cost to the applicant is increased with requirements for additional curb and irrigation
- Leaves a smaller area (1-foot wide) for landscaping with curbs included

2. Landscape planter with 6-inch curb on only the parking lot side

Pros

- Adds a landscape buffer in the Industrial Zone for a site located across the street from residential properties
- Beautifies a site in the Industrial Zone
- Protects the landscaping from being run over as cars back out of parking spaces in the lot
- Acts as a physical buffer between the parking lot and a future sidewalk along Traffic Way
- Increases available planting area by eliminating curbing on the street side

Cons

- Cost to the applicant is increased with requirements for additional curb and irrigation
- Leaves a smaller area (1.5-foot wide) for landscaping than with no curb

3. Landscape planter with no curb

Pros

- Adds a landscape buffer in the Industrial Zone for a site located across the street from residential properties
- Beautifies a site in the Industrial Zone
- Acts as a visual buffer between the parking lot and a future sidewalk along Traffic Way
- Landscape materials may act as a limited safety buffer

Cons

- Cost to the applicant is increased with requirements for additional curb and irrigation may be difficult to maintain as cars backing out may run over landscaping. Landscape material will need to be hearty and maintained to retain the element of safety

4. No landscape planter

Pros

- No maintenance required
- Reduces cost for owner

Cons

- There is no visual buffer between the Industrial zone and adjacent Residential zone

- There is no physical buffer between the parking lot and future sidewalk on Traffic Way. Cars will be able to utilize the space to the curb edge for backing up and driving through the site.

AMC 9-4.125 allows the Planning Commission to decrease the minimum landscape area based on various criteria. The minimum landscape area required may be decreased if a finding can be made that existing vegetation topography or structural arrangement preclude the need for landscaping. Staff is recommending option #2. Should Planning Commission wish to implement an alternative option, this condition will need to be modified.

Due to the site's existing building placement and parking lot design constraints, staff recommends that the Planning Commission reduce the required landscape area to the proposed 4.59% with the two (2) foot landscape strip including curbing on the parking lot side. Staff has added a condition that the applicant provide a professionally designed landscape and irrigation plan with their final map submittal and that they install all landscaping and irrigation prior to recording the final map.

Conclusion
The proposed condominium map is consistent with the General Plan and Zoning Ordinance, as conditioned and with findings for exceptions and the airspace configurations are consistent with the requirements of the Subdivision Ordinance. Staff recommends the Planning Commission approve the Tentative Parcel Map as conditioned.

ENVIRONMENTAL DETERMINATION:

The proposed project is Categorically Exempt (Class 1) from the provisions of the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., "CEQA") and CEQA Guidelines (Title 14 California Code of Regulations §§ 15000, et seq.) CEQA pursuant to CEQA Guidelines Section 15301, because it is a subdivision of existing commercial or industrial buildings, where no physical changes occur.

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 a Tentative Parcel Map for commercial condominiums. Findings and the facts to support these findings are included in the Draft Resolution.

ALTERNATIVES:

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

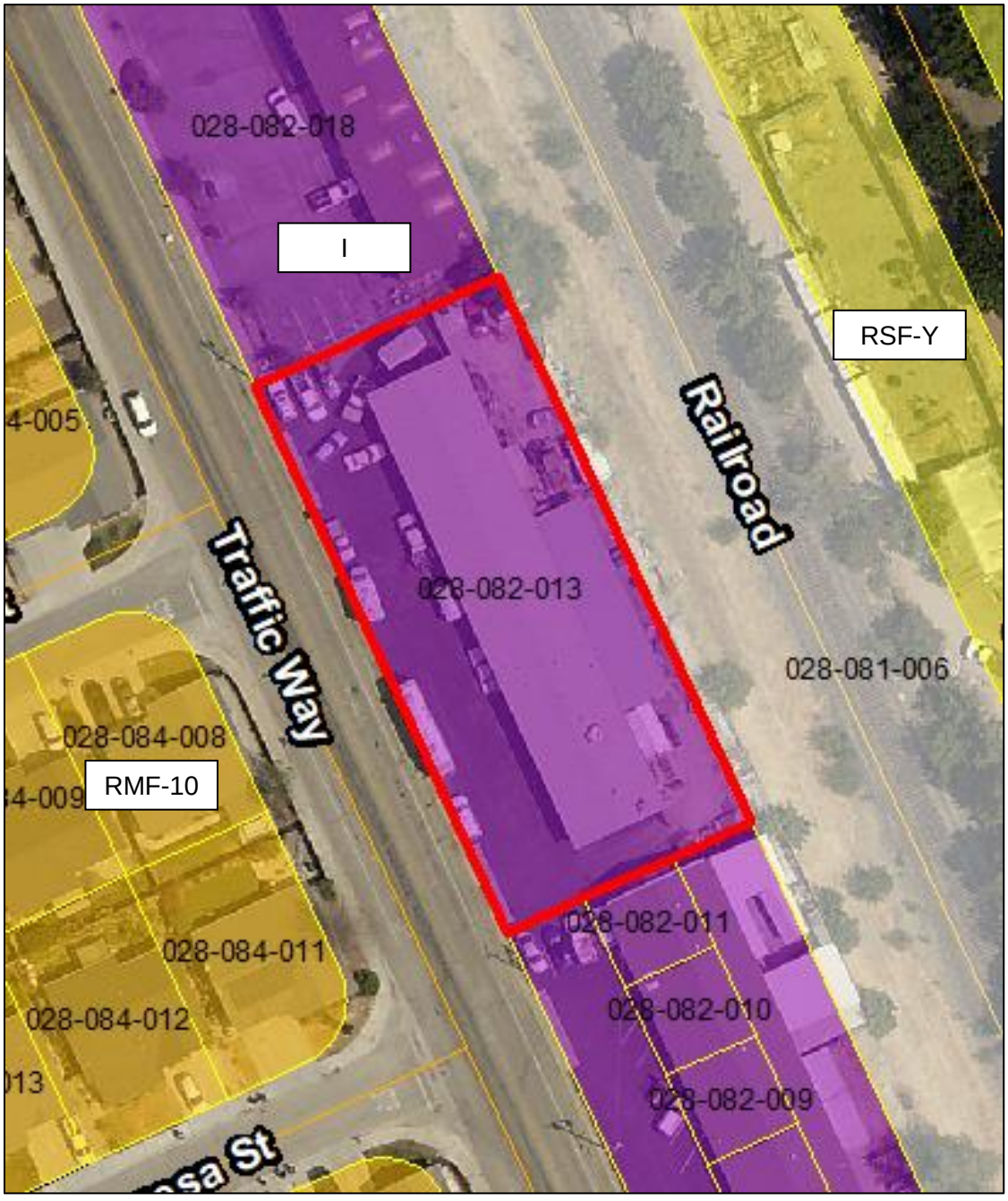
2. The Planning Commission may determine that more information is needed on some aspect of the project and may refer the item back to the applicant and staff to develop the additional information. The Commission should clearly state the type of information that is required. A motion, and approval of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

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

ATTACHMENTS:

1. Zoning Map
2. Site Photos
3. Draft Resolution

ATTACHMENT 1: Zoning Map
SBDV20-0048



ATTACHMENT 2: Site Photos
SBDV20-0048

Overall site view

View of existing parking lot

ATTACHMENT 3: Draft Resolution
SBDV20-0048

DRAFT PC RESOLUTION

RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ATASCADERO, CALIFORNIA, APPROVING SBDV 20-0048 / TENTATIVE PARCEL MAP AT 20-0055 ESTABLISHING THREE AIRSPACE UNITS ON ONE COMMON LOT AT 4905 TRAFFIC WAY, UNITS A, B AND C (APN 028-082-013) (Pascal)

WHEREAS, an application has been received from Steven Pascal (Applicant/ Owner), PO Box 1173, Morro Bay, CA 93443 to consider Tentative Parcel Map AT 20-0055 to allow the three airspace condominium units on one lot at 4905 Traffic Way, units A, B and C (028-082-013); and

WHEREAS, the site has a General Plan Designation of Industrial (IND); and

WHEREAS, the site is in the Industrial (I) zoning district; 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 Tentative Parcel Map application was held by the Planning Commission of the City of Atascadero, at which hearing evidence, oral and documentary, was admitted on behalf of said Tentative Parcel Map; and

WHEREAS, the Planning Commission of the City of Atascadero, at a duly noticed Public Hearing held on February 16, 2021, studied and considered Tentative Parcel Map AT 20-0055.

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

SECTION 1. Findings for approval of Tentative Parcel Map AT 20-0055. The Planning Commission finds as follows:

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

   Fact: The Industrial zone was established for a range of uses, from intensive individual operations such as auto body shops, contractor staging areas, outdoor storage facilities, and manufacturing plants, to lower intensity businesses. General Circulation Element Policy 1.5 aims to maintain adequate and well-designed off-street parking. This project would be defining an existing parking lot and adding additional landscaping in the Industrial zone. General Plan Land Use, Open Space and Conservation Policy 14.2

encourages attracting new land uses that provide jobs and services for residents. By creating commercial condominiums, new businesses may be more inclined to invest in their spot in the city and provide services long term.

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

   Fact: The site is flat and minor physical changes are required.

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

   Fact: The three spaces are existing. The tentative parcel map does not affect the density.

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

   Fact: Completion of the parking lot may require minor grading and repaving. The site is surrounded by developed industrial and residential lots as well as the railroad. The improvements will not cause substantial damage to the environment.

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

   Fact: The improvements are minor and will not cause health problems.

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

   Fact: The building exists and no new structures are proposed.

Findings for approval of a landscape exception. The Planning Commission finds as follows:

7. Existing vegetation topography or structural arrangement preclude the need for landscaping.

   Fact: The site is developed with an existing building in the center of it. Half of the site is screened from Traffic Way by fencing. The only area to landscape is within the parking lot and the applicant has maximized this landscaping.

SECTION 2. Approval. The Planning Commission of the City of Atascadero, in a regular session assembled on February 16, 2021, resolves to approve Tentative Parcel Map AT 20-0055 (SBDV 20-0048), subject to the following:

EXHIBIT A: Conditions of Approval

EXHIBIT B: Tentative Parcel Map
EXHIBIT C: Site Plan

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

AYES: ( )

NOES: ( )

ABSTAIN: ( )

ABSENT: ( )

ADOPTED:

CITY OF ATASCADERO, CA

_____
Planning Commission Chairperson

Attest:

_____
Phil Dunsmore
Planning Commission Secretary

EXHIBIT A: Conditions of Approval
SBDV 20-0048

Conditions of Approval ***Tentative Parcel Map*** **4905 Traffic Way** **SBDV 20-0048**	**Timing** BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy
Planning Services	
1. SBDV 20-0048 (Tentative Parcel Map AT 20-0055) shall be for the subdivision of 4905 Traffic Way; Parcel 2 of Parcel Map CO-74-200, in the City of Atascadero, County of San Luis Obispo, according to the map recorded November 15, 1974 in Book 16, Page 17 of Parcel Maps. (Assessor's Parcel Number 028-082-013), as generally shown in attached Exhibit B, regardless of owner.	**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 Parcel Map shall be valid for a period of twenty-four (24) months and shall expire on **February 16, 2023,** consistent with Section 66452.6(a)(1) of the California Subdivision Map Act.	**FM**
4. The approved Tentative Parcel 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**
5. The Community Development Department shall have the authority to approve minor changes to the project that (1) result in a superior site design or appearance, and/or (2) address a construction design issue that is not substantive to the Tentative Parcel Map.	**FM**
6. The Subdivider shall defend, indemnify, and hold harmless the City of Atascadero or its agents, officers, and employees against any claim or action brought to challenge an approval by the City, or any of its entities, concerning the subdivision.	**Ongoing**
7. The Subdivider shall pay all applicable Quimby Act fees to the City in accordance with the fee schedule and policies in effect at the time of subsequent applications.	**FM**
8. This map shall be for the approval of 3 airspace units on one common lot. There shall be no further division of the property.	**Ongoing**
9. Prior to recordation of the final parcel map, the applicant shall submit a condominium plan for recording concurrently with the final parcel map. A qualified licensed professional shall prepare the final parcel map and the condominium plan.	**FM**
10. Prior to recordation of the final map, the applicant shall provide recorded CC&R's outlining maintenance responsibilities between the owners.	**FM**
11. The owner shall provide a landscape and irrigation plan, completed by a design professional, to the Community Development Department for review. • The landscape plan shall include sturdy, native grasses and be consistent with approved grading plan.	**FM**

Conditions of Approval ***Tentative Parcel Map*** **4905 Traffic Way** **SBDV 20-0048**	**Timing** BL: Business License FM: Final Map GP: Grading Permit BP: Building Permit FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy
• Landscaping and irrigation shall be installed as shown on the approved landscape plan prior to recording the final condominium map. • All landscaping shall be consistent with State and local ordinances related to water efficiency. • All trees shall be maintained by the property owner in a manner which allows the tree to grow to its natural canopy height and width. i. Low lying branches shall be removed consistent with fire department standards for clear access. ii. Parking lot shade trees, both those in planter fingers/islands and along the perimeter of parking areas, shall be maintained in a manner which allows the tree to achieve a minimum of 10% coverage of the parking lot. iii. Irrigation shall be monitored and maintained and deep root watering methods shall be utilized. • Should a tree require replacement, approval of the replacement tree species and location shall be obtained from the City's Planning Division prior to removal. Any removed tree shall be replaced in accordance with City standards and any approved entitlement conditions. • The landscape plan shall meet the 4.59% landscape coverage as proposed with the 2 foot landscape strip including curbing on the parking lot side. The landscape plan shall be consistent with what is shown in Exhibit C.	
12. The site shall be kept in a neat manner at all times and the landscaping shall be continuously maintained in a healthy and thriving condition.	**Ongoing**
13. The parking lot shall be paved and striped in compliance with the California Building Code standards prior to recording the condominium final map.	**FM**
14. The parking lot shall have a minimum of nine (9) parking spaces.	**FM/ Ongoing**

Exhibit B: Tentative Parcel Map
SBDV 20-0048

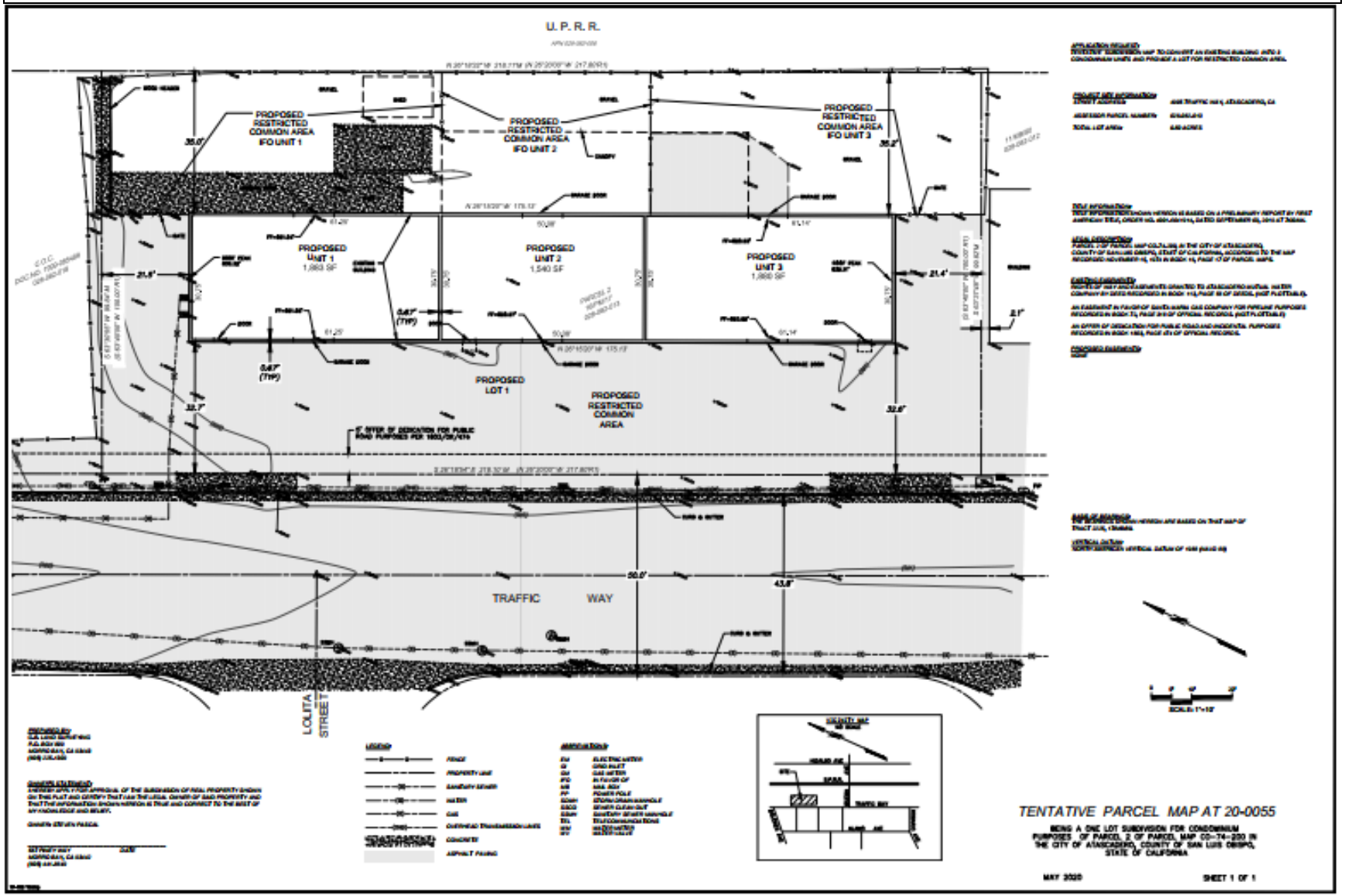


Exhibit C: Site Plan
SBDV 20-0048