



## **CITY OF ATASCADERO PLANNING COMMISSION AGENDA**

**In accordance with City Council Resolution No. 2022-074 and the requirements of AB 361, the Planning Commission Meeting will not be physically open to the public and Planning Commissioners will be teleconferencing into the meeting.**

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

To maximize public safety while still maintaining transparency and public access, the meeting will be available by clicking on the following link:

Planning Commission - 832 5023 8111 (No Passcode Required)

<https://us02web.zoom.us/j/83250238111?pwd=SG9OdGxyNHNTNmxRWEpHTzRQK0VnQT09>

The video recording of the meeting will be available through the City's website and on the City's YouTube channel.

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

Members of the public are highly encouraged to participate in live public comment through the Zoom platform using the link above or by calling **669-900-6833** (Meeting ID 832 5023 8111) to listen and provide public comment via phone.

If you wish to comment but not via a live platform, please email public comments to: [pc-comments@atascadero.org](mailto:pc-comments@atascadero.org) by 12:00 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 forwarded to the Planning Commission and made a part of the administrative record. If a comment is received after the deadline for submission but before the close of the meeting, the comment will still be included as a part of the administrative record of the meeting but will be forwarded to the Planning Commission the next business day. ***Please note, email comments will not be read into the record.***

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

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

Planning Commission agendas and minutes may be viewed on the City's website: [www.atascadero.org](http://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](http://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 are available for public inspection during City Hall business hours by appointment.



# **CITY OF ATASCADERO PLANNING COMMISSION AGENDA**

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**REGULAR MEETING**  
**Tuesday, January 17, 2023**  
**6:00 P.M.**

**City Hall Council Chambers**  
**6500 Palma Avenue, 4<sup>th</sup> Floor**  
**Atascadero, California 93422**

## **CALL TO ORDER**

Pledge of Allegiance

**Roll Call:** Chairperson Jeff van den Eikhof  
Vice Chairperson Tori Keen  
Commissioner Jason Anderson  
Commissioner Victoria Carranza  
Commissioner Greg Heath  
Commissioner Randy Hughes  
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. APPROVE THE DRAFT MINUTES OF DECEMBER 6, 2022**

- **Recommendation:** Commission approve the December 6, 2022 Minutes.

#### **WEBSITE:**



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**PLANNING COMMISSION BUSINESS****COMMUNITY DEVELOPMENT STAFF REPORTS**

None

**PUBLIC HEARINGS**

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

**DISCLOSURE OF EX PARTE COMMUNICATIONS:**

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

**2. BARREL CREEK PLANNED DEVELOPMENT**

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) is available from 12/29/22 to 1/18/23 and is available at [www.atascadero.org/environmentaldocs](http://www.atascadero.org/environmentaldocs).

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

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

*The next regular meeting will be held on February 7, 2023 at 6:00 p.m.*

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

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

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

Copies of the staff reports or other documentation relating to each item of business referred to on the Agenda are on file in the office of the Community Development Department and are available for public inspection during City Hall business hours at the Front Counter of City Hall, 6500 Palma Avenue, Atascadero, and on our website, [www.atascadero.org](http://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 at (805) 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 (805) 461-5035 at least 24 hours prior to the meeting. Digital presentations brought to the meeting should be on a USB drive or CD. You are required to submit to the Recording Secretary a printed copy of your presentation for the record. Please check in with the Recording Secretary before the meeting begins to announce your presence and turn in the printed copy.

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

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## **CITY OF ATASCADERO PLANNING COMMISSION**

# **DRAFT MINUTES**

**Regular Meeting – Tuesday, December 6, 2022 – 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 Vice Chairperson Keen led the Pledge of Allegiance.

### **ROLL CALL**

Present: **By Teleconference** – Commissioners Anderson, Carranza, Heath, Hughes, Schmidt, Vice Chairperson Keen, and Chairperson van den Eikhof

Absent: None

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 Schmidt and seconded by Vice Chairperson Keen to approve the Agenda.**

*Motion passed 7:0 by a roll-call vote.*

### **PUBLIC COMMENT**

None.

***Chairperson van den Eikhof closed the Public Comment period.***

**CONSENT CALENDAR****1. APPROVE THE DRAFT MINUTES OF NOVEMBER 15, 2022**

- Recommendation: Commission approve the November 15, 2022 Minutes.

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

*Motion passed 7:0 by a roll-call vote.*

**PLANNING COMMISSION BUSINESS**

None.

**COMMUNITY DEVELOPMENT STAFF REPORTS**

None.

**PUBLIC HEARINGS****2. CONDITIONAL USE PERMIT AT 2600 EL CAMINO REAL**

The proposed project is a request to add a new outdoor sales lot and construction of a new 9,376 s.f. building on APN 049-201-014 for a new Bobcat Equipment Dealership. The project is exempt from the California Environmental Quality Act (CEQA) under Categorical Exemption §15303; New construction of small structures.

Recommendation: Staff's recommendation is for the Planning Commission to review the proposal and approve the project as conditioned. (USE22-0020).

**EX PARTE COMMUNICATIONS**

Commissioner Schmidt and Chairperson van den Eikhof stated that they heard this item at the DRC.

All other Commissioners had no ex parte.

Planner Gasch provided the staff report and answered questions.

**PUBLIC COMMENT**

The following members of the public spoke: Armando Acevedo (GP Architecture) and Travis Twining (Giffin).

Applicants answered questions raised during Commission deliberations, and stated that repairs will be done indoors, and the barbed wire is on the Fence Factory property and out of their control.

***Chairperson van den Eikhof closed the Public Comment period.***

**MOTION:** By Commissioner Anderson and seconded by Commissioner Hughes to adopt draft resolution approving Conditional Use Permit (CUP) USE22-0020 allowing outdoor sales and rental of Bobcat farm and construction equipment storage in the Commercial Park (CPK) zone, based on findings and subject to conditions of approval, with an amendment that stated nothing will be affixed to Caltrans' fence line.

*Motion passed 7:0 by a roll-call vote.*

### **COMMISSIONER COMMENTS AND REPORTS**

Commissioner Carranza on behalf of the Equality Mural Project stated that they are looking for more possible walls or contacts in the Downtown to place more murals.

### **DIRECTOR'S REPORT**

Director Dunsmore stated that the meeting on December 20<sup>th</sup> will be cancelled. The first hearing in March will be in person (not virtual). Director Dunsmore asked the Commission to look at the General Plan Update report online.

Director Dunsmore answered questions from the Commission about Taco Bell, the downtown parking plan, and the downtown infrastructure plan.

### **ADJOURNMENT – 7:13 p.m.**

The next regular meeting is scheduled for January 3, 2023, at City Hall, 6500 Palma Avenue, Atascadero.

### **MINUTES PREPARED BY:**

\_\_\_\_\_  
Annette Manier, Recording Secretary  
Administrative Assistant



# ***Atascadero Planning Commission***

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

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

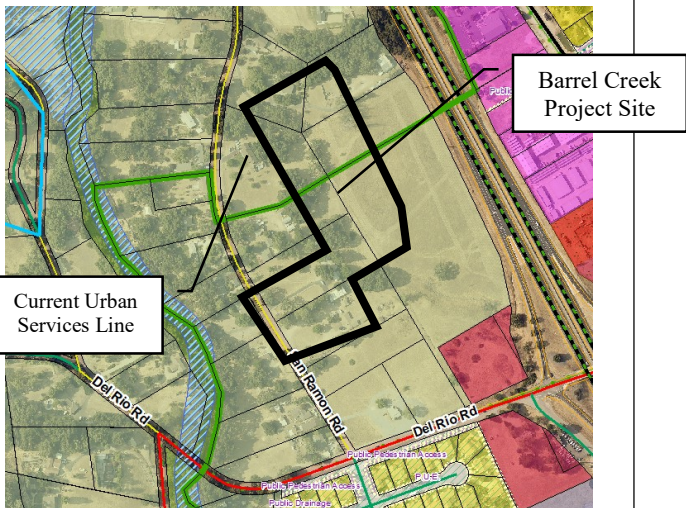

#### **RECOMMENDATION(S):**

##### Planning Commission

1. Adopt Draft PC Resolution A recommending that the City Council certify the Mitigated Negative Declaration prepared for the Barrel Creek Project, and
2. 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, and
3. Adopt Draft PC Resolution C recommending that the City Council introduce for first 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), and
4. Adopt draft PC Resolution D recommending that the City Council introduce for first 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, and
5. 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.



Project Info In Brief:

PROJECT ADDRESS:	6010, 6020, 6030 Del Rio Rd and 1505, 1855 San Ramon Rd	Atascadero, CA	APN	049-131-043, 044, 052, 058, and 066
PROJECT PLANNER	Kelly Gleason Senior Planner	805-470-3446	kgleason@atascadero.org	
APPLICANT	Legacy Realty and Development, LLC			
PROPERTY OWNER	First Assembly of God Church of Atascadero			
GENERAL PLAN DESIGNATION:	ZONING DISTRICT:	SITE AREA	EXISTING USE	PROPOSED USE
Suburban Estates (SE)	Residential Suburban (RS)	Approximately 15.2 acres	Vacant / Food Pantry	Commercial /Light Industrial/Tourist center; Multi-family apartments/Small-lot single-family subdivision
ENVIRONMENTAL DETERMINATION				
A Draft Mitigated Negative Declaration was posted on December 29, 2022 in accordance with the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., “CEQA”).				
Zoning and Location			2018 Aerial	
				
North:	South:	East:	West:	
Residential Suburban (RS)	Commercial Tourist / Single Family Residential (PD19 – Apple Valley)	Highway 101	Residential Suburban (RS)	

## REPORT-IN-BRIEF:

The Barrel Creek Project is a mixed residential and commercial development project on the west side of Highway 101 at Del Rio Road. The project proposes a small-lot single-family subdivision fronting Del Rio and San Ramon Roads with hotel and light-industrial/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.

Items of discussion include:

- Site design
- Access and site circulation
- Traffic
- Sewer capacity
- Neighborhood character
- Affordable housing
- Architectural design
- Site lighting
- Open space provisions

The following entitlements are required to approve the project and are before Planning commission for consideration and recommendation to City Council:

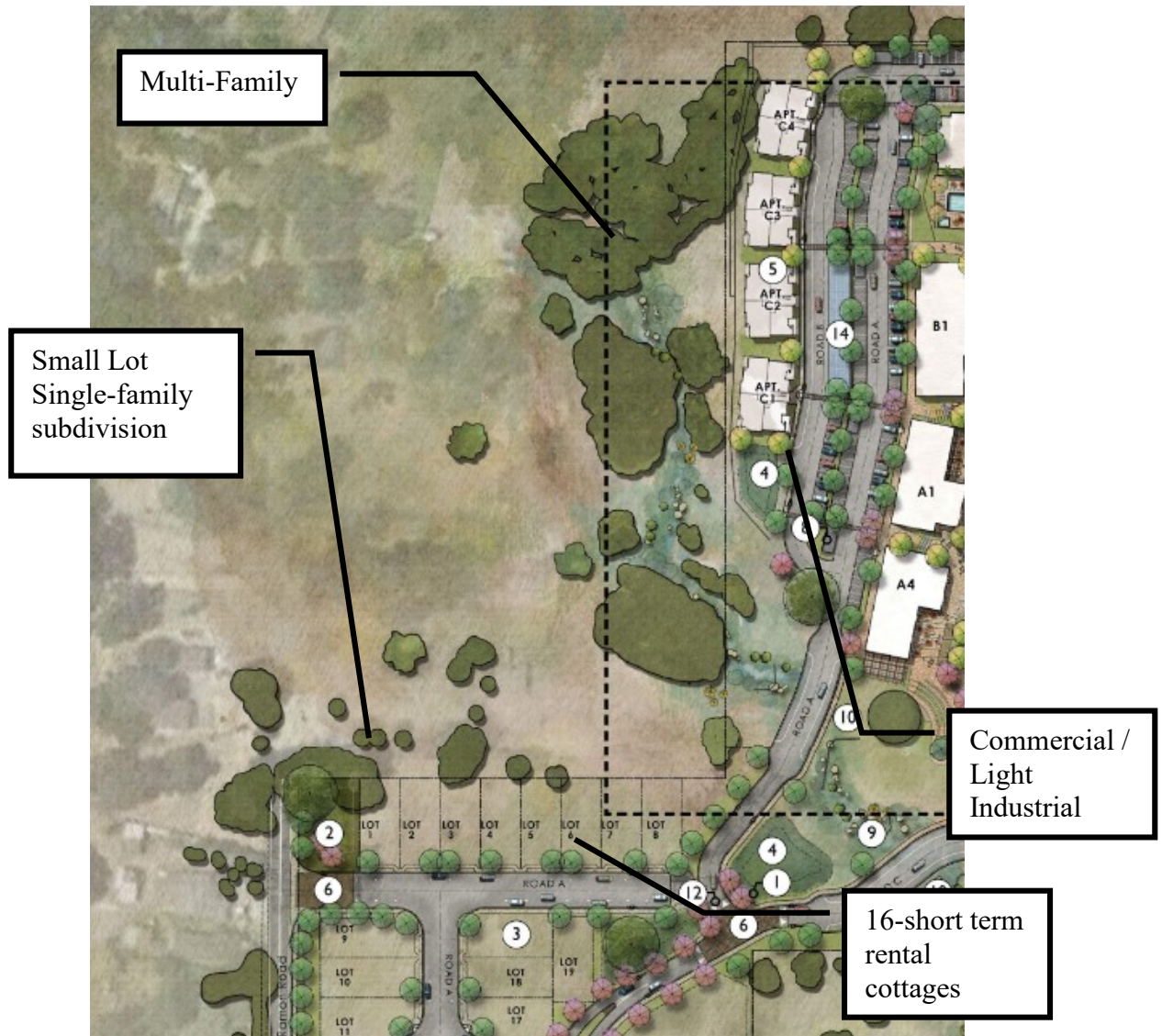
1. Certification of the Draft Mitigated Negative Declaration
2. General Plan Amendment
  - a. Map Change
  - b. Adjustment of the Urban Services Line
3. Zone Change
  - a. Zone map amendment
  - b. Zone text amendment to establish Planned development Overlay Zone #38
4. Use Permit
  - a. Establishment of Master Plan of Development
  - b. Native tree removal
  - c. Master Sign Program with sign exceptions
  - d. Height exception
5. Tentative Subdivision Map

The project site is currently comprised of 5 individual parcels which will be reconfigured to accommodate the proposed development.

The current development plan includes:

- 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 hotel units
- 53,500 square-feet of commercial tenant space with a focus on restaurant, brewery, and light industrial uses on the stretch of land north of the drainage swale adjacent to Highway 101.



## DISCUSSION:

### Project History

The applicants submitted a request for authorization to proceed with a General Plan Amendment in December 2019. The request proposed to amend the General Plan and Zoning Map on the approximately 15-acre site from Residential Suburban to Commercial and Residential with a Planned Development overlay zone to guide future development of the project. A formal application was made on June 18, 2021. 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 more single-family neighborhood design concept. The current project design follows City Council direction and now includes 20 single family residences that are similar in scale to Apple Valley residential units. 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 by staff with the following direction given to the applicant's design team:

1. Traffic should be limited on San Ramon Road to the greatest extent feasible.
  - The project has been redesigned to incorporate this request
2. The applicants shall coordinate with the neighboring development to consolidate access.
  - Access could not be consolidated but was relocated for traffic safety and unrestricted access to and from the Barrel Creek development to limit neighborhood impacts.
3. Third floor of apartments shall be tucked into rooflines to the greatest extent feasible with a focus on screening multi-family uses from the adjacent single-family neighborhood.
  - The apartments include dropped rooflines to the greatest extent feasible.
4. Provide greater design views of the hotel and ensure neighborhood compatibility with the existing neighborhood and proposed commercial and residential development.
  - The applicants are requesting a height exception for the proposed hotel building. Design, setbacks, and landscape screening are discussed below.
5. Provide height and screening information for the hotel and adjacent 101 freeway and the adjacent residential property.
6. See discussion below.
7. Street trees may be grouped for a more natural look.
8. The project has been conditioned to allow for street tree grouping along the San Ramon frontage.
9. Provide an arched culvert or other similar natural bottom culvert for the drainage crossings and ensure that the drainage feature is enhanced as a project feature.
  - Project is conditioned to provide a natural bottom culvert with reduced velocity.

10. Perimeter fencing surrounding the single-family subdivision should match Apple Valley.

- Project is conditioned for consistent fencing with the Apple Valley development.

### **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. A large portion of the property borders Highway 101 and, with a sewer extension completed with adjacent 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 Rd. Under the existing general plan and zoning designation, only 5-6 home sites could be created on the large freeway-oriented property.

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 north-west. 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. Parcel sizes range from 0.12 acres to 0.56 acres.

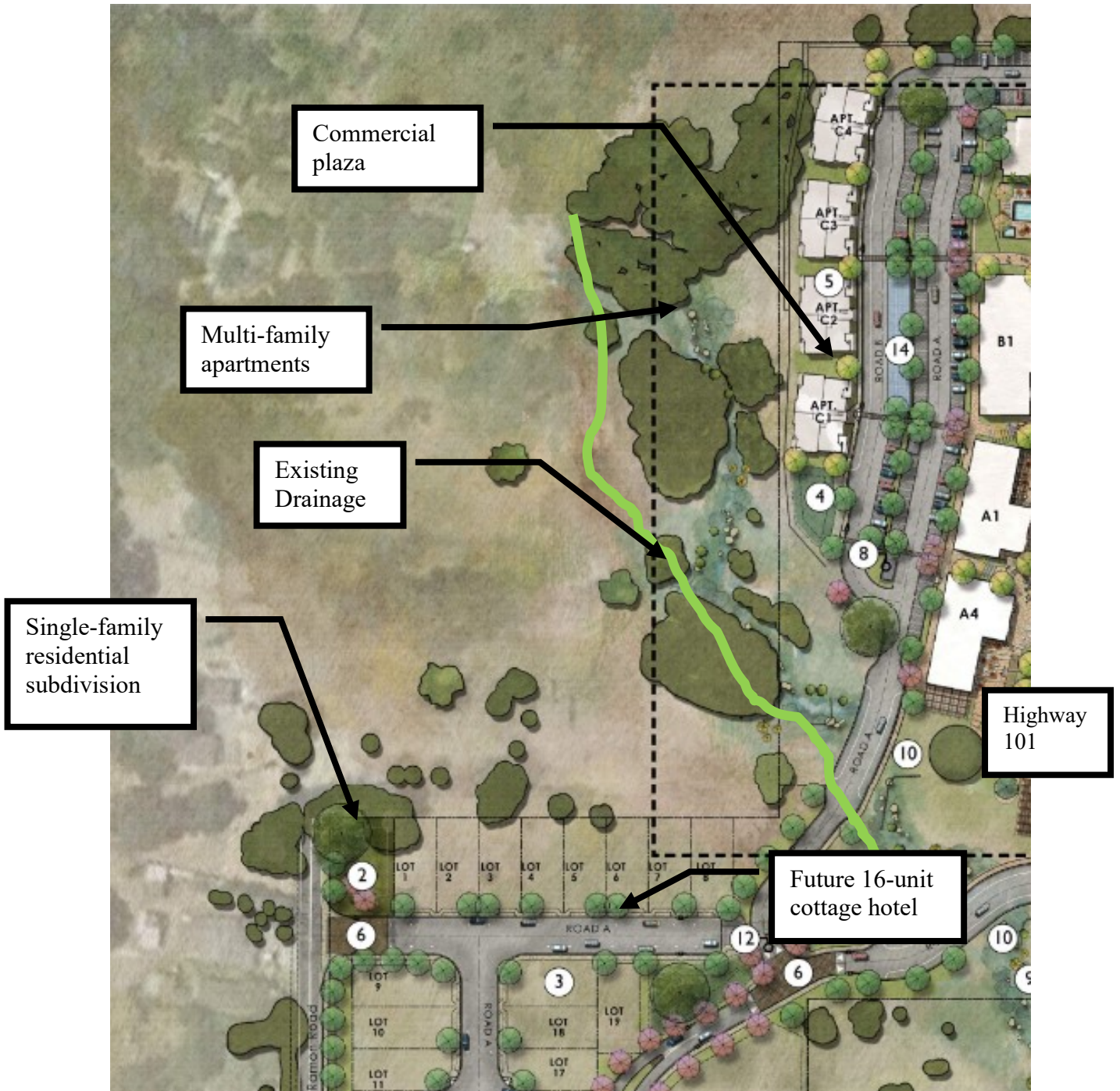
On the east side of Highway 101, opposite the Barrel Creek project site, the Del Rio Road Commercial Area Specific Plan was amended in 2021 and includes development proposals at the Del Rio / El Camino Real intersection. Proposed development includes retail, office, tourist oriented, and light-industrial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

#### Barrel Creek 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



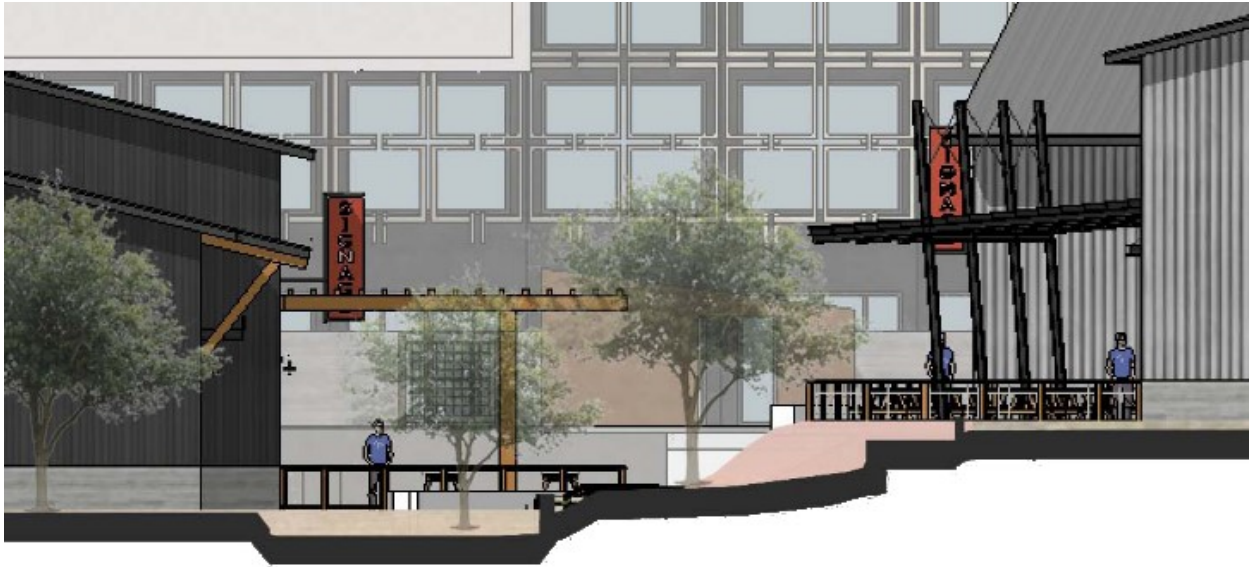
commercial area and the existing rural residential properties. Trash enclosures are provided throughout the parking areas adjacent to the commercial development and are sized to accommodate trash, recycling, and organic waste. A condition has been added to ensure adequate waste provisions with each building permit to maintain compliance with State law. The project also includes a number of parcels dedicated to above and below-ground drainage systems that double as passive open-space areas, as discussed below.





*Central Commercial Plaza:*

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



which connects each building and provides opportunities for outdoor uses. Main building entrances will be located facing the central plaza space with secondary entrance options from the parking lot side. The central plaza space is not a flat, open plaza. Instead, the current 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 (amphitheater) 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. Staff has added a condition to limit outdoor amplified sound at the amphitheater or any outdoor use area to 10pm. An AUP could be applied for in the future if individual businesses want to extend these hours.

*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 to the residential 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 round-about at the Del Rio and San Ramon 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 without creating off-site glare shall be included on both the north and south side of the intersection to minimize light intrusion onto neighboring properties.

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.

*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 RV 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. As such, staff is recommending that the crossings be either a clear span bridge or arched culvert to allow for a more a naturalized feature and that riparian landscaping be included in the plan. Staff is also recommending that the grading be minimized if culverts are included to ensure that the aesthetics of the natural feature are enhanced and support the proposed development.

*Parking:*

The project is designed with on-street parallel parking to the greatest extent feasible. 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 parking spaces. The project qualifies for a shared on-site parking reduction of up to 20% 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 on-site, outside of the required setback area. As parking must be setback a minimum of 20-feet from the back of 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 turn-around area at the terminus of street "C". A condition has been included to include red curbs and no parking signage in this location.

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 + approved + project scenario included development within the Del Rio Road Commercial Area Specific Plan to ensure that the interchange and surrounding roads and intersections would continue to function at acceptable levels of service and queuing. The approved projects analyzed under this scenario include:

- Taco Bell retail center
- The Pit Stop gas station (approved, not yet constructed)
- "Tiny Home" Hotel (approved, not yet constructed)
- Del Rio Ridge (People's self-help housing, approved, not yet constructed)
- Emerald Ridge build-out (several additional phases approved, not yet constructed)
- The Edge (approved, not yet constructed)
- Del Rio Marketplace (approved, not yet constructed)

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

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

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

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

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

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

Under the **cumulative** (Cumulative includes 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 reding 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 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 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 + project quantities.

#### Neighborhood Character

During the December 2019 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. The proposal included 2 and 3 story buildings in addition to a community building. The applicant's current proposal responds to neighborhood 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, reducing the density and 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.

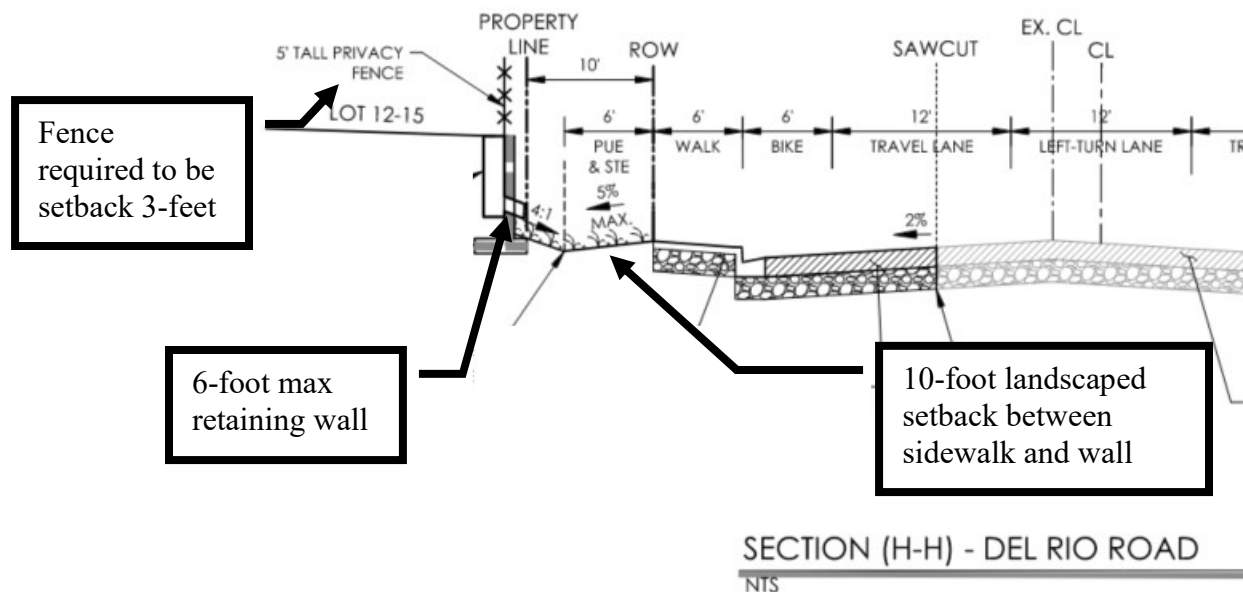
The original proposal also included short-term hotel units within the commercial portion of the project along the westerly property line. Each of these units was designed with a private parking area and had a full kitchen. Concerns were expressed at the authorization meeting related to management of these units and assurances that they would not be converted easily to long-term residential units. With the reduction in density within the 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.

### 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.

A Planned Development Overlay Zone (Planned Development Overlay Zone #38) is proposed with language that provides objective standards for future development of the parcels. Standards include setbacks, height limitations, and parking. Garages or required parking is required to be setback a minimum of 20-feet from the back of sidewalk to allow for guest parking in the driveways. Additional standards include required articulation and lot coverage maximums. The PD language also prohibits Urban Dwelling Units and further subdivision as allowed by State law.

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



### 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 levels. The policy allows projects of 10 units or less to automatically qualify for an in-lieu payment option. Projects with greater than 10 units must build the units or receive Council approval to pay in-lieu fees.

The current policy requires the following:

1. The percentage of units within a project that must be affordable shall be 20%.



2. The distribution of affordable units in single family land use areas shall be as follows:
  - a. 100% Moderate
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
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 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

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

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

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

Commercial Uses

Staff has identified Commercial Park as the most appropriate General Plan and Zoning designation given the design and intent of the project. However, as a Planned

Development, modifications have been made to the list of allowed and conditionally allowed uses to enhance neighborhood compatibility and compatibility of uses within the proposed project. The list of use modifications can be found in Draft Resolution D.

### Architectural Theme

The commercial portion of the project presents an industrial agrarian design theme which includes standing seam metal siding, industrial themed lighting, 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 toned 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 courtyard and is screened from the adjacent neighborhood parcels by the gable roof element.



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 will visually screen the walls. In addition, conditions have 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 signs concepts for the Del Rio Road entrance and the beginning of the commercial loop road that incorporate materials compatible with the building architecture. Staff has conditioned that option 2B be utilized with stone veneer compatible with retaining / perimeter wall treatments.



The hotel concept includes an externally illuminated freeway facing sign above the main entry / porte cochere 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.

#### Tentative Tract Map

The proposed entitlement request includes approval of a Vesting Tentative Tract Map (TR 3177). The map proposes 43 lots, as follows:

- 20-single family lots
- 4 parcels within the multi-family area allowing each 10-unit building to be owned individually
- 6 commercial parcels to allow individual ownership of each building
- 1 hotel parcel
- 1 cottage hotel parcel
- 5 lots for stormwater/drainage purposes
- 2 road/parking parcels (one in the residential area and one for the commercial area)
- 2 sign parcels adjacent to the freeway.

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.

The minimum lot size in the CPK zone is 2 acres and the minimum lot size in the Residential Multi-family zone is ½ acre. Smaller lot sizes are permitted through the Planned Development Overlay process and with 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.

#### Site Lighting

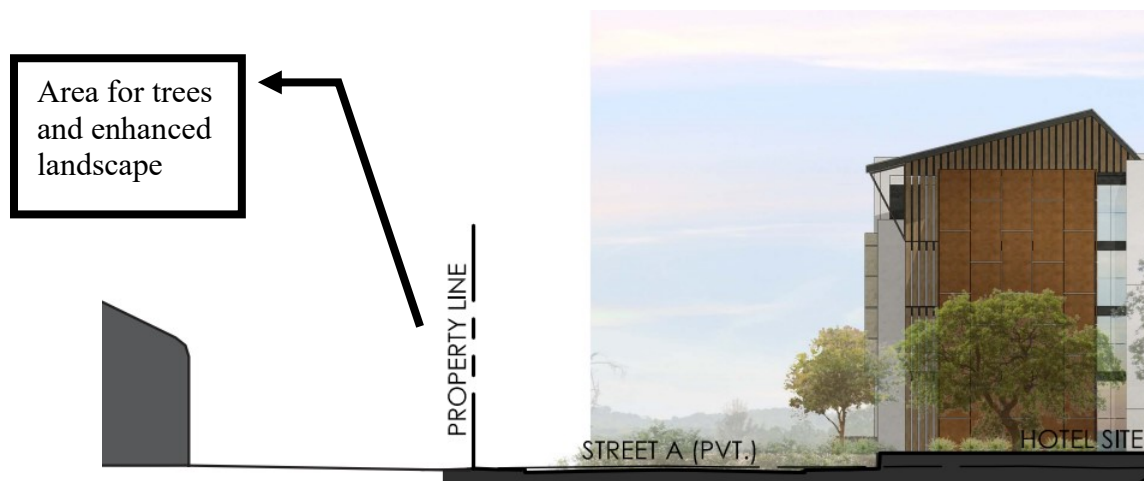
All site lighting will be required to comply with the Atascadero Municipal Code. Commercial tenant lighting is proposed to be gooseneck style and directed downward to reduce night sky pollution and glare. The central plaza space and pedestrian walkways may include bollard or low-level in ground lighting. Up lighting may be allowed to accent architectural features. Decorative string lighting is proposed for outdoor gathering spaces. The Planned Development Overlay Zone text contains standards for lighting throughout the project.

#### 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. 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 6-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 6-foot walls fronting Del Rio Road. The retaining walls are setback approximately 10-feet from the back of 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. 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 multi-family area shows landscaped side and rear areas designed to accommodate residential outdoor uses. 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.



### Phasing

The project is proposed to be constructed in multiple phases. Conditions have been added to ensure that the main commercial portion (excluding the hotel) is constructed prior to any residential units. Phasing also 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 has also been 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.

### Planned Development Overlay Zone Policy

The Planned Development Benefit Policy was established by the City Council in 2004. It requires that planned development projects offer community benefits in exchange for modified development standards. The benefit chart is shown below. All Tier 1 benefits are considered mandatory.

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

The projects include the following benefits:

1. Compliance with the City's interim affordable housing policy
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.

#### 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 on-site.

#### 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 both 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**

A Draft Mitigated Negative Declaration was circulated to public agencies and interested members of the public starting December 28, 2022. 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. Minor edits for clarification have been made and are included in the Mitigation Monitoring Program attached to Resolution A. These revised measures are also included as conditions of approval attached to Resolution E. 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. Staff recommends that the Planning Commission make the required findings and adopt the attached draft resolutions recommending that the City Council take action to approve the project as proposed, with conditions and mitigation measures.

## **ALTERNATIVES**

1. The Planning Commission may recommend modifications to the proposed amendments and/or conditions of approval for the project.
2. The Planning Commission 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 Commission should clearly state the type of information required and move to continue the item to a future date.
3. The Planning Commission may recommend denial to the City Council. The Commission should specify the reasons for recommendation of the denial of the project amendments.

## **ATTACHMENTS:**

Attachment 1: Draft PC Resolution A  
Attachment 2: Draft PC Resolution B

Attachment 3: Draft PC Resolution C  
Attachment 4: Draft PC Resolution D  
Attachment 5: Draft PC Resolution E  
Attachment 6: Traffic Impact Analysis  
Attachment 7: Sewer Capacity Analysis  
Attachment 8: Biological Survey

**DRAFT RESOLUTION A**

**RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF ATASCADERO, CALIFORNIA,  
RECOMMENDING THAT THE CITY COUCNIL CERTIFY THE  
PROPOSED MITIGATED NEGATIVE DECLARATION  
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 allowances for outdoor amplified sound, Commercial Sign Program, and a 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

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

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

**SECTION 2. Public Hearing.** The Planning Commission of the City of Atascadero, at a Public Hearing held on January 17, 2023, and 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. The Planning Commission has recommended that the City Council certify the environmental determination for the Barrel Creek project.

**SECTION 4. Recommendation of Certification.** The Planning Commission of the City of Atascadero, California, in a regular session assembled on January 17, 2023 resolved to recommend that the City Council certify the proposed Mitigated Negative Declaration prepared for the Barrel Creek project and adopt the mitigation monitoring program as shown in Exhibit A..

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: January 17, 2023

CITY OF ATASCADERO, CA

\_\_\_\_\_  
Jeff van den Eikhof  
Planning Commission Chairperson

Attest:

\_\_\_\_\_  
Phil Dunsmore  
Planning Commission Secretary

**EXHIBIT A: Mitigation Monitoring Program**

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**MITIGATION MONITORING PROGRAM**  
**Barrel Creek**  
**DEV21-0066**

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

<b>MITIGATION MEASURE</b>	<b>TIMING</b>
<b>Aesthetics</b>	
AES-1 Landscaping shall be included along the San Ramon and Del Rio frontages to buffer higher density residential lots from surrounding existing rural residences. Landscaping shall include small shrubs and grasses along with street trees. Street trees along San Ramon shall be installed in a natural grouped pattern and shall include native species. Landscaping along Del Rio shall include shrubs and grasses as well as London plan trees at a spacing of 30-feet on-center consistent with the adjacent Apple Valley development. A minimum of 8 feet of landscaped area shall be provided along each frontage.	Prior to Building Permit Issuance / Project Final
AES-2 Columnar landscaping and canopy shade trees shall be provided along the norther property line to provide visual screening of the 4-story hotel from the adjacent residential parcel. Landscaping shall include evergreen species and shall be designed to block visual impacts to the greatest extent possible.	Prior to Building Permit Issuance / Project Final
AES-03 Site lighting shall be low-level safety lighting for the parking lot areas. Lighting shall be on motion sensors to minimize lighting when areas are not in use. All pole lighting shall be a maximum of 14-feet in height and shall be shielded and directional.	Prior to Building Permit Issuance / Project Final
AES-04 Low level lighting shall be placed at the intersection of San Ramon and Del Rio Road for safety. Additional lighting at the Apple Valley frontage shall be installed as needed to facilitate safe lighting levels at the intersection.	Prior to Building Permit Issuance / Project Final
AES-05 All site walls visible from the exterior of the site shall be decorative walls and shall include decorative veneer.	Prior to Building Permit Issuance / Project Final

	<b>MITIGATION MEASURE</b>	<b>TIMING</b>
AES-06	Lighting at the north hotel façade and west facing portion of the façade closest to the proposed multi-family units shall include pedestrian scale bollard lighting only. No architectural feature lighting is permitted. Fully shielded directional lighting shall be permitted where needed for egress safety.	Prior to Building Permit Issuance / Project Final
<b>Air Quality</b>		
AQ-01	Water exposed soil during active construction at a specific frequency to achieve dust suppression.	Ongoing during Construction
AQ-02	Apply water at a specific frequency during active demolition to achieve dust suppression.	Ongoing during Construction
AQ-03	Water construction roads a minimum of twice daily.	Ongoing during Construction
AQ-04	Maintain a 25 mile per hour speed limit for all vehicles during construction	Ongoing during Construction
AQ-05	Zero or low-VOC paints shall be used throughout the project.	Prior to Building Permit Issuance / Project Final
AQ-06	Limit heavy equipment idling to no greater than 5 minutes at a single location	Ongoing during Construction
AQ-07	Install onsite electric vehicle chargers in an amount beyond what is required by the 2019 California Green Building Standards (CALGreen) at buildings with designated parking areas (e.g., commercial, educational, retail, multifamily).	Prior to Building Permit Issuance / Project Final
AQ-08	Provide short-term and long-term bicycle parking facilities to meet peak season maximum demand. Ensure that sufficient bike parking can be accessed by all, not just project employees or residents.	Prior to Building Permit Issuance / Project Final
<b>Cultural Resources</b>		
CUL-01	Prior to the issuance of any permits on-site, an Archeological Monitoring Plan shall be prepared by a qualified archeologist and shall be approved by the City of Atascadero. All recommendations of the plan shall be implemented as directed.	Prior to Building Permit Issuance
CUL-02	All grading and site disturbance activities shall be monitored by a qualified archeologist and a monitor from a local tribal representative.	Ongoing during Construction



**MITIGATION MEASURE**

**TIMING**

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
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**Greenhouse Gas Emissions**

GHG-01	See AQ mitigation measures
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**Noise**

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

TRANS-01	The Crosswalk at Del Rio Road <u>and San Ramon Road</u> 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
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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
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TRANS-03	A contiguous <u>paved accessible</u> 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
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TRANS-04	<p>Prior to occupancy of any use on the project, the following improvements shall be completed at the Del Rio and El Camino Real intersection:</p> <ul style="list-style-type: none"> <li>• Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,</li> <li>• Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,</li> <li>• Modify the southbound and northbound left turns to protected-permissive phasing,</li> <li>• Add overlap phasing to the southbound right turn pocket currently under construction,</li> </ul>	Prior to Occupancy
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**MITIGATION MEASURE**

**TIMING**

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

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

TRANS-05	The applicant/developer shall pay their fair share towards improvements at the US101/Del Rio interchange as specified in the Del Rio Road Commercial Area Specific Plan including the addition of a westbound right-turn lane to the intersection of Del Rio Road/US 101, such that there would be two westbound lanes on Del Rio Road from El Camino Real to the US 101 North ramp with a dedicated right turn lane onto US 101 northbound.	Prior to Building Permit Issuance
TRANS-06	The applicant/developer shall pay their fair share toward the realignment of Ramona Road and associated frontage improvements along Del Rio Road between San 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	Prior to Building Permit Issuance

**MITIGATION MEASURE**

**TIMING**

intersection prior to occupancy of any commercial or residential use.

TRANS-07	A striped crosswalk shall be provided across "Street A" (project entry street at Del Rio Road) to connect the pedestrians from the commercial portion of the project to the Del Rio Road sidewalk and crossing at San Ramon.	Prior to Building Permit Issuance / Project Final
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**Tribal and Cultural Resources**

TCR-01 See mitigation measure CUL-01.

**Utility and Service Systems**

USS-01	<p>Prior to occupancy for any use, the developer shall upgrade Lift Station 14 with the following:</p> <ul style="list-style-type: none"> <li>• Install new 30 HP submersible pumps and associated piping improvements</li> <li>• Install new wet well roof and hatch</li> <li>• Install new Motor Control Center (MCC), Variable Frequency Drives (VFDs), and upgrade controls</li> <li>• Install emergency generator, propane tank and associated piping</li> <li>• Bypass pumping during construction</li> </ul>	Building Permit
USS-02	<p>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:</p> <ul style="list-style-type: none"> <li>• Replacement of 30-Hp submersible pumps with 40-Hp pumps and associated piping upgrades</li> <li>• Remove and replaced existing wet well with minimum 8' diameter wet well</li> <li>• Pipeline connection improvements</li> <li>• Install new MCC, VFDs, and upgrade controls</li> <li>• Upsize the emergency generator</li> <li>• Bypass pumping during construction</li> </ul>	Building Permit

**DRAFT RESOLUTION B**

**RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF ATASCADERO, CALIFORNIA,  
RECOMMENDING THAT THE CITY COUCNIL APPROVE 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 allowances for outdoor amplified sound, Commercial Sign Program, and a 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

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

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

**SECTION 2. Public Hearing.** The Planning Commission of the City of Atascadero, at a Public Hearing held on January 17, 2023, and considered testimony and reports from staff, the applicants, and the public.

**SECTION 3. Facts and Findings.** The Planning Commission 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 is served from Del Rio Road or San Ramon Road, this modification will be consistent with project approvals.

FINDING: The proposed amendment is in conformance with the adopted General Plan Goals, Policies, and Programs and the overall intent of the General Plan.

FACT: The proposed re-designation increased commercial development opportunities within the city and locates potential goods and services close to existing residential neighborhoods. The project is designed to provide a transition between the existing single-family neighborhoods to the project uses and provides development of a site directly adjacent to Highway and with direct access to the 101 interchange. The project is within proximity to the developing Del Rio Road / El Camino Real commercial node and has been previously identified by the City Council as an economic development opportunity site.

The City's General Plan strives to balance commercial and residential uses, fostering a vibrant economy while preserving and maintain the City's rural, small-town character. The General Plan recognizes the need for growth and contains policies and programs to

center that growth around the city's core area, namely paralleling the Highway 101 corridor and Morro Road, where services are available and infrastructure is designed to support added intensity. This project is located adjacent to a key commercial node at the intersection of del Rio Road and Highway 101. The project is designed with a small-lot single family subdivision on the western option of the site, similar to the adjacent Apple Valley development.

FINDING: The proposed amendment is compatible with existing development, neighborhoods, and the environment.

FACT: The proposed project is currently comprised of 5 mostly vacant parcels with one structure used as a weekly food distribution center. The site abuts highway 101 and is located adjacent to a key commercial node. Surrounding uses include large-lot rural residential, small-lot single family development, and currently un- or under-developed commercial tourist parcels. The proposed project increases commercial intensity adjacent to Highway 101 and provides for a small-lot single-family development along the most western edge, adjacent to existing residential neighborhoods. The intensified commercial uses will include entertainment, tourist serving, and local serving services and uses. The Del Rio area has been previously identified as a key economic development opportunity site and has been designed with transitional uses to existing surrounding uses.

FINDING: The proposed map amendment will not create any new significant and unavoidable impacts to traffic, infrastructure, or public services.

FACT: The project has been analyzed under the provisions of CEQA and the City's development review process. As part of this process, traffic and utility service analyses were completed to determine project impacts and appropriate measures to mitigate any impacts. Based on the Initial Study and Proposed Mitigated Negative Declaration, the project will not create and new significant impacts to traffic, infrastructure, or public services as conditioned and with the incorporated mitigation measures as identified.

FINDING: The proposed amendment is consistent with the adopted EIR and mitigation monitoring program.

FACT: The proposed project is consistent with the City's economic and land use policies. The project site was previously identified as a key site for commercial expansion and opportunities for increased housing. Infrastructure and services are available to serve the project and the project is consistent with the General plan EIR and subsequent Mitigated Negative Declaration prepared for the project.

**SECTION 4. CEQA.** An Initial Study was prepared to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that the project results in no significant impacts with mitigation measures incorporated. Consequently, a Mitigated Negative Declaration was prepared and circulated for public review on December 28, 2022. The Planning Commission has recommended that the City Council certify the environmental determination for the Barrel Creek project.

**SECTION 5. Recommendation of Approval.** The Planning Commission of the City of Atascadero, California, in a regular session assembled on January 17, 2023 resolved to recommend that the City Council 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

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: January 17, 2023

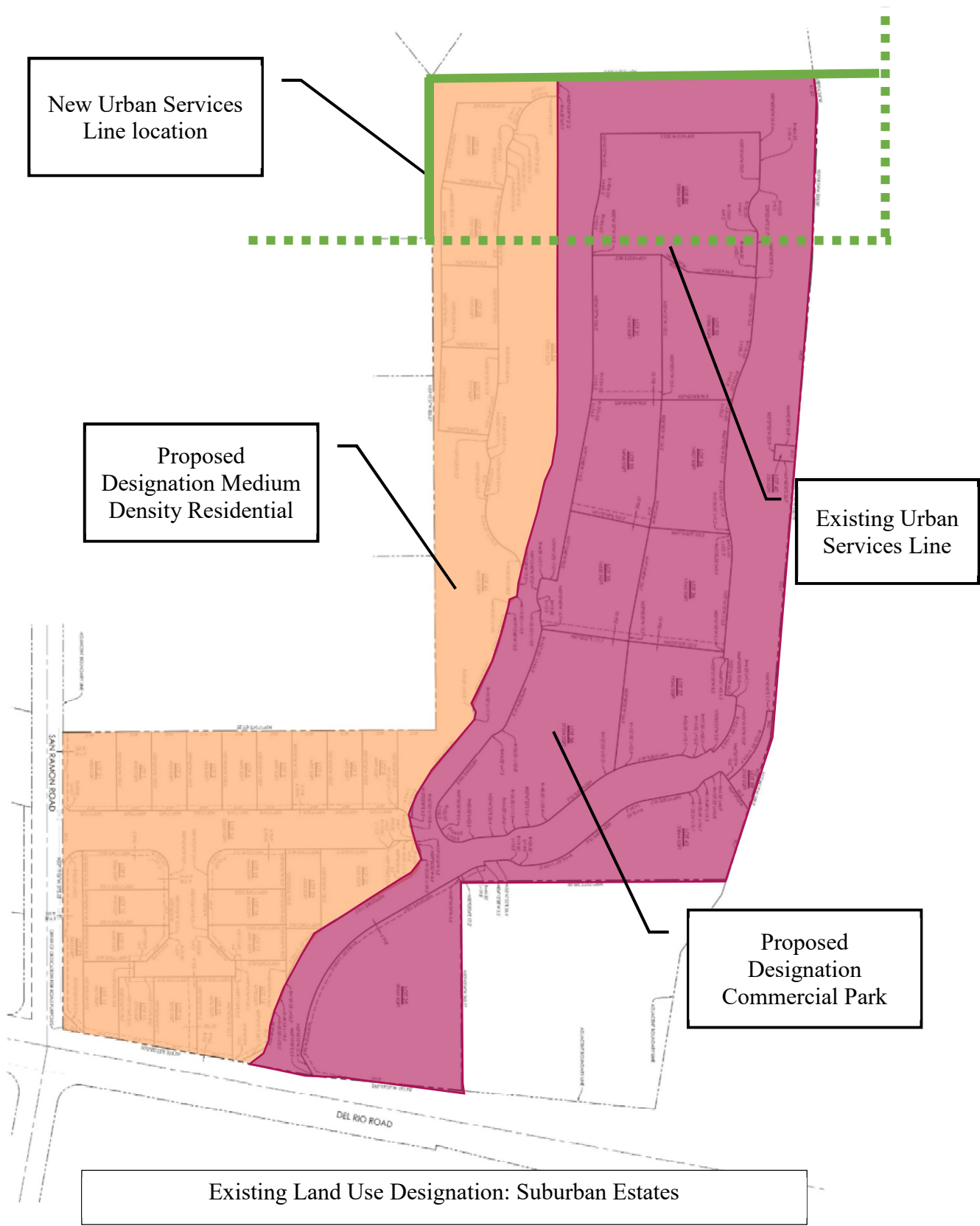
CITY OF ATASCADERO, CA

\_\_\_\_\_  
Jeff van den Eikhof  
Planning Commission Chairperson

Attest:

\_\_\_\_\_  
Phil Dunsmore  
Planning Commission Secretary

EXHIBIT A: General Plan Land Use and Urban Services Line Amendment Diagram





**DRAFT RESOLUTION C**

**RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF ATASCADERO, CALIFORNIA,  
RECOMMENDING THAT THE CITY COUCNIL INTRODUCE FOR  
FIRST READING, BY TITLE ONLY, AN ORDIANNCE TO MODIFY 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 allowances for outdoor amplified sound, Commercial Sign Program, and a 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

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

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

**SECTION 2. Public Hearing.** The Planning Commission of the City of Atascadero, at a Public Hearing held on January 17, 2023, and considered testimony and reports from staff, the applicants, and the public.

**SECTION 3. Facts and Findings.** The Planning Commission makes the following findings and determinations:

**A. Findings for approval of a Zoning Map Amendment**

**FINDING:** The Zoning Map Change is consistent with General Plan policies and all other applicable ordinances and policies of the City.

**FACT:** The project includes a request for a General plan Amendment and Zone Map Amendment with associated entitlements for the Barrel Creek project. The proposed zoning map amendment changes the development potential of a currently rural residential site adjacent to Highway 101 to a mix of commercial and residential uses. The project has been designed to provide transitions from the adjacent single-family neighborhoods and will provide increased economic benefit to the City.

**FINDING:** This Amendment of the Zoning Map will provide for the orderly and efficient use of lands where such development standards are applicable.

**FACT:** The proposed project is located adjacent to Highway 101 at Del Rio Road. The project site was previously identified as a key development opportunity site. The site is adjacent to the key commercial node at Del Rio Road and El Camino Real. The Apple Valley development to the south of the project site is comprised of a small-lot single family development with similar lot patterns to the proposed single-family portion of the project. Frontage and intersection improvements will be complete prior to occupancy of the project to ensure that the adjacent street system is designed to accommodate added traffic.

**FINDING:** The Map Change will not, in itself, result in significant environmental impacts.

**FACT:** The proposed project is consistent with the City's economic and land use policies. The project site was previously identified as a key site for commercial expansion and opportunities for increased housing. Infrastructure and services are available to serve the

project and the project is consistent with the General plan EIR and subsequent Mitigated Negative Declaration prepared for the project.

**SECTION 4. CEQA.** An Initial Study was prepared to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that the project results in no significant impacts with mitigation measures incorporated. Consequently, a Mitigated Negative Declaration was prepared and circulated for public review on December 28, 2022. The Planning Commission has recommended that the City Council certify the environmental determination for the Barrel Creek project.

**SECTION 5. Recommendation of Approval.** The Planning Commission of the City of Atascadero, California, in a regular session assembled on January 17, 2023 resolved to recommend that the City Council approve the Zoning Map Amendment for the Barrel Creek project consistent with the following:

EXHIBIT A: Zoning Map Amendment Diagram

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: January 17, 2023

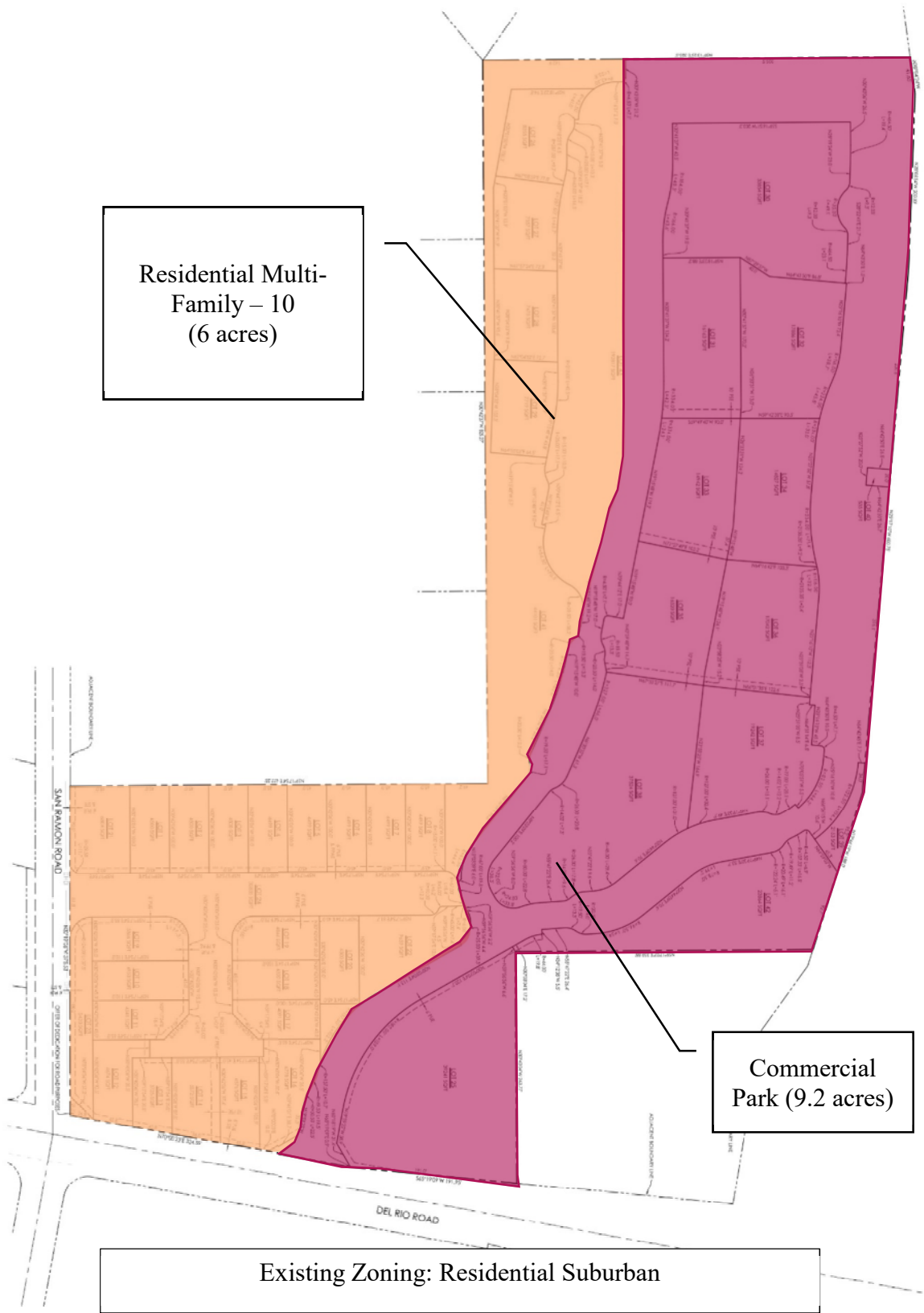
CITY OF ATASCADERO, CA

\_\_\_\_\_  
Jeff van den Eikhof  
Planning Commission Chairperson

Attest:

\_\_\_\_\_  
Phil Dunsmore  
Planning Commission Secretary

EXHIBIT A: Zoning Amendment Diagram



**DRAFT RESOLUTION D**

**RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF ATASCADERO, CALIFORNIA,  
RECOMMENDING THAT THE CITY COUCNIL INTRODUCE FOR  
FIRST READING, BY TITLE ONLY, AN ORDIANNCE TO MODIFY THE  
ATASCADERO MUNICIPAL CODE, TITLE 9, CHAPTER 3, ARTICLE 28  
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 allowances for outdoor amplified sound, Commercial Sign Program, and a 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

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

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

**SECTION 2. Public Hearing.** The Planning Commission of the City of Atascadero, at a Public Hearing held on January 17, 2023, and considered testimony and reports from staff, the applicants, and the public.

**SECTION 3. Facts and Findings.** The Planning Commission makes the following findings and determinations:

**A. Findings for approval of a Zoning Map Amendment**

**FINDING:** The Zoning Map Change is consistent with General Plan policies and all other applicable ordinances and policies of the City.

**FACT:** The project includes a request for a General plan Amendment and Zone Map Amendment with associated entitlements for the Barrel Creek project. The proposed zoning map amendment changes the development potential of a currently rural residential site adjacent to Highway 101 to a mix of commercial and residential uses. The project has been designed to provide transitions from the adjacent single-family neighborhoods and will provide increased economic benefit to the City.

**FINDING:** This Amendment of the Zoning Ordinance will provide for the orderly and efficient use of lands where such development standards are applicable.

**FACT:** The proposed project is located adjacent to Highway 101 at Del Rio Road. The project site was previously identified as a key development opportunity site. The site is adjacent to the key commercial node at Del Rio Road and El Camino Real. The Apple Valley development to the south of the project site is comprised of a small-lot single family development with similar lot patterns to the proposed single-family portion of the project. Frontage and intersection improvements will be complete prior to occupancy of the project to ensure that the adjacent street system is designed to accommodate added traffic.

Establishment of a custom Planned Development Overlay Zone will allow the property to transition to the surrounding neighborhoods with custom attention to compatible uses and development standards to ensure a quality and well-integrated project.

**FINDING:** The Text Change will not, in itself, result in significant environmental impacts.



FACT: The proposed project is consistent with the City's economic and land use policies. The project site was previously identified as a key site for commercial expansion and opportunities for increased housing. Infrastructure and services are available to serve the project and the project is consistent with the General plan EIR and subsequent Mitigated Negative Declaration prepared for the project.

FINDING: Modification of development standards or processing requirements of the Zoning Ordinance through the PD overlay is warranted to promote orderly and harmonious development; and

FACT: The PD38 zoning overlay establishes development standards that promote a cohesive neighborhood development and ensure that City goals related to traffic mitigation, aesthetic character, inclusionary housing, and pedestrian connectivity, among others, are achieved.

FINDING: Modification of development standards or processing requirements of the zoning ordinance through the PD overlay will enhance the opportunity to best utilize special characteristics of an area and will have a beneficial effect on the area.

FACT: The Planned Development 38 overlay text modifies standard development requirements to allow for a mixed residential and commercial project adjacent to existing residential neighborhood and commercial properties, including Highway 101. Modified standards for the development enable the project to provide adequate transitions to the existing neighborhood and ensure compatible uses within the commercial portion.

FINDING: Benefits derived from the Planned Development Overlay Zone cannot be reasonably achieved through existing development standards or processing requirements.

FACT: The Planned Development Overlay Zone 38 ensures that development within the area provides certain benefit as identified by Council Policy. Development under the PD38 standards will maintain and enhance neighborhood character and provide transition between commercial and single-family uses.

FINDING: Proposed plans offer certain redeeming features to compensate for requested modifications of the Planned Development Overlay zone.

FACT: City Council Planned Development Policy requires project benefits such as affordable inclusionary housing, pocket parks, and high-quality landscape and architecture in exchange for modified development standards. As conditioned, the project satisfies these requirements.

**SECTION 4. CEQA.** An Initial Study was prepared to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that the project results in no significant impacts with mitigation measures incorporated. Consequently, a Mitigated Negative Declaration was prepared and circulated for public review on December 28, 2022. The Planning Commission has recommended that the City Council certify the environmental determination for the Barrel Creek project.

**SECTION 5. Recommendation of Approval.** The Planning Commission of the City of Atascadero, California, in a regular session assembled on January 17, 2023 resolved to recommend that the City Council approve an Amendment to 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)

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: January 17, 2023

CITY OF ATASCADERO, CA

\_\_\_\_\_  
Jeff van den Eikhof  
Planning Commission Chairperson

Attest:

\_\_\_\_\_  
Phil Dunsmore  
Planning Commission Secretary

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

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*The following shall be added to the Atascadero Municipal Code Title 9, Chapter 3, Article 28:*

**9-3.683 Establishment of Planned Development Overlay Zone No. 38: (PD38).**

Planned Development Overlay Zone No. 38 is established as shown on the official zoning maps (Section 9-1.102 of this title) on parcels APNs 049-131-043, 044, 052, 058, and 066 (Parcels 1-42 of TR3177). The following development standards shall be applied to all development within the PD38 overlay district:

**General Requirements:**

- (a) All utilities, including electric, telephone and cable, along the frontage of and within the PD shall be installed underground.
- (b) All lighting shall be fully shielded, directional, and dark sky compliant unless specifically exempted below.
- (c) All mitigation measures listed in the Mitigation Monitoring Program shall be adhered to for the life of the project.

**Commercial Development:**

- (a) A Master Plan of Development must be established for the commercial development area and all development shall be consistent with the approved Master Plan of Development.
- (b) All building mounted and parking lot lighting shall be dark sky compliant and designed to reduce off-site glare. All lighting shall be directed downward. The following exceptions shall be permitted:
  - 1. Festoon lighting shall be permitted within the commercial plaza and hotel inner courtyard
  - 2. Lower level up-lighting is permitted within the commercial plaza and inner hotel courtyard to highlight architectural building features.
  - 3. Low level bollard lighting is permitted adjacent to pedestrian paths.
- (c) All building signage shall comply with the following:
  - 1. All wall signs shall be externally or halo lit.
  - 2. No cabinet signs shall be permitted
  - 3. Each business shall be allowed a wall sign over the entry in addition to a parking lot facing sign if the tenant space is adjacent to the parking area.
  - 4. Projecting signage shall be permitted as well as an extruded metal sign on the metal canopy(ies).
  - 5. Window graphics shall be permitted per the Atascadero Municipal Code
  - 6. A center identification sign in the form of a water tower shall be permitted along Highway 101 in the area designated in the Master Plan of development. The water tower shall have a maximum height of 65-feet. The water tower sign shall display the name of the project only.
  - 7. The hotel shall be allowed the following:

- i. No signage shall be permitted facing residential uses Lighting facing the freeway shall be externally illuminated with downward lighting. All lighting shall be set on a timer to turn off or dim between the hours of 10pm and 7am.
- (d) All parking lot trees shall be maintained in a manner which allows the trees to reach their natural height and width. No growth inhibitors shall be permitted.
- (e) Amplified sound shall be permitted within the commercial plaza, amphitheater, and hotel courtyard area between the hours of 11am and 10pm. Amplified outside of these hours or locations shall require approval of an AUP.
- (f) All uses shall comply with the listed uses for the CPK zone, with the following modifications:
  - 1. The following uses shall be allowed by right
    - i. Bar/Tavern
    - ii. Hotels, Motels
  - 2. The following uses shall be allowed with the approval of a conditional use permit
    - i. Social and Service Organizations
  - 3. The following uses shall not be permitted
    - i. Accessory storage
    - ii. Auto Dealers (New and Used) and supplies
    - iii. Auto Repair and Services
    - iv. Bed and Breakfast
    - v. Building Materials and Hardware w/ outdoor storage areas
    - vi. Collection Stations
    - vii. Drive-Through Sales or Services
    - viii. Farm Equipment and Supplies with outdoor storage areas
    - ix. Financial Services and Banks
    - x. Fuel Dealer
    - xi. Health Care Services
    - xii. Horticultural Specialties
    - xiii. Laundries and Dry-Cleaning Plants
    - xiv. Medical Extended Care Services
    - xv. Mini-Storage
    - xvi. Retail Sales – Restricted
    - xvii. Sales Lots
    - xviii. Small Family Day Care
    - xix. Transit Stations
    - xx. Vehicle and Equipment Storage

Multi-family Development:

- (a) All multi-family buildings shall include consistent materials and building styles. Color variations are permitted.
- (b) All materials and finishes shall be consistent with the approved entitlement design package.
- (c) All windows shall be non-sliders. No wide vinyl casings or stiles shall be permitted.

Single-Family Parcels:

- (a) No subsequent tentative parcel or tract map shall be approved within the single-family development area. Urban Subdivisions shall not be permitted.
- (b) Second units shall be permitted consistent with the City's standards for single-family parcels.
- (c) No Urban Dwelling Units shall be permitted
- (d) Maximum height shall be 30-feet.
- (e) A minimum of 2 parking spaces are required per lot. These may not be located within the front setback area. On-street parking shall not be used to satisfy the parking requirements. Driveway areas within the setback may provide for guest parking.
- (f) Building setbacks shall be as follows:

Primary Front at porch	9 feet
Primary Front at dwelling – 1 <sup>st</sup> story	15 feet
Primary Front at dwelling – 2 <sup>nd</sup> story	20 feet
Primary Front at garage/required on-site parking	25 feet
Secondary street setback (corner lot)	10 feet
Interior Side	5 feet
Rear yard	10 feet
Accessory structure side and rear yards	5 feet

- 1. Garages shall be recessed from the front of the residence by at least ten (10) feet.
- 2. Architectural projections shall be allowed per the Atascadero Municipal Code.
- (g) Building coverage (residence plus garage footprint) shall not exceed forty-five percent (45%) of the individual lot area. Landscaping shall constitute a minimum of forty percent (25%) of the lot area. The measurement of landscaped areas shall be exclusive of driveways, patios, decks, etc.
- (h) Two- (2) story residences shall have a second floor that is limited to seventy-five percent (75%) of the gross area of the first floor inclusive of the garage.
- (i) Architectural Features: Use of at least five (5) of the following architectural features on all street facing elevations, and at least three (3) of the following architectural features on all interior and rear yard elevations, as appropriate for the building type and style, is required.
  - 1. Dormers;
  - 2. Gable roof form;
  - 3. Recessed entries (at least 3 feet);
  - 4. Covered porch entries with a minimum projection of 6-feet;
  - 5. Cupolas or towers;
  - 6. Pillars or posts;
  - 7. Eaves (minimum 12-inch projection);
  - 8. Off-sets in building face (minimum 16 inches);
  - 9. Window trim;
  - 10. Bay or oriel windows;

11. Balconies;
  12. A minimum of 2 decorative patterns on exterior finishes (e.g., scales/shingles, wainscoting, board and batten, and similar features); and
  13. Decorative cornices and roof lines (e.g., for flat roofs).
- (j) All mechanical equipment, including HVAC units and utility meters, shall be screened from view from adjacent streets and properties.
  - (k) Exterior fencing shall be consistent throughout the single-family area. Privacy fencing shall be setback a minimum of 2-feet from the front building façade. Wood fencing shall include a top rail. No dog-eared fencing shall be allowed. Rear yard fencing of lots adjacent to the Del Rio Road Frontage shall be setback a minimum of 3-feet from any retaining wall in excess of 2-feet.
  - (l) Accessory buildings (sheds, etc.) will be allowed; however, the footprint of such accessory buildings will count toward the maximum percent of allowable building coverage. Patio covers open on at least 3 sides shall not count toward maximum coverage.
  - (m) Laundry hook-ups shall be provided in each unit.
  - (n) All front yards and street facing side yards shall be landscaped.
  - (o) Individual trash collection shall be used for each residential unit. Provisions shall be made for storage of trashcans within the garage or fenced area.
  - (p) Alterations or additions to established dwelling units shall be subject to the density standards of the underlying zone and shall be reviewed pursuant to the City's Appearance Review Guidelines.
  - (q) No farm animals may be kept on a lot.

Cottage Hotel Development:

- (a) A Master Plan of Development shall be approved prior to development of the site. All site development shall be consistent with the approved Master Plan.
- (b) A 10-foot landscape buffer shall be provided between all public and private road rights-of-way and the units.
- (c) A minimum 5-foot setback shall be maintained between the units and the side property line shared with the adjacent commercial property.



**DRAFT RESOLUTION E**

**RESOLUTION OF THE PLANNING COMMISSION OF THE  
CITY OF ATASCADERO RECOMMENDING THAT THE CITY  
COUNCIL APPROVE A CONDITIONAL USE PERMIT TO ESTABLISH A  
MASTER PLAN OF DEVELOPMENT AND APPROVE A MASTER SIGN  
PROGRAM, TREE REMOVAL, AND HEIGHT EXCEPTION, AND  
APPROVE VESTING TENTATIVE TRACT MAP (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 allowances for outdoor amplified sound, Commercial Sign Program, and a height exception; and

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

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

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

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

**WHEREAS**, the project held a neighborhood meeting to gather input from surrounding residents and interested persons on September 23, 2020; and

**WHEREAS**, the minimum lot size in the CPK zoning district is 2 acres; and

**WHEREAS**, the proposed commercial subdivision includes parcels ranging from 0.34 acres to 0.86 acres; and

**WHEREAS**, the minimum lot size in the RMF-10 zoning district is 0.5 acres; and

**WHEREAS**, the proposed residential subdivision includes parcels ranging from 0.09 acres to 0.19 acres; and

**WHEREAS**, The Atascadero Municipal Code allows for establishment of custom Planned Development Overlay Zones to create custom zoning for unique projects and allow for smaller-lot sizes that would otherwise be allowed by underlying zoning; and

**WHEREAS**, shared parking and access easements are required to be recorded to ensure that all parcels have legal access from the adjacent rights-of-way; and

**WHEREAS**, the project was reviewed by the Design Review Committee at their regularly scheduled meeting on March 10, 2022; and

**WHEREAS**, The Planning Commission, at the January 17, 2023 meeting, recommended the City Council approve a General Plan Designation and Zoning Map Amendment and establish a custom PD Overlay Zone on the project site; and

**WHEREAS**, the project was reviewed by the Design Review Committee at their regularly scheduled meeting on August 10, 2021; 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

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

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

**SECTION 2. Public Hearings.** The Planning Commission held a duly noticed public hearing to consider the project on January 17, 2023 and considered testimony and reports from staff, the applicants, and the public.

**SECTION 3. Facts and Findings.** The Planning Commission makes the following findings and determinations:

**1. Findings for Approval of a Conditional Use Permit**

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

FACT: The proposed project includes a General plan Amendment and Zone Change to modify the development potential of the project site and intensify uses from what is allowed today. The project site is located adjacent to Highway 101 and a key commercial node at Del Rio Road and El Camino Real. The site is adjacent to services and a majority of the site is within the City's identified Urban Services Line. The project is consistent with the Land Use, Open Space and Circulation (LOC) Policies and Programs 1.1.7 for infill development; 1.4.1 for screening exterior lights; 2.1.3 and 7.2.3 for providing street trees; and, 8.5.3 for providing on-site stormwater management. In addition, the project is consistent with Circulation Element (CIR) Policies and Programs 1.4 for requiring a tree lined street; 1.5.1 for requiring adequate off-street parking; and 2.3.1 for providing adequate sidewalks as required for all new commercial development in the City.

The General Plan also includes policies and programs aimed at enhancing the City's visual character and promoting economic viability. The City Council has previously identified this site as a key opportunity for increased economic development and expanded housing. In addition, LOC13 provides policies and programs aimed at establishing a range of employment and business opportunities to provide a sound economic base and ensure that new development generates sufficient revenue to support public service needs and quality environmental, social, and educational opportunities. LOC14 also encourages land uses that provide jobs and services for residents that fit within the City's character.

The project, as proposed, will provide additional services to surrounding residents and provide increased property taxes once the site has been developed. The project provides rental and for-sale units that are "affordable-by-design" and will contribute to affordable housing through compliance with the City's interim affordable housing policy.

- B. FINDING: The proposed project or use satisfies all applicable provisions of the Zoning Ordinance

FACT: The proposed mixed commercial and residential development includes a request for a General Plan Amendment and Zone Change to modify the development potential of the project site. With those approvals, the project is consistent with the Atascadero Municipal Code and the established Planned Development Overlay Zone.. The proposed structures and site plan are consistent with the applicable provisions of the Atascadero Municipal Code as conditioned.

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

FACT: The proposed development will be located at the intersection of Highway 101, Del Rio Road, and San Ramon Road. Adequate access to the site is provided off Del Rio Road and San Ramon Road. The site design has been reviewed by all City departments for consistency with code requirements. Impacts have been analyzed through the Initial Study and a proposed Mitigated Negative Declaration has been prepared identifying mitigation measures to reduce any impacts to a level of insignificance. The project is conditioned to construct frontage improvements along Del Rio Rd and San Ramon Road that will ensure safe traffic patterns in and out of the site. The intersection of Del Rio Road and San Ramon Road is also conditioned to be improved with a pedestrian crosswalk and pedestrian safety features to ensure safe pedestrian traffic to and from the project site. As conditioned, the project will not be detrimental or unsafe to those working, visiting, or living on the project site nor those within the surrounding neighborhoods.

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

FACT: The proposed project is adjacent to Highway 101, the Apple Valley neighborhood, comprised of small-lot single-family residences, and rural residential parcels fronting San Ramon Road. The project has been designed to focus residential uses adjacent to existing neighborhoods. The lot pattern of the proposed small-lot single-family subdivision is similar to the Apple Valley development. Commercial uses have been located adjacent to Highway 101 and the drainage which runs adjacent to the project site to the west provides a natural visual buffer between existing residences and the higher intensity commercial and multi-family uses.

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

FACT: The proposed project has been reviewed by Central Coast Transportation Consultants and an analysis was performed to determine appropriate mitigation measures to accommodate the proposed development. The project will create additional traffic, both from new residents to the project and visitors and employees to the commercial portion of the project. The analysis concluded that traffic volumes and patterns will be safe and within the capacity of adjacent roadways with mitigation incorporated.

- F. FINDING: The proposed project is in compliance with any pertinent City policy or criteria adopted by ordinance or resolution of the City Council.

FACT: The Design Review Committee has reviewed the proposed project and found the site plan and elevations to be consistent with the criteria in the City's Design Review Manual. The project site has been previously identified as an opportunity site

for increased development and an opportunity for economic development. The City Council has an existing policy governing requests for general plan amendments and all processes outlined in that policy have been completed. The Council also has a policy related to the approval of Planned Development Overlay Zones outlining community benefits associated with the request for modified zoning standards. The project, as analyzed and conditions, is in compliance with this policy.

## **2. Findings for Approval of a Tentative Tract Map**

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

FACT: The proposed project includes a General plan Amendment and Zone Change to modify the development potential of the project site and intensify uses from what is allowed today. The project site is located adjacent to Highway 101 and a key commercial node at Del Rio Road and El Camino Real. The site is adjacent to services and a majority of the site is within the City's identified Urban Services Line. The project is consistent with the Land Use, Open Space and Circulation (LOC) Policies and Programs 1.1.7 for infill development; 1.4.1 for screening exterior lights; 2.1.3 and 7.2.3 for providing street trees; and, 8.5.3 for providing on-site stormwater management. In addition, the project is consistent with Circulation Element (CIR) Policies and Programs 1.4 for requiring a tree lined street; 1.5.1 for requiring adequate off-street parking; and 2.3.1 for providing adequate sidewalks as required for all new commercial development in the City.

The General Plan also includes policies and programs aimed at enhancing the City's visual character and promoting economic viability. The City Council has previously identified this site as a key opportunity for increased economic development and expanded housing. In addition, LOC13 provides policies and programs aimed at establishing a range of employment and business opportunities to provide a sound economic base and ensure that new development generates sufficient revenue to support public service needs and quality environmental, social, and educational opportunities. LOC14 also encourages land uses that provide jobs and services for residents that fit within the City's character.

The project, as proposed, will provide additional services to surrounding residents and provide increased property taxes once the site has been developed. The project provides rental and for-sale units that are "affordable-by-design" and will contribute to affordable housing through compliance with the City's interim affordable housing policy.

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

FACT: The property, after approval, will be zoned Commercial Park and Residential Multi-Family. The site is located adjacent o Del Rio Road and San Ramon Road and adjacent to the Del Rio Road / Highway 101 interchange. The Del Rio Road right-of-way is wide enough to accommodate all proposed improvements. The project site is relatively flat with an existing drainage bisecting the site. The site has been designed to accommodate all stormwater generated from the project.

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

FACT: The property, after approval, will be zoned Commercial Park and Residential Multi-Family. The site is located adjacent o Del Rio Road and San Ramon Road and adjacent to the Del Rio Road / Highway 101 interchange. The Residential Multi-Family zoning allows for a maximum base density of 10 dwelling units per acre. The project site zoned for residential uses will be 6 acres, resulting is a proposed density of 10 units/acre.

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

FACT: The proposed project is on a site with an existing drainage that bisects the property originating from a culvert under Highway 101 and continuing north-west to Graves Creek. The existing drainage has minimal vegetation and was determined by the biologist to not contain sensitive species or be under the jurisdiction of any State or federal agency. The project is designed to enhance this feature.

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

FACT: The project is designed in accordance with all local and State regulations. The project proposes a mixed commercial and residential development at a key opportunity site in the City and will not create any impacts to public health.

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

FACT: The proposed project includes conditions to provide shared access and parking easements throughout the site for the benefit of all applicable parcels ensuring access to all proposed parcels and uses.

### **3. Findings for Approval of a Tree Removal Permit**

FINDING; The tree is obstructing proposed improvements that cannot be reasonably

designed to avoid the need for tree removal, as certified by a report from the site planner and determined by the Community Development Department based on the following factors:

- a. Early consultation with the City,
- b. Consideration of practical design alternatives,
- c. Provision of cost comparisons (from applicant) for practical design alternatives,
- d. If saving tree eliminates all reasonable use of the property, or
- e. Saving the tree requires the removal of more desirable trees.

FACT: The project proposes the removal of 4 native oak trees totaling 99 inches dbh. The trees proposed for removal are within the residential development area and would conflict with grading and drainage improvements.

#### **4. Findings for Approval of a Height Exception**

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

FACT: The height is exceeded by architectural and roof features for the hotel building buildings located along the norther portion of the site. The modified height will provide visual interest and has been reviewed by the Fire Department. The modified height will not exceed the lifesaving equipment capabilities of the Fire Department and is intended to enhance the appearance of the project and provide variation in building form and massing. The building is setback approximately 75-feet from the northern property line where an adjacent residential property and outbuilding currently exist. The project has been conditioned to provide screening landscaping along this property line to minimize impacts to the adjacent residential rear yard area.

**SECTION 4. CEQA.** An Initial Study was prepared to determine if the proposed project would have a significant adverse effect on the environment. The Initial Study found that the project results in no significant impacts with mitigation measures incorporated. Consequently, a Mitigated Negative Declaration was prepared and circulated for public review on December 28, 2022. The Planning Commission has recommended that the City Council certify the environmental determination for the Barrel Creek project.

**SECTION 5. Recommendation for Approval.** The Planning Commission of the City of Atascadero, California, in a regular session assembled on January 17, 2023, resolved to recommend that the City Council 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



ITEM NUMBER: 2  
DATE: 01/17/2023  
ATTACHMENT: 5

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: January 17, 2023

CITY OF ATASCADERO, CA

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Jeff van den Eikhof  
Planning Commission Chairperson

Attest:

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Phil Dunsmore  
Planning Commission Secretary

**Attachment 1: Conditions of Approval**  
**DEV21-0066: Barrel Creek**

<b>Conditions of Approval</b> <b>DEV21-0066</b> <b>Vesting Tentative Tract Map 3177</b> <b>Barrel Creek</b>  <b>APNs 049-131-043, 044, 052, 058, and 066</b>	<b>Timing</b>  FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy	<b>Responsibility /Monitoring</b>  PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer
<b>Planning Department</b>		
<p>1. This approval includes the following entitlements:</p> <p>a) Vesting Tentative Tract Map (TR3177) is for the creation of 42 legal lots of record (as conditioned) described on the attached exhibits and shall apply to APN 049-131-043, 044, 052, 058, and 066 regardless of owner.</p> <p>b) Master Plan of Development / Conditional Use Permit for approximately 53,500 sf of commercial / light industrial space, a 120-room hotel, 40 multi-family apartment units, 16 short-term stay cottages, and a 20 single family parcels. Approval also includes a height exception and Master Sign Program.</p>	<b>Ongoing</b>	<b>PS</b>
<p>2. All commercial buildings (excluding the hotels) shall be required to receive final occupancy prior to any residential unit receiving final occupancy. Improvements must be completed as follows, and as detailed in subsequent conditions:</p> <p>Phase I (commercial):</p> <ul style="list-style-type: none"> <li>• Road A in its entirety to the satisfaction of the Fire Marshal</li> <li>• All associated drainage facilities</li> <li>• All frontage improvements on Del Rio Road and at the intersection of Del Rio Road and San Ramon</li> <li>• All landscaping within the commercial portion of the project including north edge landscaping</li> <li>• All associated public utilities including extension of the sanitary sewer main in Del Rio Road</li> <li>• Upgrades to Lift Station 14</li> </ul> <p>Phase 2 (multi-family)</p> <ul style="list-style-type: none"> <li>• Street B and adjacent parking</li> <li>• All associated drainage facilities</li> <li>• All associated landscaping</li> <li>• All associated public utilities</li> <li>• Any needed additional upgrades to Lift Station 14</li> </ul> <p>Phase 2 (single-family):</p> <ul style="list-style-type: none"> <li>• Streets C and D</li> <li>• All frontage improvements along San Ramon Road</li> <li>• All associated drainage facilities</li> <li>• All associated landscaping</li> <li>• All associated public utilities</li> </ul>		

<b>Conditions of Approval</b> <b>DEV21-0066</b> <b>Vesting Tentative Tract Map 3177</b> <b>Barrel Creek</b>  <b>APNs 049-131-043, 044, 052, 058, and 066</b>	<b>Timing</b>  FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy	<b>Responsibility /Monitoring</b>  PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer
<ul style="list-style-type: none"> <li>Any needed additional upgrades to Lift Station 14</li> </ul> <p>The Hotel and short term stay cottages can be constructed at any time. Upgrades to Lift Station 13 may be required if flows exceed estimates.</p> <p>Construction of the residential portion of the project may not commence until building permits for commercial buildings have been issued and construction has begun on the commercial / light industrial portion of the project.</p> <p>A deed covenant shall be recorded concurrently with the final map to notify residential parcels of the requirement for the commercial portion of the project to be completed prior to any residential units, per the phasing listed above.</p>		
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.	<b>Ongoing</b>	<b>PS</b>
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.	<b>Ongoing</b>	<b>PS</b>
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.	<b>Ongoing</b>	<b>PS</b>
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.	<b>FM</b>	<b>PS/CE</b>
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.	<b>PR</b>	<b>PS/CE</b>
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.	<b>PR / FM</b>	<b>PS</b>
9. Vesting Tentative Subdivision Map was deemed complete on <b>12/21/2022</b> , for the purposes of vested development rights and fees consistent with the Subdivision Map Act of the State of California.	<b>Ongoing</b>	<b>PS/CE</b>

<b>Conditions of Approval</b> <b>DEV21-0066</b> <b>Vesting Tentative Tract Map 3177</b> <b>Barrel Creek</b>  <b>APNs 049-131-043, 044, 052, 058, and 066</b>	<b>Timing</b>  FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy	<b>Responsibility /Monitoring</b>  PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer
10. A final map drawn in substantial conformance with the approved vesting tentative map, and in compliance with all conditions set forth herein, shall be submitted for review and approval in accordance with the Subdivision Map Act and the City's Subdivision Ordinance	<b>FM</b>	<b>PS/CE</b>
11. The applicant shall defend, indemnify, and hold harmless the City of Atascadero or its agents, officers, and employees against any claim or action brought to challenge an approval by the City, or any of its entities, concerning the subdivision.	<b>Ongoing</b>	
12. All subsequent Tentative Map and construction permits shall be consistent with the Master Plan of Development approved for the project.	<b>PR / FM</b>	<b>PS/CE</b>
13. The subdivision shall be subject to additional fees for park or recreation purposes (QUIMBY Act) as required by City Ordinance	<b>PR</b>	<b>PS</b>
14. All maintenance costs listed below shall be 100% funded by the project in perpetuity, except for public facilities that are accepted for maintenance by the City of Atascadero. The service and maintenance cost shall be funded through an entity or mechanism established by the developer, subject to City Staff approval. This entity or mechanism must be in place prior to, or concurrently with acceptance of any final map(s) or the issuance of any building permits. The entity or mechanism shall be approved by the City Attorney, City Engineer and Administrative Services Director prior to acceptance of any Final Map(s) or issuance of any building permits. The administration of the above-mentioned funds, and the coordination and performance of maintenance activities, shall be the responsibility of the entity or mechanism. <ul style="list-style-type: none"> <li>a) All roads, sidewalks, pathways, parking, and access areas.</li> <li>b) All landscaping and lighting within the proposed project area.</li> <li>c) Common area fencing and/or features.</li> <li>d) Open areas on private property within the proposed project area including detention facilities, bio-swales, and other low-impact-development features.</li> <li>e) All drainage facilities within the project area.</li> <li>f) Landscaped frontages within the right-of-way of all public streets within the defined project boundary, including irrigation.</li> <li>g) On-site sanitary sewer system(s) and storm drains located within the project area.</li> </ul>	<b>Ongoing</b>	<b>PS/CE</b>
15. The emergency services and facility maintenance costs listed below shall be 100% funded by the project in perpetuity. The service and maintenance costs shall be funded through a community facilities district established by the City at the	<b>FM</b>	<b>PS</b>

<b>Conditions of Approval</b> <b>DEV21-0066</b> <b>Vesting Tentative Tract Map 3177</b> <b>Barrel Creek</b>  <b>APNs 049-131-043, 044, 052, 058, and 066</b>	<b>Timing</b>  FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy	<b>Responsibility /Monitoring</b>  PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer
<p>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.</p> <ul style="list-style-type: none"> <li>▪ All Atascadero Police Department service costs to the project.</li> <li>▪ All Atascadero Fire Department service costs to the project.</li> <li>▪ Off-site common City of Atascadero park facilities maintenance service costs related to the project</li> </ul> <p>Annexation into the Community Facilities District shall be required prior to, or concurrently with, recordation of the final map, or prior to occupancy of any residential unit if the tract map is abandoned.</p>		
<p>16. Affordable Housing: The applicant shall deed restrict 2 units at the moderate-income level within the single-family subdivision.</p> <p>The applicant shall deed restrict the following units within the multi-family area:</p> <ul style="list-style-type: none"> <li>• 3 moderate units (3.44 rounded down)</li> <li>• 2 low income units (2.16 rounded down)</li> <li>• 2 very-low income units (1.6 rounded up)</li> <li>• In-lieu fees collected for the missing fraction</li> </ul>	<b>FM</b>	<b>PS</b>
<p>17. Shared parking and access easements shall be recorded over all parcels as applicable. Easements shall also be recorded for shared drainage facilities. Parking shall not be designated for each use except for short-term pick-up spaces and multi-family residential uses as needed. A maximum of one space per residential unit shall be designated as reserved.</p>	<b>FM</b>	<b>PS/CE</b>
<p>18. Prior to final map, the applicant shall submit CC&amp;Rs for review by the Community Development Department. CC&amp;Rs for the commercial and residential portions of the project may be separate, combined, or tiered.</p>	<b>FM</b>	<b>PS</b>
<p>19. The central commercial plaza space shall be designed with main entrances to any abutting space from the Plaza. This does not prohibit entrances from also being located facing the surrounding access/parking areas.</p>	<b>PR</b>	<b>PS</b>

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20. Agreements shall be required to be recorded against each residential parcel notifying any residential tenant of the commercial nature of the site to ensure that commercial activities are prioritized.	<b>FM, PR</b>	<b>PS/CE</b>
21. All landscape on-site or planted along the street frontage shall be maintained in a manner that allows the tree to grow to its full natural height and natural canopy. No growth suppressants shall be permitted that result in stunting or modifying the natural growth pattern of the tree.	<b>Ongoing</b>	<b>PS</b>
22. A tree protection plan shall be submitted as part of each building permit package. The plan shall identify the size and species of all trees, all trees proposed for removal, the location of any required tree protection fencing, and construction related mitigation measures dictated by the project arborist and/or City Native Tree Guidelines. All tree removals shall be mitigated consistent with the requirements of the Atascadero Municipal Code. Any required mitigation fees shall be paid prior to permit issuance.	<b>PR</b>	<b>PS</b>
23. Outdoor amplified sound shall be permitted within the commercial plaza, outdoor seating space/amphitheater, and hotel courtyard area between the hours of 11am and 10pm. Amplified sound outside of these hours or locations shall require approval of an AUP.	<b>Ongoing</b>	<b>PS</b>
24. All perimeter / retaining walls facing San Ramon Road, Del Rio Road, and walls at the rear of the multi-family buildings shall include decorative veneer or natural stone texture. All other walls shall be a dark color split face block or shall match decorative walls. All walls and veneers shall be approved by the Community Development Director and shall be included in the permit application.	<b>PR</b>	<b>PS</b>
25. A fencing plan shall be included with each development phase / permit. Fencing for the commercial and multi-family portion of the project shall be limited to safety fencing as deemed necessary by the Community Development Director and/or the City Engineer or as required for outdoor restaurant areas. No chain-link fencing shall be permitted. Solid fencing may be used to screen mechanical equipment or provide small privacy areas where appropriate. Single-family properties shall be fenced per the guidelines of the Planned Development Overlay Zone. Wood fencing shall be high quality and shall include a top rail. No dog-eared fencing will be permitted.	<b>PR</b>	<b>PS/CE</b>
26. Evergreen landscaping shall be included along the northern project edge adjacent to existing residentially zoned parcels to the greatest extent feasible. Landscape materials shall include trees and shrubs that provide visual screening above the fence/wall line and visual screening of the hotel and lighted freeway sign.	<b>PR</b>	<b>PS</b>
27. London Plane street trees shall be planted along the Del Rio Road frontage at a spacing of 30-feet on-center or as approved by the City	<b>PR</b>	<b>PS/CE</b>

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<p>Engineer. Street trees along the San Ramon frontage may be grouped for a more natural rural appearance. Additional frontage landscaping shall include accent trees and native grasses.</p> <p>In addition to the London Plane Sycamores, medium sized native grasses, such as deer grass and California oat grass, and small shrubs, such as manzanita and ceanothus, shall be included along the Del Rio frontage to provide visual softening of the retaining wall.</p>		
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
29. 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.	PR	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.	PR	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.	PR	PS

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37. Tenant signage shall compliant with the project exhibits and PD38 standards.	<b>PR</b>	<b>PS</b>
38. Rear yard fencing of lots adjacent to the Del Rio Road Frontage shall be setback a minimum of 3-feet from any retaining wall in excess of 2-feet.	<b>PR</b>	<b>PS</b>
39. Drainage crossings shall be designed to enhance the natural drainage feature. Grading shall be minimized and shall be blended into the natural terrain to reduce impacts. Riparian vegetation shall be included in the landscape plan to enhance the drainage feature. Headwalls shall include decorative veneer or texture. Arched culvert or similar natural bottom culverts are required unless waived by the Community Development Director and City Engineer.	<b>PR</b>	<b>PS/CE</b>
40. The site shall be maintained in and kept clear of any debris or storage including construction debris, unless part of an active, approved construction permit. All finishes shall be repaired or replaced as needed to maintain a high quality commercial / resort development. Any dead or non-thriving landscaping shall be immediately replaced. All landscaping required for screening of any use, structure, or utility /mechanical equipment shall be maintained at a height and density to achieve maximum screening while appearing groomed and orderly.	<b>Ongoing</b>	<b>PS</b>
41. No gates shall be permitted on any public or private roadway or accessway within the project area.	<b>Ongoing</b>	<b>PS</b>
42. For commercial, industrial, office or multi-family projects, all existing and/or new ground-mounted appurtenances such as air-conditioning condensers, electrical transformers, backflow devices etc., shall be screened from public view through the use of decorative landscaping subject to approval by the Community Development Director or his designee. All fire department connections and/or back flow prevention devices for commercial and multi-family buildings shall be incorporated into the served buildings, unless waived by Community Development Director. If building integration is infeasible, all equipment shall be placed in a landscape planter and shall be fully screened by appropriately sized landscape species.	<b>PR</b>	<b>PS/FD</b>
43. All existing and/or new roof appurtenances such as air-conditioning units, grease hoods, etc. shall be screened from public view. The screening shall be architecturally integrated with the building design and constructed of compatible materials to the	<b>Ongoing</b>	<b>PS</b>



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satisfaction of the Community Development Director or his designee.		
44. All mitigation measures included in the Mitigation Monitoring Program are hereby incorporated by reference and shall be implemented as listed or as conditioned.	<b>Ongoing</b>	<b>PS/CE/FD</b>
<b>Public Works Department</b>		
<b>Public Works - Grading, Drainage, and Stormwater</b>		
45. A final Stormwater Control Plan (SWCP) and supporting hydrology report shall be approved by the City Engineer prior to issuance of any building permit, in accordance with the State regulations (Regional Water Quality Control Board Res. No. R3-2013-0032).	<b>PR</b>	<b>CE</b>
46. Prior to a final inspection of any permit the following City Stormwater documents shall be completed and approved by the City Engineer: <ul style="list-style-type: none"> <li>• ATAS - SWP-1001_Engineer Certification Form</li> <li>• ATAS - SWP-1003_OwnerAgentInfo</li> <li>• ATAS - SWP-1007_Exhibit_B_Instructions_SCM FORM</li> <li>• ATAS - SWP-1008_Stormwater System Plans and Manuals</li> <li>• ATAS - SWP-2002 Stormwater O&amp;M Process and Form Instructions</li> <li>• ATAS - SWP-3001_Stormwater System O&amp;M_Agreement</li> <li>• ATAS - SWP-3002_Private Stormwater System Recorded Notice</li> <li>• Any other stormwater documents required by the Water Board or State of California.</li> </ul> <p>Email <a href="mailto:publicworks@atascadero.org">publicworks@atascadero.org</a> for copies of the above City templates.</p>	<b>PR</b>	<b>CE</b>
47. A Storm Water Pollution Prevention Plan (SWPPP) is required prior to any ground disturbing activities greater than 1 acre. The 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.	<b>PR</b>	<b>CE</b>

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48. 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.	<b>PR/F</b>	<b>CE</b>
49. All culverts conveying creek stormwater shall not exceed velocity that results in detrimental environmental impacts such as downstream flooding, erosion, minimization of vegetation.	<b>PR</b>	<b>CE</b>
<p>50. Flood control basins are utilized in the City of Atascadero, as determined appropriate depending upon site conditions: Retention basins, Detention basins, and Subsurface Infiltration Basins. In all cases, the Project Engineer shall provide evidence that the basin will completely drain within seven (7) days to the satisfaction of the City Engineer.</p> <p><u>Retention Basin.</u> Any drainage basin which is used as a terminal disposal facility shall be classified as a retention basin. If included in the project, any retention basin shall comply with all applicable State and local regulations including the following:</p> <p>a. Percolation Test Required. A minimum of 3 percolation tests per basin shall be submitted to the City Engineer for review and approval prior to approval of the plans. The project engineer shall submit calculations and a report demonstrating the basin will drain within seven-days of a single storm event as noted above. Deep soil borings may be required in areas where there is concern of shallow depth to groundwater or bedrock. Percolation tests shall be performed at depths below the basin bottom.</p> <p><u>Detention Basin.</u> Any drainage basin which has a downstream outlet designed to meter the outflow shall be classified as a detention basin. If included in the project, any detention basin shall comply with all applicable State and local regulations.</p> <p><u>Subsurface Infiltration Basins.</u> Subsurface basins may be used for either retention or detention of site runoff, where their application is suitable for project conditions. If included in the project, any subsurface basins shall comply with all applicable State and local regulations. Subsurface basins shall be limited to locations where the depth to seasonally high groundwater is greater than 10-feet below the deepest portion of the basin.</p>	<b>PR</b>	<b>CE</b>

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<p><u>Drain Rock.</u> Drain rock shall be clean, crushed granite (or clean, angular rock of similar approved hardness) with rock size ranging from 1-1/2-inch to 3/4-inch. Rock gradation shall conform to the Specification of ASTM C-33 #4.</p> <p><u>Operational Requirements.</u></p> <ul style="list-style-type: none"> <li>• Water quality of inflow (both sediment and chemical loading) may require pretreatment or separation</li> <li>• Maintenance plan, including provisions for vehicular access and confined-space entry safety requirements, where applicable</li> <li>• A safe overflow path shall be identified on the plan and may require easements</li> </ul> <p><u>Overflow Path Required.</u> The design of all drainage basins shall identify the designated route for overflow. The Project Engineer shall design the overflow path so that the flow in a 100- year storm is non-erosive and will not damage downstream improvements, including other basins. Easements may be required for concentrated flows across multiple properties.</p>		
<b>Public Works - Utilities</b>		
51. 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.	<b>PR</b>	<b>CE</b>
52. 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.	<b>FM</b>	<b>CE</b>
53. 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.	<b>PR</b>	<b>CE</b>
54. 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.	<b>PR</b>	<b>CE</b>
55. The Applicant shall extend the water distribution system to the satisfaction of the Atascadero Mutual Water Company (AMWC) and City Engineer.	<b>PR</b>	<b>CE</b>

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56. 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.	<b>PR</b>	<b>CE</b>
57. Separate water meters shall be installed for irrigation of common open space areas.	<b>PR</b>	<b>CE</b>
58. 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.	<b>PR</b>	<b>CE</b>
59. 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.	<b>PR</b>	<b>CE</b>
60. All non-residential uses/buildings must demonstrate that wastewater effluent composition meets City requirements, or pre-treatment may be required. For uses that require pre-treatment, a sampling location shall be provided to sample effluent prior to discharge to sewer main line.	<b>PR</b>	<b>CE</b>
61. 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.	<b>PR</b>	<b>CE</b>
62. Per Mitigation Measure USS-01, prior to occupancy for any use, the developer shall upgrade City Lift Station 14 with the following: <ul style="list-style-type: none"> <li>a. Install new 30 HP submersible pumps and associated piping improvements</li> <li>b. Install new wet well roof and hatch</li> <li>c. Install new Motor Control Center (MCC), Variable Frequency Drives (VFDs), and upgrade controls</li> <li>d. Install stationary emergency generator, propane tank, and associated piping</li> <li>e. Bypass pumping during construction</li> </ul> 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.	<b>PR</b>	<b>CE</b>

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<p>63. 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:</p> <ol style="list-style-type: none"> <li>Replacement of existing pumps with minimum 40-Hp pumps and associated piping upgrades, or as approved by the City Engineer based on an updated analysis.</li> <li>Remove and replace existing wet well with minimum 8' diameter wet well.</li> <li>Pipeline connection improvements.</li> <li>Install new MCC, VFDs, and upgrade controls.</li> <li>Upsize the emergency generator as needed.</li> <li>Bypass pumping during construction.</li> </ol> <p>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.</p>	<p><b>PR</b></p>	<p><b>CE</b></p>
<p><b>Public Works – Subdivision / Public Improvements</b></p>		
<p>64. 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.</p>	<p><b>PR</b></p>	<p><b>CE</b></p>
<p>65. 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:</p> <ul style="list-style-type: none"> <li>Ramona Road realignment and associated widening of Del Rio Road including pedestrian facilities.</li> <li>Reconfiguration and signal modifications of US101 southbound / Del Rio Road intersection, including pedestrian crosswalks.</li> <li>Addition of dedicated right turn lane on Del Rio Road to US101 northbound ramp and associated signal modifications.</li> <li>Intersection improvements at Del Rio Road / El Camino Real.</li> </ul> <p>All fair share percentages and fees shall be reviewed and approved by the City Engineer. Fair share percentages shall be based on an updated traffic analysis, paid for by the developer and approved by the City Engineer. Fair share fees shall be based on an updated project cost estimate at the time of permit issuance, as</p>	<p><b>PR</b></p>	<p><b>CE</b></p>

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<p>determined by the City Engineer. Fair share fees shall be paid prior to issuance of each building permit for any traffic generating use.</p> <p>It is anticipated that the City will complete the Ramona Road realignment prior to commencement of the project. If these improvements are not completed, "Do Not Block" Intersection Markings per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 3B.17 shall be completed at the Ramona Road intersection prior to occupancy of any commercial or residential use.</p> <p>Should the improvements outlined in MM TRANS-04 (Del Rio/US101/El Camino Real) not be complete at the time of occupancy for any use in the project, the developer shall be responsible for constructing those improvements. An updated traffic analysis may be provided to determine the trigger for improvement completion. If improvements are not constructed prior to permit submittal for this project, the applicant will coordinate with the City and Caltrans on construction of the required lane widening.</p>		
<p>66. Should a developer construct oversized improvements, any costs of the installed improvements in excess of the project's proportional share, may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other developments conditioned to participate.</p>	<p><b>Ongoing</b></p>	<p><b>PS/CE</b></p>
<p>67. The project shall construct all improvements needed to accommodate each phase of the development.</p> <p>Phase 1 (Commercial): Prior to or concurrently with the issuance of permits to commence the project, a public improvement plan shall be reviewed and approved by the City Engineer and an encroachment permit shall be issued for improvements on Del Rio Road and any improvements at the intersection of San Ramon Road and Del Rio Road including:</p> <ul style="list-style-type: none"> <li>a. Curb, gutter, and a 6-foot sidewalk along Del Rio Road</li> <li>b. Associated road widening</li> <li>c. Striping and signage</li> <li>d. Improvements on project corner.</li> <li>e. Installation of a ladder striped crosswalk on the eastern leg of the Del Rio Road / San Ramon intersection</li> <li>f. The crosswalk shall be supplemented with pedestrian warning signage and rectangular rapid flashing beacon (RRFB) on both sides of the road. The crosswalk across the northern side San Ramon Road shall not be included.</li> </ul>	<p><b>FM</b></p>	<p><b>PS/CE</b></p>

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<p>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</p> <p>Phase 2 (single-family): Prior to issuance of any permit for the single-family neighborhood, a public improvement plans shall be reviewed and approved by the City Engineer and an encroachment permit shall be issued for improvements as detailed below:</p> <ol style="list-style-type: none"> <li>Curb, gutter, and a 6-foot sidewalk along San Ramon Road. Sidewalk shall terminate to a point North of Street D as determined by the City Engineer.</li> <li>A contiguous pedestrian path of travel shall be provided along Del Rio Road to the existing sidewalk on the south side of the freeway overpass.</li> </ol> <p>Both phase 1 and phase 2 public improvements must be completed or bonded for prior to recordation of the final map. Phase 2 multi-family Improvements are the same as listed for Phase 1 and are to be complete prior to construction of any multi-family building per conditions.</p>		
<p>68. The connection between Street D and Street A shall be designed as one-way with traffic flowing from the residential area to the commercial area. The intersection shall be designed to discourage through traffic and shall include signage to prohibit entry from Street A to Street D (commercial to residential). This connection will also serve as an emergency egress from Street D and shall not be gated or designed in any way which hinders emergency vehicle access.</p>	<b>FM/PR</b>	<b>CE/PS/FD</b>
<p>69. All mitigation measures included in the mitigation monitoring program shall be implemented as conditioned. Conditions listed are intended to supplement and refine mitigation measures. Any discrepancy shall be resolved by a determination of the City Engineer and Community Development Director.</p>	<b>Ongoing</b>	<b>PS/CE</b>
<p>70. Public improvement plans (PIPs) shall be prepared by a licensed civil engineer. PIPs shall be prepared on 24"x36" plan sheets, use the City Standard border and signature block, and shall comply with Section 2 of City Standard Specifications. All plans shall contain the City of Atascadero "Standard Notes for Improvement Plans" on file in the City Engineer's office.</p>	<b>PR</b>	<b>CE</b>
<p>71. A 6-foot wide Public Utility Easement (PUE) shall be dedicated contiguous to the new road rights-of-way for the property frontages along San Ramon Road and Del Rio Road.</p>	<b>FM</b>	<b>CE</b>

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72. Road slope easements shall be dedicated where the road prism cut/fill slopes extend beyond the right-of-way. The easement shall extend not less than five feet (horizontally) beyond any daylight or catch line of the graded slope or other required road facility (such as a brow ditch, retaining wall, drainage swale, etc.), to the satisfaction of the City Engineer.	<b>FM</b>	<b>CE</b>
73. Prior to Encroachment permit issuance, the Developer shall execute an "Engineer of Work Agreement" form designating who will be providing engineering support for the design and construction of the improvements for the project (Engineer of Record). The City and Engineer of Record (EOW) inspectors are to work together in collection and record keeping necessary for the inspection and approval of the improvements. The EOW inspector shall be onsite when work requiring inspection occurs. City inspections will occur based on the agreed upon schedule with City Staff.	<b>PR</b>	<b>CE</b>
74. The horizontal and vertical design of roads shall be in compliance with the City of Atascadero Engineering Standards and Caltrans design requirements, if applicable, to the satisfaction of the City Engineer. The City Engineer reserves the right to make modifications to all submitted road designs, when in the opinion of the City Engineer, the public's health and safety is benefitted.	<b>PR</b>	<b>CE</b>
75. The design of structural pavement sections for on-site roads shall be based on minimum a Traffic Index (TI) = 6.0 and a 20-year design life. Off-site/public roads must match existing pavement sections and/or City Standards Specifications to the satisfaction of the City Engineer.	<b>PR</b>	<b>CE</b>
76. New roads with pavement placed prior to the construction of buildings will be subjected to additional construction traffic and wear associated with the on-site construction not included in the design life of the pavement section. Therefore, to off-set this, the AC thickness shall be increased from that which is derived from Caltrans method by either: <ol style="list-style-type: none"> <li>1" if the pavement is placed prior to building construction (not phased)</li> <li>1.5" if the pavement construction is phased (i.e. – a portion of the ultimate pavement thickness is deferred and a final pavement wearing course placed prior to final inspection).</li> <li>Final pavement wearing course shall not be less than 1.5"</li> <li>Street centerline monuments shall be provided at intersections and at the beginning and end of curves along the street centerline</li> </ol>	<b>PR</b>	<b>CE</b>
<b>Public Works - General</b>		



<b>Conditions of Approval</b> <b>DEV21-0066</b> <b>Vesting Tentative Tract Map 3177</b> <b>Barrel Creek</b>  <b>APNs 049-131-043, 044, 052, 058, and 066</b>	<b>Timing</b>  FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy	<b>Responsibility /Monitoring</b>  PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer
77. 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.	<b>PR</b>	<b>CE</b>
78. 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.	<b>FM</b>	<b>CE</b>
79. 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.	<b>FM</b>	<b>CE</b>
80. 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.	<b>FM</b>	<b>CE</b>
81. The applicant shall be responsible for the relocation and/or alteration of existing utilities.	<b>PR</b>	<b>CE</b>
82. The applicant shall monument all property corners for construction control and shall promptly replace them if disturbed.	<b>FM</b>	<b>CE</b>
83. 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.	<b>FM</b>	<b>CE</b>
84. 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.	<b>FM</b>	<b>CE</b>
85. Drainage easements shall be provided as needed to accommodate both public and private drainage facilities.	<b>FM</b>	<b>CE</b>
86. Prior to recording the tract map, the applicant shall pay all outstanding plan check/inspection fees.	<b>FM</b>	<b>CE</b>
87. Prior to recording the map, the applicant shall bond for or complete all improvements required by these conditions of approval.	<b>FM</b>	<b>CE</b>

Conditions of Approval DEV21-0066 Vesting Tentative Tract Map 3177 Barrel Creek  APNs 049-131-043, 044, 052, 058, and 066		Timing  FM: Final Map BL: Business License PR: Permit Review FI: Final Inspection TO: Temporary Occupancy FO: Final Occupancy	Responsibility /Monitoring  PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer
88. 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
89. 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
90. An encroachment permit shall be obtained prior to any work within City rights of way.		PR	CE
91. 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 Department			
92. Fire hydrants shall be located within 100-feet of the fire department connection for each building.		PR	FD
93. 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
94. An Atascadero Construction Site Safety Plan is required to be submitted and approved prior issuance of building permits.		PR	FD
95. 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
96. 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
MITIGATION MONITORING PROGRAM			
	MITIGATION MEASURE	TIMING	
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	Prior to Building Permit Issuance / Project Final	

	MITIGATION MEASURE	TIMING
	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.	
AES-2	Columnar landscaping and canopy shade trees shall be provided along the norther property line to provide visual screening of the 4-story hotel from the adjacent residential parcel. Landscaping shall include evergreen species and shall be designed to block visual impacts to the greatest extent possible.	Prior to Building Permit Issuance / Project Final
AES-03	Site lighting shall be low-level safety lighting for the parking lot areas. Lighting shall be on motion sensors to minimize lighting when areas are not in use. All pole lighting shall be a maximum of 14-feet in height and shall be shielded and directional.	Prior to Building Permit Issuance / Project Final
AES-04	Low level lighting shall be placed at the intersection of San Ramon and Del Rio Road for safety. Additional lighting at the Apple Valley frontage shall be installed as needed to facilitate safe lighting levels at the intersection.	Prior to Building Permit Issuance / Project Final
AES-05	All site walls visible from the exterior of the site shall be decorative walls and shall include decorative veneer.	Prior to Building Permit Issuance / Project Final
AES-06	Lighting at the north hotel façade and west facing portion of the façade closest to the proposed multi-family units shall include pedestrian scale bollard lighting only. No architectural feature lighting is permitted. Fully shielded directional lighting shall be permitted where needed for egress safety.	Prior to Building Permit Issuance / Project Final
<b>Air Quality</b>		
AQ-01	Water exposed soil during active construction at a specific frequency to achieve dust suppression.	Ongoing during Construction
AQ-02	Apply water at a specific frequency during active demolition to achieve dust suppression.	Ongoing during Construction
AQ-03	Water construction roads a minimum of twice daily.	Ongoing during Construction
AQ-04	Maintain a 25 mile per hour speed limit for all vehicles during construction	Ongoing during Construction
AQ-05	Zero or low-VOC paints shall be used throughout the project.	Prior to Building Permit Issuance / Project Final
AQ-06	Limit heavy equipment idling to no greater than 5 minutes at a single location	Ongoing during Construction
AQ-07	Install onsite electric vehicle chargers in an amount beyond what is required by the 2019 California Green Building Standards (CALGreen) at buildings with designated parking areas (e.g., commercial, educational, retail, multifamily).	Prior to Building Permit Issuance / Project Final

	MITIGATION MEASURE	TIMING
AQ-08	Provide short-term and long-term bicycle parking facilities to meet peak season maximum demand. Ensure that sufficient bike parking can be accessed by all, not just project employees or residents.	Prior to Building Permit Issuance / Project Final
<b>Cultural Resources</b>		
CUL-01	Prior to the issuance of any permits on-site, an Archeological Monitoring Plan shall be prepared by a qualified archeologist and shall be approved by the City of Atascadero. All recommendations of the plan shall be implemented as directed.	Prior to Building Permit Issuance
CUL-02	All grading and site disturbance activities shall be monitored by a qualified archeologist and a monitor from a local tribal representative.	Ongoing during Construction
CUL-03	Prior to demolition of the Quonset hut, the applicant shall provide documentation that includes floor plans, elevations, photographs and historical facts related to the structure. The report shall be approved and filed by the City prior to permit issuance for demolition.	Prior to Building Permit Issuance
<b>Greenhouse Gas Emissions</b>		
GHG-01	See AQ mitigation measures	
<b>Noise</b>		
NOI-01	Construction activities shall be limited to 9am to 7pm on Saturdays and shall not occur on Sundays.	Ongoing during construction
<b>Transportation</b>		
TRANS-01	The Crosswalk at Del Rio Road and San Ramon 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 paved accessible pedestrian path of travel shall be provided along Del Rio Road to the existing sidewalk on the south side of the freeway overpass prior to occupancy of any residential units.	Prior to Building Permit Issuance / Project Final
TRANS-04	Prior to occupancy of any use on the project, the following improvements shall be completed at the Del Rio and El Camino Real intersection: <ul style="list-style-type: none"> <li>Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,</li> <li>Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,</li> </ul>	Prior to Occupancy

	MITIGATION MEASURE	TIMING
	<ul style="list-style-type: none"> <li>• Modify the southbound and northbound left turns to protected-permissive phasing,</li> <li>• Add overlap phasing to the southbound right turn pocket currently under construction,</li> <li>• Replace eight-inch traffic signal heads with 12-inch heads,</li> <li>• Install yellow reflective tape on all backplates,</li> <li>• Install new signage and replace non-reflective signs, and</li> <li>• Optimize signal timings for all coordinated signals including updating pedestrian and yellow clearance times at Del Rio and El Camino Real.</li> </ul> <p>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.</p>	
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

	MITIGATION MEASURE	TIMING
<b>Tribal and Cultural Resources</b>		
TCR-01	See mitigation measure CUL-01.	
<b>Utility and Service Systems</b>		
USS-01	<p>Prior to occupancy for any use, the developer shall upgrade Lift Station 14 with the following:</p> <ul style="list-style-type: none"> <li>• Install new 30 HP submersible pumps and associated piping improvements</li> <li>• Install new wet well roof and hatch</li> <li>• Install new Motor Control Center (MCC), Variable Frequency Drives (VFDs), and upgrade controls</li> <li>• Install emergency generator, propane tank and associated piping</li> <li>• Bypass pumping during construction</li> </ul>	Building Permit
USS-02	<p>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:</p> <ul style="list-style-type: none"> <li>• Replacement of 30-Hp submersible pumps with 40-Hp pumps and associated piping upgrades</li> <li>• Remove and replaced existing wet well with minimum 8' diameter wet well</li> <li>• Pipeline connection improvements</li> <li>• Install new MCC, VFDs, and upgrade controls</li> <li>• Upsize the emergency generator</li> <li>• Bypass pumping during construction</li> </ul>	Building Permit

ITEM NUMBER: 2  
DATE: 01/17/2023  
ATTACHMENT: 5

**Attachment 2: Project Design Package**  
**DEV21-0066**

See following

# BARREL CREEK MIXED-USE

## PROJECT STATISTICS

EXISTING ZONING PROPOSED ZONING	RS - RURAL SUBURBAN CR - COMMERCIAL RETAIL
PARCEL SIZE:	MFR-10 - LOW DENSITY RESIDENTIAL MULTI-FAMILY WITH PLANNED OVERLAY (PD) +/-15.4 ACRES (+/-671,726 SF)
BUILDING GROSS AREA	
MULTIFAMILY APARTMENTS	9,019 SF PER BUILDING 4 X 9,019 SF = 36,076 SF
COMMERCIAL	7,250 SF PER BUILDING A 8,625 SF PER BUILDING B (597,250 SF) + (208,625 SF) = 53,500 SF
BUILDING A AND BUILDING B	
HOTEL	61,870 SF
TOTAL BUILDING AREAS	36,076 SF + 53,500 SF + 61,870 SF = 151,446 SF
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 APARTMENTS (40 DWELLING UNITS)	1.5 STALLS PER 1 BEDROOM 2.0 STALLS PER 2 BEDROOM ADDITIONAL 1/5 FOR GUESTS	78
HOTEL (120 KEYS)	2 SPACES, PLUS 1 SPACE PER UNIT, PLUS 1 PER 10 UNITS	134
RESTAURANT (10,000 SF)	10,000 SF TOTAL (4,680 SF OF INDOOR DINING/BAR & 5,320 SF OF KITCHEN/OFFICE/RESTROOM/ BACK OF HOUSE), PARKING BASED ON 4,680 SF INDOOR DINING AREA/15 SF PER OCC = 312 OCC, THEREFORE 312 OCC/4 OCC PER TABLE = 78 TABLES. PER THE CITY REQUIREMENTS EACH TABLE EQUALS A PARKING STALL. EMPLOYEE PARKING: 1 SPACE PER 6 TABLES - 78 TABLES/6 = 13	78
OUTDOOR DINING FOR RESTAURANT ONLY (2,400 SF)	2,000 SF OF OUTDOOR DINING/15 SF PER OCC = 133 OCC/4 OCC PER TABLE = 33 TABLES. PER CITY REQUIREMENTS EACH TABLE EQUALS A PARKING STALL. EMPLOYEE PARKING: 1 SPACE PER 6 TABLES - 40 TABLES/6 = 7	33
LIGHT INDUSTRIAL- AG. PROCESSING (38,500 SF)	1 STALL PER 1,000 SF 36,900 SF / 1,000 SF = 36.9 STALLS OR 37 STALLS.	37
LIGHT INDUSTRIAL - RETAIL (1,600 SF)	1 STALL PER 200 SF 1,600 SF / 200 SF = 8 STALLS. PLUS 1 PER CHECKSTAND = 2	10
BREWERY/WINERY (5,000 SF)	5,000 SF TOTAL PARKING REQ (WINERY USE) = 1/1000 SF OF +/-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 STALLS AND 500 SF / 3,000 SF OF TASTING = 5 PARKING STALLS.	10

## PARKING - CONTINUED

AUTO PARKING	CALCULATION	REDUCTION PROPOSED
SINGLE FAMILY RESIDENTIAL (20-LOTS)	2 PER DWELLING, EXCEPT 15 RESIDENTIAL PER DWELLING IS REQUIRED	40
PARKING REQUIRED: TOTAL PARKING REQUIRED (EXCLUSIVE OF SFR LOTS)	78 + 134 + 78 + 13 + 10 + 33 + 7 + 37 + 10 + 10	400
PARKING REDUCTION PROPOSED (15%), EXCLUDE SINGLE FAMILY RESIDENTIAL PARKING	SHARED ON-SITE PARKING ADJUSTMENT, WHERE TWO (2) OR MORE NONRESIDENTIAL USES ARE ON A SINGLE SITE, THE NUMBER OF PARKING SPACES MAY BE REDUCED THROUGH 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 LONG AS THE TOTAL NUMBER OF SPACES IS NOT LESS THAN REQUIRED FOR THE USE REQUIRING THE LARGEST NUMBER OF SPACES.	41
TOTAL PARKING REQUIRED W/ 10% REDUCTION	410 - 41	359
SINGLE FAMILY RESIDENTIAL TOTAL PARKING REQUIRED		40
TOTAL PARKING PROPOSED	REFER TO SHEET A-2 THIS SET FOR PARKING BREAKDOWN/ LOCATIONS	399

## PROJECT DESCRIPTION

THE PROJECT IS IN THE CITY OF ATASCADERO ON THE CORNER OF DEL RIO ROAD AND SAN RAMON ROAD, WEST OF HIGHWAY 101. THE PROJECT SITE CONSISTS OF FIVE PARCELS TOTALING APPROXIMATELY 17.82-ACRES (APN: 049-131-043, 044, 052, 058 AND 061). THE PROPERTY IS CURRENTLY ZONED RURAL SUBURBAN (RS). THE PROJECT SITE IS MOSTLY VACANT EXCEPT FOR TWO EXISTING SINGLE-FAMILY RESIDENCES AND ACCESSORY STRUCTURES ON APN 049-131-044 AND 061, WHICH WILL BOTH BE DEMOLISHED AS PART OF THIS DEVELOPMENT.

THE PROJECT IS LOCATED ALONG DEL RIO ROAD AND SAN RAMON ROAD, AND ADJACENT TO THE 101 HIGHWAY. THE CURRENT PROJECT DESCRIPTION IS TO REZONE THE SITE TO ACCOMMODATE A MIXTURE OF RESIDENTIAL AND COMMERCIAL USES, INCLUDING 38,500 SQUARE FEET OF LIGHT INDUSTRIAL SPACE, 10,000 SQUARE FEET OF RESTAURANT SPACE, 5,000 SQUARE FEET OF WINERY/BREWERY SPACE, AND A 120-ROOM HOTEL, AS WELL AS 20 SINGLE-FAMILY RESIDENTIAL DWELLING UNITS, 40 MULTI-FAMILY RESIDENTIAL DWELLING UNITS AND A MICRO COMMUNITY.

THE FOLLOWING ENTITLEMENTS ARE ANTICIPATED TO BE COORDINATED WITH THE APPLICANT AND THE CITY OF ATASCADERO COMMUNITY DEVELOPMENT DEPARTMENT.

- GENERAL PLAN AMENDMENT
- ZONE CHANGE
- PLANNED DEVELOPMENT
- VESTING TENTATIVE TRACT MAP

ENTITLEMENT SUBMITTALS PROPOSE TO CHANGE THE EXISTING LAND USE AND ZONING CURRENTLY ZONED RESIDENTIAL SUBURBAN (RS) UNDER LAND USE SUBURBAN ESTATES (SE).

THE PROPOSED ZONE CHANGES WOULD CONSIST OF GENERAL RETAIL (CR) AND LOW DENSITY RESIDENTIAL MULTIFAMILY (MFR-10), WITH PLANNED OVERLAY (PD). THE PROPOSED LAND USES WOULD CONSIST OF GENERAL COMMERCIAL (GC) AND MEDIUM DENSITY RESIDENTIAL (MDR).

THE PLANNED DEVELOPMENT OVERLAY WOULD ACCOMMODATE THE RANGE IN USES CONTEMPLATED AND SERVE TO ALLOW MORE 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.

## PROJECT DIRECTORY

OWNER:	FIRST ASSEMBLY OF GOD 5545 ARDILLA AVENUE ATASCADERO, CA 93405 CONTACT: GARRETT KRUSE PHONE: (805) 466-2626 EMAIL: GARRETT@ATASCADEROFIRST.COM
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## VICINITY MAP



## SHEET INDEX

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C3	CIVIL PARCEL MAP
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C5	CIVIL GRADING AND DRAINAGE
C6	CIVIL GRADING AND DRAINAGE DETAILS
C7	CIVIL COMPOSITE UTILITIES
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A9	ARCHITECTURAL TYP. SFR LOTS - SETBACK EXHIBIT - TYP. 45' & 50' LOTS
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A37	ARCHITECTURAL - HOTEL FOURTH FLOOR PLAN
A38	ARCHITECTURAL - HOTEL ELEVATIONS
A39	ARCHITECTURAL - HOTEL ELEVATIONS
A40	ARCHITECTURAL - HOTEL - COLORS AND MATERIALS
A41	ARCHITECTURAL - MICRO COMMUNITY COVER SHEET
A42	ARCHITECTURAL - MICRO COMMUNITY - INSPIRATION IMAGE BOARD



# 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

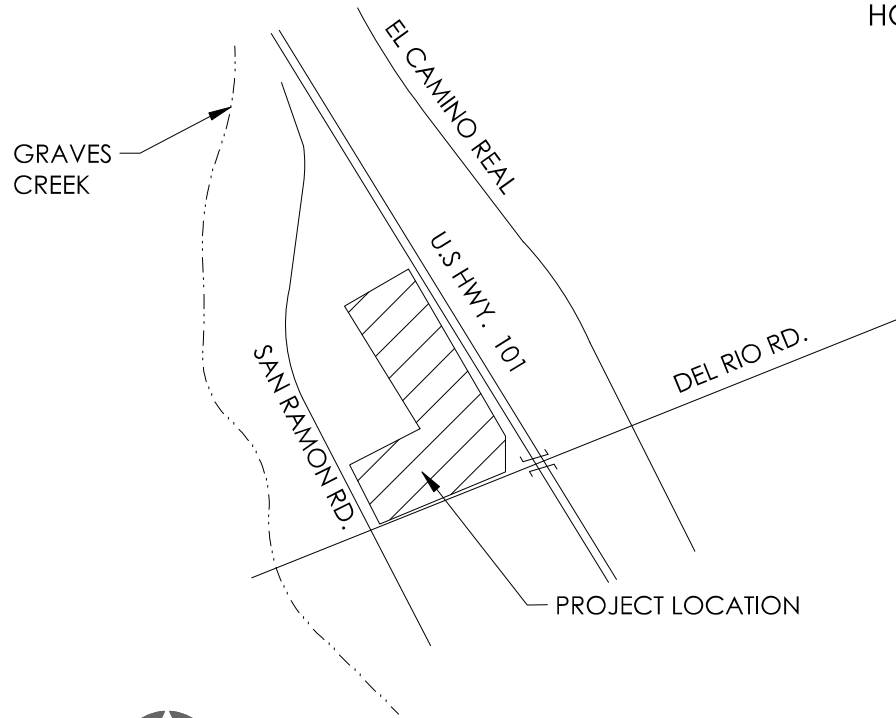
RRM DESIGN GROUP  
3765 S. HIGUERA STREET  
SAN LUIS OBISPO, CA 93401  
(805) 543-1794

## 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 COMPANY



## VICINITY MAP

NOT TO SCALE

## HORIZONTAL & VERTICAL CONTROL

THE BASIS OF BEARING IS BETWEEN TWO FOUND MONUMENTS ON  
DEL RIO ROAD TAKEN AS NORTH 70°00'23" EAST

ELEVATIONS ARE BASED ON NAVD-88 USING GPS OBSERVATIONS  
AND PROCESSED BY NGS ONLINE POSITIONING USER SERVICE

## TOPOGRAPHY

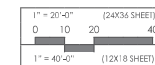
TOPOGRAPHY AND MAPPING UNDER THE DIRECTION OF  
RRM DESIGN GROUP, JANUARY 2019

## LAND USE

THE PROPOSED LAND USES ARE CONSISTENT WITH THE  
PROPOSED COMMERCIAL RETAIL (CR) ZONING  
DISTRICT WITH PLANNED DEVELOPMENT OVERLAY (PD)  
FOR 16 PARCELS; AND RESIDENTIAL MULTIPLE FAMILY  
(RMF-10) ZONING DISTRICT WITH PLANNED  
DEVELOPMENT OVERLAY (PD) FOR 28 PARCELS.



**BARREL CREEK MIXED-USE  
CIVIL TITLE SHEET**

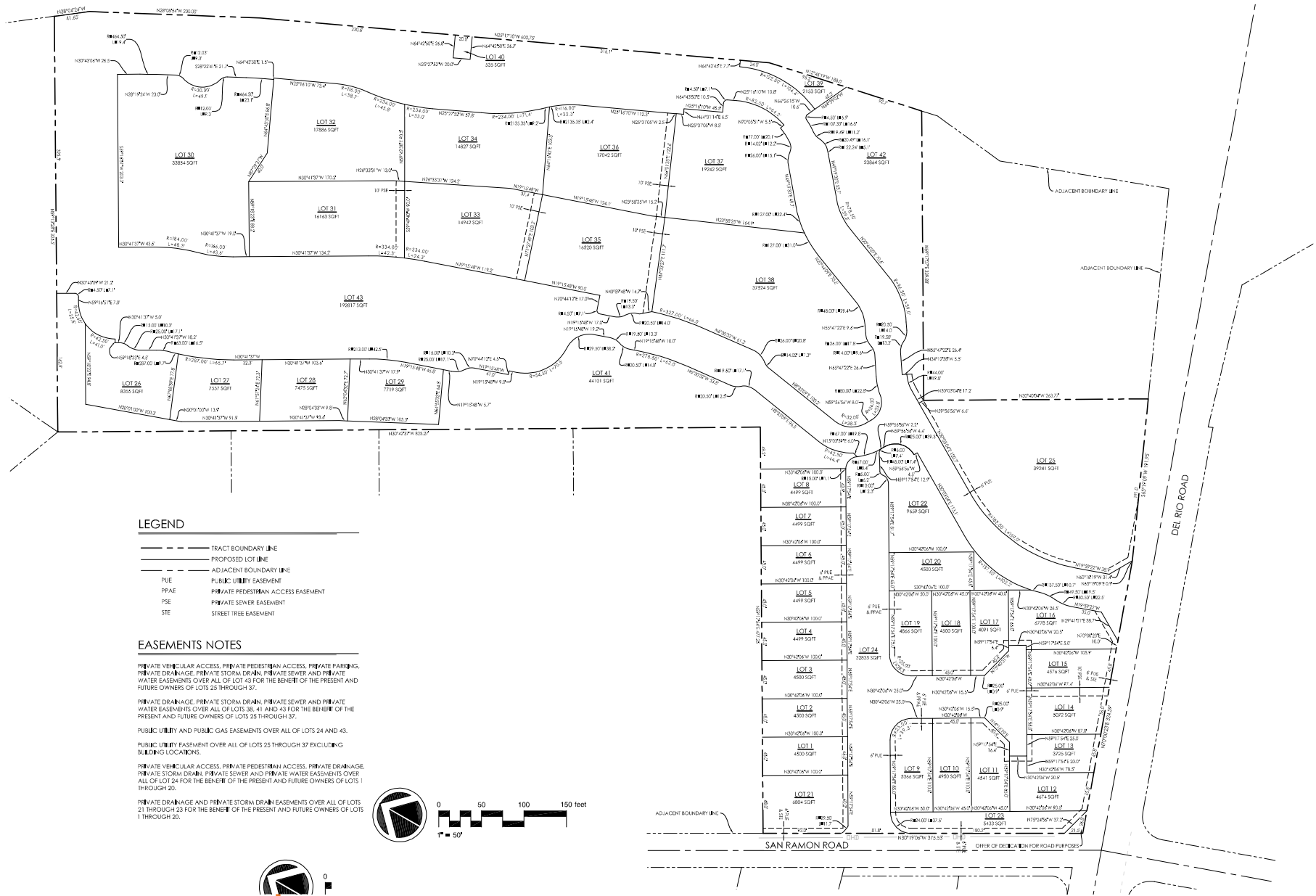


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JULY 27, 2022

**C1**

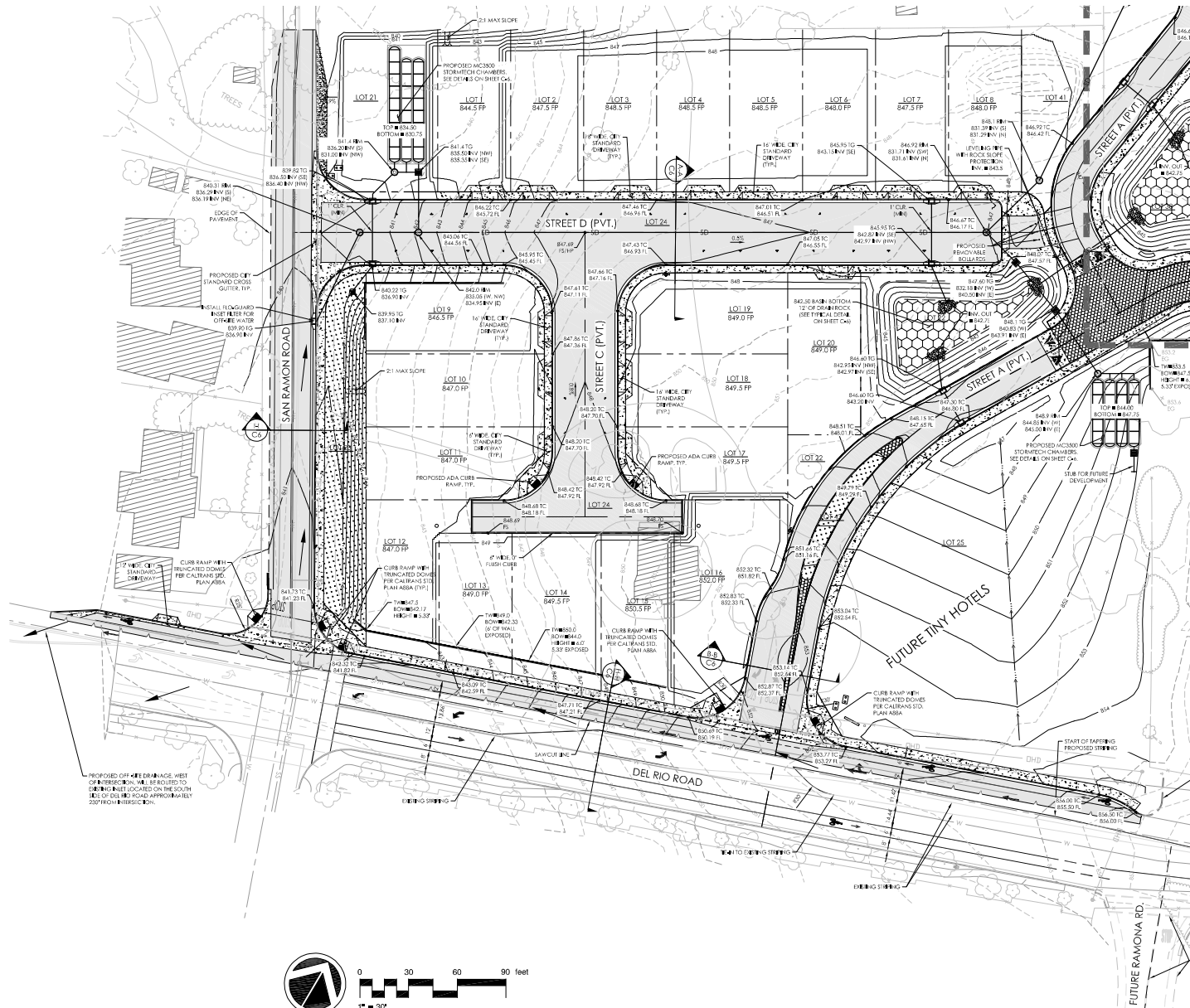
GPA/REZONE/PD OVER-  
LAY & VTM











## LEGEND

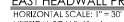
- SD PROPOSED PRIVATE 18" HDPE STORM DRAIN (LATERALS @ 12')
- STORM WATER BASIN
- AC PAVING
- PERMEABLE PAVERS
- REINFORCED CONCRETE
- DECORATIVE CONCRETE
- PROPOSED CMU BLOCK WALL
- 24" CONCRETE MUDSTAKE BOX
- CITY STANDARD CURB INLET
- PARALLEL PARKING CORNER AND CENTER MARKINGS (9' X 22' STALLS DRAWN TO SCALE ON PLAN)
- PROPOSED OFF-ROUTE FLOW PATTERN

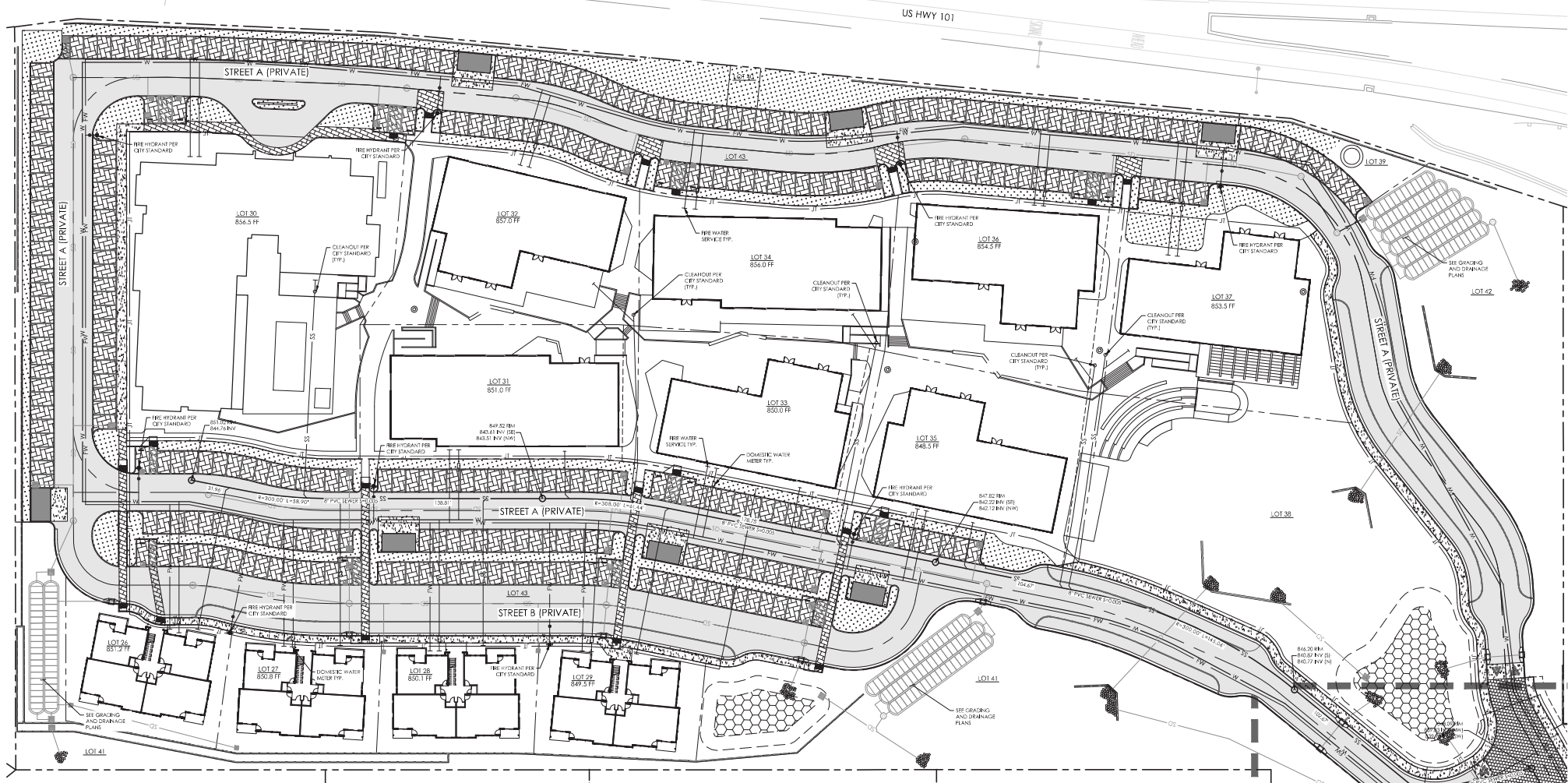
## APPROXIMATE EARTHWORK QUANTITIES

THE APPROXIMATE RAW EARTHWORK QUANTITIES SHOWN HEREON REPRESENT THE ESTIMATED VOLUMETRIC DIFFERENCE CALCULATED BETWEEN THE PROPOSED SUBGRADE AND EXISTING GRADE SURFACE, AND ARE SUBJECT TO CHANGE. THESE ESTIMATES DO NOT INCLUDE CONSIDERATIONS FOR LOSSES OR BUILDING DUE TO SOIL AMENDMENTS, STABILIZATION, CONSTRUCTION TECHNIQUE, FOOTING & TRENCING SPILLS, ETC. THESE CONSIDERATIONS, IN ADDITION TO ACTUAL FIELD CONDITIONS AND THE FINAL RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER, MAY SIGNIFICANTLY AFFECT THE FINAL IMPORT/EXPORT QUANTITIES. APPROXIMATE QUANTITIES SHOWN ON THESE PLANS ARE FOR PERMITTING PURPOSES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CALCULATE ACTUAL QUANTITIES FOR THE PURPOSE OF CONSTRUCTION AND COST ESTIMATES. CONTRACTOR IS ALSO RESPONSIBLE FOR ADJUSTMENTS TO SLOPES, RIGID FOUNDINGS OR TO PROVIDE GRADED PAD AREA ADJACENT TO PATHS, WALKWAYS, AND ROADS FOR UTILITY BOXES, TRANSFORMERS, AND ABOVE GROUND UTILITY INFRASTRUCTURE.

	CUT	FILL
RAW CUT	37,300CY	-
RAW FILL	-	25,335CY
STORMTECH CHAMBERS	3,575 CY	-
PERMEABLE PAVERS	1,450 CY	-
TRENCH SPILLS	4,950 CY	-
PAVING	4,850 CY	-
BUILDINGS	2,200 CY	-
SHRINKAGE 15%	-	3,800 CY
TOTAL EARTHWORK	54,525 CY	29,130 CY







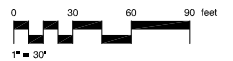
## NOTES

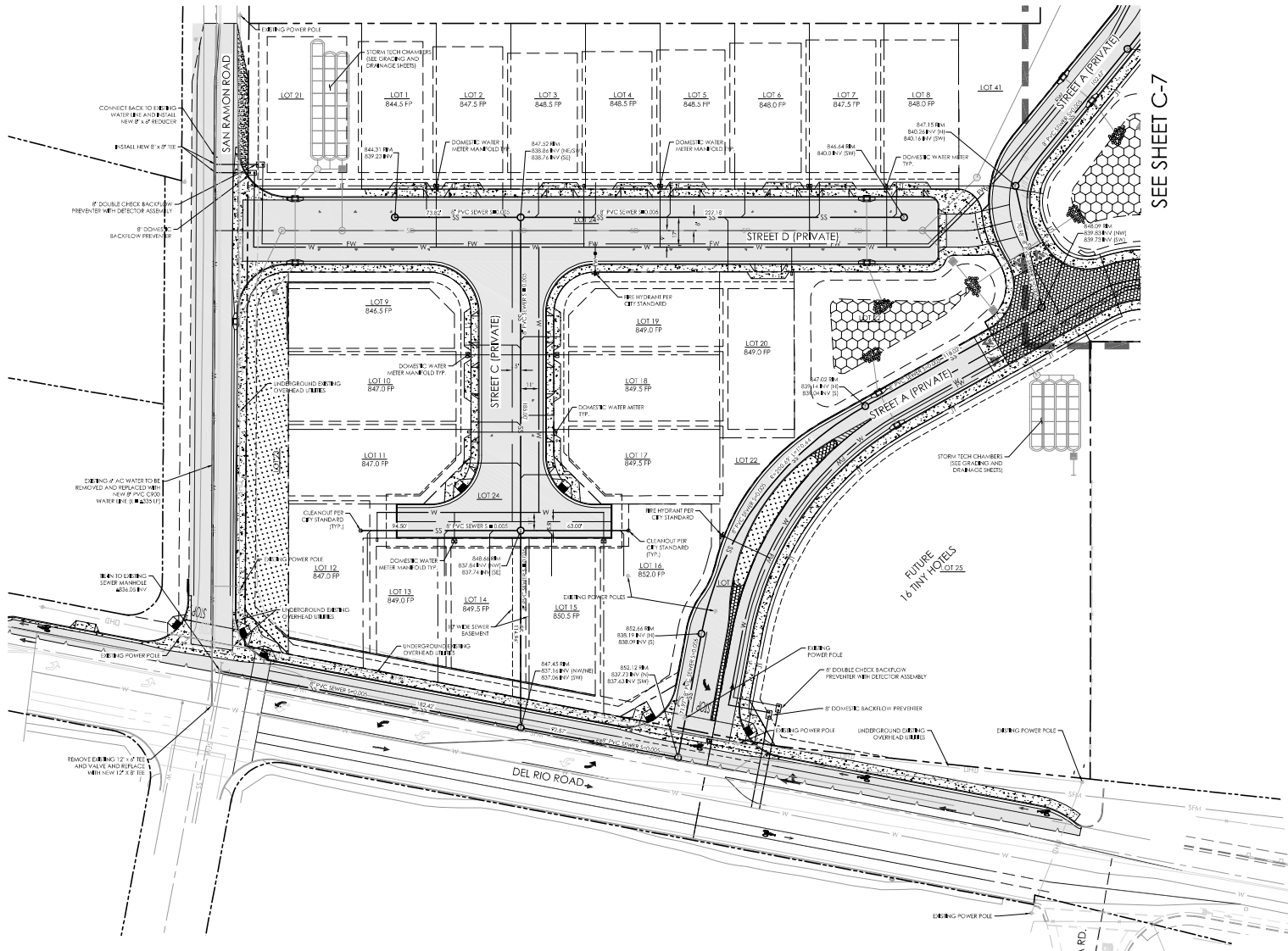
- SEE SHEETS C-4 & C-5 FOR STORM DRAIN IMPROVEMENTS.
- SINGLE FAMILY RESIDENTIAL LOTS TO HAVE 4" SEWER LATERAL PER CITY OF ATASCADERO STANDARDS. LOCATION SHOWN ON PLAN.
- SINGLE FAMILY RESIDENTIAL DOMESTIC 1" WATER METERS ARE TO BE INSTALLED PER AMWC STANDARDS. MANFOLDS TO BE USED AT LOCATIONS SHOWN.
- MULTI-FAMILY RESIDENTIAL, COMMERCIAL AND HOTEL LOTS TO HAVE 4" SEWER LATERAL PER CITY OF ATASCADERO STANDARDS. LOCATION SHOWN ON PLAN.

## LEGEND

- 8" PROPOSED PRIVATE 8" PVC WATER
- 8" FIRE WATER PER PRIVATE WATER AND FIRE TRENCH DETAIL ON SHEET C-7
- DOMESTIC WATER METER
- 15" PROPOSED PRIVATE SEWER MAIN LINE. SEE PER PLAN, S = 0.005 FTM/FT MIN.
- APPROXIMATE LOCATION OF JOINT TRENCH
- PROPOSED CITY STANDARD FIRE HYDRANT AND FIRE HYDRANT ASSEMBLY
- CITY STANDARD CLEANOUT
- 48" CITY STANDARD MANHOLE
- 10" PROPOSED PRIVATE STORM DRAIN (SEE GRADING AND DRAINAGE PLANS)
- EXISTING SEWER FORCE MAIN

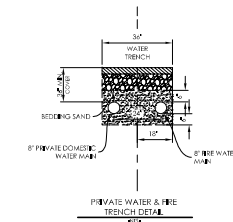
SEE SHEET C-8





# LEGEND

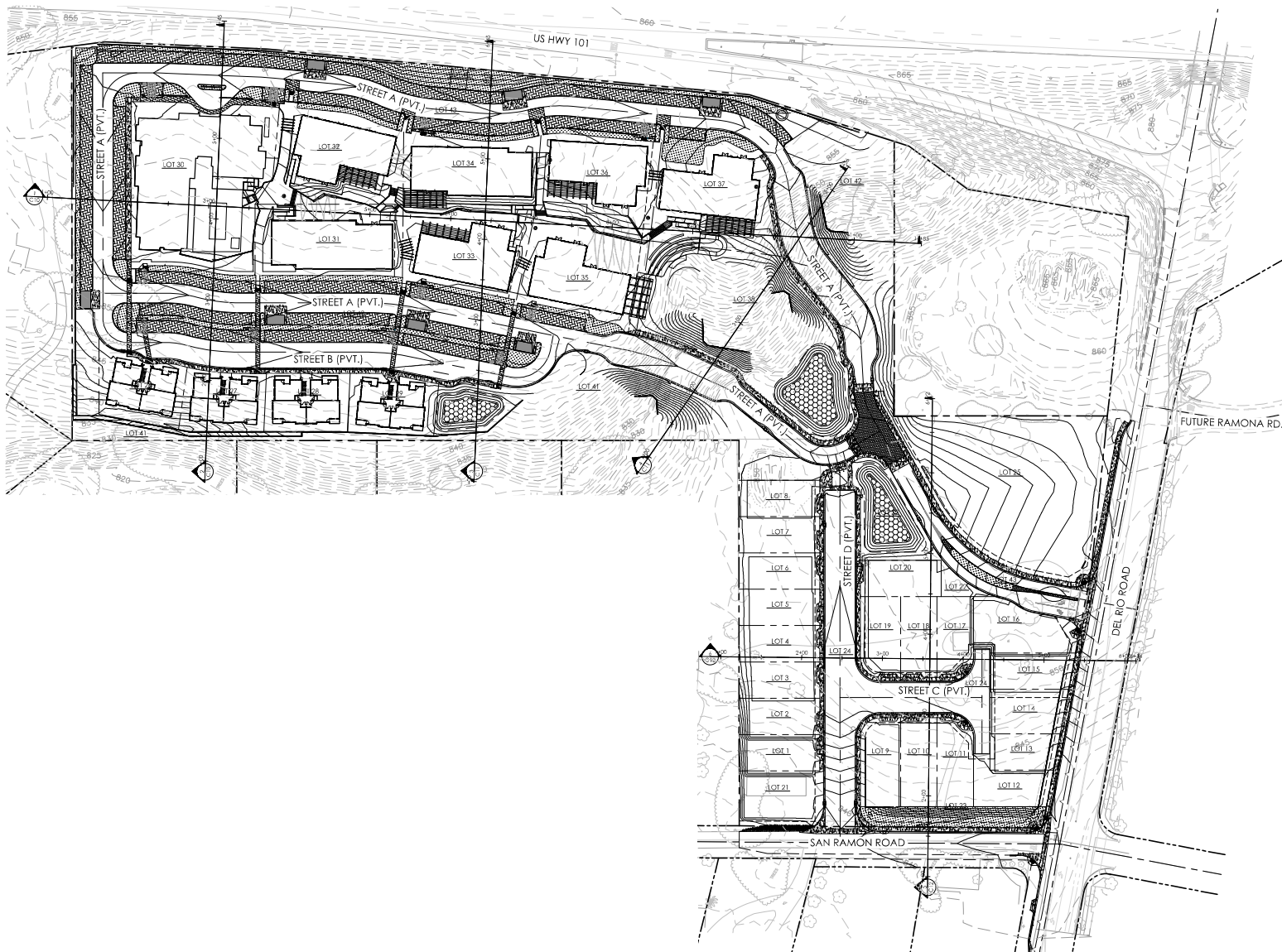
W	PROPOSED PRIVATE 8" PVC WATER
FW	8" FIRE WATER PER PRIVATE WATER AND TRENCH DETAIL ON SHEET C-7
DM	DOMESTIC WATER METER
SS	PROPOSED PRIVATE SEWER MAIN LINE (SEE PER PLAN, 5' MIN. 0.005 FT/FT MIN.)
CT	APPROXIMATE LOCATION OF JOINT TRENCH
HT	PROPOSED CITY STANDARD FIRE HYDRANT AND FIRE HYDRANT ASSEMBLY
CC	CITY STANDARD CLEANOUT
OM	48" CITY STANDARD MANHOLE
SD	PROPOSED PRIVATE STORM DRAIN (SEE GRADING AND DRAINAGE PLANS)
ES	EXISTING SANITARY SEWER
SFM	EXISTING SEWER FORCE MAIN
AW	EXISTING AC WATER

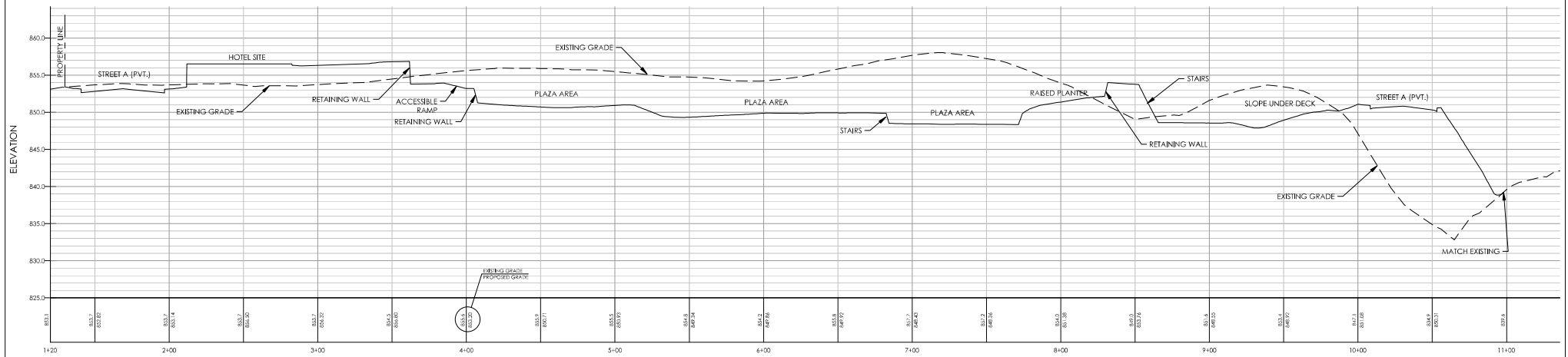


# NOTES

1. SEE SHEETS C-4 & C-5 FOR STORM DRAIN IMPROVEMENTS.
2. SINGLE FAMILY RESIDENTIAL LOTS TO HAVE 4" SEWER LATERAL PER CITY OF ATASCADERO STANDARDS, LOCATION SHOWN ON PLAN.
3. SINGLE FAMILY RESIDENTIAL DOMESTIC 1" WATER METERS ARE TO BE INSTALLED PER AWWA STANDARDS, MANHOLES TO BE USED AT LOCATIONS SHOWN.
4. MULTIFAMILY RESIDENTIAL, COMMERCIAL, AND HOTEL LOTS TO HAVE 6" SEWER LATERAL PER CITY OF ATASCADERO STANDARDS, LOCATION SHOWN ON PLAN.

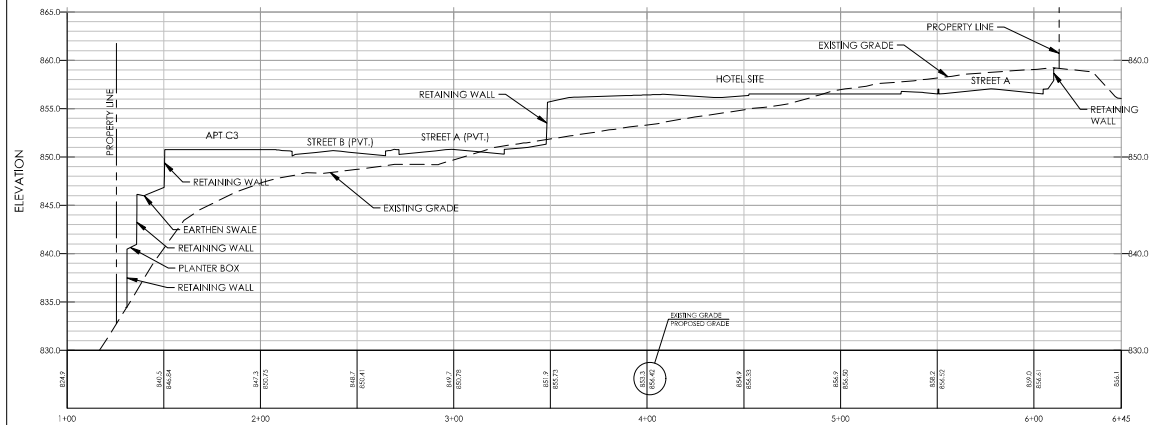






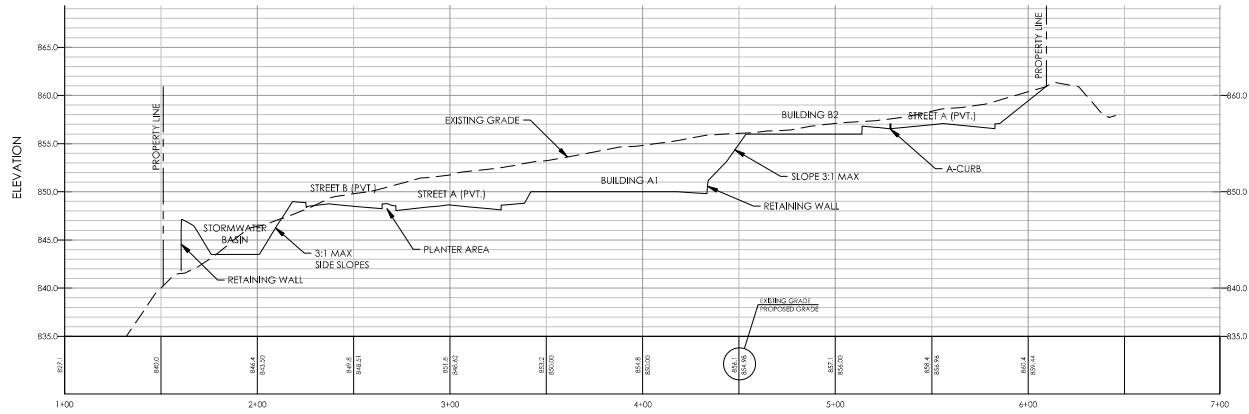
## SECTION 1

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



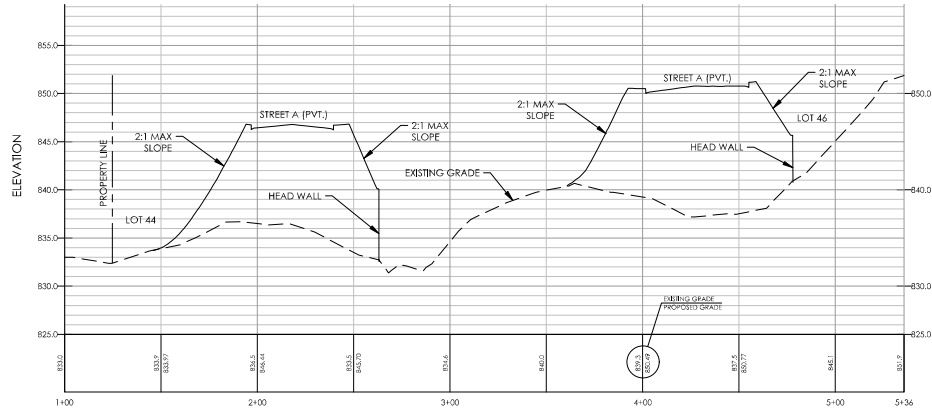
## SECTION 2

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



### SECTION 3

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

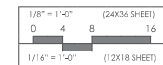


### SECTION 4

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



## BARREL CREEK MIXED-USE SITE SECTIONS



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JULY 27, 2022

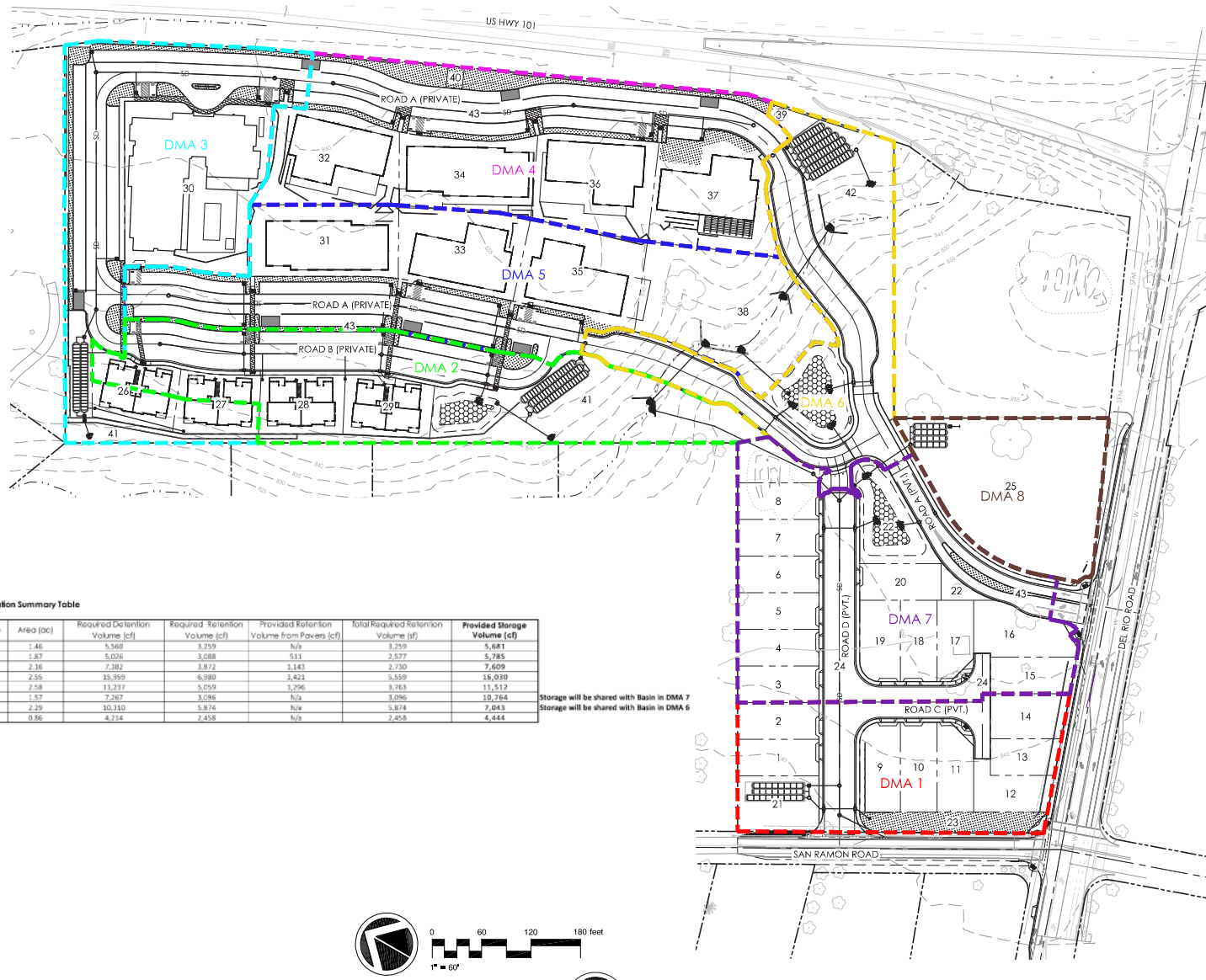
**C11**  
GPA/REZONE/PD OVER-  
LAY & VTM



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



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



Stormwater Mitigation Summary Table

DMA	Area (sf)	Area (ac)	Required Detention Volume (cf)	Required Retention Volume (cf)	Provided Retention Volume from Pavers (cf)	Total Required Retention Volume (sf)	Provided Storage Volume (cf)
1	83696	1.46	5,560	3,258	N/A	3,258	5,681
2	83607	1.87	5,026	3,088	511	2,577	5,785
3	93945	2.16	7,382	3,872	3,143	2,730	7,609
4	111066	2.55	15,959	6,980	3,421	3,559	16,030
5	112438	2.58	11,237	5,059	1,296	3,763	11,512
6	68469	1.57	7,267	3,096	N/A	3,096	10,764
7	99627	2.29	10,310	5,874	N/A	5,874	7,043
8	37324	0.86	4,314	2,458	N/A	2,458	4,444

Storage will be shared with Basin in DMA 7  
Storage will be shared with Basin in DMA 6

## LEGEND

- SD PROPOSED PRIVATE 18" HDPE STORM DRAIN
- DMA 1 (63,696 SF)
- DMA 2 (81,607 SF)
- DMA 3 (93,945 SF)
- DMA 4 (111,066 SF)
- DMA 5 (112,438 SF)
- DMA 6 (68,469 SF)
- DMA 7 (99,627 SF)
- DMA 8 (37,324 SF)

## PROJECT STATISTICS

### (A) EXISTING CONDITION

IMPERVIOUS AREA: 2,088 SF

PERVIOUS AREA: 668,384 SF

### (B) PROPOSED IMPROVEMENTS

TOTAL IMPERVIOUS AREA: 365,681 SF

PAVER AREA: 46,790 SF

LANDSCAPE AREA: 255,701 SF

TOTAL PERVIOUS AREA: 302,491 SF

## REQUIRED STORMWATER CONTROL MEASURES

### TIER 1 - RUNOFF REDUCTION

- ROOF DRAIN DISCONNECT
- MINIMIZE IMPERVIOUS AREAS

### TIER 2 - WATER QUALITY (85th PERCENTILE = 1.1")

- ON-SITE RETENTION-BASED INFILTRATION

### TIER 3 - RETAIN 95TH PERCENTILE STORM EVENT (1.6")

- PAVERS WILL RETAIN AND INFILTRATE AN APPROXIMATE VOLUME OF 4,500 CF
- BASINS WILL RETAIN AND INFILTRATE APPROXIMATE VOLUME 23,592 CF
- STORAGE CHAMBERS WILL RETAIN AND INFILTRATE APPROXIMATE VOLUME 45,276 CF

### TIER 4 - PEAK MANAGEMENT

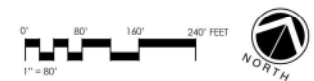
- BASIN AND STORAGE CHAMBERS ONSITE ARE SIZED TO DETAIN UP TO A THE DIFFERENCE IN THE 2-YEAR STORM WATER RUN-OFF OF THE UNDEVELOPED SITE AND THE 50-YEAR STORM WATER RUN-OFF OF THE DEVELOPED SITE.





## KEY

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



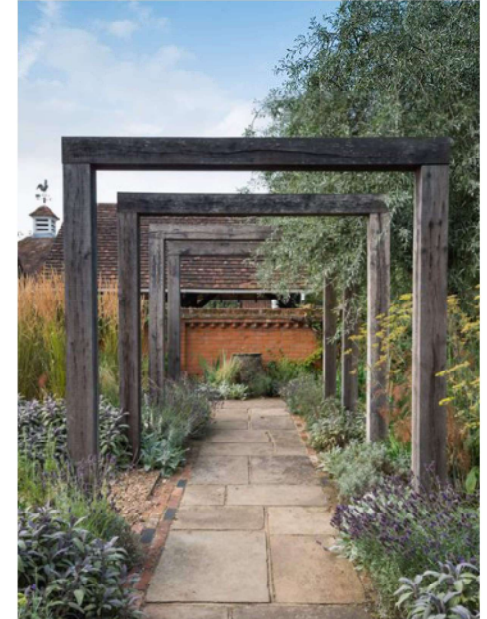
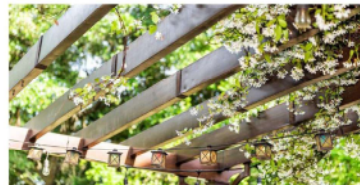
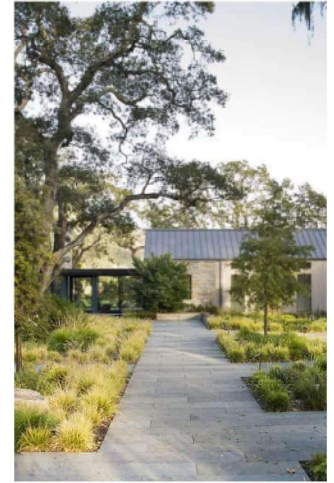


## KEY

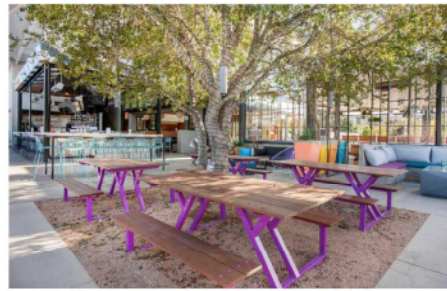
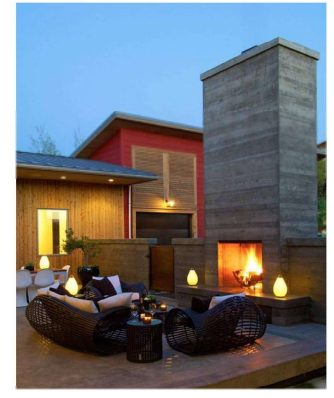
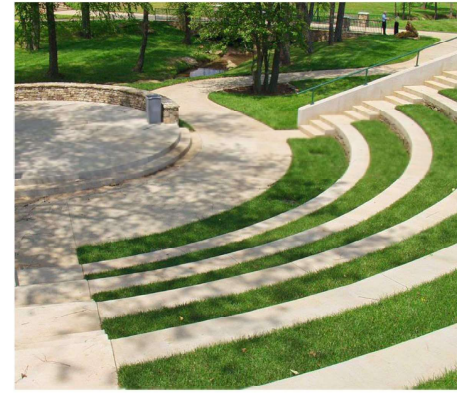
1. Amphitheater with Stage
2. Existing Tree - Protect in Place
3. Mural/Signage Opportunities - See Signage Program, Separate Submittal
4. Walkway Trellis
5. Seating Area
6. Patio Dining with Shade Structure
7. Informal Gathering Areas
8. Pedestrian Promenade (Accommodates Food Trucks)
9. Art Feature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



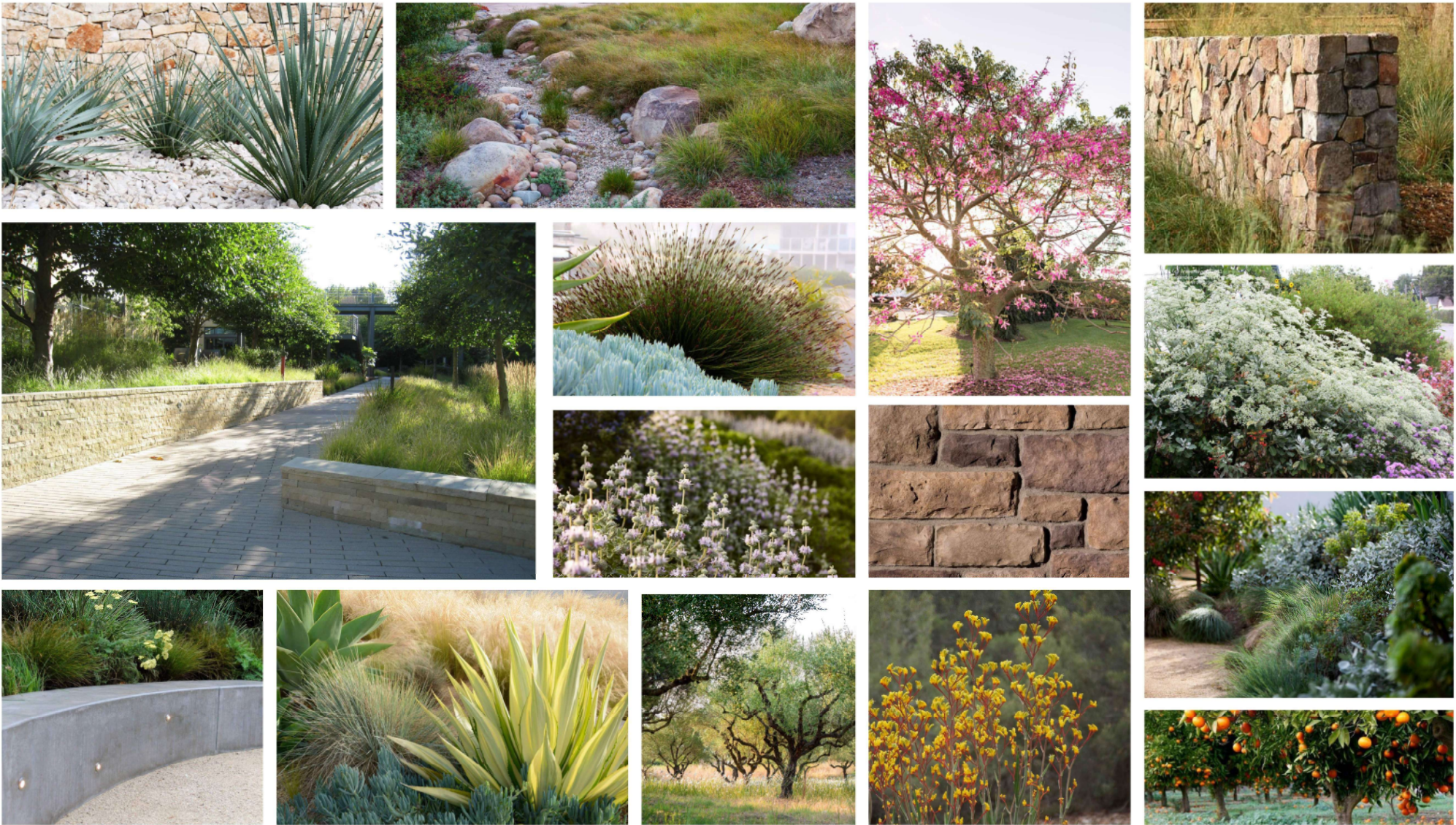














## CONCEPTUAL PLANT PALETTE

### TREES

ARBUTUS X 'MARINA'	MARINA STRAWBERRY TREE
ARCHONTOPHEONIX CUNNINGHAMIANA	KING PALM
BRACHYCHITON DISCOLOR	QUEENSLAND LACEBARK
BRAHEA ARMATA	MEXICAN BLUE PALM
CEDRUS DEODORA	DEODAR CEDAR
CEIBA SPECIOSA	FLOSS SILK TREE
CERCIDIMUM X 'DESERT MUSEUM'	DESERT MUSEUM PALO VERDE
CHAMAEROPS HUMILIS	MEDITERRANEAN FAN PALM
CHILOPSIS LINEARIS	DESERT WILLOW
CINNAMOMUM CAMPHORA	CAMPHOR TREE
CITRUS X LIMON	LEMON
CITRUS X SINENSIS 'DWARF VALENCIA'	DWARF VALENCIA ORANGE
COTINUS COGGYRIA 'ATROPURPUREA'	PURPLE SMOKE TREE
FEIJOA SELLOWIANA	PINEAPPLE GUAVA
FREMONTODENDRON X 'CALIFORNIA GLORY'	FLANNEL BUSH
JACARANDA MIMOSIFOLIA	JACARANDA MULTI-TRUNK
OLEA EUROPAEA 'SWAN HILL'	SWAN HILL OLIVE
PHEONIX DACTYLIFERA	DATE PALM
PINUS PINEA	ITALIAN STONE PINE
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE
QUERCUS SPP.	OAK
RHAPIS HUMILIS	LADY PAM
X CHITALPA TASHKENTENSIS	CHITALPA

### BIOSWALE SHRUBS

ACHILLEA MILLEFOLIUM	COMMON YARROW
AGROSTIS PALLENS	SEASHORE BENTGRASS
CHONDRPETALUM TECTORUM 'EL CAMPO'	SMALL CAPE RUSH
JUNCUS EFFUSUS	SOFT RUSH
JUNCUS PATENS	CALIFORNIA GREY RUSH
LEYMUS CONDENSATUS 'CANYON PRINCE'	GIANT WILD RYE
EYMUS TRITICOIDES 'LAGUNITA'	WILD RYE
MUHLENBERGIA RIGENS	DEER GRASS
SOLIDAGO CALIFORNICA	CALIFORNIA GOLDENROD

### SHRUBS

ACHILLEA FILIPENDULINA	FERNLEAF YARROW
ADENANTHOS X CANNINGHAMII	WOOLYBUSH
AGAVE AMERICANA 'VARIEGATA'	CENTURY PLANT
AGAVE X 'BLUE FLAME'	BLUE FLAME AGAVE
ALOE ARBORESCENS	TORCH ALOE
ALOE Plicatilis	FAN ALOE
ANIGOZANTHOS X 'HARMONY'	YELLOW KANGAROO PAW
ARCTOSTAPHYLOS SPP.	MANZANITA
ASTERISCUS MARITIMUS	GOLD COIN DAISY
BANKSIA BLECHNIFOLIA	GROUND BANKSIA
BANKSIA SPECIOSA	SHOWY BANKSIA
BOUTELOUSA GRACILIS 'BLONDE AMBITION'	BLUE GRAMA GRASS
BULBINE FRUTESCENS 'HALLMARK'	STALKED BULBINE
CARPINTERIA CALIFORNICA	BUSH ANEMONE
CEANOTHUS X 'DARK STAR'	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	
MATILJA POPPY	
ROSEMARY	
SAGE	
LAVENDER COTTON	
FRAGRANT SARCOCCOCCA	
AUTUMN JOY SEDUM	
LILAC VERBENA	
COAST ROSEMARY	
ADAM'S NEEDLE	

EVERGREEN CLEMATIS	
VIOLET TRUMPET VINE	
TRUMPET VINE	
CREEPING FIG	
CAT CLAW VINE	
HACIENDA CREEPER	
PASSION FLOWER VINE	
CALIFORNIA WILD GRAPE	







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

##### TREES

BRACHYCHITON DISCOLOR  
CEDRUS DEODORA  
PLATANUS RACEMOSA  
QUERCUS SPP.  
X CHITALPA TASHKENTENSIS

\*each lot shall include 1 street tree minimum

##### SHRUBS

BANKSIA BLECHNIFOLIA  
BULBINE FRUTESCENS 'HALLMARK'  
CARPINTERIA CALIFORNICA  
CEANOTHUS X 'DARK STAR'  
CHONDRPETALUM TECTORUM 'EL CAMPO'  
DIANELLA REVOLUTA 'VARIEGATED'  
HEUCHERA MAXIMA  
HYDRANGEA QUERCIFOLIA  
JUNCUS PATENS  
KNIPHOFIA UVARIA  
LOMANDRA LONGIFOLIA 'BREEZE'  
MUHLENBERGIA DUBIA  
POLYSTICHUM CALIFORNICUM  
POLYSTICHUM MUNITUM

QUEENSLAND LACEBARK  
DEODAR CEDAR  
CALIFORNIA SYCAMORE  
OAK  
CHITALPA

GROUND BAKSIA  
STALKED BULBINE  
BUSH ANEMONE  
CALIFORNIA WILD LILAC  
SMALL CAPE RUSH  
FLAX LILY  
ISLAND ALUM ROOT  
OAKLEAF HYDRANGEA  
CALIFORNIA GREY RUSH  
TORCH LILY  
BREEZE MAT RUSH  
PINE MUHLY  
CALIFORNIA FERN  
WESTERN SWORD FERN

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

##### TREES

ARBUTUS X 'MARINA'  
CERCIDIUM X 'DESERT MUSEUM'  
CHAMAEROPS HUMILIS  
CHILOPSIS LINEARIS  
CITRUS X LIMON  
OLEA EUROPAEA 'SWAN HILL'

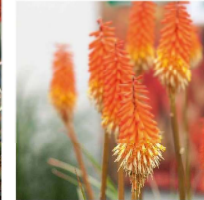
\*each lot shall include 1 street tree minimum

##### SHRUBS

ACHILLEA FILIPENDULINA  
AGAVE X 'BLUE FLAME'  
ALOE ARBORESCENS  
ALOE Plicatilis  
ANIGOSANTHOS X 'HARMONY'  
ARCTOSTAPHYLOS SPP.  
ERIOGONUM FASCICULATUM 'THEODORE PAYNE'  
EUPHORBIA CHARACIAS WULFENII  
EUPHORBIA MYRSINITES  
FESTUCA CALIFORNICA 'RIVER HOUSE BLUES'  
GREVILLEA X 'LITTLE HONEY'  
KNIPHOFIA UVARIA  
PHORMIUM TENAX  
ROSMARINUS OFFICINALIS 'TUSCAN BLUE'  
SALVIA 'BEE'S BLISS'  
SANTOLINA CHAEMAECYPARISSUS

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

FERNLEAF YARROW  
BLUE FLAME AGAVE  
TORCH ALOE  
FAN ALOE  
YELLOW KANGAROO PAW  
MANZANITA  
CALIFORNIA BUCKWHEAT  
EVERGREEN SPURGE  
MYRTLE SPURGE  
CALIFORNIA FESCUE  
LITTLE HONEY GREVILLEA  
TORCH LILY  
NEW ZEALAND FLAX  
ROSEMARY  
BEE'S BLISS SAGE  
LAVENDER COTTON





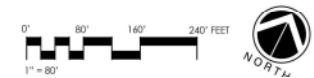


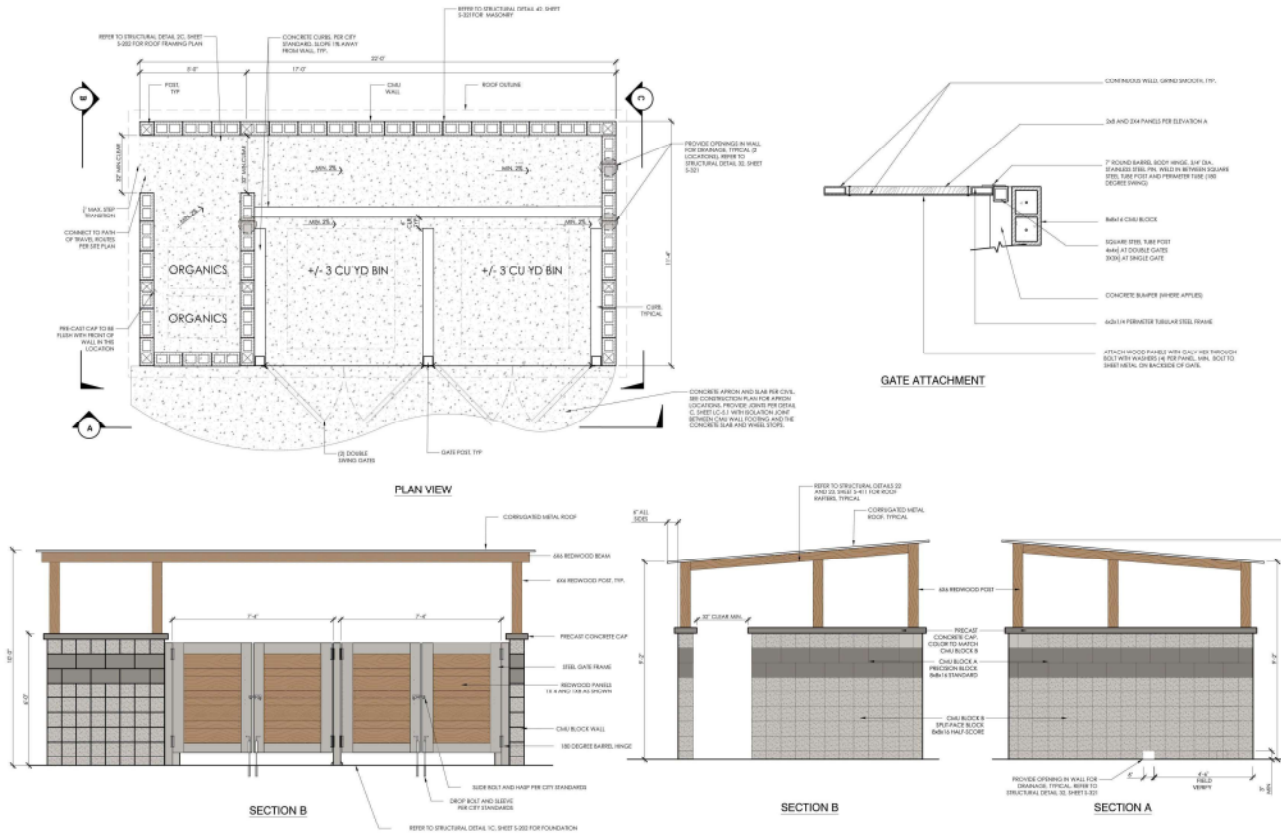
# **STORMWATER BASIN & CHAMBER PLANTING** CONCEPTUAL PLANT PALETTE

## **SHRUBS**

ACHILLEA MILLEFOLIUM  
AGROSTIS PALLENS  
CHONDRPETALUM 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





IN - GROUND  
ASPECT LED



LED ACCENT STRING LIGHTING



BOLLARD  
LIGMAN FORREY



POST LIGHT  
LIGMAN FORREY

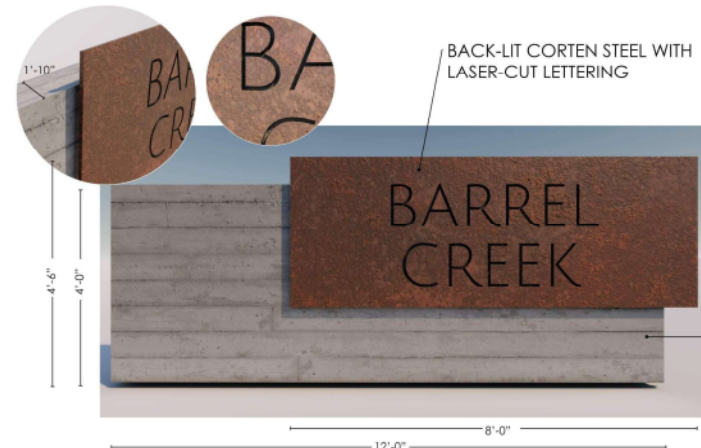


WATER TOWER

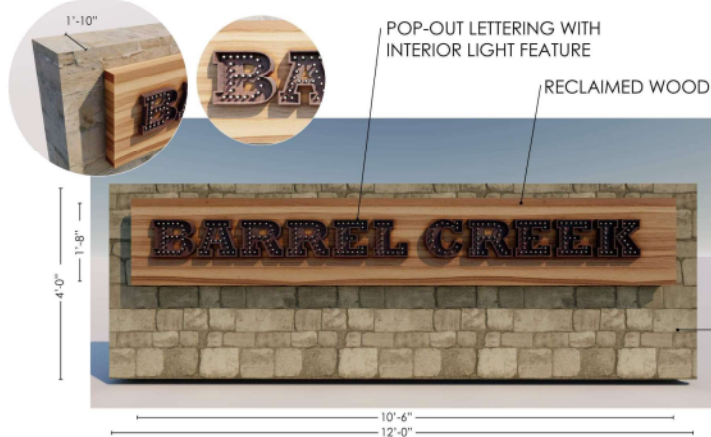




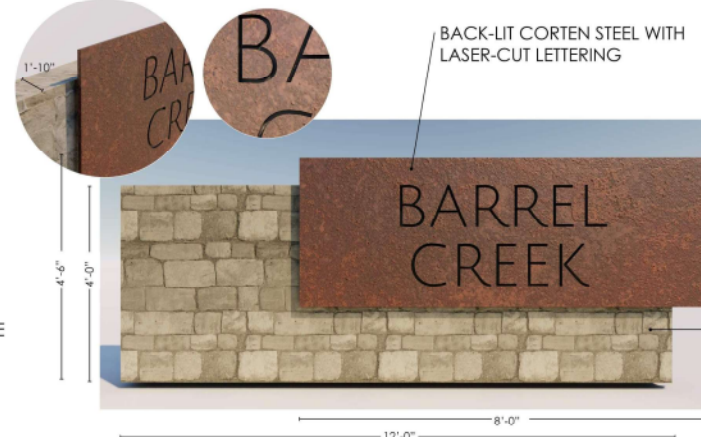
OPTION 1 A



OPTION 2 A



OPTION 1 B



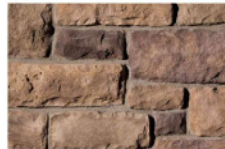
OPTION 2 B



BOARD FORM CONCRETE



CORTEN STEEL



EL DORADO, NEW HAVEN



POP OUT LETTERING WITH INTERIOR LIGHT



BACK-LIT LASER-CUT LETTERING



RECLAIMED WOOD



### TREE PROTECTION KEY

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

TREE SPECIES:	SIZE:	ANALYSIS:	NOTES:
1. QUERCUS AGRIFOLIA	3" DIA.	PROTECT IN PLACE	
2. PLATANUS RACEMOSA	24" DIA.	PROTECT IN PLACE	
3. DEAD - SALIX SPP.		REMOVE	RESPROUT FROM DEAD TREE
4. QUERCUS LOBATA	42" DIA.	PROTECT IN PLACE	
5. DEAD		REMOVE	
6. SAMBUCUS SPP.	MULTI-STEM 3" DIA.	REMOVE	RESPROUT FROM DEAD TREE
7. DEAD - EUCALYPTUS SPP.		REMOVE	HAZARDOUS LEANING
8. EUCALYPTUS GLOBULUS	42" DIA.	REMOVE	HAZARDOUS DISEASED
9. QUERCUS AGRIFOLIA	36" DIA.	PROTECT IN PLACE	
10. QUERCUS LOBATA	28" DIA.	REMOVE	UTILITY PRUNING DAMAGE
11. QUERCUS AGRIFOLIA	2" DIA.	REMOVE	
12. ACER NEGUNDO	27" DIA.	REMOVE	
13. JUGLANS SPP.	MULTI-STEM 6" DIA.	REMOVE	
14. QUERCUS WISLIZNI	3" DIA.	REMOVE	

NOTES:  
TREES HAVE BEEN REVIEWED ON SITE TO IDENTIFY SPECIES AND SIZE, TREES TO BE REVIEWED BY A CERTIFIED ARBORIST TO VERIFY NOTED CONDITIONS ARE APPROVED.

Site preparation: All existing trees to be protected shall be fenced off along the extent of the drip line of the tree. Tree protection fencing shall be a minimum of four feet high, made of pig wire with steel stakes or any material superior in quality. A tree protection zone sign shall be affixed to the fencing at appropriate intervals as determined by the arborist on site. All contractors, subcontractors and other personnel shall be warned that encroachment within the fenced area is forbidden without the consent of the Project Arborist. This includes, but is not limited to, storage of lumber and other materials, disposal of paints, solvents or other noxious materials, parked cars, grading equipment or other heavy equipment.

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

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





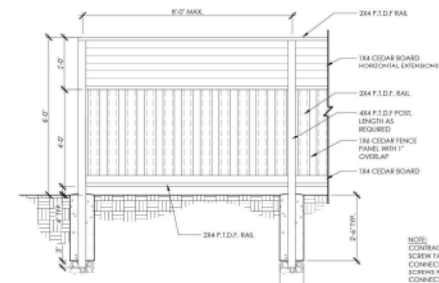


## KEY

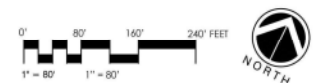
- PERIMETER WALL- HEIGHTS PER CIVIL
- RETAINING WALLS- HEIGHTS PER CIVIL
- DECORATIVE RETAINING WALLS- HEIGHTS PER CIVIL
- HEADWALLS- HEIGHTS PER CIVIL
- RESIDENTIAL FENCE - 6' HEIGHT VERTICAL WOOD FENCE  
\*FINAL LOCATIONS WILL COMPLY WITH SETBACK REQUIREMENTS
- RESIDENTIAL FENCE - 4' HEIGHT COURTYARD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

FOR SINGLE FAMILY RESIDENTIAL COURTYARD WALL MATERIALS, SEE ARCHITECTURE SHEETS

## SAMPLE WALL FINISHES:



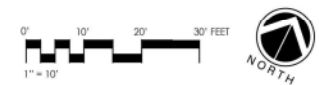
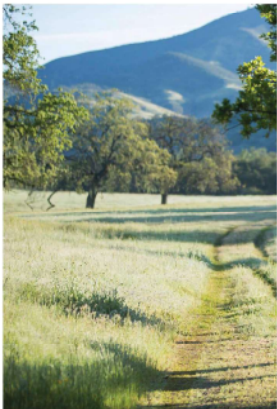
6' HEIGHT VERTICAL WOOD FENCE DETAIL

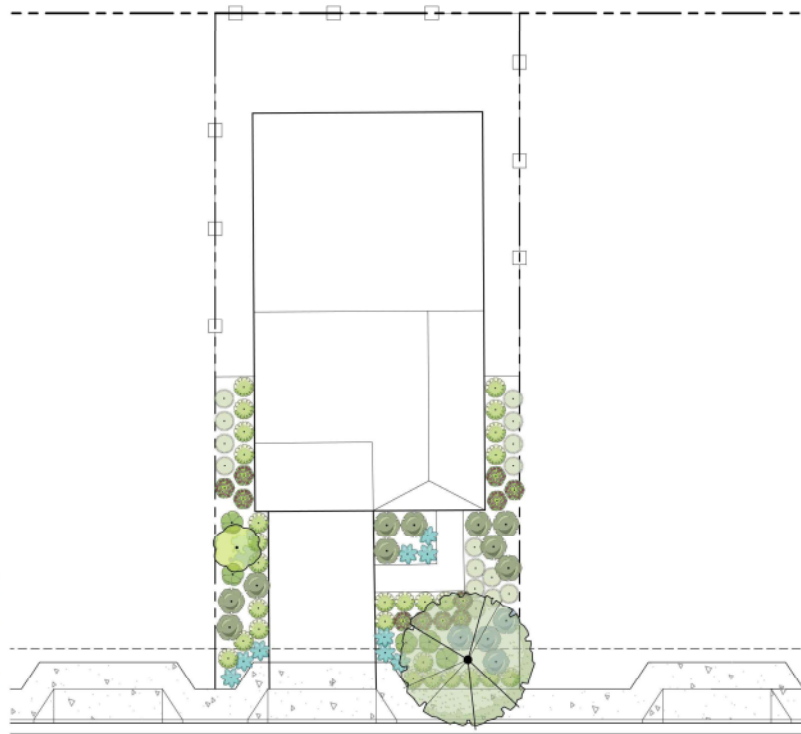











#### PLANT SCHEDULE 7

TREES	BOTANICAL NAME	COMMON NAME	CONT
	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GAL
	LAGERSTROEMIA INDICA X FAURIEI 'NATCHEZ'	NATCHEZ CRAPE MYRTLE	15 GAL
	QUERCUS LOBATA	VALLEY OAK	36" BOX
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT
	AGAVE AMERICANA "VAREGATA"	VAREGATED CENTURY PLANT	15 GAL
	ANGOZANTHOS X "HARMONY"	HARMONY YELLOW KANGAROO PAW	5 GAL
	BOUTELOUA GRACILIS "BLONDE AMBITION"	BLONDE AMBITION BLUE GRAMA	1 GAL
	DIETES SPP.	FORTNIGHT LILY	1 GAL
	KNIPHOFIA X "MANGO POPSICLE"	MANGO POPSICLE HOT POKER	5 GAL
	LOMANDRA LONGIFOLIA "BREEZE" TM	BREEZE MAT RUSH	1 GAL
	MUHLENBERGIA DUBIA	PINE MUHLY	1 GAL
	SALVIA APIANA	WHITE SAGE	5 GAL
	SALVIA CLEVELANDII	CLEVELAND SAGE	5 GAL

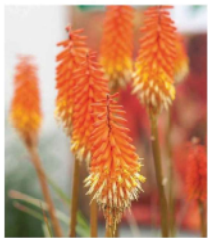




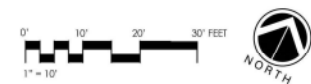
## PLANT SCHEDULE 2

TREES	BOTANICAL NAME	COMMON NAME	CONT
	CITRUS X LIMON	LEMON	15 GAL
	X CHITALPA TASHKENTENSIS	CHITALPA	24" BOX
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT
	AGAVE X 'BLUE FLAME'	BLUE FLAME AGAVE	5 GAL
	ANIGOZANTHOS X 'HARMONY'	HARMONY YELLOW KANGAROO PAW	5 GAL
	BOUTELOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	1 GAL
	LOMANDRA LONGIFOLIA 'BREEZE' 1M	BREEZE MAT RUSH	1 GAL
	ROSMARINUS OFFICINALIS 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL
	SALVIA CLEVELANDII	CLEVELAND SAGE	5 GAL
	SALVIA X 'WENDY'S WISH'	SAGE	5 GAL

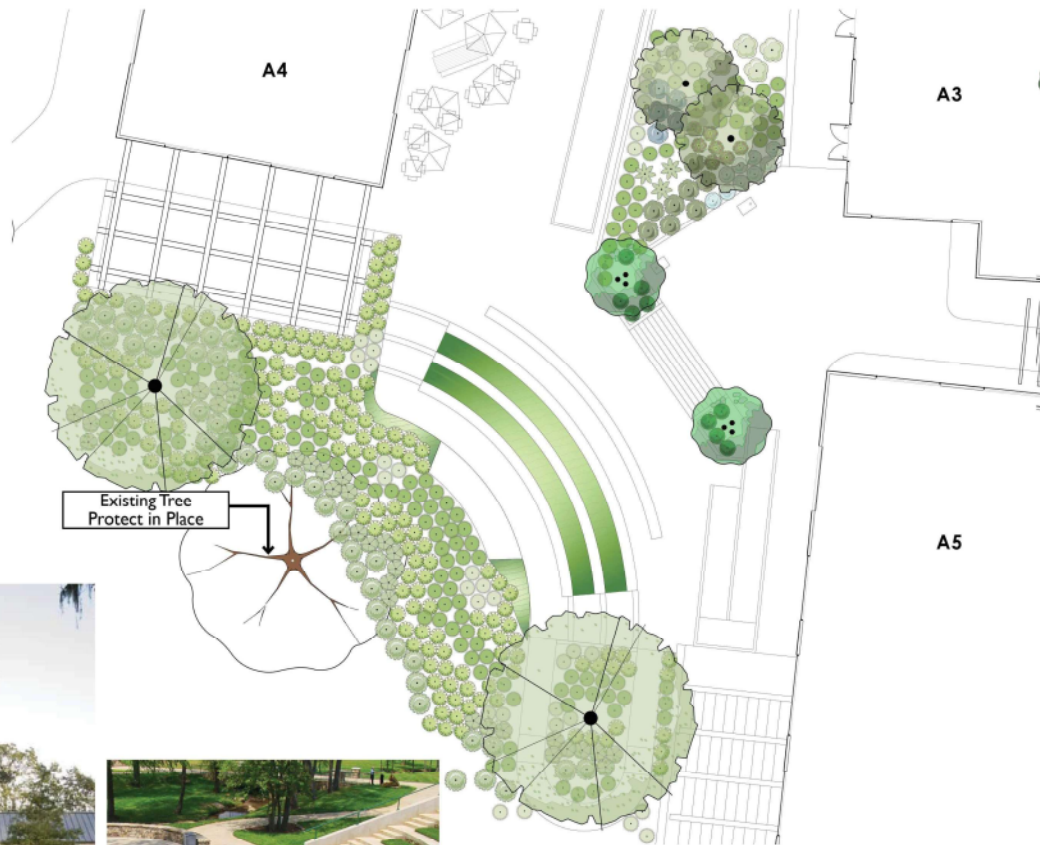
\*Each lot shall maintain a minimum of 1 street tree per frontage.



Inspiration Imagery





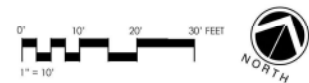


### PLANT SCHEDULE 3

TREES	BOTANICAL NAME	COMMON NAME	CONT.
	QUERCUS LOBATA	VALLEY OAK	36" BOX
	QUERCUS PALUSTRIS	PIN OAK	24" BOX
	QUERCUS SUBER	CORK OAK	24" BOX
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT.
	AGAVE AMERICANA 'VAREGATA'	VAREGATED CENTURY PLANT	15 GAL.
	ANIGONANTHOS X 'HARMONY'	HARMONY YELLOW KANGAROO PAW	5 GAL.
	BOUTELLOUA GRACILIS 'BLONDE AMBITION'	BLONDE AMBITION BLUE GRAMA	1 GAL.
	CALAMAGROSTIS FOLIOSA	REED GRASS	5 GAL.
	ERIOGONUM FASCICULATUM 'THEODORE PAYNE'	THEODORE PAYNE'S BUCKWHEAT	5 GAL.
	LOMANDRA LONGIFOLIA 'BREEZE' TM	BREEZE MAT RUSH	1 GAL.
	MUHLENBERGIA DUBIA	PINE MUFLY	1 GAL.
	MUHLENBERGIA RIGENS	DEER GRASS	5 GAL.
	ROSMARINUS OFFICINALIS 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL.
	SALVIA APIANA	WHITE SAGE	5 GAL.
	SALVIA CLEVELANDI	CLEVELAND SAGE	5 GAL.
	SALVIA GREGGII 'LIPSTICK'	LIPSTICK AUTUMN SAGE	1 GAL.
	SALVIA X 'WENDY'S WISH'	SAGE	5 GAL.
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT.
	CAREX PANSA	SANDDUNE SEDGE	PLUGS
	TURF HYDROSEED	DROUGHT TOLERANT FESCUE BLEND	FLAT



Inspiration Imagery

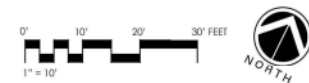




Inspiration Images

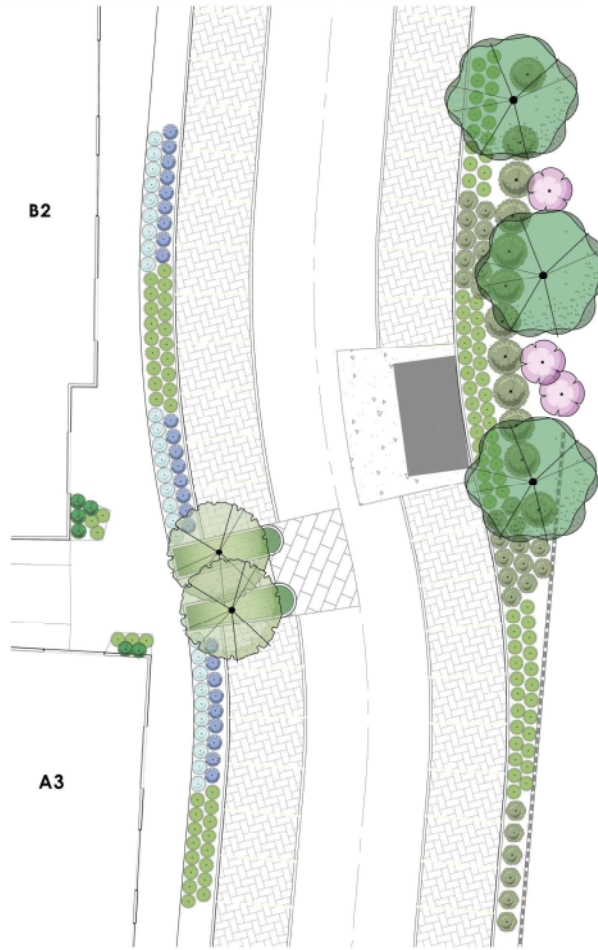
#### PLANT SCHEDULE 4

TREES	BOTANICAL NAME	COMMON NAME	CONT
	ARBUTUS X "MARINA"	MARINA STRAWBERRY TREE MULTI-TRUNK	24"BOX
	CEIBA SPECIOSA	FLOSS SILK TREE	36"BOX
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT
	AGAVE AMERICANA "VARIEGATA"	VARIEGATED CENTURY PLANT	15 GAL
	AGAVE X "BLUE FLAME"	BLUE FLAME AGAVE	5 GAL
	ANIGOZANTHOS X "HARMONY"	HARMONY YELLOW KANGAROO PAW	5 GAL
	BOUTELOUA GRACILIS "BLONDE AMBITION"	BLONDE AMBITION BLUE GRAMA	1 GAL
	CALAMAGROSTIS FOLIOSA	REED GRASS	5 GAL
	ERIOGONUM FASCICULATUM "THEODORE PAYNE"	THEODORE PAYNE'S BUCKWHEAT	5 GAL
	LOMANDRA LONGIFOLIA "BREEZE" TM	BREEZE MAT RUSH	1 GAL
	MUHLENBERGIA DUBIA	PINE MUHLY	1 GAL
	ROSMARINUS OFFICINALIS "TUSCAN BLUE"	TUSCAN BLUE ROSEMARY	5 GAL
	SALVIA APIANA	WHITE SAGE	5 GAL
	SALVIA CLEVELANDII	CLEVELAND SAGE	5 GAL
	SALVIA GREGGII "LIPSTICK"	LIPSTICK AUTUMN SAGE	1 GAL
	SALVIA X "WENDY'S WISH"	SAGE	5 GAL





Inspiration Imagery

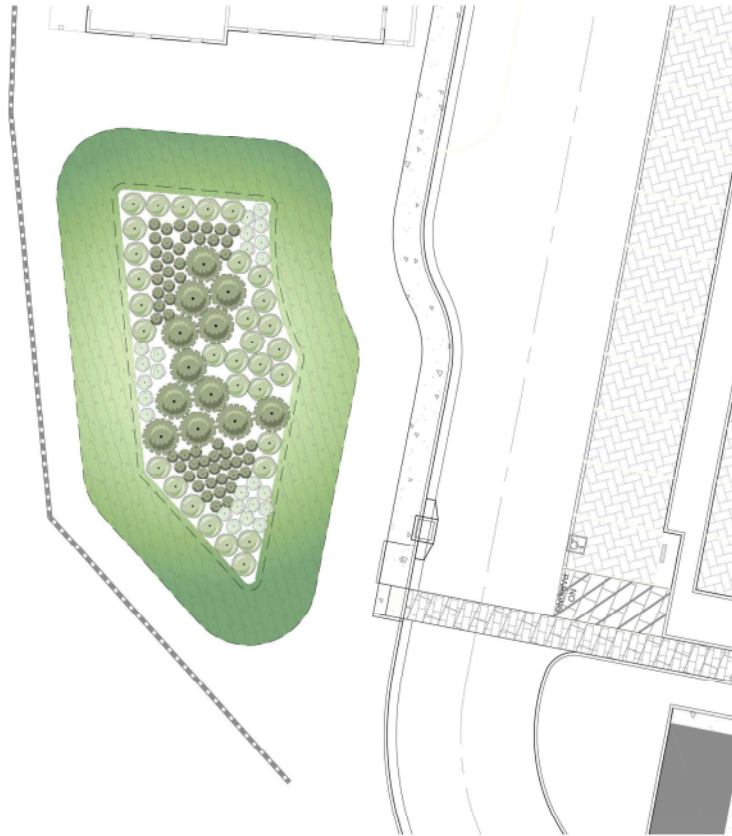


## PLANT SCHEDULE 5

TREES	BOTANICAL NAME	COMMON NAME	CONT
	CERCIS OCCIDENTALIS	WESTERN REDBUD	15 GAL
	QUERCUS AGRIFOLIA	COAST LIVE OAK MULTI-TRUNK	24" BOX
	X CHITALPA TASHKENTENSIS	CHITALPA	24" BOX
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT
	MUHLENBERGIA DUBIA	PINE MUHLY	1 GAL
	RHAMNUS CALIFORNICA	CALIFORNIA COFFEEBERRY	5 GAL
	ROSMARINUS OFFICINALIS 'TUSCAN BLUE'	TUSCAN BLUE ROSEMARY	5 GAL
	SALVIA APIANA	WHITE SAGE	5 GAL
	SALVIA GREGGII 'LIPSTICK'	LIPSTICK AUTUMN SAGE	1 GAL
	VERBENA LILACINA 'DE LA MINA'	LILAC VERBENA	1 GAL
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT
	CAREX PANSA	SANDDUNE SEDGE	PLUGS







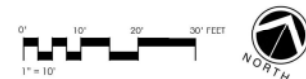
## PLANT SCHEDULE 6

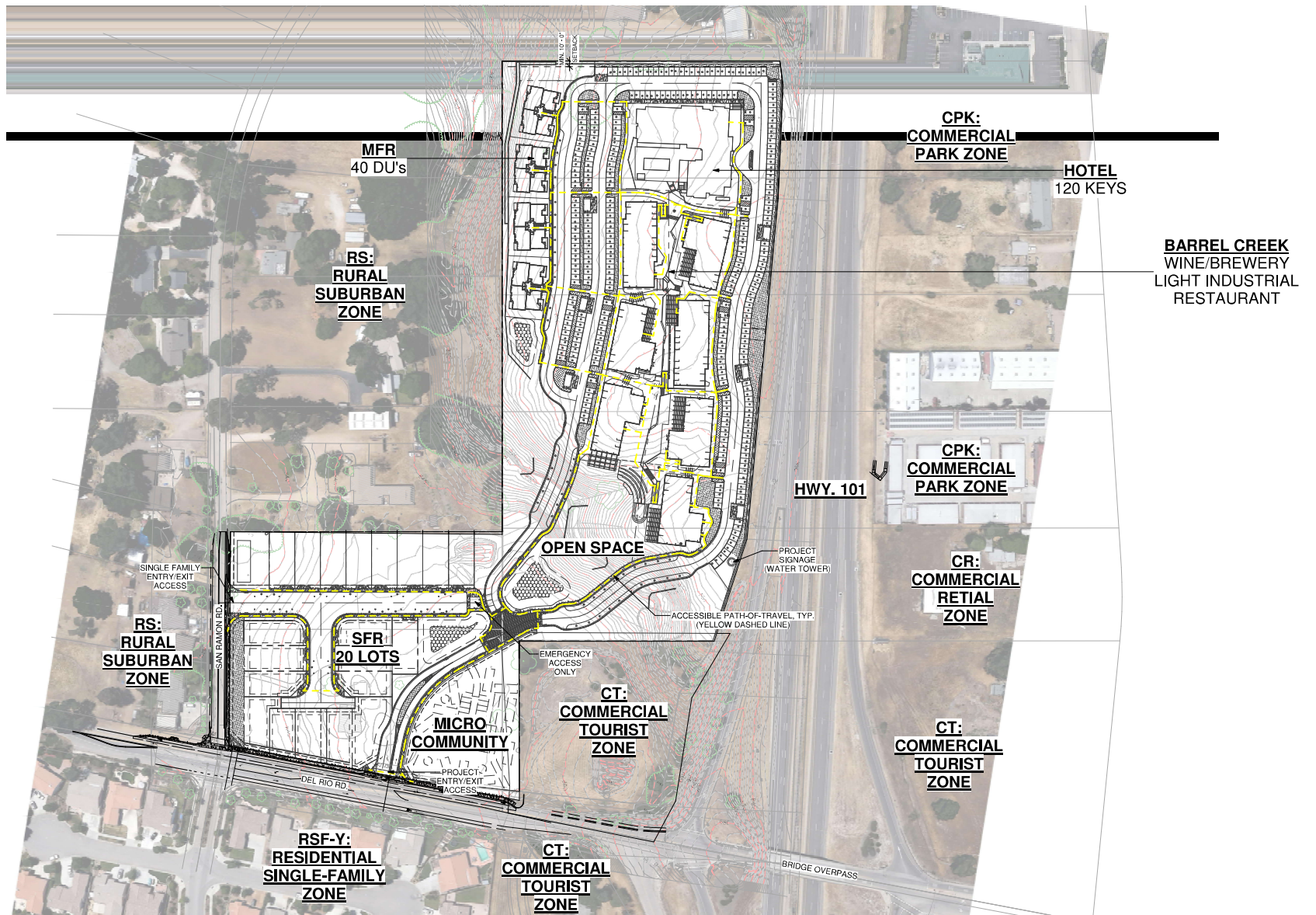
SHRUBS	BOTANICAL NAME	COMMON NAME	CONT
	ACHILLEA MILLEFOLIUM	COMMON YARROW	1 GAL
	CHONDROPETALUM ELEPHANTINUM	LARGE CAPE RUSH	5 GAL
	CHONDROPETALUM TECTORUM 'EL CAMPO'	EL CAMPO SMALL CAPE RUSH	5 GAL
	JUNCUS PATENS	CALIFORNIA GRAY RUSH	1 GAL
GROUND COVERS	BOTANICAL NAME	COMMON NAME	CONT
	LEYMUS TRITICOIDES	WILD RYE	PLUGS

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



Inspiration Imagery



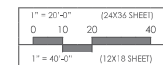


① 01-(E) TOPO/AERIAL  
SCALE: 1" = 80'-0"

PROJECT NORTH TRUE NORTH



# BARREL CREEK MIXED-USE ARCHITECTURAL MASTER SITE MAP



1515-024 P19  
JULY 27, 2022

A1

GPA/REZONE/PO OVER-  
LAY & VTM



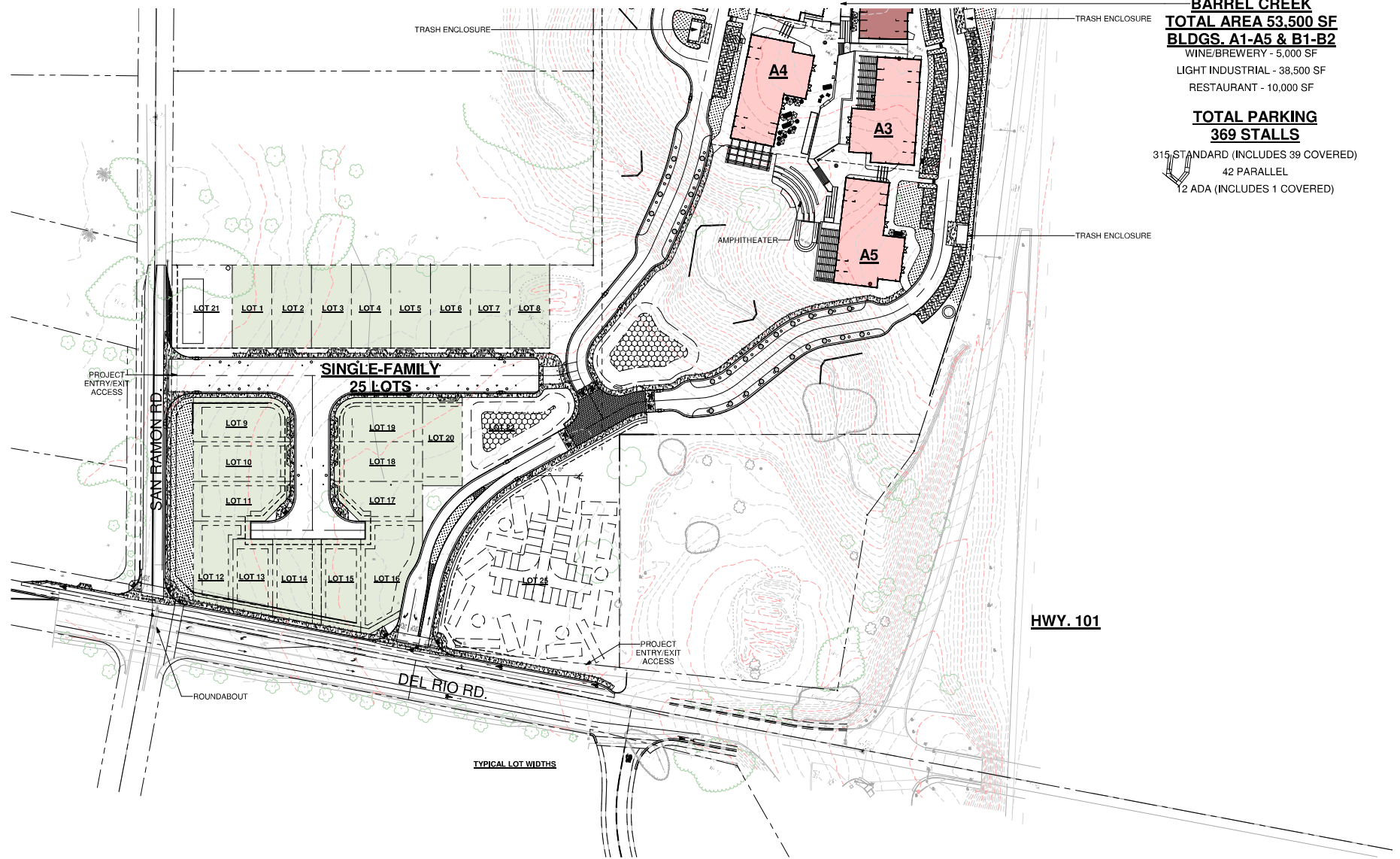


**BARREL CREEK**  
**TOTAL AREA 53,500 SF**  
**BLDGs. A1-A5 & B1-B2**

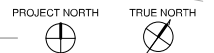
WINE/BREWERY - 5,000 SF  
 LIGHT INDUSTRIAL - 38,500 SF  
 RESTAURANT - 10,000 SF

**TOTAL PARKING**  
**369 STALLS**

315 STANDARD (INCLUDES 39 COVERED)  
 42 PARALLEL  
 12 ADA (INCLUDES 1 COVERED)



1 ARCH. SITE PLAN - SFR LOTS  
 SCALE: 1" = 50'-0"





## SINGLE-FAMILY ZONE

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

2-CAR GARAGE PARKING  
ADU & JADU OPPORTUNITIES

FARM STYLE & AGRARIAN STYLE  
THEMED NEIGHBORHOOD







FARM STYLE AND AGRARIAN STYLE THEMED





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



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

## DESIGN STANDARDS

### BUILDING LOT COVERAGE

BUILDING COVERAGE (RESIDENCE PLUS GARAGE FOOTPRINT AND COVERED PATIOS) SHALL NOT EXCEED FORTY-FIVE PERCENT (45%) OF THE INDIVIDUAL LOT AREA. LANDSCAPING SHALL CONSTITUTE A MINIMUM OF TWENTY-FIVE PERCENT (25%) OF THE LOT AREA. THE MEASUREMENT OF LANDSCAPED AREAS SHALL BE EXCLUSIVE OF DRIVEWAYS, PATIOS, PORCHES, DECKS, ACCESSORY STRUCTURES AND ACCESSORY DWELLING UNITS.

### SETBACKS STANDARDS

FRONT - FRONT FACING GARAGE (<50' WIDE LOTS) MIN. 20-FOET  
FRONT - 1-STORY LIVING AREA MIN. 15-FOET  
FRONT - 2-STORY LIVING AREA MIN. 20-FOET  
FRONT - COVERED PORCH PROJECTION SEE SITE EXHIBIT; MAX. 6-FOET

REAR SIDE INTERIOR LOT MIN. 10-FOET  
SECONDARY STREET CORNER MIN. 5-FOET  
MIN. 10-FOET

SIDE CHIMNEY, BAYWINDOW, OTHER SEE SITE EXHIBIT; MAX.  
ARCHITECTURAL PROJECTIONS 2-FOET

ACCESSORY DWELLING UNIT\* SEE SITE EXHIBIT;  
\*ALLOWED IN THE FRONT AND REAR YARDS WITHIN MIN. PER ADU CODE  
REQUIRED SETBACKS AND HEIGHT LIMITS AS SPECIFIED BY LOCAL AND STATE REGULATIONS.

### MAXIMUM BUILDING HEIGHT

RESIDENTIAL SINGLE FAMILY ZONE 30-FOET

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 \* 2 GARAGE SPACES  
\*ONE (1) GUEST PARKING SPACE SHALL BE PROVIDED ON EACH INDIVIDUAL LOT. THE DRIVEWAY AREA MAY BE USED TO SATISFY THE GUEST PARKING REQUIREMENT. ON-STREET PARKING SHALL NOT BE USED TO SATISFY ANY OF THESE PARKING REQUIREMENTS.

ACCESSORY DWELLING UNIT - PER ADU CODE  
DRIVEWAY STANDARDS

DRIVEWAYS FOR SINGLE-FAMILY RESIDENCES SHALL BE IMPROVED PER MUNICIPAL CODE SECTION 9-4.123 IN ORDER TO MAKE ADEQUATE PROVISION FOR ACCESS INCLUDING THAT NECESSARY FOR EMERGENCY VEHICLES.

### LANDSCAPE STANDARDS

SINGLE FAMILY ZONING DISTRICTS:  
PER RESIDENTIAL LANDSCAPE TYPICAL SHEET

AS REQUIRED BY THE MASTER PLAN OF DEVELOPMENT AND CONDITIONS OF APPROVAL, ALL FRONT YARDS AND SECONDARY STREET CORNER LOTS SHALL BE LANDSCAPED WITH DROUGHT TOLERANT LANDSCAPING CONSISTENT WITH THE STATE OF CALIFORNIA DROUGHT TOLERANT LANDSCAPING GUIDELINES.

FENCING AND SCREENING - EXTERIOR FENCING SHALL BE CONSISTENT THROUGHOUT THE PROJECT. DESIGN AND APPEARANCE OF FENCES AND/OR WALLS SHALL BE COMPATIBLE WITH THE DESIGN OF THE DWELLING UNITS AND BE CONSISTANT WITH THE APPROVED ENTITLEMENTS PACKAGE.

ALL MECHANICAL EQUIPMENT, INCLUDING HVAC UNITS AND UTILITY METERS, SHALL BE SCREENED FROM VIEW FROM ADJACENT STREETS AND PROPERTIES.

INDIVIDUAL TRASH COLLECTION SHALL BE USED FOR EACH RESIDENTIAL UNIT. PROVISIONS SHALL BE MADE FOR STORAGE OF TRASH CANS WITHIN THE GARAGE OR FENCED AREA. THESE SHALL BE IDENTIFIED IN THE APPROVED LANDSCAPE PLAN IN THE APPROVED BUILDING PERMIT FOR EACH PLAN.

## SFR DESIGN GUIDELINES

### EXTERIOR LIGHT FIXTURE TYPES

SEE MUNICIPAL CODE SECTION 9-4.137



LANTERN - DARK SKY



BARN LIGHT

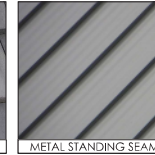


MODERN FARMHOUSE

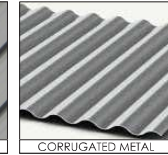
### ROOF FINISH TYPES



CONCRETE FLAT TILES



METAL STANDING SEAM

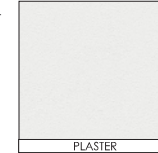


CORRUGATED METAL

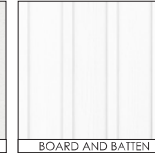


COMPOSITE SHINGLES

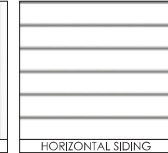
### EXTERIOR WALL FINISH TYPES



PLASTER



BOARD AND BATTEN

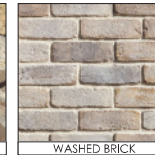


HORIZONTAL SIDING

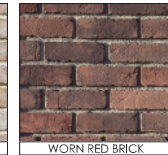
### STONE & BRICK VANNER TYPES



ROUGH FACE STONE



WASHED BRICK

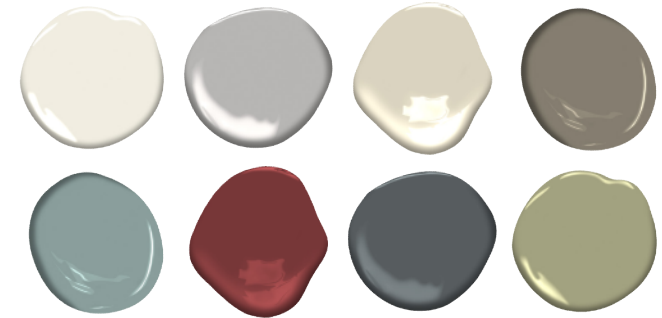


WORN RED BRICK



SPLIT- FACE LEDGE STONE

### PAINT COLOR TONE TYPES



## SFR DESIGN GUIDELINES - CONTINUED

### GENERAL

THE PURPOSE OF THE RESIDENTIAL ARCHITECTURAL GUIDELINES IS TO PROVIDE GENERAL DESIGN CRITERIA AND GUIDANCE FOR THE SINGLE FAMILY RESIDENTIAL COMPONENT OF THE PROJECT TO ACHIEVE COMPATIBILITY WITH THE EXISTING NEIGHBORHOOD AND CHARACTER AS WELL AS THE OVERALL GENERAL PLAN INTENT.

TRADITIONAL ELEMENTS, CONSISTENT WITH THE ARCHITECTURAL STYLE RECOMMENDATIONS ARE TO ENCOURAGE A PLEASANT PEDESTRIAN-ORIENTED NEIGHBORHOOD ENVIRONMENT. THESE ELEMENTS INCLUDE FRONT PORCHES, RECESSED FRONT GARAGES, GENEROUS STREET LANDSCAPING, AND MAXIMIZED PEDESTRIAN ACCESS BETWEEN NEIGHBORHOODS, PARKS, TRAILS, PEDESTRIAN WALKWAYS AND PUBLIC GATHERING AREAS.

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

- ARTICULATION OF WALL PLANES;
- PROJECTIONS AND RECESSES TO PROVIDE SHADOW AND DEPTH;
- TRADITIONAL ARCHITECTURAL FORMS.
- LARGE BUILDING MASSES SHALL BE AVOIDED TO ACHIEVE A DESIRABLE SCALE AND RELATIONSHIP TO THE PEDESTRIAN STREET SCENE.
- VERTICAL AND HORIZONTAL VARIATION SHALL BE APPROPRIATELY IMPLEMENTED IN ORDER TO ADD RICHNESS AND VARIETY TO THE OVERALL MASS OF THE BUILDING.
- EACH HOME SHALL HAVE A WELL-DEFINED ENTRY WITH CAREFUL ROOF AND FACADE ARTICULATION TO CREATE VISUAL INTEREST AND SCALE.
- FRONT PORCHES OR ENTRY COURTS ARE REQUIRED AT PRIMARY AND SECONDARY RESIDENCES WITHIN THE FRONT SETBACK. WRAPPED PORCHES ARE ENCOURAGED ON CORNER LOTS.
- WHERE FEASIBLE SINGLE-STORY HOMES OR STEPPED TWO STORIES SHALL BE LOCATED ON CORNER LOTS.
- FRONT ELEVATIONS WRAPPING TO THE SIDES OF RESIDENCES SHALL BE DETAILED AND ARTICULATED. WALLS SHALL BE DESIGNED WITH CHANGES IN PLANE OR OTHER FORMS OF ARTICULATION SUCH AS BAY WINDOWS, CHIMNEYS, TRELLISES OR CHANGES IN MATERIALS AS AUTHENTIC TO EACH ARCHITECTURAL STYLE. THESE FEATURES WILL CREATE DEPTH AND INTEREST ON BUILDING FACADES.
- BALCONIES, DECKS, AND EXTERIOR STAIRS SHALL BE DESIGNED AS INTEGRAL COMPONENTS OF THE STRUCTURE AND SHALL REFLECT THE STYLE OF THE HOME. THESE ELEMENTS SHALL BE INTEGRATED TO BREAK UP LARGE WALL MASSES, OFFSET FLOOR SETBACKS, AND ADD HUMAN SCALE TO BUILDINGS.
- COVERED FRONT PORCHES AND SITTING AREAS AT THE FRONT OF HOUSES ARE ENCOURAGED AS APPROPRIATE FOR EACH ARCHITECTURAL STYLE.

### BUILDING FORM AND MASS

PROPER DESIGN CONSIDERATIONS FOR BUILDING MASS AND FORM WILL CREATE A VISUALLY- ATTRACTIVE COMMUNITY THAT IS SENSITIVE TO THE SURROUNDING ENVIRONMENT. ONE-STORY AND TWO-STORY MASSING COMPOSITIONS ARE ENCOURAGED. LONG, UNBROKEN FACADES MUST BE AVOIDED AND OFFSETS AND BUILDING PROJECTIONS MADE AN INTEGRAL PART OF THE DESIGN. A KEY TECHNIQUE FOR CREATING A SENSE OF VARIETY WITHIN A RESIDENTIAL PROJECT IS TO VARY THE HEIGHTS AND FORMS OF THE HOMES AS SEEN FROM THE STREET. THIS CAN BE ACCOMPLISHED BY UTILIZING A DIVERSITY OF ARCHITECTURAL ELEMENTS THEREBY CREATING A VARIETY OF SCALE. VARYING THE DEPTHS OF FLOOR PLANS PROVIDES OPPORTUNITIES TO CREATE INTERESTING MASSING WITHOUT ADDING SUPERFICIAL DESIGN ELEMENTS.

LOT COVERAGE SHALL MEET THE REQUIREMENTS OUTLINED IN THE 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 OR EXPOSED WOOD MEMBERS ARE INCORPORATED. MODERNISTIC HOMES OR HOMES WITH A HIGHLY URBAN FEEL ARE DISCOURAGED.

### EXTERIOR MATERIALS AND FINISHES

THE APPROPRIATE SELECTION OF MATERIALS AND COLORS CONTRIBUTES TO THE GOAL OF PRODUCING HOMES THAT POSSESS THEIR OWN INDIVIDUAL IDENTITY. THESE HOMES MUST ALSO BE COMPATIBLE WITH THE SURROUNDING RESIDENCES AND CONTRIBUTE TO THE OVERALL QUALITY OF THE COMMUNITY. NATURAL MATERIALS THAT HARMONIZE AND BLEND WITH THE SURROUNDING ENVIRONMENT ARE ENCOURAGED. MATERIALS SUCH AS BRICK, STONE, WOOD, AND LIGHT TEXTURED STUCCO SHALL BE USED. CARE SHALL BE TAKEN NOT TO MIX TOO MANY TYPES OF MATERIALS. STUCCO FINISHES SHALL BE SMOOTH TROWELED OR SAND FINISH.

THE MATERIALS AND FINISHES SHALL BE AUTHENTIC TO THE ARCHITECTURAL STYLE CHOSEN. CAREFUL DETAIL SHALL BE TAKEN AT THE INTERSECTIONS OF DIFFERENT MATERIALS TO AVOID AWKWARD TRANSITIONS. TRANSITIONS BETWEEN MATERIAL FINISHES SHALL ONLY OCCUR AT INTERIOR CORNERS.

SUBTLE, WARM, EARTH TONES WITH COMPLIMENTARY ACCENTS ARE RECOMMENDED TO CREATE VISUAL COMPATIBILITY BETWEEN THE STRUCTURES AND THE NATURAL SURROUNDINGS.

SIMPLE COLOR SCHEMES INVOLVING A MAXIMUM OF THREE COLORS ARE RECOMMENDED. BRIGHT WHITE AND OTHER BRIGHT PASTELS ARE NOT PERMITTED. CERTAIN MATERIALS SUCH AS STONE AND BRICK HAVE DISTINCT COLORING IN THEIR NATURAL STATE AND SHALL BE THOUGHT OF AS AN ELEMENT OF THE COLOR PALETTE TO BE INCORPORATED INTO THE OVERALL DESIGN.

### ROOFS AND CHIMNEYS

ROOF COLORS SHALL COMPLEMENT THE WALL AND FASCIA COLOR. THEY SHALL HOWEVER, BE OF A GENERALLY NEUTRAL TONE. HIGH CONTRAST OR BLATANT COLORS SHALL BE AVOIDED. HIGHLY REFLECTIVE ROOF MATERIALS SHALL NOT BE ALLOWED. ROOF VENTS SHALL BE OF THE SAME SHADE AS THE SURROUNDING ROOF SURFACE. A MIXTURE OF ROOF COLORS WITHIN A NEIGHBORHOOD IS ENCOURAGED AS APPROPRIATE FOR EACH ARCHITECTURAL STYLE.

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

ROOF ARTICULATION WITH DORMERS AND SKYLIGHTS ARE ENCOURAGED. SKYLIGHTS, IF USED, SHALL BE DESIGNED AS AN INTEGRAL PART OF THE ROOF WITH THEIR FORM AND COLOR BLENDING INTO THE BUILDING. FLAT SKYLIGHTS WITH CLEAR OR BRONZE GLAZING ARE ENCOURAGED. BUBBLE OR DOME SKYLIGHTS WITH FROSTED OR LIGHT COLORED GLAZING ARE NOT PERMITTED ON THE FRONT FACING ROOF.

CHIMNEYS AS AN ARCHITECTURAL FORM SHOULD BE SIMPLE AND BOLDLY PROJECT FROM MAIN WALL SURFACES. ACCENTS AND ARTICULATION DETAILS ARE ENCOURAGED.

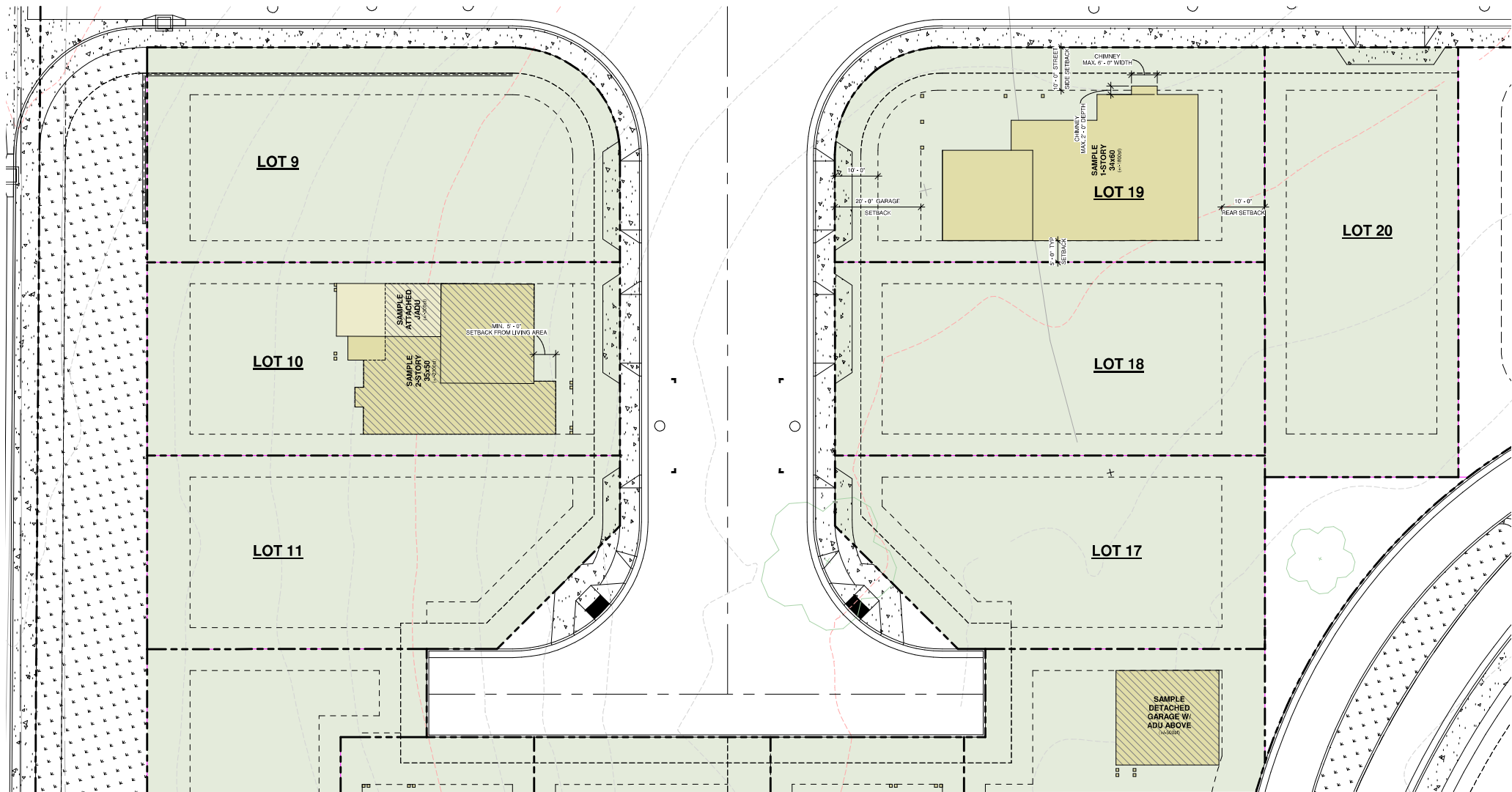
### GARAGE STRUCTURES

GARAGES AND DRIVEWAYS SHALL BE DESIGNED TO CREATE NON-REPETITIVE AND INTERESTING STREETSCAPES. FOR BUILDINGS AND GARAGES THAT FACE STREETS OR INTERNAL ROADWAYS, LONG, BLANK BUILDING WALLS SHALL BE AVOIDED WHEN POSSIBLE, AS WELL AS LONG ROWS OF GARAGE DOORS. GARAGE DOORS SHALL APPEAR TO BE SET INTO THE WALLS RATHER THAN FLUSH WITH THE EXTERIOR WALL TO PROVIDE SHADOW RELIEF. GARAGE DOOR DESIGN SHALL BE KEPT SIMPLE AND CONSISTENT WITH THE ARCHITECTURAL STYLE. THE GARAGE IS ENCOURAGED TO BE RECESSED FROM THE FRONT OF THE MAIN STRUCTURE. ALL GARAGE DOORS SHALL BE SECTIONAL STYLE. GARAGE DOORS SHALL BE MULTI-PANELED WITH SUBTLE ADORNMENT DETAIL TO PROVIDE SHADOWED RELIEF.

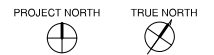
### DOORS AND WINDOWS

DOORS AND WINDOWS, INCLUDING GARAGE DOORS, ARE A MAJOR VISUAL ELEMENT AND SHALL BE CAREFULLY CHOSEN AND DETAILED. WINDOWS WITH DIVIDED LIGHTS AND CLEAR GLAZING ARE MOST DESIRABLE. SILVER OR GOLD METAL FRAMES WITH LARGE UNBROKEN EXPANSES OF DARK TINTED OR REFLECTIVE GLAZING ARE PROHIBITED. MULTI-PANED DOORS ARE ENCOURAGED, WITH INTERNAL GRIDS IN DOORS AND WINDOWS WHERE APPROPRIATE FOR THE ARCHITECTURAL STYLE OF THE STRUCTURE. ENTRY DOORS SHALL INCORPORATE ARCHITECTURALLY COMPATIBLE RELIEF DETAILING. GARAGE DOORS MAY INCORPORATE WINDOW INSERTS TO ALLOW NATURAL LIGHT INTO THE GARAGE. VINYL WINDOWS AND DOORS SHALL BE ARCHITECTURAL GRADE WITHOUT WIDE FLAT PROFILE ELEMENTS.

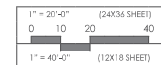
### RESERVED



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



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

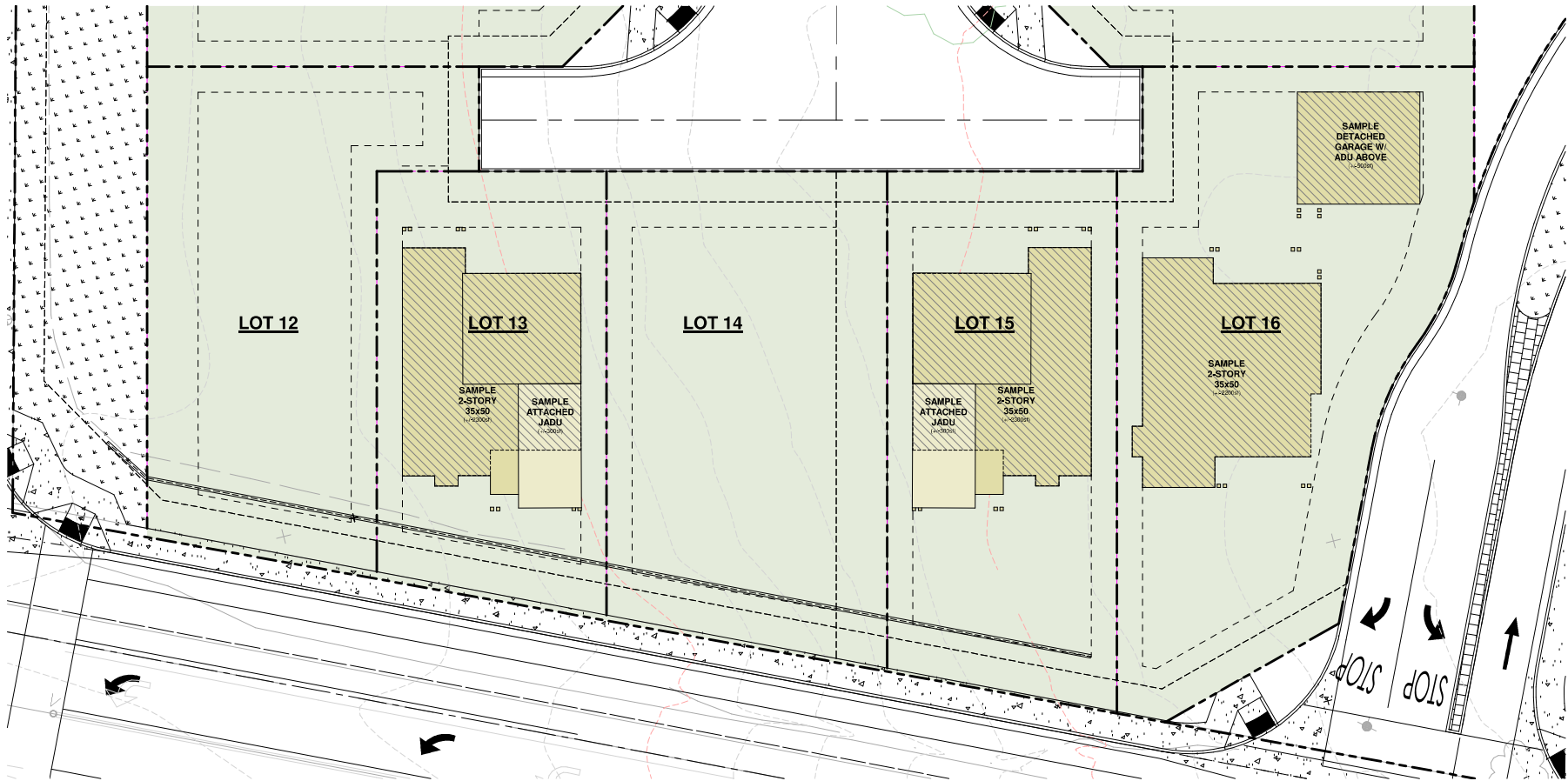


1515-024 P19  
JULY 27, 2022

A9

GPA/REZONE/PD OVER-  
LAY & VTM





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

## MULTI-FAMILY ZONE

40 DWELLING UNITS TOTAL  
3-STORY  
(4)-10 UNIT BUILDINGS  
1 BEDROM & 2-BEDROOMS

OPEN STALL & CARPORT PARKING

FARM STYLE STYLE  
THEMED NEIGHBORHOOD

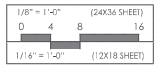




FARMHOUSE STYLE THEMED



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



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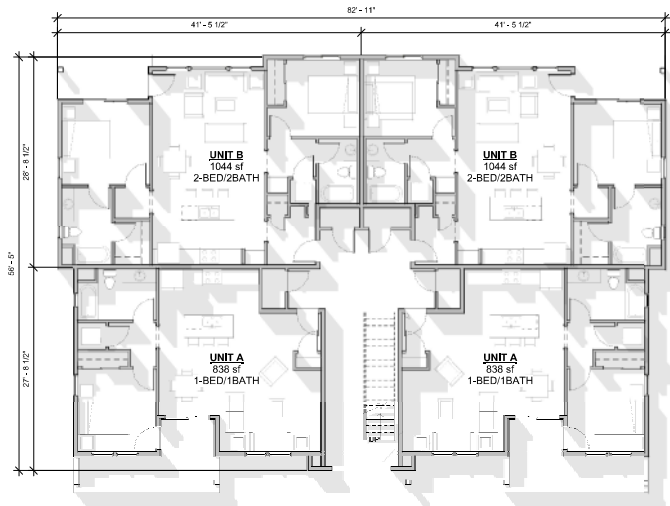
**A12**  
GPA/REZONE/PD OVER-  
LAY & VTMA



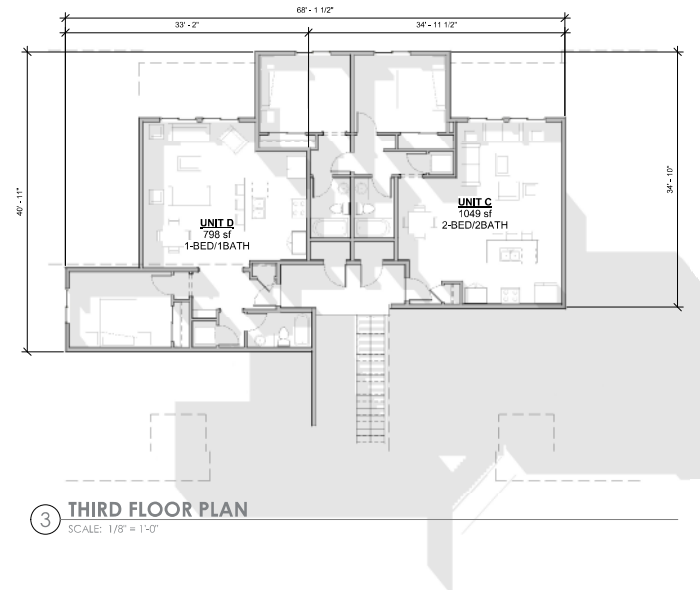




② SECOND FLOOR PLAN  
SCALE: 1/8" = 1'-0"



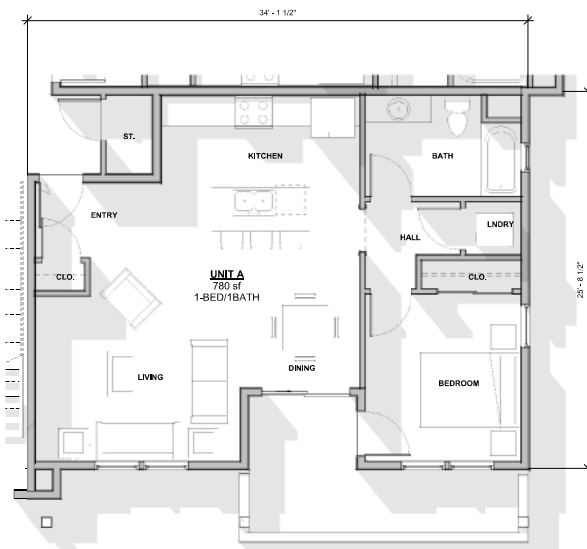
① GROUND FLOOR PLAN  
SCALE: 1/8" = 1'-0"



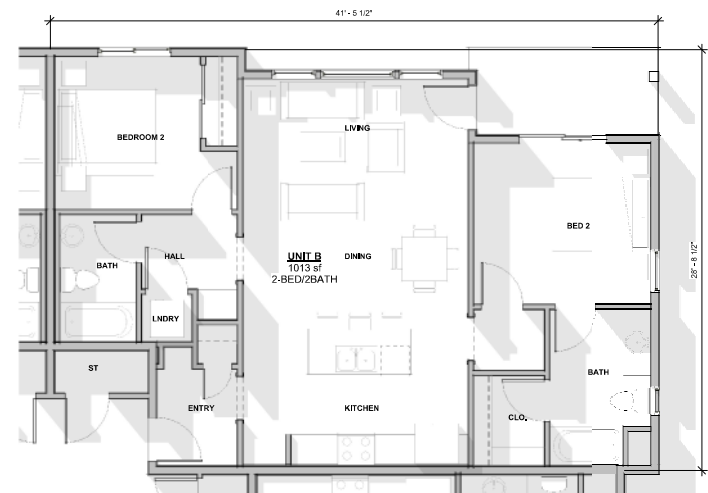
③ THIRD FLOOR PLAN  
SCALE: 1/8" = 1'-0"

① GROUND FLOOR PLAN  
1/8" = 1'-0" [24 X 36 SHEET]



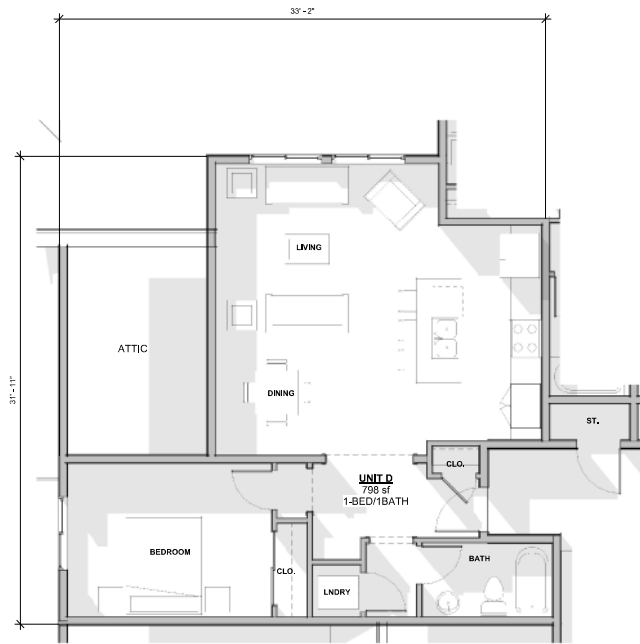


① TYP. UNIT A - FLOOR PLAN  
SCALE: 1/4" = 1'-0"

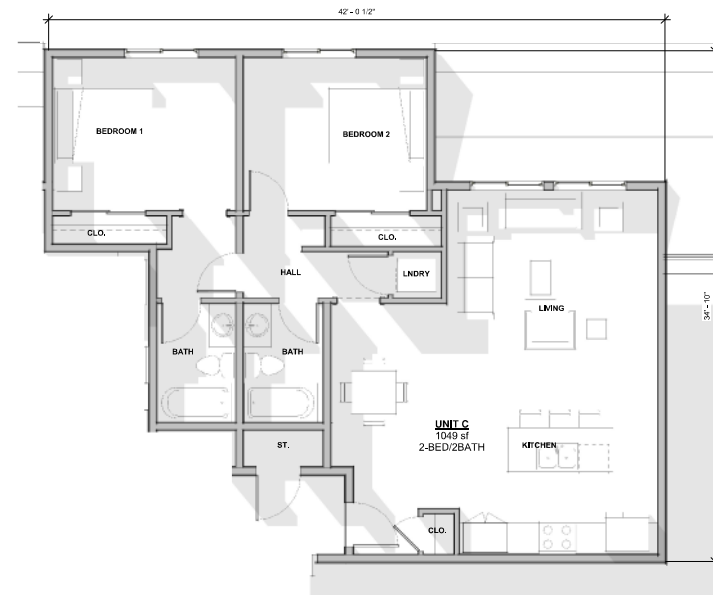


② TYP. UNIT B - FLOOR PLAN  
SCALE: 1/4" = 1'-0"

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



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



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

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



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



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



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

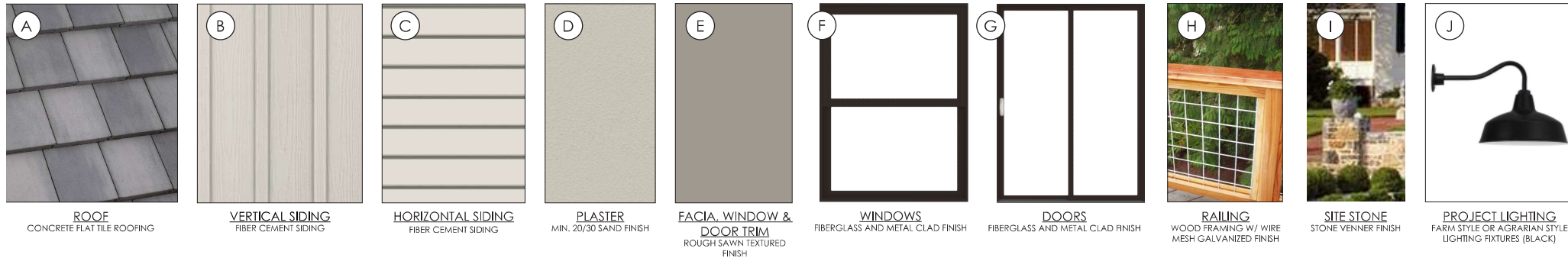


④ **REAR ELEVATION**  
1/8" = 1'-0" (24 X 36 SHEET)



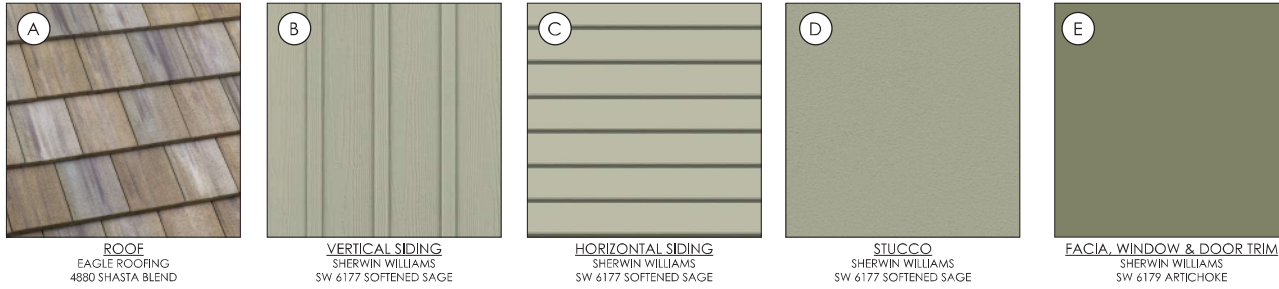
EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 3

### EXTERIOR MATERIALS & TEXTURES TYPES

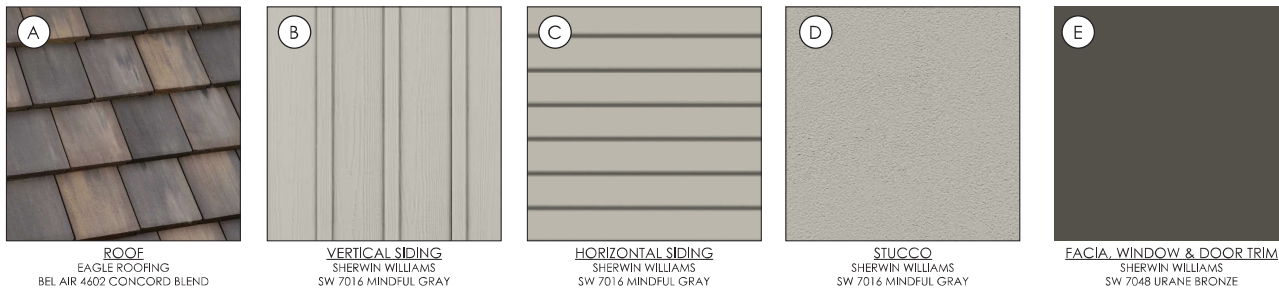




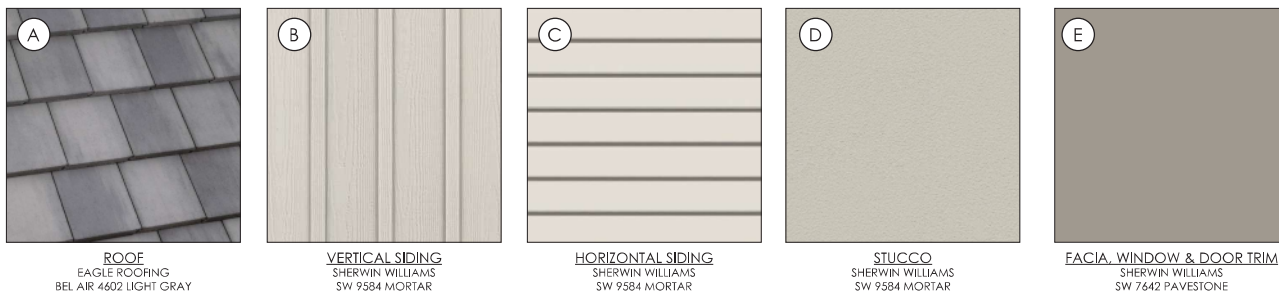
## SCHEME 1



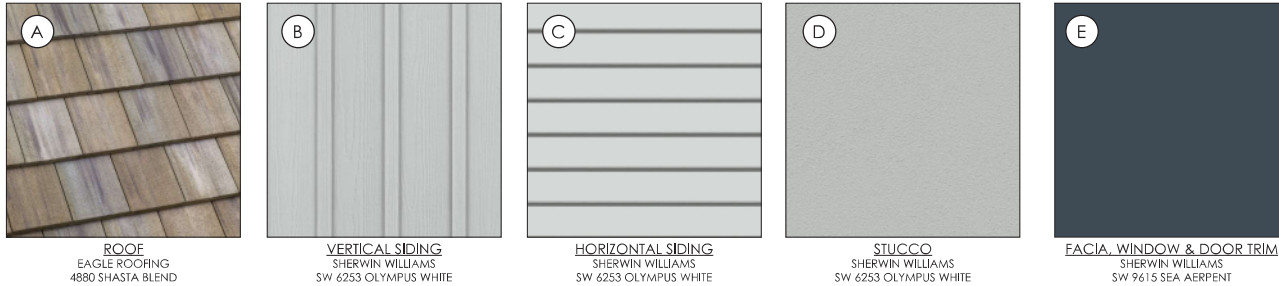
## SCHEME 2



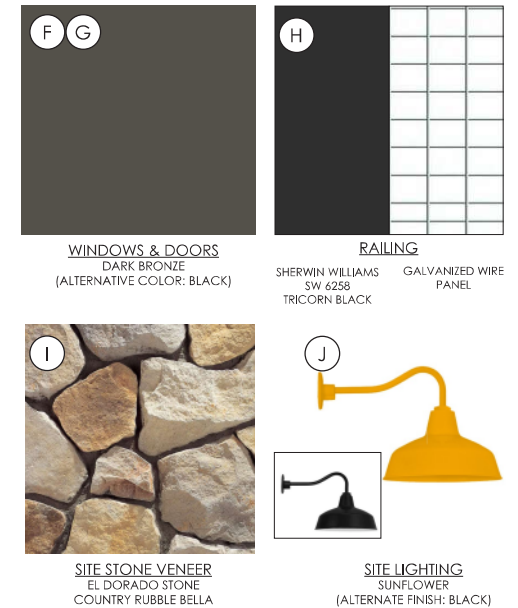
## SCHEME 3



## SCHEME 4



## COMMON FINISHES





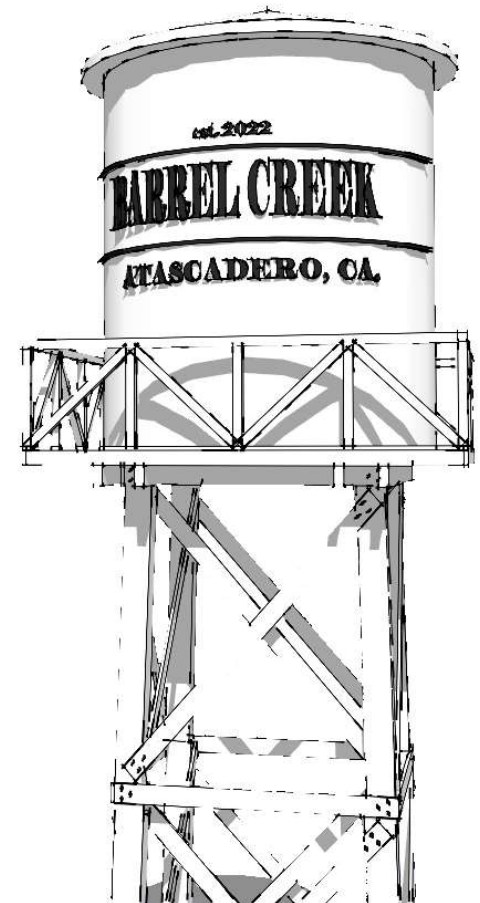
# COMMERCIAL ZONE

53,500SF TOTAL BUILDING AREA

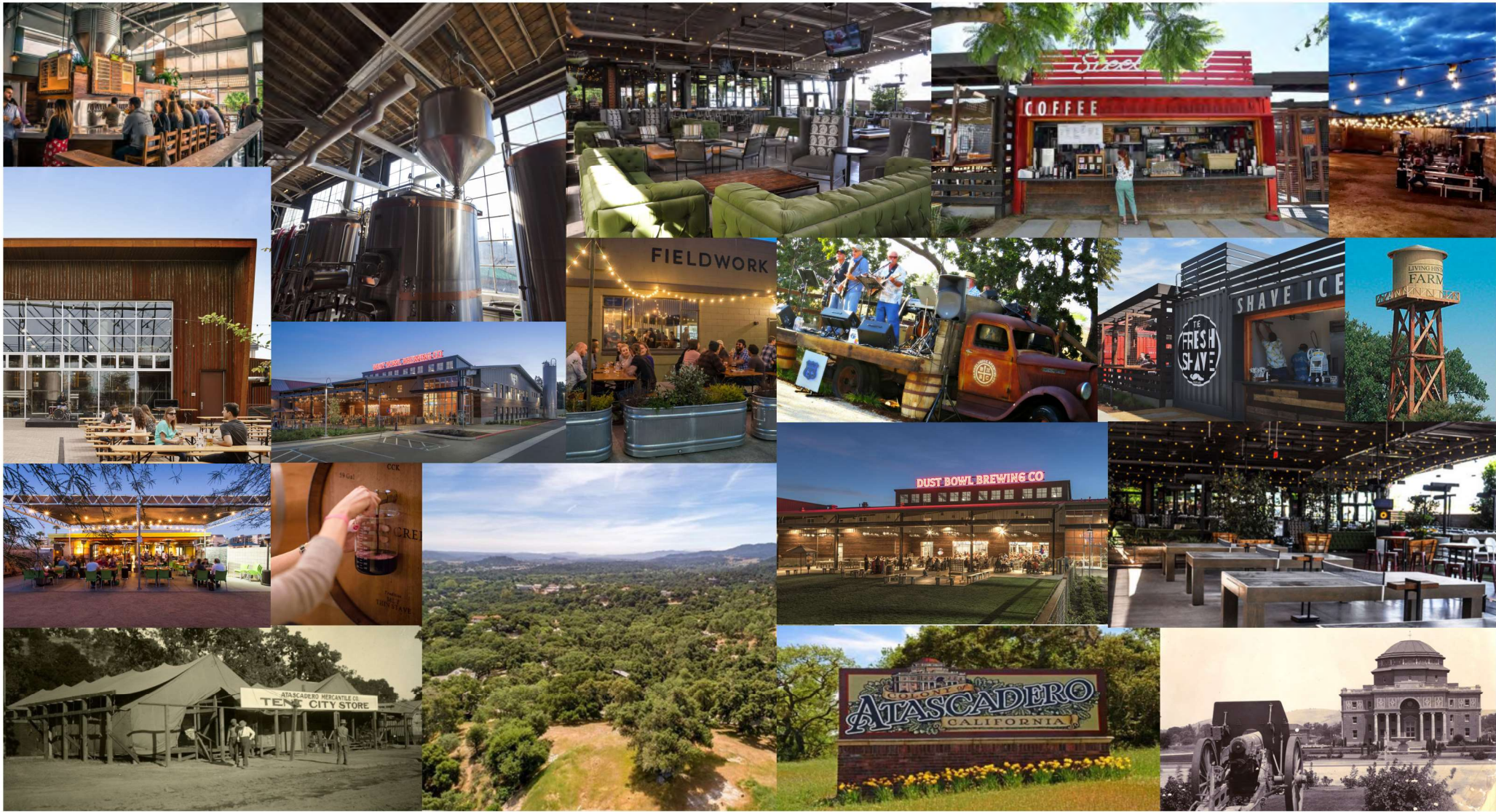
1-STORY BUILDINGS  
WINERY/BREWING USE - 5,000SF  
LIGHT INDUSTRIAL USE - 38,500SF  
RESTAURANT USE - 10,000SF

OPEN STALL PARKING

AGRARIAN STYLE  
THEMED NEIGHBORHOOD



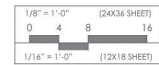




## CONTEMPORARY FARMHOUSE & AGRARIAN STYLE THEMED



# BARREL CREEK MIXED-USE COMMERCIAL - INSPIRATION IMAGE BOARD

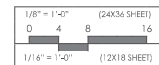


A21  
OPAKRECONSTRUCT OVER-  
LAY & VTOA



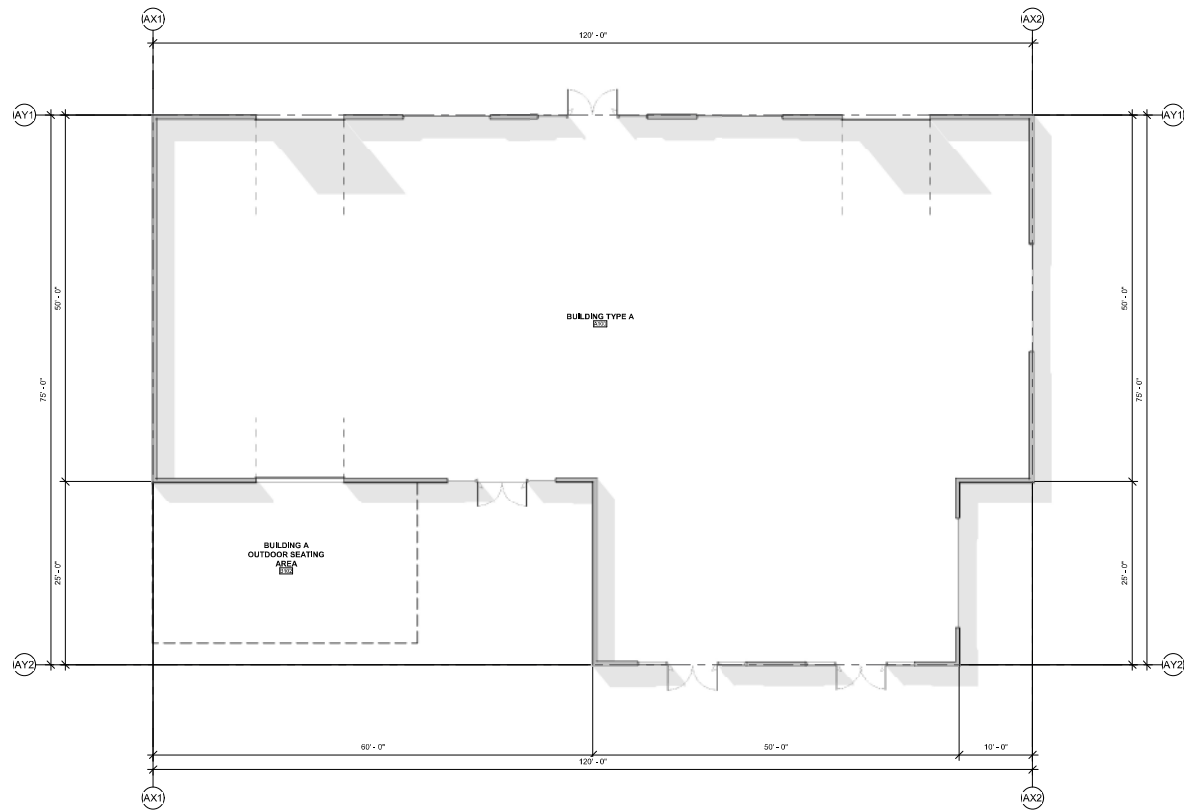


## BARREL CREEK MIXED-USE COMMERCIAL - CHARACTER RENDER



1515-024 P19  
JULY 27, 2022

**A22**  
GPA/REZONE/PD OVER-  
LAY & VTMA



PROPOSED GROSS AREA - BUILDING A	
BUILDING A	7,250 SF
TOTAL PROPOSED BUILDING AREA	7,250 SF

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





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



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

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



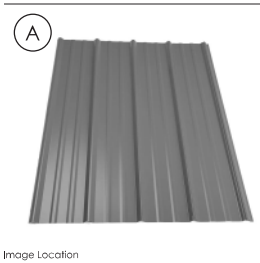
④ **REAR ELEVATION**  
1/8" = 1'-0" (24 X 36 SHEET)



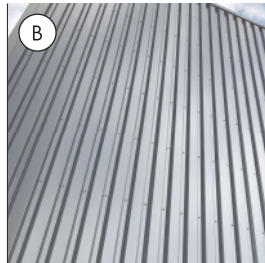


EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 1

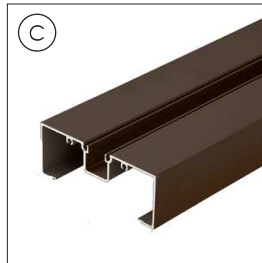
### EXTERIOR MATERIALS & TEXTURES TYPES



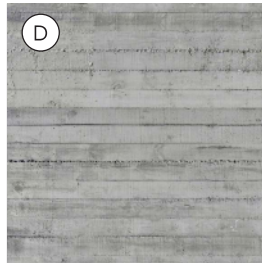
**METAL ROOF**  
MCELROY R-PANEL OR EQUAL



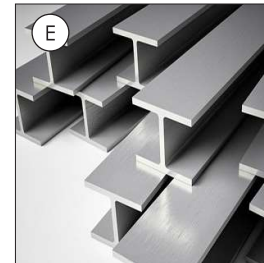
**METAL SIDING**  
MCELROY MINI RIB OR EQUAL



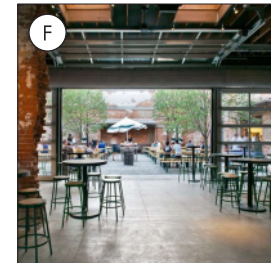
**ALUMINUM STOREFRONT**  
CRL-US ALUMINUM OR EQUAL



**BOARD-FORMED CONCRETE**  
SAND BLAST AND SEAL NATURAL FINISH



**STEEL I-BEAM**  
PAINTED OR NATURAL WEATHERED FINISH



**ALUMINUM GLASS DOOR**  
UV PROTECTED GLAZING



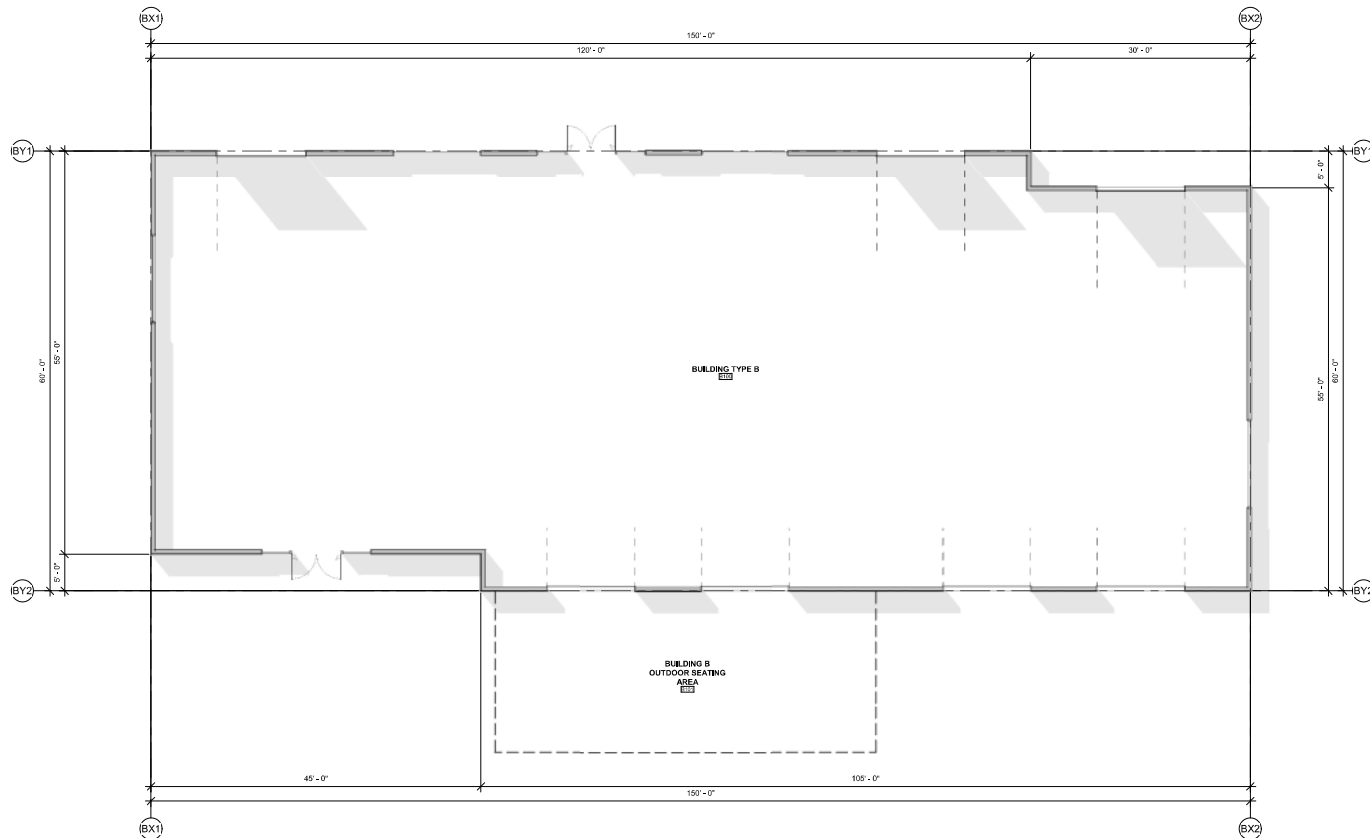
**SITE LIGHTING**  
FARM STYLE OR AGRARIAN STYLE FINISH



## BARREL CREEK MIXED-USE COMMERCIAL - TYP. BUILDING "A" MATERIALS & TEXTURES

1515-024P19  
JULY 27, 2022

**A25**  
GPA/REZONE/PD OVER-  
LAY & VTMA



PROPOSED GROSS AREA - BUILDING B	
BUILDING B	8625 SF
TOTAL PROPOSED BUILDING AREA	8625 SF

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

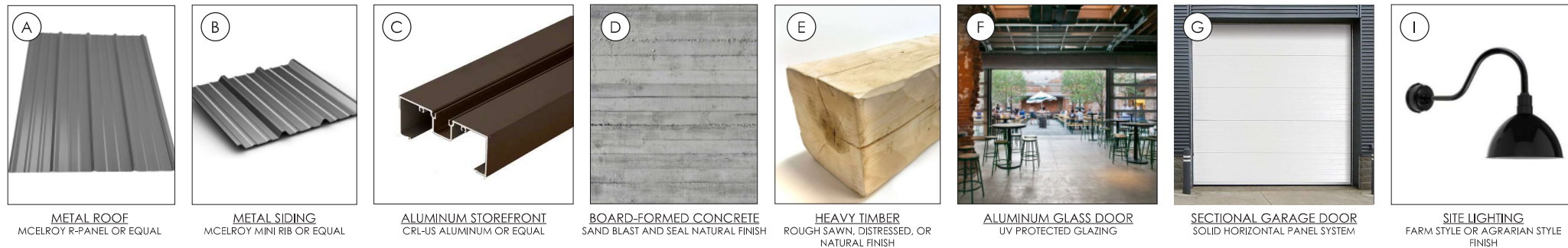




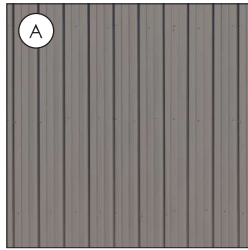


EXTERIOR MATERIALS EXHIBIT - SHOWN IN COLOR SCHEME 3

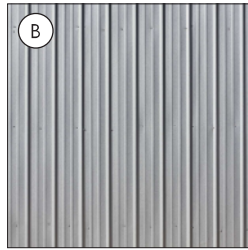
### EXTERIOR MATERIALS & TEXTURES TYPES



## SCHEME 1



METAL ROOF  
MCELROY R-PANEL  
COLOR: ASH GRAY



METAL SIDING  
MCELROY R-PANEL  
COLOR: GALVALUME PLUS

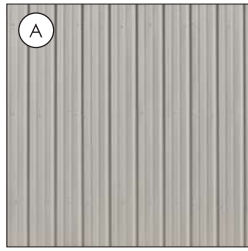


ALUMINUM STOREFRONT  
CRL-US ALUMINUM  
COLOR: OIL RUBBED BRONZE

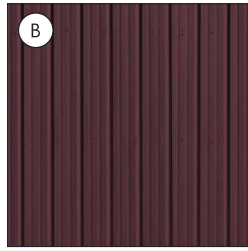


DOOR FINISHES  
COLOR: DARK BRONZE

## SCHEME 2



METAL ROOF  
MCELROY R-PANEL  
COLOR: GALVAMINE



METAL SIDING  
MCELROY R-PANEL  
COLOR: BRANDYWINE

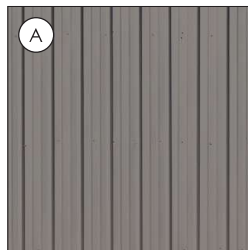


ALUMINUM STOREFRONT  
CRL-US ALUMINUM  
COLOR: MATTE BLACK

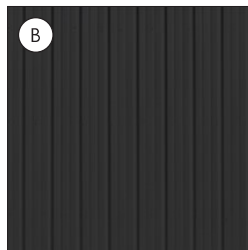


DOOR FINISHES  
COLOR: MATTE BLACK

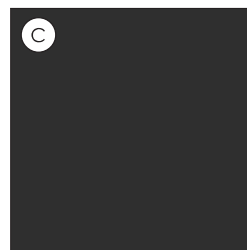
## SCHEME 3



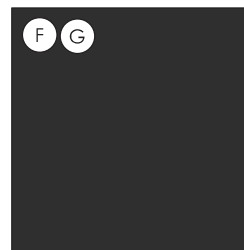
METAL ROOF  
MCELROY R-PANEL  
COLOR: ASH GRAY



METAL SIDING  
MCELROY R-PANEL  
COLOR: MATTE BLACK

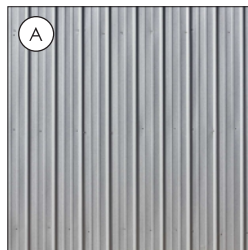


ALUMINUM STOREFRONT  
CRL-US ALUMINUM  
COLOR: MATTE BLACK

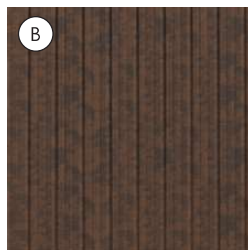


ALUMINUM GLASS DOOR  
COLOR: MATTE BLACK

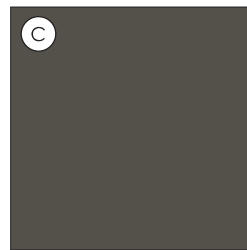
## SCHEME 4



METAL ROOF  
MCELROY R-PANEL  
COLOR: ASH GRAY



METAL SIDING  
MCELROY R-PANEL  
COLOR: MATTE BLACK

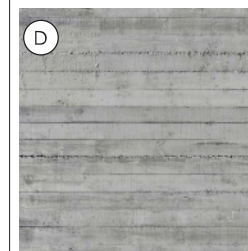


ALUMINUM STOREFRONT  
CRL-US ALUMINUM  
COLOR: MATTE BLACK



ALUMINUM GLASS DOOR  
COLOR: DARK BRONZE

## COMMON FINISHES



BOARD-FORMED CONCRETE  
DESCRIPTION

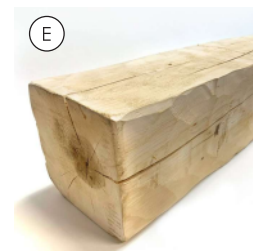


SITE LIGHTING  
CHARTREUSE  
(SHOWN IN ALTERNATE FINISH, BLACK)

## ACCENT FINISHES



STEEL I-BEAM  
SHERWIN WILLIAMS  
SW 6258 TRICORN BLACK



HEAVY TIMBER  
DESCRIPTION



# HOTEL ZONE

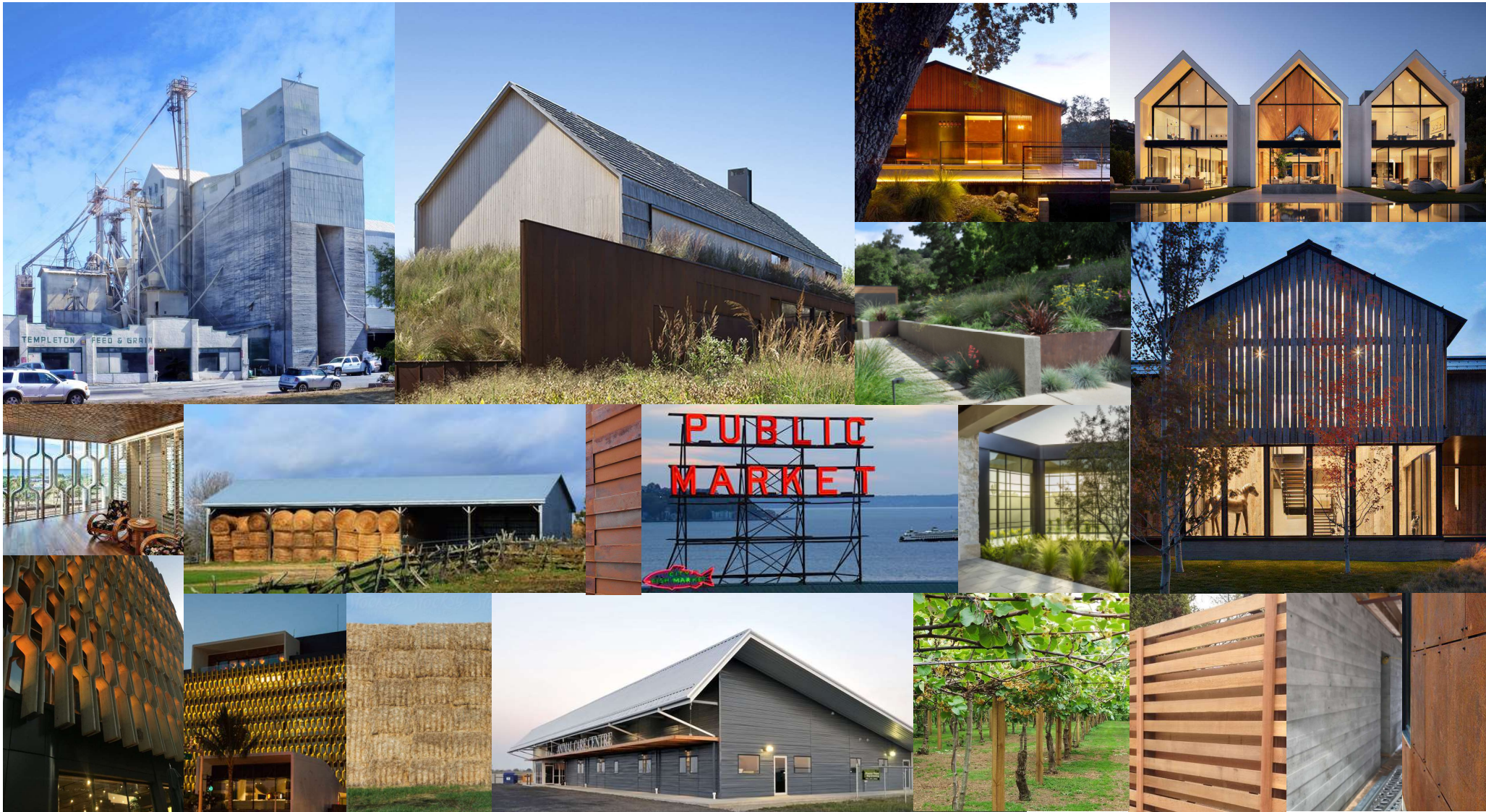
120 KEYS

4-STORY BUILDING

OPEN STALL PARKING  
GROUND FLOOR OUTDOOR POOL & SPA  
ROOF TOP OUTDOOR LOUNGE

CONTEMPORARY AGRARIAN STYLE  
THEMED





# CONTEMPORARY AGRARIAN STYLE THEMED

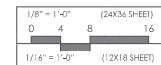








# **BARREL CREEK MIXED-USE HOTEL - CHARACTER RENDER - POOL SIDE**



1515-024 P19  
JULY 27, 2022

**A33**  
GPA/REZONE/PD OVER-  
LAY & VTMA

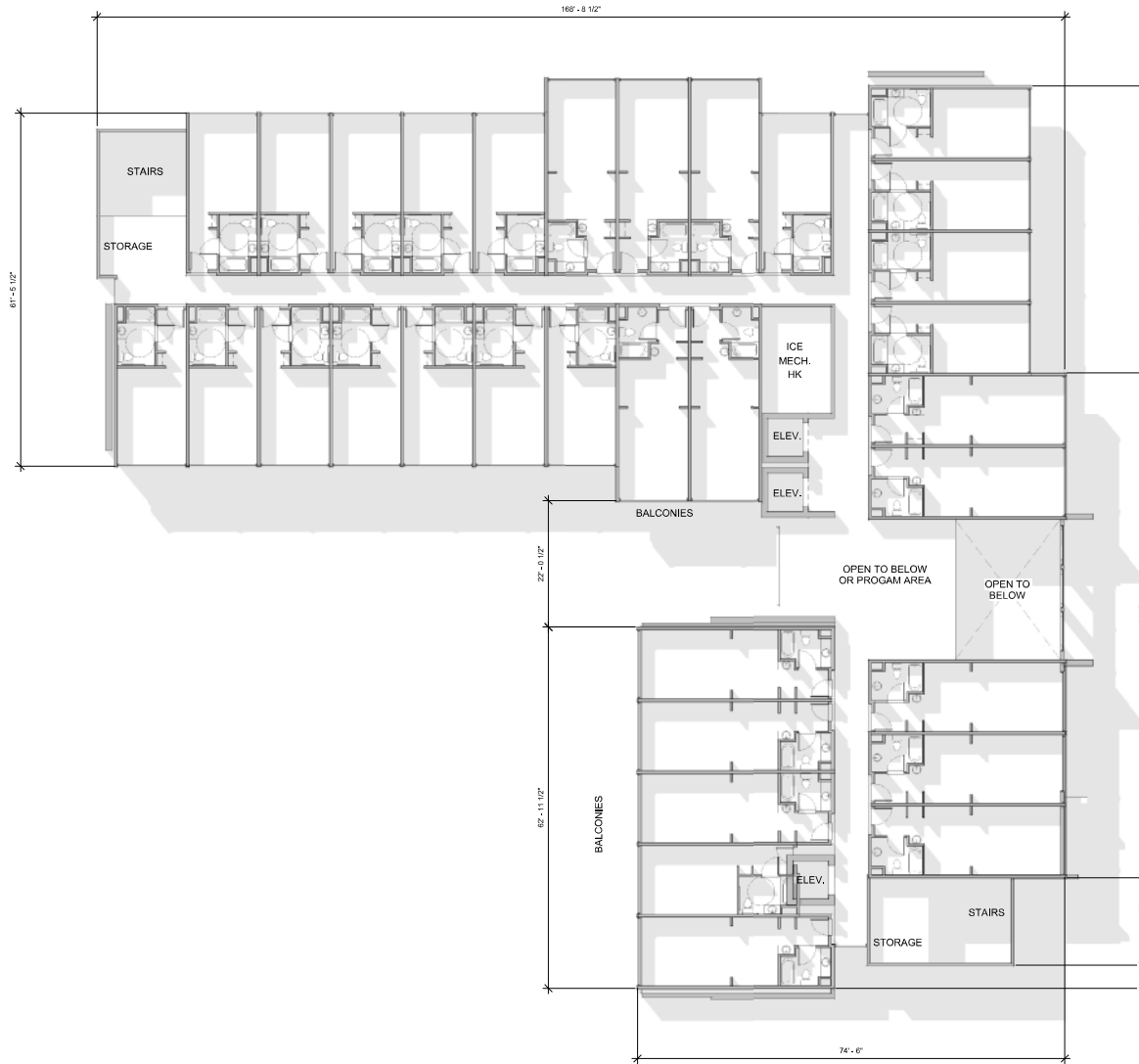


**ADDITIONAL PROGRAMMING SPACES OF CONSIDERATION:**  
 VALET/LUGGAGE  
 RECEPTION AREA STORAGE  
 ADDITIONAL MECHANICAL / ELECTRICAL AREA  
 TRASH / RECYCLE  
 STAFF OFFICE / COPY ROOM  
 FITNESS ROOM  
 BOILER ROOM  
 LAUNDRY  
 MAINTENANCE

AREAS - BUILDING (FLOORS)		
LEVEL 1 - COMMON		7273 SF
LEVEL 1 - ROOM KEYS		9079 SF
LEVEL 2 - COMMON		2673 SF
LEVEL 2 - ROOM KEYS		12806 SF
LEVEL 3 - COMMON		2115 SF
LEVEL 3 - ROOM KEYS		13416 SF
LEVEL 4 - COMMON		3722 SF
LEVEL 4 - ROOM KEYS		11688 SF
TOTAL BUILDING AREA		61870 SF

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





AREAS - BUILDING (FLOORS)	
LEVEL 1 - COMMON	7273 SF
LEVEL 1 - ROOM KEYS	6079 SF
LEVEL 2 - COMMON	2673 SF
LEVEL 2 - ROOM KEYS	12568 SF
LEVEL 3 - COMMON	2116 SF
LEVEL 3 - ROOM KEYS	13416 SF
LEVEL 4 - COMMON	3723 SF
LEVEL 4 - ROOM KEYS	11088 SF
TOTAL BUILDING AREA	61870 SF

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



AREAS - BUILDING (FLOORS)		
LEVEL 1 - COMMON		7273 SF
LEVEL 1 - ROOM KEYS		6079 SF
LEVEL 2 - COMMON		2673 SF
LEVEL 2 - ROOM KEYS		12506 SF
LEVEL 3 - COMMON		3116 SF
LEVEL 3 - ROOM KEYS		13416 SF
LEVEL 4 - COMMON		3722 SF
LEVEL 4 - ROOM KEYS		11686 SF
		61870 SF
TOTAL BUILDING AREA		61870 SF

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



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

AREAS - BUILDING (FLOORS)	
LEVEL 1 - COMMON	7273 SF
LEVEL 1 - ROOM KEYS	6079 SF
LEVEL 2 - COMMON	2973 SF
LEVEL 2 - ROOM KEYS	12908 SF
LEVEL 3 - COMMON	2118 SF
LEVEL 3 - ROOM KEYS	13418 SF
LEVEL 4 - COMMON	3722 SF
LEVEL 4 - ROOM KEYS	11088 SF
TOTAL BUILDING AREA	61870 SF



① **FRONT ELEVATION (EAST) - FACING HWY.**  
1/8" = 1'-0" (24 X 36 SHEET)



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





③ **REAR ELEVATION (WEST) - FACING OAK MNT. RANGE**  
 1/8" = 1'-0" (24 X 36 SHEET)



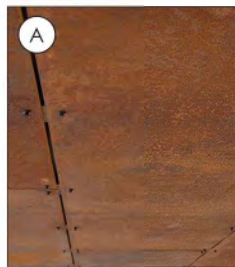
④ **LEFT ELEVATION (SOUTH) - FACING BARREL CREEK**  
 1/8" = 1'-0" (24 X 36 SHEET)



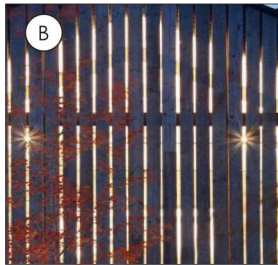


## EXTERIOR MATERIALS EXHIBIT

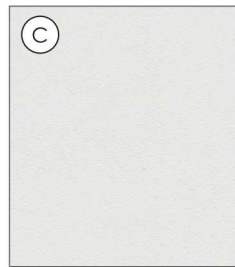
### EXTERIOR COLORS, MATERIALS & TEXTURES TYPES



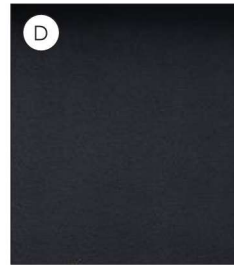
**METAL PANELS**  
CORTEN STEEL WEATHERED FINISH



**RAINSCREEN SYSTEM**  
VERTICAL METAL PLANKS BOARDS  
SIMULATED WEATHERED WOOD TEXTURED FINISH



**STUCCO**  
LAHABRA OR EQUAL  
X40 DOVE GREY, SMOOTH FINISH



**STUCCO**  
LAHABRA OR EQUAL  
MATCH TO DARK GREY/BLACK FINISH



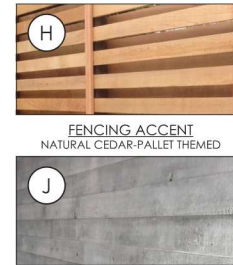
**ARCHITECTURAL PRECAST**  
CDI OR EQUAL  
GOLDEN TONE - LIMESTONE FINISH



**STANDING SEAM ROOF**  
MCELROY OR EQUAL  
LIGHT GRAY



**ALUMINUM STOREFRONT**  
CRL-US ALUMINUM  
OIL RUBBED BRONZE



**FENCING ACCENT**  
NATURAL CEDAR-PALLET THEMED



**SITE WALLS**  
HORIZONTAL BOARD-FORM CONCRETE

# MICRO COMMUNITY

APPROXIMATELY 16 UNITS

SHORT TERM RENTALS

1-STORY BUILDING

OPEN STALL PARKING

CONTEMPORARY AGRARIAN STYLE  
THEMED







## BARREL CREEK MIXED-USE MICRO COMMUNITY - INSPIRATION IMAGE BOARD



# Barrel Creek

## Transportation Impact Study

**Prepared For: RRM Design Group**

Central Coast Transportation Consulting  
895 Napa Avenue, Suite A-6  
Morro Bay, CA 93442  
(805) 316-0101

September 2022



## Executive Summary

This study evaluates the potential transportation impacts of the proposed Barrel Creek project in the City of Atascadero. The project includes 35,000 square feet (s.f.) of light industrial space, 20 single-family residential dwelling units, 40 multifamily residential dwelling units, a 120-room hotel, 10,000 s.f. of restaurant space, 5,000 s.f. of winery/brewery space, and 16 recreational vehicle sites. The following sections summarize the deficiencies and recommendations detailed in this report.

**Intersection Operations:** The study intersections operate acceptably under Existing Plus Project Conditions except at the Del Rio Road/Ramona Road (#2) intersection where the 95th percentile queue would block the Ramona Road intersection. The project increases the queue by less than one vehicle, the average queue would not block Ramona Road, and Ramona Road carries low volumes. Therefore, under Existing Plus Project conditions the queue blockage would be infrequent and would affect few drivers. Do Not Block Intersection Markings per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 3B.17 could be considered to address this infrequent blockage.

Under Existing Plus Approved Plus Project Conditions, the Del Rio Road/El Camino Real (#5) intersection does not operate acceptably and the following improvements are recommended:

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

The improvements at Del Rio Road/El Camino Real (#5) are a condition of approval the Del Rio Marketplace project prior to occupancy. The Barrel Creek project does not trigger these improvements.

In addition, the following improvements are recommended under Cumulative Conditions:

- Del Rio Road/Ramona Road (#2): Realign Ramona Road approximately 200 feet west of the existing location to provide greater separation from the US 101 Southbound Ramps.
- Del Rio Road/US 101 Southbound Ramps (#3): Construct an eastbound right turn lane and optimize the coordinated signal timing with the Northbound Ramps.
- Del Rio Road/US 101 Northbound Ramps (#4): Construct a westbound right turn lane and optimize the coordinated signal timing with the Southbound Ramps.

Signal head, signage, and pedestrian push button upgrades as well as reflective tape on backplates are recommended for all traffic signal modifications.

The improvements recommended under Existing Plus Approved Plus Project at the Del Rio Road/El Camino Real (#5) intersection operate at level of service (LOS C) under Cumulative Conditions with

the addition of project traffic. No traffic signal coordination or restriping of the northbound approach are required for acceptable queuing.

The improvements above have previously been identified in recent planning documents and traffic studies. However, the eastbound right turn lane at Del Rio Road/US 101 Southbound Ramps (#3) was not identified in the *Del Rio Specific Plan Amendment Traffic Analysis* (W-Trans, August 2020) and is not needed under Cumulative No Project Conditions for acceptable queuing.

We recommend the project make a fair share contribution towards the cost of these improvements. The project's fair share contribution is summarized at the end of this report.

***Site Access and On-Site Circulation Recommendations:***

The following summarizes the key site plan (provided as **Figure 2**) concepts and recommendations:

- Full access is proposed on San Ramon Road to serve the single-family residences. Only emergency access will be provided between the single-family residences and the remainder of the project.
- The site access on Del Rio Road is located between San Ramon Road and the Tiny Home driveway/future Ramona Road realignment and full access is proposed.
- A network of project frontage sidewalks and internal sidewalks are proposed. We recommend a pedestrian crossing of Street A to connect Del Rio Road to the commercial land uses.
- No mid-block pedestrian crossings are recommended on Del Rio Road. A crosswalk is proposed on the east side of the San Ramon Road intersection. If installed, we recommend the crosswalk be supplemented with ladder striping and pedestrian warning signage (W11-2 and W16-7P). A rectangular rapid flashing beacon (RRFB) could also be considered.

***Vehicle Miles Traveled:*** The project's residential VMT per capita and office VMT per employee would be below OPR and SLOCOG's recommended thresholds of 15 percent below the regional average. The project would have a less-than-significant impact to VMT.

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# 1.0 Introduction

This study evaluates the potential transportation impacts of the proposed Barrel Creek project in the City of Atascadero. The project includes 35,000 square feet (s.f.) of light industrial space, 20 single-family residential dwelling units, 40 multifamily residential dwelling units, a 120-room hotel, 10,000 s.f. of restaurant space, 5,000 s.f. of winery/brewery space, and 16 recreational vehicle sites.

The project location and study intersections are shown on **Figure 1**. The project site plan is shown on **Figure 2**.

The following intersections were analyzed during the weekday PM peak hour:

1. Del Rio Road/San Ramon Road
2. Del Rio Road/Ramona Road
3. Del Rio Road/US 101 Southbound Ramps
4. Del Rio Road/US 101 Northbound Ramps
5. Del Rio Road/El Camino Real

The level of service (LOS) and queuing are reported for each of the study intersections. The intersections were evaluated under the following scenarios:

- **Existing Conditions** reflects recent traffic counts and the existing transportation network.
- **Existing Plus Approved Conditions** adds approved projects to existing traffic volumes.
- **Existing Plus Approved Plus Project** adds Project-generated traffic to the Existing Plus Approved Conditions volumes.
- **Cumulative Conditions** represents future traffic conditions reflective of the buildout of land uses in the area, not including the proposed Project.
- **Cumulative Plus Project** represents future traffic conditions reflective of the buildout of land uses in the area, including the proposed Project.

Each scenario is described in more detail in the appropriate chapter.

## 1.1 BACKGROUND

The project would develop a portion of the northwest quadrant (known as the ‘Church site’) of the US 101/Del Rio Road interchange. Past studies identified the need for new roundabouts along Del Rio Road to accommodate traffic from the Walmart project and other area development. The withdrawal of the Walmart project enabled identification of smaller and less costly improvements to maintain traffic flows and acceptable operations.

### 1.1.1 Del Rio Road Interchange Traffic Analysis

The *Del Rio Road/US 101 Interchange Traffic Sensitivity Analysis* (W-Trans, March 2020) was prepared to evaluate multiple land use alternatives and their potential impacts to the Del Rio Road/US 101 interchange. This analysis resulted in the abandonment of the roundabout concept in favor of lower cost improvements to the signalized intersections along the corridor. Mitigation 1 would add a westbound right turn lane to the Del Rio Road/US 101 NB Ramps and Mitigation 2 would retime the signals and modify the Del Rio Road/El Camino Real intersection to construct a southbound right turn lane and provide more efficient signal phasing. Combined, these two mitigations would result in acceptable operations under the most intensive likely scenario.

Scenario 8c was identified as the most intensive likely scenario. On the Church site, this scenario included 120 single-family dwelling units, a 120-room hotel, a 36,000 s.f. business park, 7,000 s.f. of retail uses, a 5,000 s.f. brewery, and a 2,500 s.f. restaurant. A trip generation comparison between this development scenario and the proposed Barrel Creek project is provided in the Existing Plus Project Conditions section of this report.

### ***1.1.2 Del Rio Commercial Area Specific Plan***

The proposed project is located near the Del Rio Commercial Area Specific Plan. The Specific Plan was recently amended to accommodate the withdrawal of the Walmart project and interest in alternative land uses. The amendment and Final Environmental Impact Report (FEIR) Addendum were supported by the *Del Rio Specific Plan Amendment Traffic Analysis* (W-Trans, August 2020) that describes existing and future traffic operations along Del Rio Road. This analysis (Scenario 9a) reflects future conditions with six additional houses on the Church site (not the Barrel Creek project as currently envisioned or as evaluated in the interchange analysis described above).

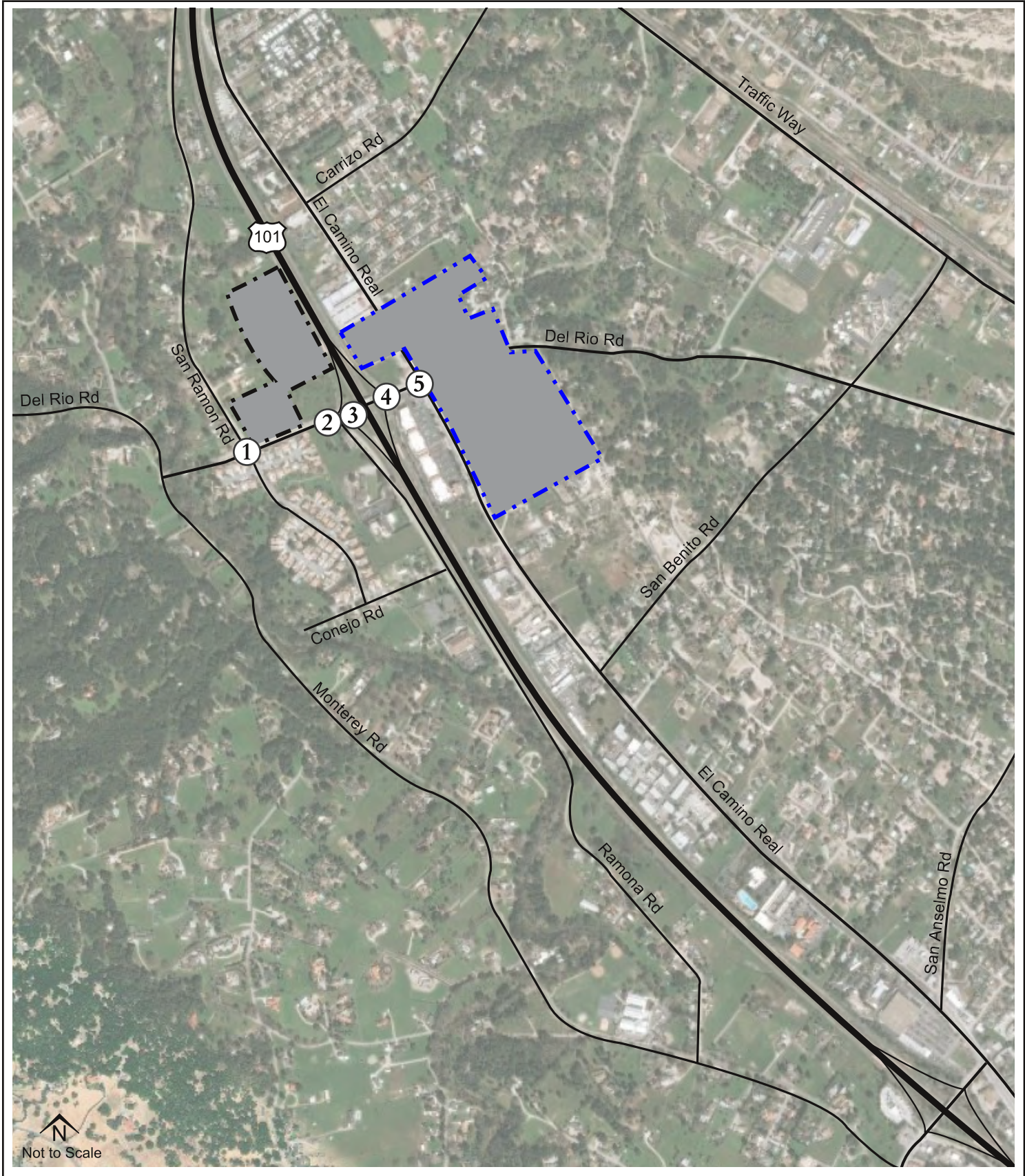
The traffic analysis identifies two phases of mitigations, effectively the same as Mitigation 1 and 2 described above in the Del Rio Road Interchange Traffic Analysis section, that can accommodate the planned growth with acceptable traffic operations. It also concludes that a large regional retail project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

Since the amendment, additional information about project development east of El Camino Real has been received from applicants. In May 2021, CCTC prepared the *Del Rio Ranch Transportation Impact Study* for the former Walmart site south of Del Rio Road. The proposed project's land uses included light industrial, multi-family dwellings, RV campsites, a hotel, a conference center, an amphitheater, and a small shopping center.

In March 2022, CCTC prepared the *Del Rio Marketplace Draft Transportation Impact Study* which evaluates a grocery store and associated uses. The trip generation was higher than analyzed in the amended Specific Plan.



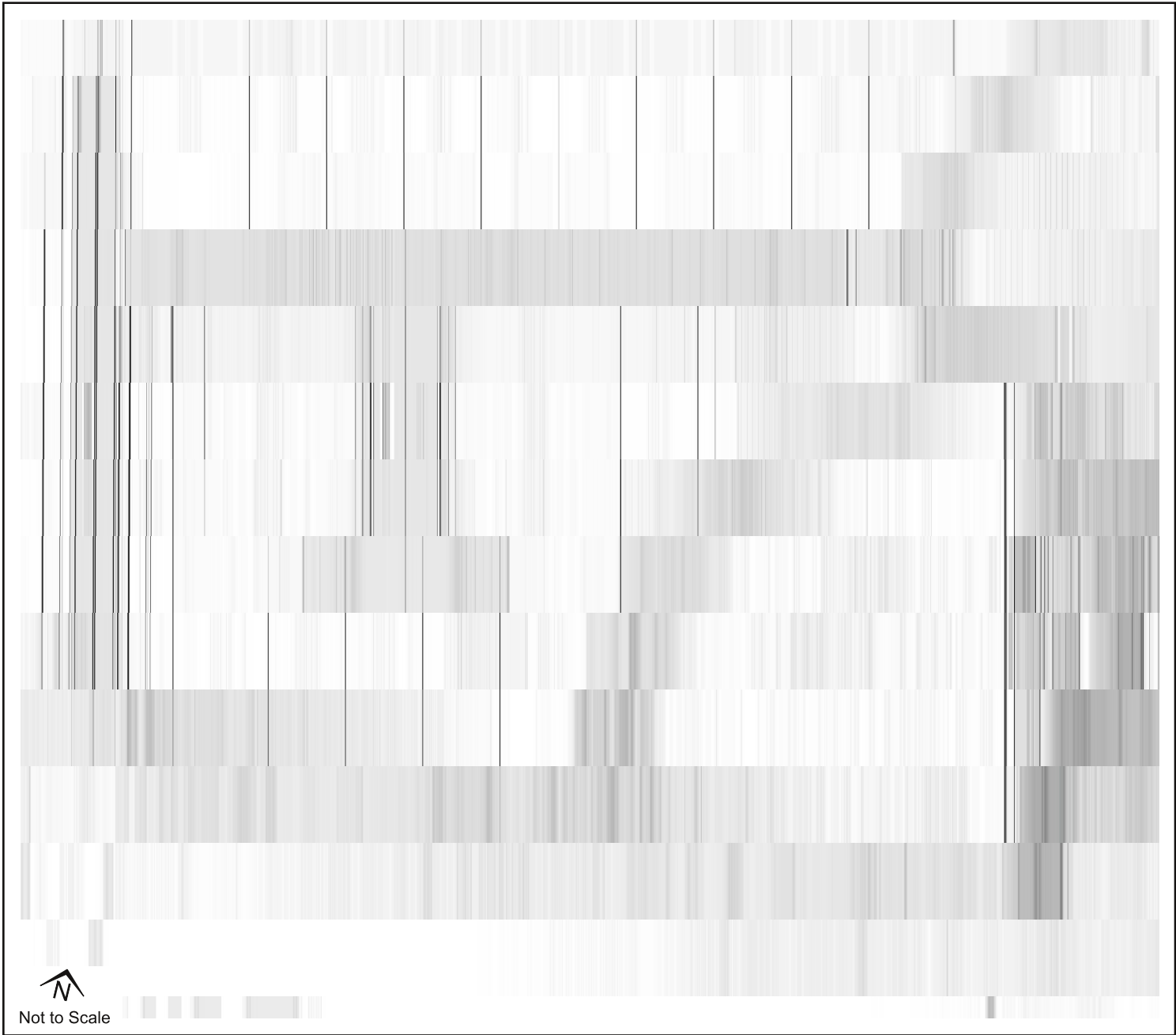
Figure 1: Project and Study Locations



**Legend:**

 - Project Site	 - Del Rio Specific Plan	 - Study Intersection
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Figure 2: Project Site Plan



Source: RRM Design Group





## 2.0 Analysis Methods

The analysis approach was developed based on City of Atascadero and Caltrans standards.

The State Office of Planning and Research (OPR) published a Technical Advisory in December 2018 with recommendations for evaluating VMT for various project types. The Technical Advisory notes that for mixed use projects the lead agency can evaluate each component of the project independently or may consider only the project's dominant use.

The City of Atascadero has not adopted VMT thresholds but the State Office of Planning and Research (OPR) and SLOCOG have suggested thresholds of 15 percent below the regional average for residential VMT per capita and office VMT per employee, which are used here. The SLOCOG Travel Demand Model is used to evaluate the project's change to VMT as described below:

- Residential VMT is calculated as the sum of all home-based productions (home to work, shop, school, college, and other), each multiplied by distances between zone pairs.
- Office VMT is calculated as home-based work attractions multiplied by distances between zone pairs.

While LOS is not an allowable CEQA metric it remains in planning documents for the City of Atascadero. The LOS thresholds for intersections based on the 6<sup>th</sup> Edition Highway Capacity Manual (HCM) are presented in **Table 1**. The study intersections were analyzed with the Synchro 10 software package applying the HCM 6<sup>th</sup> Edition methods, except where unusual signal phasing required the use of HCM 2000.

**Table 1: Intersection Level of Service Thresholds**

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

The City's Circulation Element specifies that level of service (LOS) C or better operations shall be maintained as the standard at all intersections and on all arterial and collector roads. Upon City Council approval, LOS D is acceptable where residences are not directly impacted and improvements to meet the City's standard would be prohibitively costly or disruptive.

Caltrans has eliminated LOS consistent with SB 743 and now relies on VMT and safety to evaluate transportation impacts. Caltrans recently issued a series of policy documents related to transportation impacts and CEQA determinations. Caltrans published a VMT-Focused TIS Guide in May 2020 which replaced the prior guide reliant on LOS. The TIS Guide notes that lead agencies have the discretion to choose VMT thresholds and methods, and generally conforms to OPR guidance.

## 3.0 Existing Conditions

This section describes the existing transportation system and current operating conditions in the study area.

### 3.1 EXISTING CIRCULATION NETWORK

The existing roadways adjacent to the proposed project are described below. Bicycle facilities in the community include Class I, II, and III bikeways. A Class I bikeway (bike path) provides a completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized. A Class II bikeway (bike lane) provides a striped lane for one-way bicycle travel on the side of the street adjacent to vehicle traffic. A Class III bikeway (bike route) consists of a roadway that is shared between bicycle and vehicle traffic. Roadways in the vicinity of the project include:

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

The existing study intersections are described below:

- Del Rio Road/San Ramon Road (#1): Side-street stop controlled with marked crosswalk on the south leg only.
- Del Rio Road/Ramona Road (#2): Side-street stop controlled with no marked crosswalks.
- Del Rio Road/US 101 Southbound Ramps (#3): Existing traffic signal with marked crosswalk and pedestrian signals on the south leg only.
- Del Rio Road/US 101 Northbound Ramps (#4): Existing traffic signal with marked crosswalk and pedestrian signals on the south leg only.
- Del Rio Road/El Camino Real (#5): Existing traffic signal with marked crosswalks and pedestrian signals on all legs.

#### 3.1.1 Transit

The San Luis Obispo Regional Transit Authority (RTA) operates fixed route transit service in the study area. *RTA Route 9* is a bus service traveling between San Luis Obispo, Santa Margarita, Atascadero, Templeton, Paso Robles, and San Miguel with hourly headways on weekdays and reduced frequency on weekends. The closest bus stops to the project site are approximately one-quarter mile away on El Camino Real near Del Rio Road at Mission Oaks Plaza.

### 3.2 EXISTING OPERATIONS

Traffic count data at the study intersections was collected in February 2022 except for Del Rio Road/San Ramon Road (#1) intersection which was collected in December 2020 and adjusted up using adjacent intersection count data due to the Pandemic and balanced with the 2022 volumes.

Consistent with recent studies in the area, only the weekday commute PM peak hour was analyzed since this is the hour which dictates future improvements. Additionally, the project is expected to generate more vehicle trips during the PM peak hour than during the AM peak hour, as shown in the Existing Plus Project section of this report.

**Figure 3** shows the Existing traffic volumes and lane configurations. Traffic count sheets are provided in **Appendix A**. **Table 2** summarizes the LOS and **Table 3** summarizes key vehicular queuing for the study intersections, with detailed calculation sheets included in **Appendix B**.

**Table 2: Existing PM Peak Hour LOS**

Existing PM Peak Hour Levels of Service		
Intersection	Existing Delay <sup>1</sup>	LOS
1. Del Rio Rd/San Ramon Rd	1.6 (10.9)	- (B)
2. Del Rio Rd/Ramona Rd	0.7 (9.9)	- (A)
3. Del Rio Rd/US 101 SB Ramps	12.0	B
4. Del Rio Rd/US 101 NB Ramps	9.6	A
5. Del Rio Rd/El Camino Real	13.5	B
1. HCM 6th average control delay in seconds per vehicle (HCM 2000 used for Intersections 3 and 4). For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall intersection delay.		

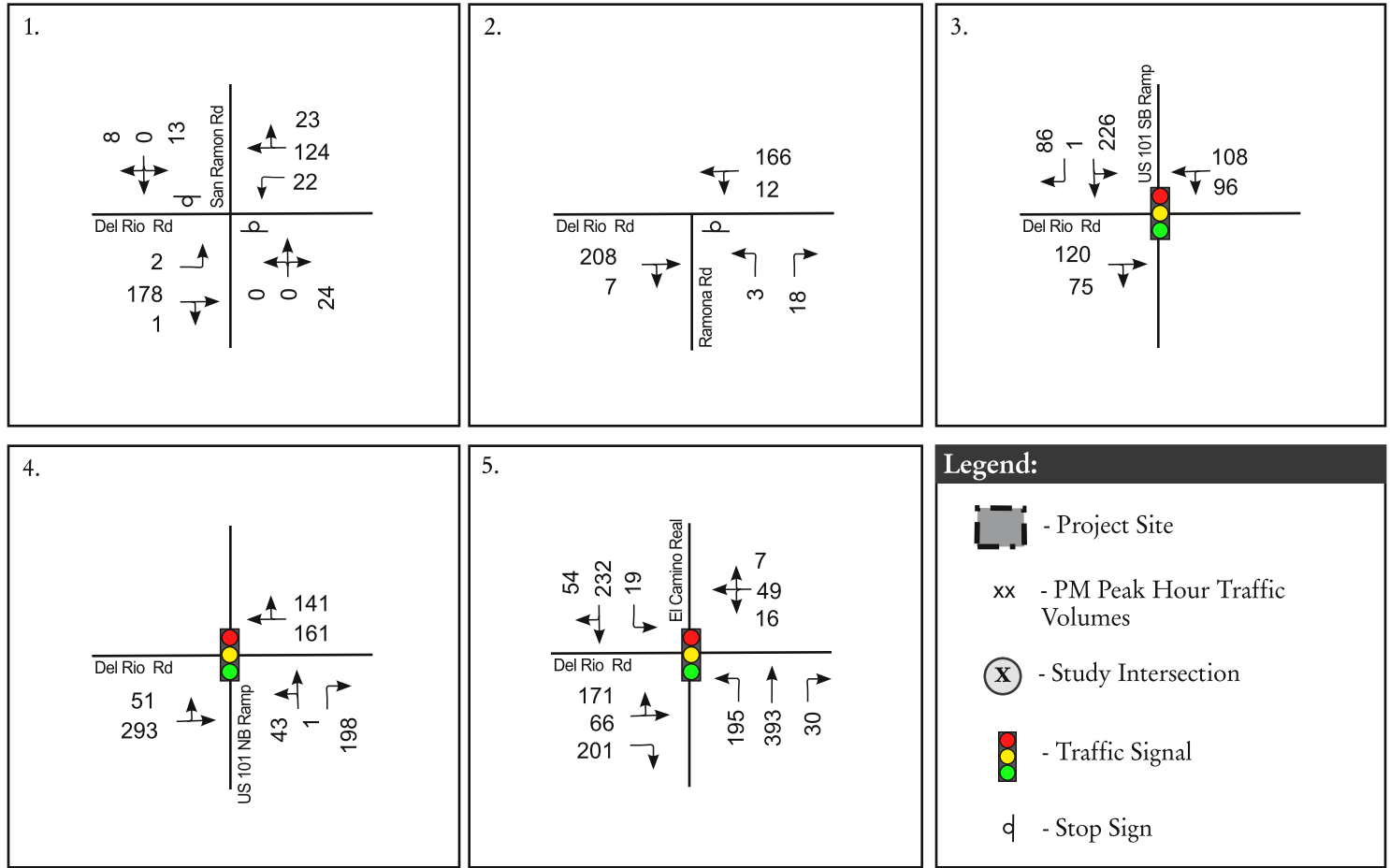
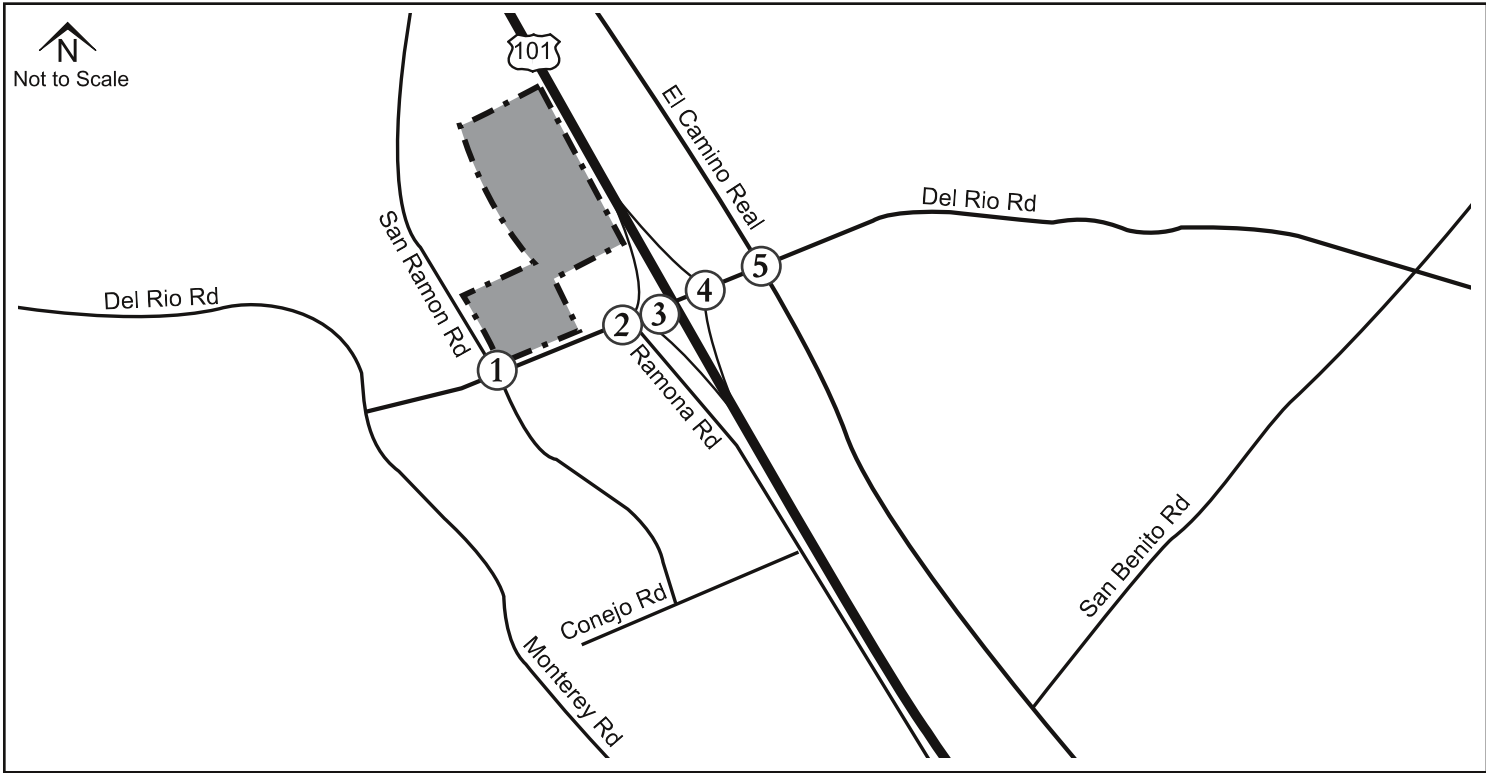
Table 3: Existing PM Peak Hour Queues

Existing PM Peak Hour Intersection Queues			
Intersection	Movement	Storage Length (ft)	95 <sup>th</sup> Percentile Queue (ft) <sup>1</sup>
3. Del Rio Rd/US 101 SB Ramps	EBT	40	<b>47</b>
	WBT	290	64
	SBL <sup>2</sup>	705	126
	SBR	25	20
4. Del Rio Rd/US 101 NB Ramps	EBT	290	157
	WBT	240	53
	NBL <sup>3</sup>	475	36
	NBR	175	46
5. Del Rio Rd/El Camino Real	EBL	240	211
	EBR	240	50
	NBL	280	188
	SBL	150	36
<p>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.</p> <p>2. Deceleration length of 235 feet has been subtracted from the storage length per the Highway Design Manual for 30 mph design speed.</p> <p>3. Deceleration length of 425 feet has been subtracted from the storage length per the Highway Design Manual for 50 mph design speed.</p> <p><b>Bold indicates queue length longer than storage length.</b></p>			

All study intersections operate acceptably under Existing Conditions except the eastbound through movement 95th percentile queue length at the Del Rio Road/US 101 Southbound Ramps (#3) intersection would exceed the available storage and block the Ramona Road intersection.



Figure 3: Existing Volumes and Lane Configurations



## 4.0 Existing Plus Project Conditions

This section evaluates the effects of the proposed project on the surrounding transportation network under existing plus project conditions and existing plus approved plus project conditions.

### 4.1 PROJECT TRAFFIC

The amount of project traffic affecting the study locations is estimated in three steps: trip generation, trip distribution, and trip assignment. Trip generation refers to the total number of trips generated by the site. Trip distribution identifies the general origins and destination of these trips, and trip assignment specifies the routes taken to reach these origins and destinations.

#### 4.1.1 Trip Generation and Trip Distribution

The Institute of Transportation Engineers (ITE) *Trip Generation Manual* 11th Edition was used to estimate the trip generation of the Barrel Creek project. Internal capture trips were deducted to obtain total external trips. No pass-by reduction was applied, consistent with the previous analysis of the site. If applied, the pass-by reduction would be 39 trips during the PM peak hour. **Table 4** summarizes the project trip generation.

**Table 4: Trip Generation**

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

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.

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**

<b>Trip Distribution</b>	
<b>Location</b>	<b>%</b>
Ramona Road	1%
San Ramon (South)	1%
El Camino Real (North)	4%
El Camino Real (South)	11%
Del Rio Road (East)	6%
Del Rio Road (West)	10%
US 101 (North)	25%
US 101 (South)	42%
<b>Total</b>	<b>100%</b>

## 4.2 APPROVED PROJECTS

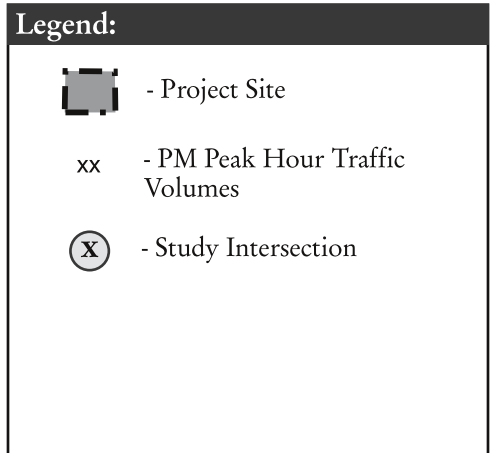
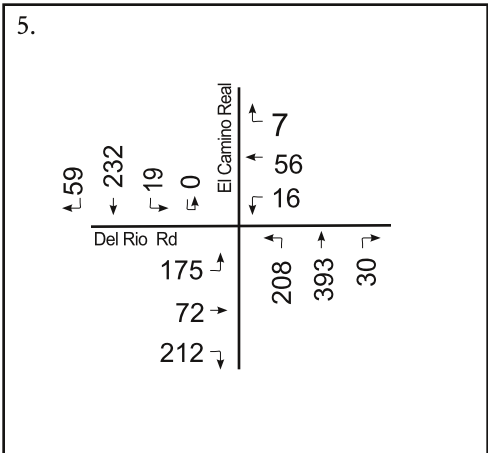
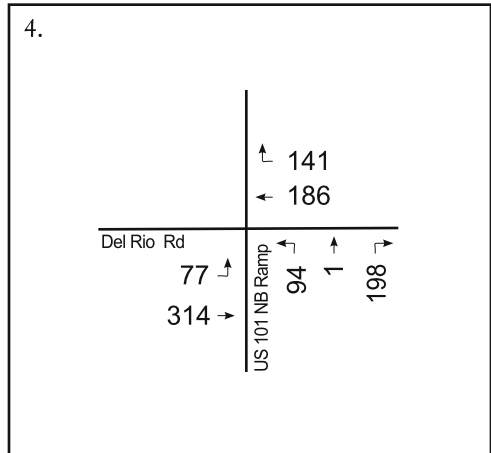
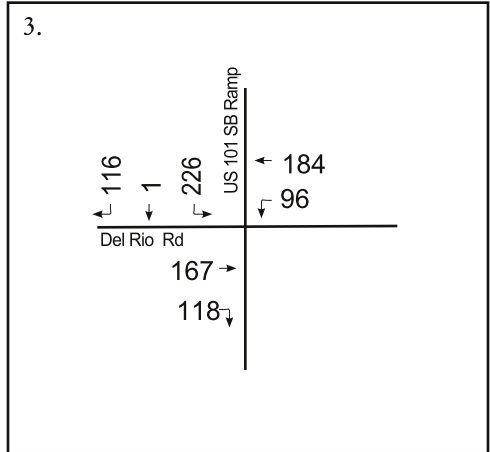
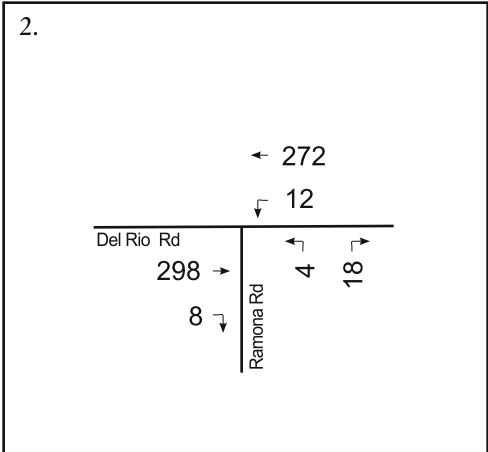
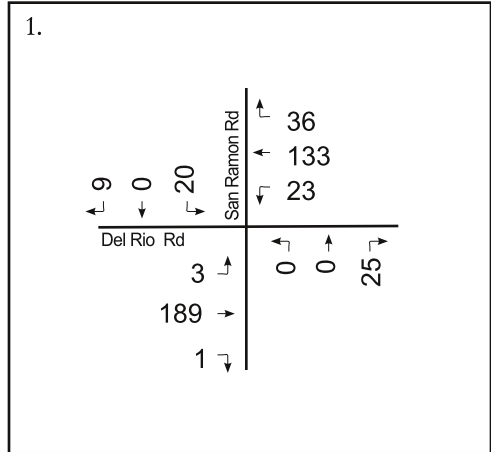
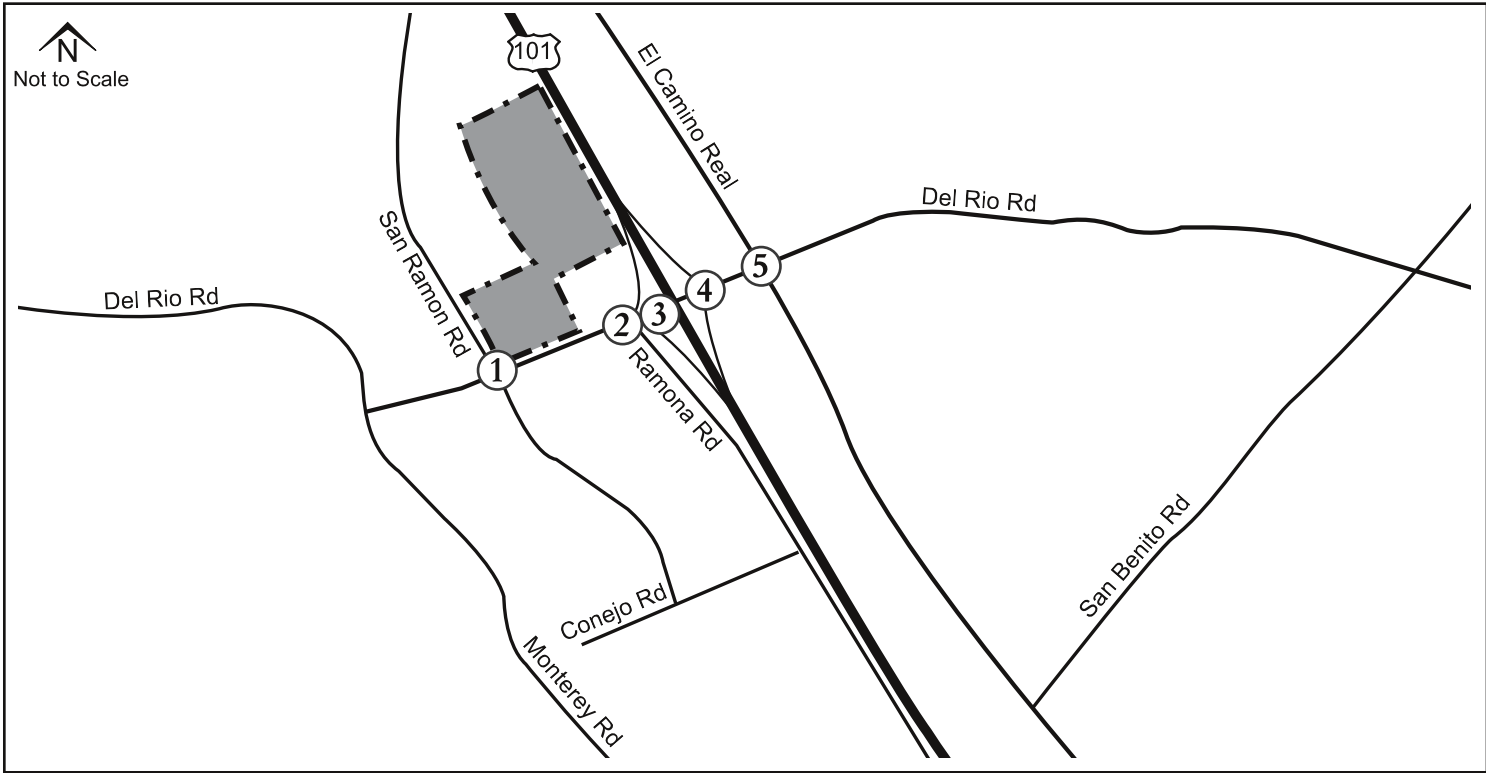
Approved developments were added to the existing traffic volumes to develop Existing Plus Approved Conditions. The approved projects included are summarized in and the Existing Plus Approved Plus Project volumes are shown in **Figure 5**.

**Table 6: Approved Projects**

<b>Approved Projects</b>		
<b>Project</b>	<b>Size</b>	<b>Trip Generation Source</b>
Taco Bell	1,900 square feet	Del Rio Specific Plan Amendment Traffic Analysis
Gas Station	12 fueling stations	Del Rio Specific Plan Amendment Traffic Analysis
Retail Pad	2,000 square feet	Del Rio Specific Plan Amendment Traffic Analysis
Sit-Down Restaurant	2,000 square feet	Del Rio Specific Plan Amendment Traffic Analysis
Tiny Hotel	22 sites/units	ITE Land Use Code #416 Campground/RV Park
Emerald Ridge	208 dwelling units	ITE Land Use #220 Multi-Family Low Rise
Del Rio Ridge	42 dwelling units	ITE Land Use #220 Multi-Family Low Rise
The Edge	15,000 square feet	ITE Land Use #822 Retail Plaza, #932 Restaurant, and #970 Winery
Del Rio Marketplace	203,700 square feet	Del Rio Marketplace Draft Transportation Impact Analysis
Sources: Del Rio Specific Plan Amendment Traffic Analysis, Table 3 (W-Trans, August 2020), Del Rio Marketplace Draft Transportation Impact Study (CCTC, March 2022), & Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Ed.		

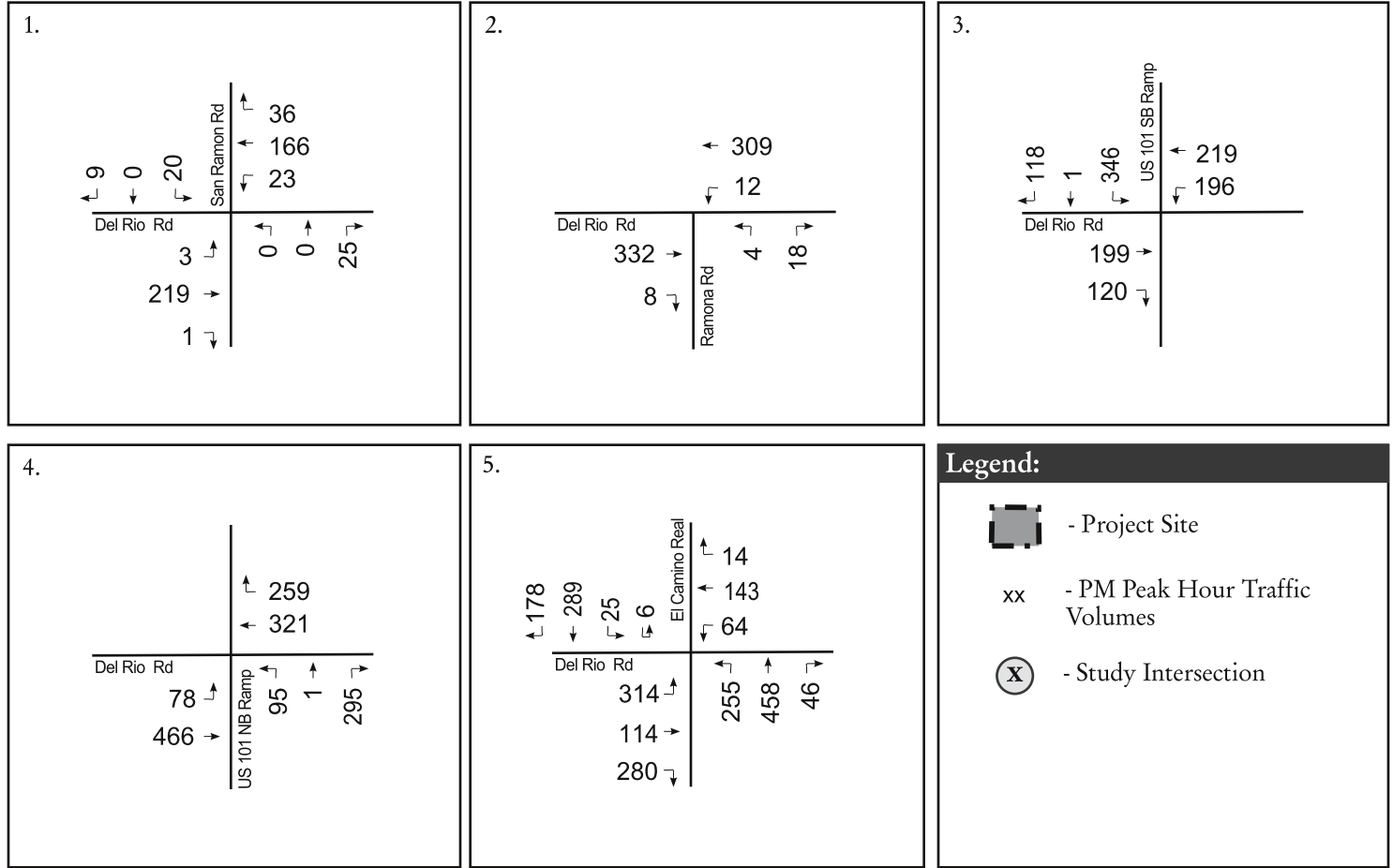
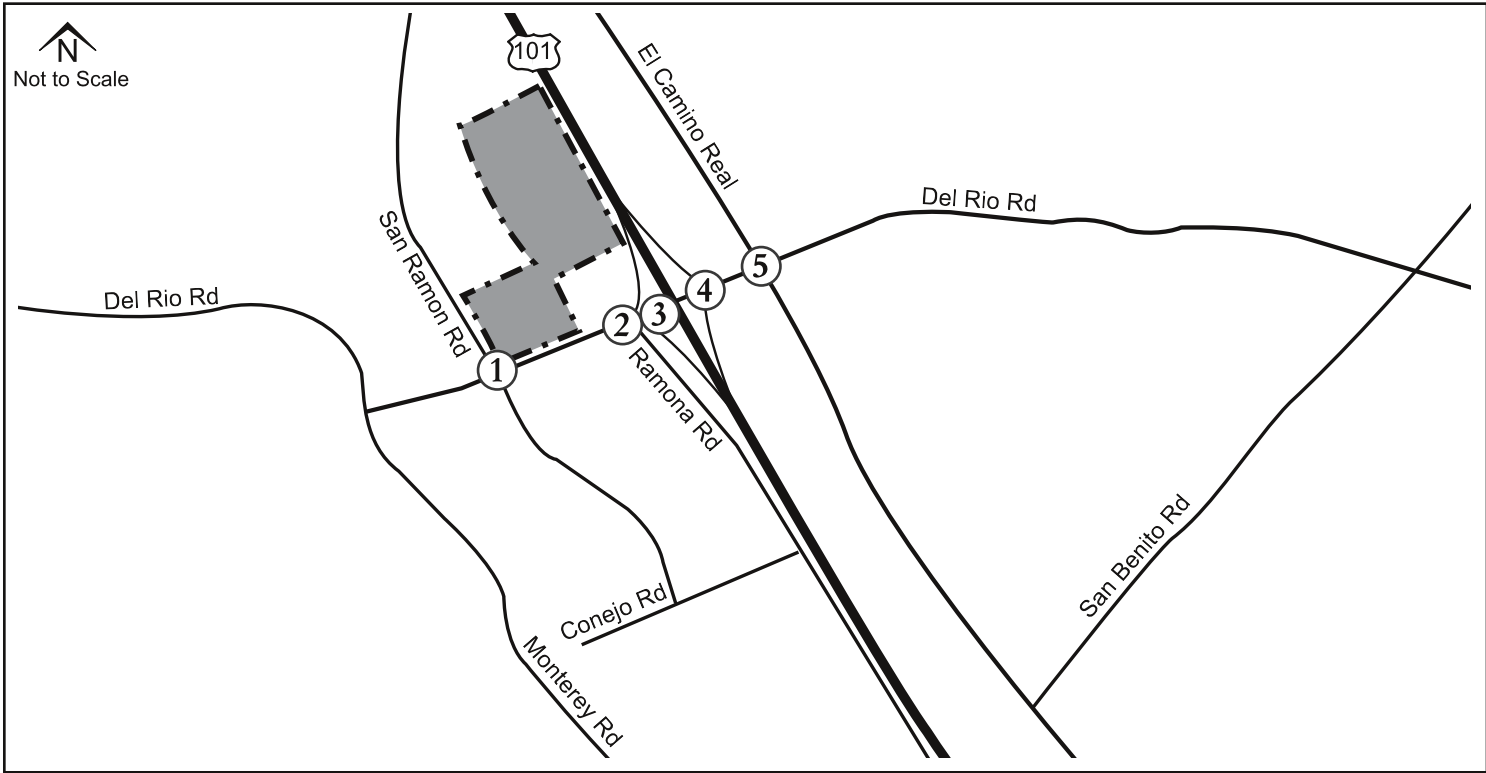
The recently constructed hotel project is included in the 2022 traffic volumes. The intersection operations are discussed under Existing Plus Approved Plus Project intersection operations. The Del Rio Ranch project is included in the Cumulative No Project scenario.

Figure 4: Existing Plus Project





# Figure 5: Existing Plus Approved Plus Project Volumes



### 4.3 EXISTING PLUS PROJECT AND EXISTING PLUS APPROVED PLUS PROJECT INTERSECTION OPERATIONS

**Table 7** summarizes the LOS and **Table 8** presents the key queues for the study intersections during the weekday PM peak hour, with detailed calculation sheets included in **Appendix B**.

**Table 7: Existing Plus Project and Existing Plus Approved Plus Project PM Peak Hour LOS**

Existing Plus Project and Existing Plus Approved Plus Project PM Peak Hour Levels of Service						
Intersection	Existing		Existing + Project		Existing + Approved + Project <sup>2</sup>	
	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>	LOS
1. Del Rio Rd/San Ramon Rd	1.6 (10.9)	- (B)	1.7 (11.6)	- (B)	1.6 (12.3)	- (B)
2. Del Rio Rd/Ramona Rd	0.7 (9.9)	- (A)	0.5 (11.1)	- (B)	0.5 (11.5)	- (B)
3. Del Rio Rd/US 101 SB Ramps	12.0	B	11.2	B	15.9	B
4. Del Rio Rd/US 101 NB Ramps	9.6	A	10.1	B	10.7	B
5. Del Rio Rd/El Camino Real	13.5	B	18.1	B	<b>113.9</b> (21.2)	<b>F</b> (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. <b>Unacceptable operations shown in bold text.</b>						

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

<b>Existing Plus Project and Existing Plus Approved Plus Project PM Peak Hour Queues<sup>1</sup></b>					
<b>Intersection</b>	<b>Movement</b>	<b>Storage Length (ft)</b>	<b>Existing</b>	<b>Existing + Project</b>	<b>Ex.+ Approved + Project<sup>4</sup></b>
3. Del Rio Rd/ US 101 SB Ramps	EBT	40	47	71	85
	WBT	290	64	99	#128
	SBL <sup>2</sup>	705	126	126	#231
	SBR	25	20	33	33
4. Del Rio Rd/ US 101 NB Ramps	EBT	290	157	168	m275
	WBT	240	53	62	166
	NBL <sup>3</sup>	475	36	65	63
	NBR	175	46	45	52
5. Del Rio Rd/ El Camino Real	EBL	240	211	228	<b>#717</b> (#231)
	EBR	240	50	51	66 (50)
	NBL	280	188	208	<b>292</b> (126)
	SBL	150	36	37	52 (22)
<p>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.</p> <p>2. Deceleration length of 235 feet has been subtracted from the storage length per the Highway Design Manual for 30 mph design speed.</p> <p>3. Deceleration length of 425 feet has been subtracted from the storage length per the Highway Design Manual for 50 mph design speed.</p> <p>4. Queues in parentheses include improvements to be completed by Del Rio Marketplace.</p> <p># indicates 95th%ile volume&gt;capacity, queue may be longer. <b>Bold indicates queue longer than storage length.</b></p>					

At Del Rio Road/US 101 Southbound Ramps (#3), the eastbound through movement queue would further be exceeded by the addition of project traffic and the approved projects. The project would add slightly less than one vehicle to the eastbound through movement queue.

All study locations operate with acceptable LOS except Del Rio Road/El Camino Real (#5) under Existing Plus Approved Plus Project Conditions. The improvements to be completed by the Del Rio Marketplace project are included in parenthesis in **Table 7** and **Table 8** and are summarized in the following section.

#### **4.3.1 Recommended Improvements**

The following intersection improvements are recommended:

- Del Rio Road/Ramona Road (#2): Ramona Road carries low volumes and the queues reported in **Table 8** would not be exceeded 95 percent of the time. The average (50<sup>th</sup> percentile) queue from the downstream intersection would not block Ramona Road with the addition of project traffic and would be less than two vehicles with the addition of approved projects. Therefore, under Existing Plus Project conditions the queue blockage would be infrequent and would affect few drivers. Do Not Block Intersection Markings per the California Manual on Uniform Traffic Control Devices (CAMUTCD) Section 3B.17 could be considered to address this infrequent blockage.
- Del Rio Road/El Camino Real (#5): The following improvements are recommended:
  - Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,

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

The improvements at Del Rio Road/El Camino Real (#5) are a condition of approval the Del Rio Marketplace project prior to occupancy. The Barrel Creek project does not trigger these improvements.

#### 4.4 SITE ACCESS AND ON-SITE CIRCULATION

This section discusses issues related to site access and on-site circulation. On-site circulation deficiencies would occur if the project designs fail to meet appropriate standards, fail to provide adequate truck access, or would result in hazardous conditions.

The American Association of State Highway and Transportation Officials (AASHTO) states that, “ideally, driveways should not be located within the functional area of an intersection or the influence area of an adjacent driveway.”

The site plan shown on **Figure 2** currently proposes two driveways, one on San Ramon Road and one on Del Rio Road. Full access is proposed on San Ramon Road which will serve the single family residences. Only emergency access will be provided between the single family residences and the remainder of the project.

Due to its proximity to the US 101 Southbound Ramps, Ramona Road, and the future realignment of Ramona Road west of the existing location, the Del Rio Road driveway was located between the San Ramon Road intersection and the future realignment of Ramona Road to allow for full access.

The site plan includes a network of project frontage sidewalks on Del Rio Road and San Ramon Road and internal sidewalks on one or both sides of each roadway. We recommend a pedestrian crossing of Street A to connect El Camino Real to the commercial land uses.

Landscaping and sight distance shall comply with City Standard Drawing Number 414.

Crosswalks whether marked or unmarked exist at all intersections unless prohibited. Guidance from the Federal Highway Administration recommends that a minimum of 20 pedestrians per peak hour (or 15 or more elderly and/or child pedestrians) exist at a location before placing a high priority on the installation of a marked crosswalk.

During the six hour Del Rio Road/San Ramon Road (#1) intersection turning movement count, a maximum of two pedestrians per hour were counted in the southern crosswalk and one pedestrian total was counted in the west crosswalk. No pedestrian volumes were observed in the northern or eastern crosswalk. There is currently a standard crosswalk on the southern leg of the intersection and crosswalks are proposed on the northern leg and eastern leg. Ladder crosswalk striping is recommended for the eastern uncontrolled crosswalk only. We recommend the ladder crosswalk be supplemented with pedestrian warning signage (W11-2 and W16-7P) on both sides of the roadway. A rectangular rapid flashing beacon (RRFB) could also be considered.



No mid-block pedestrian crossings are recommended on Del Rio Road. The CAMUTCD pedestrian hybrid beacon (PHB) or HAWK and in roadway warning light (IRWL) warrants would not be met along Del Rio Road and crossing at an intersection is preferred.

The existing pedestrian facilities on the US 101 overcrossing are located on the south side of the road. Pedestrians from the project site can access the overcrossing by crossing Del Rio at San Ramon and traveling on the existing sidewalk on the southern side. There is an existing 200 foot sidewalk gap just west of the Ramona Road intersection. Implementation of the planned interchange improvements, including the Ramona Road realignment, would close this gap.

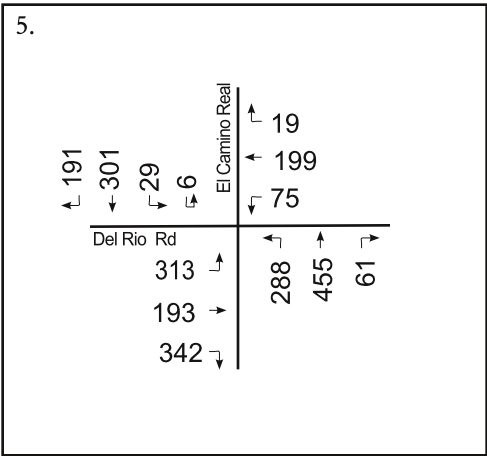
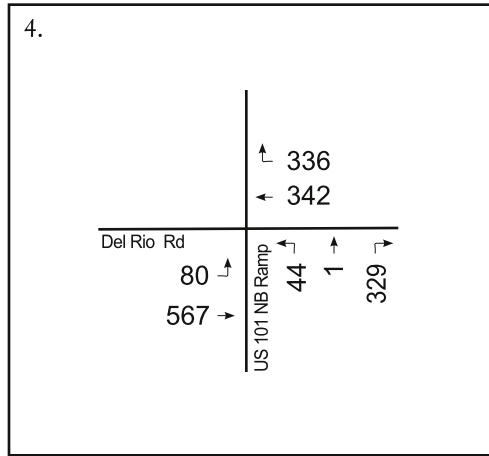
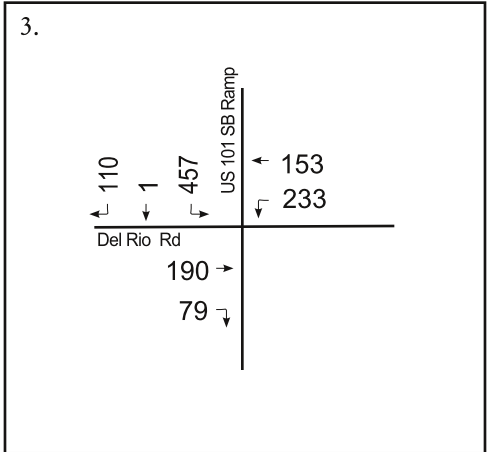
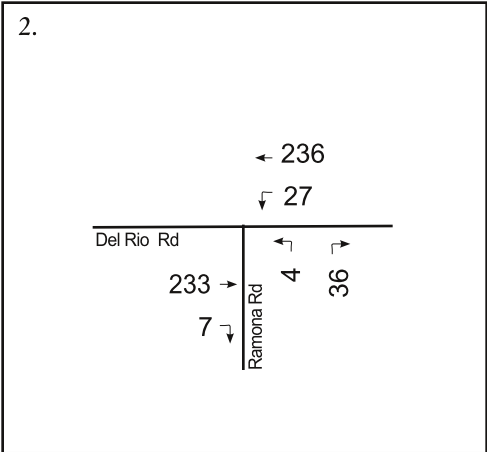
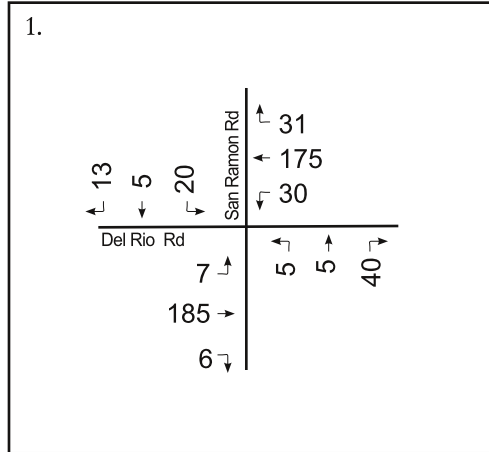
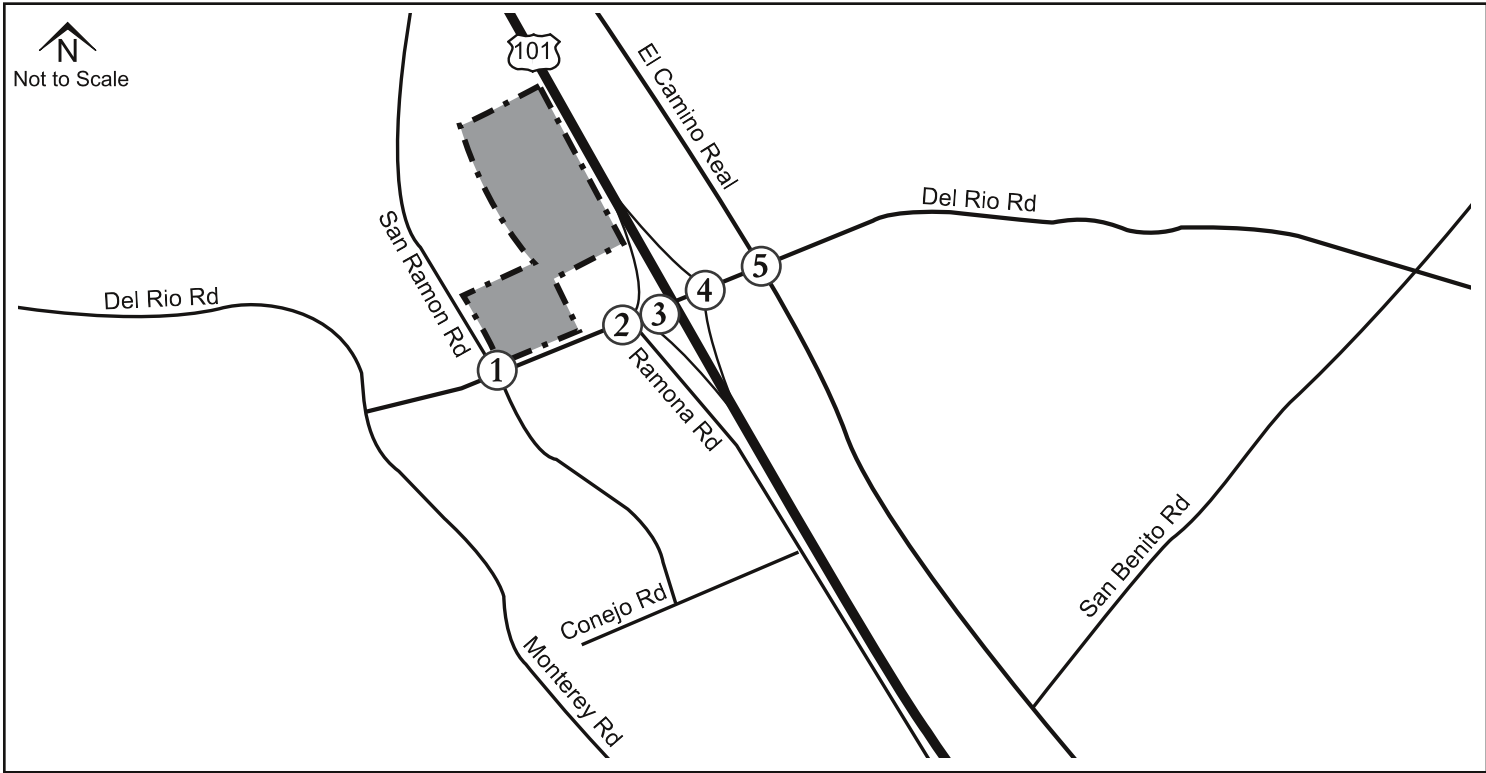
## 5.0 Cumulative Conditions

Cumulative conditions (2035) represent build-out of the land uses in the region. Cumulative traffic volume forecasts were developed based on the *Del Rio Commercial Area Specific Plan Amendment Traffic Analysis* (W-Trans, August 2020), *Del Rio Ranch Traffic Impact Study* (CCTC, May 2021), and the *Del Rio Marketplace Draft Traffic Impact Study* (CCTC, March 2022). The amended Specific Plan analysis forecasts were updated to include the Del Rio Ranch and Marketplace projects as currently proposed. In addition, the forecasts were updated based on the difference between the 2022 counts and the 2018 data previously used in the Specific Plan amendment. The estimated trips from the existing hotel were also subtracted from the cumulative base volumes.

No roadway improvements were assumed in the study area under Cumulative conditions.

**Figures 6 and 7** show the Cumulative and Cumulative Plus Project traffic volumes, respectively. Under Cumulative conditions a Peak Hour Factor (PHF) of 0.92 was used for the analysis. However, if the existing PHF exceeded this value the higher PHF was used. In addition, two percent trucks were assumed under Cumulative Conditions.

Figure 6: Cumulative Volumes

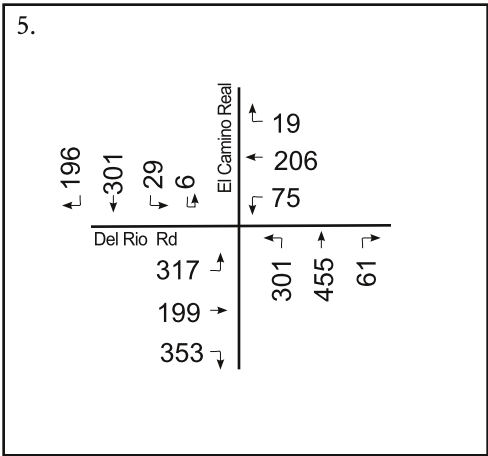
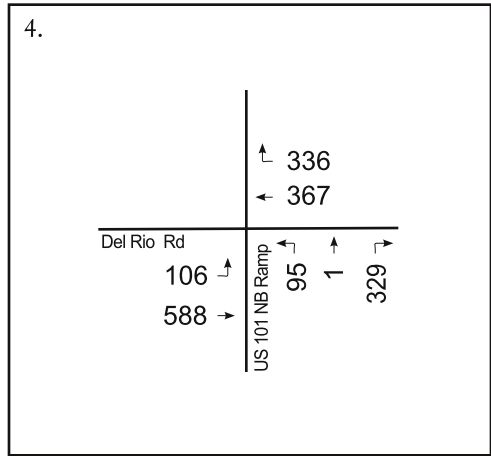
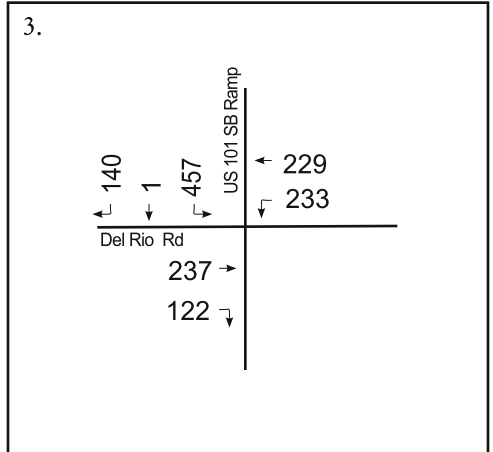
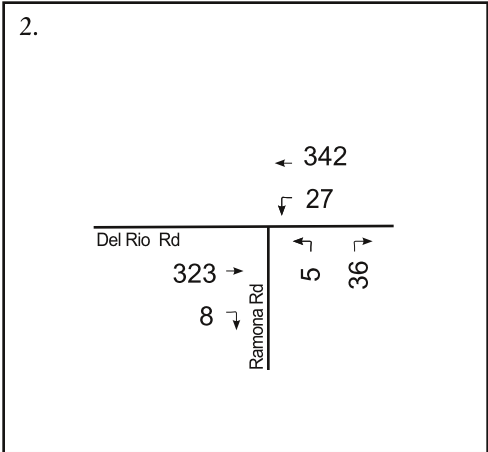
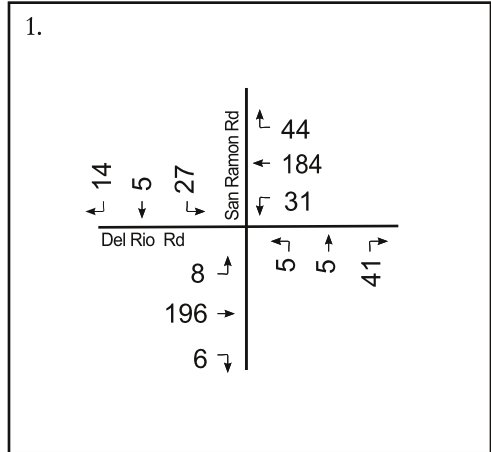
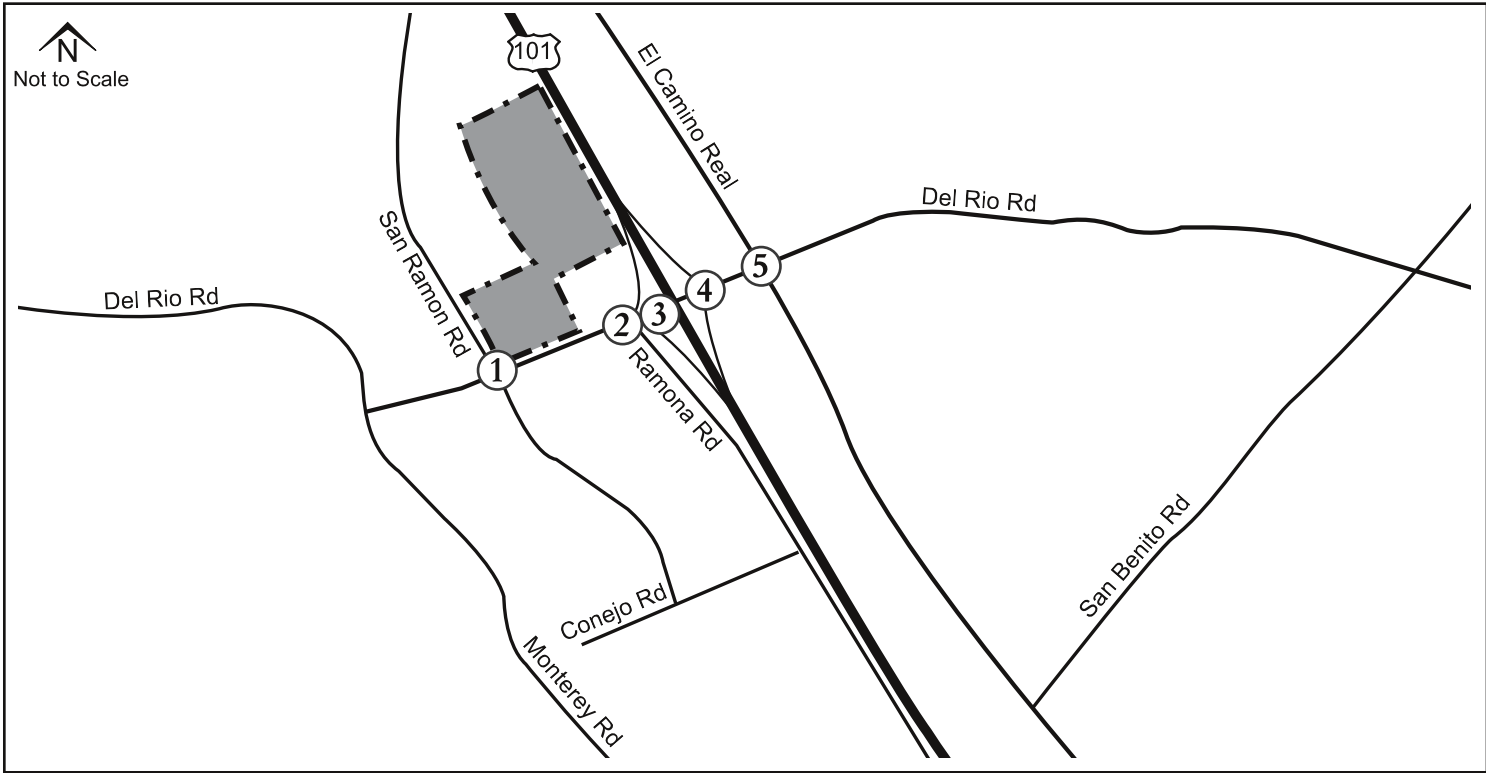


**Legend:**

- Project Site
- xx - PM Peak Hour Traffic Volumes
- Study Intersection



Figure 7: Cumulative Plus Project Volumes



**Legend:**

- Project Site
- xx - PM Peak Hour Traffic Volumes
- Study Intersection





## 5.1 CUMULATIVE INTERSECTION OPERATIONS

**Table 9** and **Table 10** present the LOS and key queues for the study intersections under Cumulative and Cumulative Plus Project conditions, with detailed calculation sheets included in **Appendix B**.

**Table 9: Cumulative and Cumulative Plus Project PM Peak Hour LOS**

Cumulative Plus Project PM Peak Hour Levels of Service				
Intersection	Cumulative Delay <sup>1</sup>	LOS	Cumulative + Project Delay <sup>1</sup>	LOS
1. Del Rio Rd/San Ramon Rd	2.5(12.5)	-(B)	2.6(13.3)	-(B)
2. Del Rio Rd/Ramona Rd	1.1(10.2)	-(B)	0.9(11.3)	-(B)
3. Del Rio Rd/US 101 SB Ramps	25.5	C	25.5	C
4. Del Rio Rd/US 101 NB Ramps	11.7	B	13.6	B
5. Del Rio Rd/El Camino Real	<b>170.2</b>	<b>F</b>	<b>182.1</b>	<b>F</b>
1. HCM 6th average control delay in seconds per vehicle (HCM 2000 used for Intersections 2 and 3). For side-street-stop controlled intersections the worst approach's delay is reported in parentheses next to the overall intersection delay. <b>Unacceptable operations shown in bold text.</b>				

**Table 10: Cumulative and Cumulative Plus Project PM Peak Hour Queues**

Cumulative and Cumulative Plus Project PM Peak Hour Queues <sup>1</sup>				
Intersection	Movement	Storage Length (ft)	Cumulative	Cumulative + Project
3. Del Rio Rd/US 101 SB Ramps	EBT	40	72	101
	WBT	290	118	<b>#291</b>
	SBL <sup>2</sup>	705	<b>#331</b>	<b>#331</b>
	SBR	25	30	43
4. Del Rio Rd/US 101 NB Ramps	EBT	290	m284	<b>m#328</b>
	WBT	240	220	240
	NBL <sup>3</sup>	475	34	62
	NBR	175	84	89
5. Del Rio Rd/El Camino Real	EBL/T	240	<b>#858</b>	<b>#881</b>
	EBR	240	113	122
	NBL	280	<b>315</b>	<b>326</b>
	SBL	150	59	59
1. Queue length in feet that would not be exceeded 95 percent of the time. # indicates that the 95th percentile volume exceeds capacity and the queue may be longer. M indicates the queue is metered by an upstream signal. 2. Deceleration length of 235 feet has been subtracted from the storage length per the Highway Design Manual for 30 mph design speed. 3. Deceleration length of 425 feet has been subtracted from the storage length per the Highway Design Manual for 50 mph design speed. <b>Bold indicates queue length longer than storage length.</b>				

The following LOS and queuing deficiencies are reported:

- Del Rio Road/US 101 Southbound Ramps (#3): The project would worsen the eastbound through movement queue length blocking the Ramona Road intersection. In addition, the project would cause the westbound through movement to exceed the storage length on the US 101 overpass. The southbound offramp approach queues would not affect US 101 freeway operations.
- Del Rio Road/US 101 Northbound Ramps (#4): The project would worsen the westbound through movement reaching the El Camino Real intersection. The addition of project traffic would also cause the eastbound through movement queue to exceed the storage length on the US 101 Overpass. The northbound offramp approach would not affect US 101 freeway operations.
- Del Rio Road/El Camino Real (#5): The intersection operates unacceptably with and without the addition of project traffic and the project would worsen the northbound left turn and eastbound left/through queue length further exceeding the available storage.

### **5.1.1 Recommended Improvements**

The following improvements are recommended at the study intersections under Cumulative Plus Project conditions:

- Del Rio Road/San Ramon Road (#1): The intersection would operate acceptably, and no improvements are recommended.
- Del Rio Road/Ramona Road (#2): Consistent with recent studies in the area, realigning Ramona Road approximately 200 feet to the west would provide greater separation from the US 101 ramps and constructing a westbound left turn pocket would separate the left turn queue from through traffic.
- Del Rio Road/US 101 Southbound Ramps (#3): Consistent with recent studies in the area, optimizing signal timings would improve corridor operations. In addition, an eastbound right turn lane is recommended to reduce queuing on the US 101 overpass. The turn lane could use the existing Ramona Road intersection approach and be reconstructed when the Del Rio Road/Ramona Road (#2) intersection is realigned.
- Del Rio Road/US 101 Northbound Ramps (#4): Consistent with recent studies in the area, constructing a westbound right turn lane and optimizing signal timings would improve corridor operations.
- Del Rio Road/El Camino Real (#5): The following set of improvements consistent with Existing Plus Approved Plus Project Conditions are recommended:
  - Restripe the eastbound approach to a left, through, and right turn lane and modify the left turn to protected-permissive phasing,
  - Add a westbound left turn lane (required for eastbound through lane transition) with permissive phasing,
  - Modify the southbound and northbound left turns to protected-permissive phasing,
  - Add overlap phasing to the southbound right turn pocket currently under construction,
  - Replace eight-inch traffic signal heads with 12-inch heads,
  - Install yellow reflective tape on all backplates,
  - Install new signage and replace non-reflective signs, and

- Optimize signal timings including updating pedestrian and yellow clearance times.

With the recommended improvements all intersections would operate at LOS C or better or better and queuing would not encroach into the deceleration distance needed for vehicles exiting US 101.

All recommended intersection improvements have been previously identified in other studies except the eastbound right turn lane at Del Rio Road/ US 101 Southbound Ramps (#3). The eastbound right turn lane at Del Rio Road/US 101 Southbound Ramps (#3) was not identified in the *Del Rio Specific Plan Amendment Traffic Analysis* (W-Trans, August 2020) and is not needed under Cumulative No Project Conditions for acceptable queuing.

We recommend the project make a fair share contribution towards the cost of these improvements.

#### **5.1.2 Fair Share Contribution**

Projects within the Specific Plan area are required to pay their fair share toward improvements on the Del Rio Road corridor. In addition, the proposed project will be required to pay their fair share. Using the Caltrans Equitable Share Responsibility equation (Caltrans 2002), the project generated intersection volumes, the cumulative plus project intersection volumes, and the baseline volumes from the Specific Plan (March, 2012) which included approved projects at the time the Specific Plan area was created and conditioned to pay their fair share. The Barrel Creek fair share percentages are summarized below:

- Del Rio Road/San Ramon Road (#1): 52%
- Del Rio Road/Ramona Road (#2): 26%
- Del Rio Road/US 101 Southbound Ramps (#3): 12%
- Del Rio Road/El Camino Real (#5): 3%

## 6.0 Vehicle Miles Traveled (VMT)

The project's VMT was estimated using the SLOCOG Travel Demand Model. The regional VMT is summarized in **Table 11**.

**Table 11: Regional VMT**

Regional VMT Analysis								
Scenario	Total Regional VMT	Demographics		VMT By Trip Purpose <sup>1</sup>			VMT Efficiency Metrics	
		Employees	Population	Residential VMT	Office VMT	Retail VMT	Res VMT/ Capita	Office VMT/Emp
2020 No Project	8,899,234	117,276	246,732	4,480,333	1,595,434	5,631,405	18.16	13.60
2020 With Project	8,899,902	117,423	246,901	4,476,936	1,594,872	5,630,759	18.13	13.58
<i>Change from No Project</i>	<i>669</i>	<i>147</i>	<i>169</i>	<i>-3,397</i>	<i>-562</i>	<i>-646</i>	<i>-0.03</i>	<i>-0.02</i>

1. Residential VMT is produced by households (sum of home-based productions); office VMT is attracted to offices (sum of home-based-work attractions); and retail VMT is attracted to retail uses. There is some overlap between these categories so totals do not

Source: SLOCOG TDM, CCTC, 2021

The project is expected to increase overall regional VMT slightly and reduce residential, office, and retail VMT. While the City of Atascadero has not yet adopted VMT standards the State Office of Planning and Research (OPR) and SLOCOG have suggested thresholds of 15 percent below the regional average for residential VMT per capita and office VMT per employee. **Table 12** shows thresholds derived from the rates shown in Table 11 using OPR's recommended thresholds.

**Table 12: Potential VMT Thresholds**

Potential Thresholds <sup>1</sup>		
Scenario	Res VMT/ Capita	Office VMT/Emp
2020 No Project	15.43	11.56

1. Calculated as 85% of regional average.

**Table 13** summarizes the project-specific VMT.

**Table 13: Project Only VMT**

Project Only VMT Analysis		
Scenario	Res VMT/ Capita	Office VMT/ Employee
2020 With Project	11.13	3.12

Source: SLOCOG TDM, CCTC, 2021

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

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



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- W-Trans. 2008. Interchange Improvement Study for the City of Atascadero.
- \_\_\_\_\_. March 2012. Del Rio Road Area Specific Plan Traffic Impact Analysis.
- \_\_\_\_\_. March 2020. Del Rio Road/US 101 Interchange Traffic Sensitivity Analysis.
- \_\_\_\_\_. August 2020. Del Rio Specific Plan Amendment Traffic Analysis.

## Attachment 7: Sewer Capacity Analysis



**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:

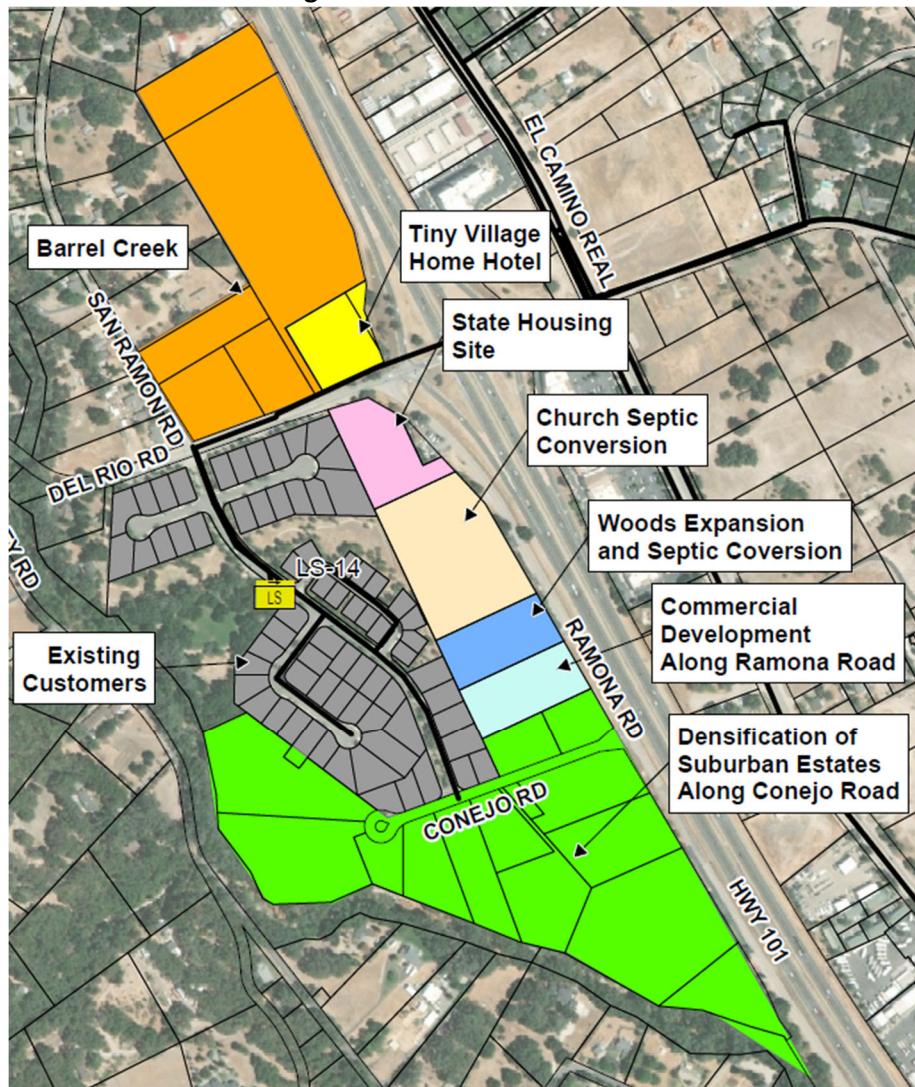
- Tiny Village Home Hotel (Del Rio Road at Ramona Road)
- Woods Humane Society Expansion and Septic Conversion (Ramona Road)
- Father's House Church Septic Conversion (Ramona Road)
- State Housing Site Development (Del Rio Road at Ramona Road)
- Future Commercial Development (Ramona Road)
- Future Residential 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:

- **Flow Scenario 1:** Existing flows from the Apple Valley Development
- **Flow Scenario 2:** Flow Scenario 1 plus City approved projects (Tiny Village Home Hotel and Woods Humane Society Expansion and Septic Conversion)
- **Flow Scenario 3:** Flow Scenario 2 plus Barrel Creek Phase 1, State Housing Site Development (65 units or 120 room hotel), and existing Father's House Church Septic Conversion
- **Flow Scenario 4:** Flow Scenario 3 plus Barrel Creek Phase 2
- **Flow Scenario 5:** Flow Scenario 4 plus Barrel Creek Phase 3
- **Flow Scenario 6:** Flow Scenario 5 plus commercial development on Ramona Road and densification of surrounding residential parcels along Conejo Road

**Figure 1-1** provides an overview of the existing LS14 sewershed (gray area) and the proposed development projects described above that will convey future flow to the lift station.

**Figure 1-1: Lift Station 14 Sewershed**



In addition to the LS14 review and surrounding sewershed, capacity of the existing 12-inch gravity sewer on El Camino Real from Del Rio Road to LS13 was evaluated based on the following flow conditions as requested by the City:

- **Flow Scenario 7:** Existing flows along El Camino Real to LS13 (includes existing LS14 pumped flow, but excludes LS1 pumped flow)
- **Flow Scenario 8:** Flow Scenario 7 plus Approved City Projects (Emerald Ridge, Emerald Court, Del Rio Ridge, Vacant RMF south of Del Rio Ridge, The Edge Commercial development, Hotel, Taco Bell, and Gas station)
- **Flow Scenario 9:** Flow Scenario 8 plus the Marketplace Development
- **Flow Scenario 10:** Flow Scenario 9 plus new LS14 flows including Barrel Creek development Phases 1-3 (excludes existing LS14 pumped flow)
- **Flow Scenario 11:** Flow Scenario 10 plus buildout flows from LS14 (commercial development on Ramona Road and densification of surrounding residential parcels along Conejo Road)

## 2. Background

The existing LS14 currently serves Tract 2495 Apple Valley development and is located West of Highway 101 at 1980 San Ramon Avenue. The lift station includes a 6-foot diameter circular concrete wet well, two 90 gpm Myers WG50 grinder pumps with 5 horsepower motors, a buried valve vault with above grade bypass connection, and a 2,200 foot long 4" C900 PVC force main.

As part of the LS13 Preliminary Design Report (PDR), MKN completed an initial capacity evaluation of LS14 and associated force main for estimating future flows to LS13. The LS14 Capacity Evaluation (MKN, 2022) identified existing and future flows to LS14; analyzed the capacity of existing LS14 wet well to serve a peak hour flow of 254 gpm; evaluated using the existing 4-inch force main or constructing a new 6-inch force main; and development of planning level costs for recommended facility improvements. Based on subsequent discussions with City staff, any future upgrade projects associated with LS14 will utilize the existing 4-inch force main.

## 3. Document Review

MKN utilized the following reports and project information to complete the capacity analysis for the gravity collection system and LS14 in order to prepare this technical memorandum:

- Infrastructure Review for City of Atascadero - Marketplace Development (MKN, 2022)
- City of Atascadero – Lift Station #14 Capacity Evaluation (MKN, 2022)
- Barrel Creek Mixed-Use Composite Utility Plans (RRM, 2021)
- City of Atascadero Wastewater Collection System Master Plan Update (MKN, 2015)
- Record drawings for Tract 2495 The Colony at Apple Valley (RTC, 2004)



## 4. Project Overview

The Project will be located on the corner of Del Rio Road and San Ramon Road, west of Highway 101. The Project site is currently zoned Rural Suburban and is approximately 18 acres. The proposed development phases of the project is shown on **Table 4-1**.

Table 4-1: Barrel Creek Mixed Use Development Phases			
Phase	Use Type	Unit	Quantity
1	Light industrial	Square Foot	35,000
	Multi-Family	Dwelling	40
	Hotel	Room	120
	Restaurant	Square Foot	10,000
	Winery/Brewery	Square Foot	5,000
2	Tiny Hotel	Site	16
3	Single Family	Dwelling	20

## 5. Existing and Future Flows

The following flow conditions were developed to evaluate capacity of the existing collection system including LS14 under existing and future flow requirements:

- **Average Daily Flow (ADF):** ADF is defined as total average wastewater flow
- **Peak Hour Flow (PHF):** PHF is defined as the maximum one-hour flow experienced by the collection system and is typically used as the basis for sizing collection system piping, lift stations, and force mains. Peak hour flow was estimated in this analysis using a peaking factor of 3.8 as defined in the City's Wastewater Collection System Master Plan Update (MKN, 2015)

MKN evaluated the following flow scenarios (**Table 5-1**) as requested by the City to determine impacts on LS14 and the upstream collection system.

**Table 5-1: Existing and Future Flows to LS14**

Flow Type	Unit Type	Unit Quantity	Flow Factor (GPD X Unit)	ADF (GPM)	PHF (GPM)
<b>Flow Scenario 1</b>					
Tract 2495	Person	240	70	12	54
<b>Flow Scenario 2</b>					
Tiny Village Home Hotel	Site	22	240	4	14
Woods Humane Society Expansion	Square Foot	17,454	0.1	1	5
<b>Cumulative Subtotal</b>				<b>17</b>	<b>73</b>
<b>Flow Scenario 3</b>					
State Housing Site (Residential)	Person	172	70	8	32
Church Septic Conversion	Septic Size	2,800	1	2	7
BC Phase 1 Light industrial	Square Foot	35,000	0.1	2	9
BC Phase 1 Multi-Family	Population	106	70	5	20
BC Phase 1 Hotel	Room	120	100	8	32
BC Phase 1 Restaurant	Square Foot	10,000	0.1	1	3
BC Phase 1 Winery/Brewery	Square Foot	5,000	0.1	0.3	1
<b>Cumulative Subtotal</b>				<b>44</b>	<b>176</b>
<b>Flow Scenario 4</b>					
BC – Phase 2 Tiny Hotel	Site	16	240	3	10
<b>Cumulative Subtotal</b>				<b>47</b>	<b>186</b>
<b>Flow Scenario 5</b>					
BC Phase 3 Single Family	Person	53	70	3	10
<b>Cumulative Subtotal</b>				<b>49</b>	<b>196</b>
<b>Flow Scenario 6</b>					
Residential Densification (Conejo Road)	Person	191	70	9	35
Commercial Development (Ramona Road)	Square Foot	87,120	0.1	6	23
<b>Cumulative Total</b>				<b>65</b>	<b>254</b>

In addition to the flow summaries shown above, **Table 5-2** identifies percent flow contribution from each proposed development project based on the total future flow to the lift station.

**Table 5-2: Sewer Flow Contribution to LS14**

Flow Scenario	Flow Contributor	PHF (gpm)	% of Total Future Flow
1	Existing Flows	54	21%
2	Tiny Village Home Hotel	14	5%
	Woods Humane Sewer Expansion	5	2%
3	State Housing Residential Project	32	13%
	Church Septic Conversion	7	3%
	Barrel Creek Phase 1	<b>64</b>	<b>25%</b>
4	Barrel Creek Phase 2	<b>10</b>	<b>4%</b>
5	Barrel Creek Phase 3	<b>10</b>	<b>4%</b>
6	Densification of Urban Estates along Conejo Road	35	14%
	Commercial Development along Ramona Road	23	9%
<b>Total</b>		<b>254</b>	<b>100%</b>

As shown in **Table 5-2**, the Project will contribute approximately 33% of the total future wastewater flow to LS14.

## 6. Lift Station Evaluation

The existing LS14 was constructed in 2004 and **Table 6-1** provides a summary of the lift station facility equipment and force main.

Table 6-1: LS14 and Force Main Overview			
Lift Station Type		Submersible	
Pump Manufacturer		Myers	
Number of Pumps		2	
Horsepower (HP), each		5	
Pump Type		Submersible Grinder	
Date Pumps Rebuilt		2022	
Speed (rpm)		3,450	
Motor Type		Constant Speed	
Existing Pump	gpm	90	
	Duty point TDH (ft)	83	
Wet well Construction		Circular Concrete	
Wet well Diameter (ft)		6	
Wet well Depth (ft)		17.5	
Force Main Material		C900 PVC	
Force Main Diameter (in)		4	
Force Main Length (ft)		2,200	

The following sections provide an evaluation of LS14's pumping capacity and available wet well volume to serve the future flow conditions identified in **Table 5-1**. As the City rehabilitates and/or designs new lift stations, operation staff are standardizing pump selections using Ebara solids handling submersible pumps. After evaluating pump data sheets provided by the Ebara and utilizing ANSI/HI 9.8-1998 standards for minimum clearances of a duplex pump system, the wet well is sufficiently sized to accommodate up to two 30 horsepower (HP) pumps.

### a. Pump Capacity Evaluation

The existing pumps at LS14 are 5 horsepower (Hp) Myers grinder pumps with a rated pumping capacity of 90 gpm. **Table 6-2** provides an evaluation of the existing lift station pump capacity to serve the proposed flow conditions (**Table 5-1**).

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)

Based on **Table 6-2**, the existing pumps at LS14 could serve Flow Scenario No.2, which includes the Apple Valley Development flows, Tiny Village Home Hotel project, and Woods Humane Center Sewer Expansion only. Based on the size of the existing wet well, 30 HP submersible pumps would fit in the existing wet well and accommodate Flow Scenario 1 – 5 (up to 196 gpm). However, a new wet well and larger pumps (40 HP) will need to be installed to serve complete buildout (Flow Scenario 6) of the LS14 sewershed.

## b. Wet Well Active Volume Evaluation

As noted in **Table 6-1**, the existing LS14 wet well is 6 feet in diameter, 17'-6" deep with a single 8-inch gravity pipeline entering the wet well from the east at approximately 11 feet below the top of the wet well. When evaluating or designing a new lift station the wet well active volume is reviewed to determine the most appropriate diameter and sizing. The wet well active volume is the volume between the "pump off" and "pump on" set points. The minimum recommended active volume for LS14 was determined using the following equation:

$$V_{\min} = Q_p t / 4$$

Where  $V_{\min}$  is the minimum active volume in gallons,  $Q_p$  is the rated capacity of a single pump in gallons per minute, and  $t$  is cycle time in minutes (the recommended minimum cycle time is 10 minutes). The maximum available active volume for the existing wet well is **582 gallons** (assuming a minimum pump submergence of 1.5 feet and a minimum of 2 feet below the gravity line invert). To evaluate the existing wet well, MKN calculated the required active volumes for each flow scenario identified **Table 5-1**:

Flow Scenario	PHF (gpm)	Required Pumping Capacity (gpm)	Required Active Volume (gallons)	Active Volume Surplus / (Deficit) (gallons) <sup>1</sup>
1	54	90	135	447
2	73	90	183	399
3	176	196 <sup>2</sup>	440	142
4	186	196 <sup>2</sup>	465	117
5	196	196 <sup>2</sup>	490	92
6	254	254 <sup>3</sup>	635	(53)

Notes:

- The maximum available active volume for the existing wet well is 582 gallons (assuming a minimum pump submergence of 1.5 feet and a minimum of 2 feet below the gravity line invert)
- Flow Scenarios 3 to 5 will require that the existing 5 HP pumps be upgraded to 30 HP pumps to serve future flow
- Flow Scenario 6 will require that the existing 30 HP pumps be upgraded to 40 HP pumps to serve buildout flow

To provide adequate pump clearance within the wet well per ANSI/HI 9.8-1998 standards and to provide sufficient active volume it will be necessary to upsize the wet well to a minimum 8-foot diameter structure to accommodate flow scenario 6.



## 7. Collection System Capacity Analysis

### a. Lift Station No. 14 Sewershed Gravity Sewer

MKN used the City's existing SewerCAD hydraulic model to evaluate the capacity of the existing collection system upstream of LS14 to accommodate the existing and future flows. **Table 7-1** provides a summary of the flow conditions, flows, depth over diameter (d/D), and pipeline velocities.

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**).

Table 7-2: Sewer Flow Contribution to El Camino Real Sewer			
Flow Scenario	Description	PHF (gpm)	Percent of Total Future Flow
7	Existing flow along El Camino Real	334	38%
	Existing pumped flow from Lift Station No. 14	90	10%
8	Emerald Ridge 2705 El Camino Real (ECR)	84	10%
	Emerald Court (2505 ECR)	5	1%
	Del Rio Ridge (2455 ECR – 42 units)	21	2%
	Vacant RMF (2453 ECR – 50 units)	24	3%
	Edge Commercial Development (2470 ECR)	5	1%
	1375 ECR – 10 units	5	1%
	Hotel (1800 ECR)	32	4%
	Taco Bell (1920 ECR)	2	<1%
	Gas station (1860 ECR)	1	<1%
9	Marketplace Development	70	8%
10	Tiny Village Home Hotel	14	2%
	Woods Humane Sewer Expansion	5	1%
	State Housing Residential Project	32	4%
	Church Septic Conversion	7	1%
	Barrel Creek Phase 1	64	7%
	Barrel Creek Phase 2	10	1%
	Barrel Creek Phase 3	10	1%
11	Densification of Urban Estates along Conejo Road	35	4%
	Commercial Development along Ramona Road	23	3%
Total		873	100
Notes:			
<ol style="list-style-type: none"> <li>Existing gravity flows (Scenario 7) exclude pumped flow from Lift Station No. 1 (LS1) since discussions with City wastewater staff indicated that LS1 operates for three to four minutes when discharging to the gravity sewer in El Camino Real</li> <li>For Scenarios 10 and 11, the existing pumped flow from LS14 (90) is included with the future pumped flow from the new LS14</li> </ol>			

As shown in **Table 7-2**, the Barrel Creek Development will contribute approximately 9% of the future wastewater flow to the existing collection system along El Camino Real. **Table 7-3** provides a summary of the capacity evaluation, using the City's SewerCAD model, for the five flow scenarios described in **Table 7-2**. For each scenario, the depth over diameter (d/D) was identified.

**Table 7-3: El Camino Real Collection System Evaluation**

Model Pipe ID	Diameter (in)	Flow Scenario 7	Flow Scenario 8	Flow Scenario 9	Flow Scenario 10	Flow Scenario 11
		d/D (%)	d/D (%)	d/D (%)	d/D (%)	d/D (%)
1640	8	38	39	39	52	58
2252	8	48	55	56	66	70
2145	12	41	51	54	60	63
2737	12	53	66	71	79	83
1966	12	52	65	69	77	81
2011	12	41	51	54	60	63
1681	12	40	64	69	78	84
2495	12	52	64	69	78	84
2678	12	52	48	51	56	58
2078	12	41	49	52	56	59
1427	12	51	63	67	74	78
2136	12	54	67	73	81	86
2054	12	41	49	52	56	58
2072	12	29	35	37	40	42
2687	12	34	41	44	47	49
2726	12	33	39	42	45	47
2742	12	44	54	58	63	66
1309	12	44	52	54	58	60
2051	12	35	42	45	48	50
2876	12	37	43	45	48	50

**Notes:**

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.

8.

## 8. Phased Lift Station Improvement Plan

Based on the existing conditions and anticipated future flows to LS14, MKN has developed a two phase improvement plan to serve future flow to LS14. Phase 1 would include upsizing the existing lift station pumps and electrical gear to accommodate flows through Flow Scenario 5. Phase 2 will require a new lift station including a larger wet well, pumps, and electrical gear to accommodate Flow Scenario 6 (total future flows).

**Table 8-3** provides a summary of the “trigger points” for upgrading the major equipment at LS14 to accommodate existing and future flow conditions.

<b>Table 8-3: LS14 Trigger Points for Improvements</b>				
<b>Flow Scenario</b>	<b>Lift Station Improvements</b>			
	<b>Pumps</b>	<b>Electrical</b>	<b>Generator</b>	<b>Wet Well</b>
1	–	–	–	–
2	–	–	–	–
3	X	X	X	–
4	–	–	–	–
5	–	–	–	–
6	X	X	X	X
Notes:				
1. “X” = required improvement				
2. “–” = no improvement required				

### a. Phase 1 Recommended Improvements

As identified in **Table 6-2**, new submersible pumps will be required prior to Flow Scenario 3 (Barrel Creek Mixed Use Phase 1, State Housing Site (Residential), and Church septic conversion). Since the increase in flow from Flow Scenario 3 through Flow Scenario 5 is marginal (20 gpm), it is recommended that 30 HP pumps rated for 196 gpm be installed to serve Flow Scenarios 3 through 5. The Phase 1 recommended improvements include the following:

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



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

<b>Table 8-1: LS14 Phase 1 Improvements Cost Estimate</b>				
<b>Description</b>	<b>Quantity</b>	<b>Unit</b>	<b>Unit Price</b>	<b>Cost</b>
Submersible Pumps, 30-HP motors	2	EA	\$75,000	\$150,000
Wet Well and Piping Improvements	1	LS	\$35,000	\$35,000
Electrical and Controls <sup>1</sup>	1	LS	\$105,000	\$105,000
Emergency Generator, Propane Tank and Associated Piping	1	LS	\$145,000	\$145,000
Bypass Pumping	1	LS	\$30,000	\$30,000
<b>Subtotal</b>				<b>\$480,000</b>
Administration & Design (30%)				\$144,000
Construction Contingency (30%)				\$144,000
<b>Total</b>				<b>\$768,000</b>
Notes: 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

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

Table 8-2: LS14 Phase 2 Improvements Cost Estimate				
Description	Quantity	Unit	Unit Price	Cost
Submersible Pumps, 40-HP motors	2	EA	\$105,000	\$210,000
New 8-foot Wet Well and Piping Improvements	1	LS	\$175,000	\$175,000
Electrical and Controls <sup>1</sup>	1	LS	\$140,000	\$140,000
Emergency Generator, Propane Tank and Associated Piping <sup>2</sup>	1	LS	\$60,000	\$60,000
Bypass Pumping	1	LS	\$50,000	\$50,000
<b>Subtotal</b>				<b>\$635,000</b>
Administration & Design (30%)				\$191,000
Construction Contingency (30%)				\$191,000
<b>Total</b>				<b>\$1,017,000</b>
Notes:				
1. Electrical evaluation of existing service required to fully determine anticipated costs				
2. Assumes propane tank and piping can be re-utilized from Phase 2				
3. Costs rounded to the nearest \$1,000				
4. Engineering and administration costs estimated at 30% and construction contingency estimated at 30%				
5. Construction cost opinions were developed in September 2022. Use 20-Cities ENR CCI September 2022 = 13173.43 to escalate estimated cost to present value				

## 9. Conclusion

The existing lift station will require capacity improvements to accommodate the Barrel Creek Mixed-Use Project and other planned developments that will flow to the facility. The following are the conclusions from this analysis:

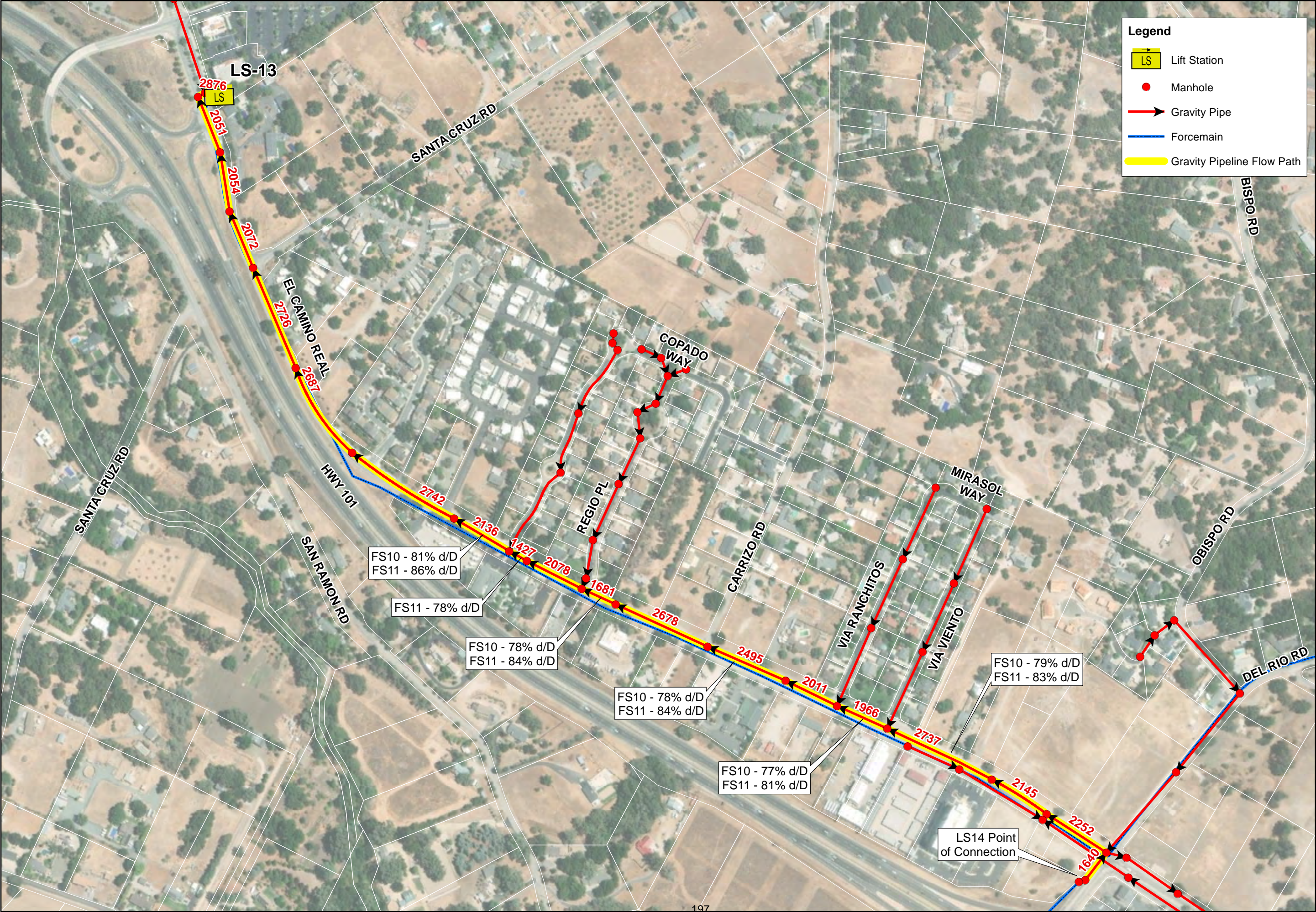
- The Barrel Creek Mixed-Use Project will contribute approximately 33% of the total future wastewater flow to LS14
- The existing LS14 pumping capacity will be deficient when development associated with Flow Scenario 3 (Barrel Creek Mixed-Use Phase 1) connects to the collection system
- The existing wet well can accommodate submersible pumps up to 30 HP
- 30 HP pumps will accommodate future flows up to Flow Scenario 5 (Barrel Creek Mixed-Use Phases 2 and 3)
- Larger (40 HP) pumps and a new 8-foot diameter wet well (minimum) will be required to serve build out of the LS14 sewershed (Flow Scenario 6)
- There is sufficient capacity within the existing Apple Valley collection system to serve the anticipated future flows to LS14 (Table 5-1)
- It is recommended that a preliminary design report be prepared to fully define the requirements of the lift station improvements including an electrical evaluation to further develop anticipated costs

### Attachments:

Attachment 1 – Downstream Wastewater Flow Path Map

Attachment 2 – Wastewater Model Results





Infrastructure Review  
for City of  
Atascadero -  
Barrel Creek  
Development

Attachment 1:  
Downstream  
Wastewater Flow  
Path Map



Scale: NTS





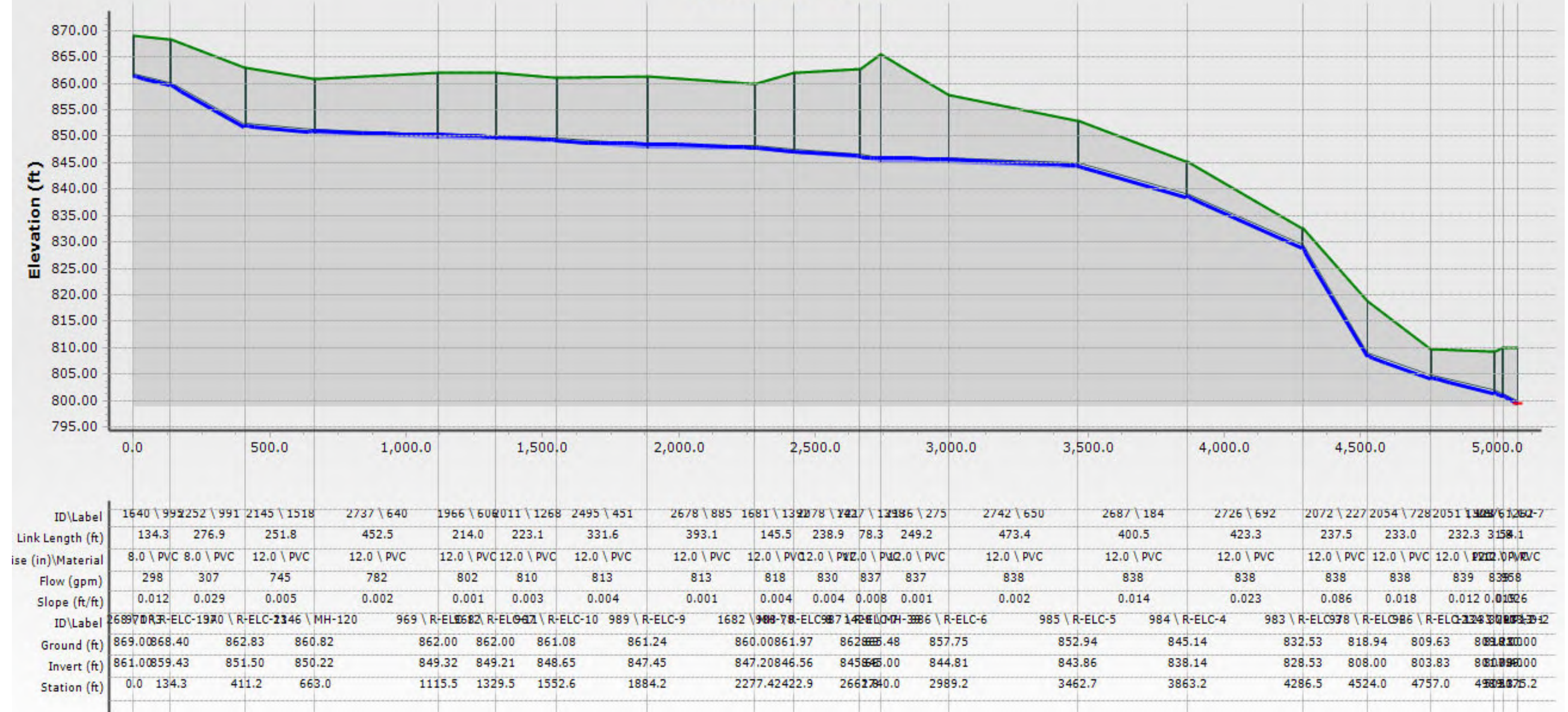
Wastewater Model Result  
d/D and Velocity Summary

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

Model Pipe ID	Diameter (in)	Length (ft)	Slope (%)	Flow Scenario 7			Flow Scenario 8			Flow Scenario 9			Flow Scenario 10			Flow Scenario 11		
				Flow (gpm)	Velocity (ft/s)	d/D (%)	Flow (gpm)	Velocity (ft/s)	d/D (%)	Flow (gpm)	Velocity (ft/s)	d/D (%)	Flow (gpm)	Velocity (ft/s)	d/D (%)	Flow (gpm)	Velocity (ft/s)	d/D (%)
1640	8	134	0.012	134	3.7	38	134	3.7	39	134	3.7	39	240	4.3	52	298	4.6	58
2252	8	277	0.029	140	5.1	48	143	5.1	55	143	5.1	56	249	6.0	66	307	6.4	70
2145	12	252	0.005	372	3.5	41	546	3.9	51	581	4.0	54	687	4.1	60	745	4.2	63
2737	12	453	0.002	373	2.5	53	547	2.7	66	618	2.8	71	724	2.9	79	782	3.0	83
1966	12	214	0.001	393	1.5	52	567	1.6	65	638	1.8	69	744	2.1	77	802	2.3	81
2011	12	223	0.003	401	2.8	41	575	3.0	51	646	3.1	54	752	3.2	60	810	3.3	63
1681	12	146	0.004	404	3.4	40	578	3.5	64	649	3.6	69	755	3.7	78	813	3.8	84
2495	12	332	0.004	404	3.2	52	578	1.6	64	649	1.8	69	755	2.1	78	813	2.3	84
2678	12	393	0.001	404	1.6	52	583	3.8	48	654	3.9	51	760	4.0	56	818	4.1	58
2078	12	239	0.004	416	3.2	41	595	3.6	49	666	3.7	52	772	3.8	56	830	3.9	59
1427	12	78	0.008	423	4.4	51	602	4.8	63	673	4.9	67	779	5.1	74	837	5.2	78
2136	12	249	0.001	423	1.8	54	602	1.9	67	673	1.9	73	779	2.2	81	837	2.4	86
2054	12	233	0.018	424	5.7	41	603	6.3	49	674	6.5	52	780	6.8	56	838	6.9	58
2072	12	238	0.086	424	10.0	29	603	11.0	35	674	11.4	37	780	11.9	40	838	12.2	42
2687	12	401	0.014	424	5.3	34	603	5.8	41	674	6.0	44	780	6.2	47	838	6.4	49
2726	12	423	0.023	424	6.2	33	603	6.9	39	674	7.1	42	780	7.4	45	838	7.5	47
2742	12	473	0.002	424	2.6	44	603	2.8	54	674	2.9	58	780	3.0	63	838	3.0	66
1309	12	32	0.019	425	5.8	44	604	6.4	52	675	6.6	54	781	6.9	58	839	7.0	60
2051	12	232	0.012	425	5.0	35	604	5.5	42	675	5.7	45	781	5.9	48	839	6.0	50
2876	12	54	0.026	544	7.0	37	723	7.6	43	794	7.8	45	900	8.1	48	958	8.2	50

Legend	
#	Point of Connection
#	Pipeline velocity over 10.0 feet per second during PHF conditions
#	Existing Pipeline with diameters >= 10 inches that exceed 75% d/D during PHF conditions

# Profile - 16 - FS11





## Attachment 8: Biological Survey



# SIERRA DELTA CONSULTANTS LLC

A Full-Service Consulting Company

## BIOLOGICAL EVALUATION

Barrel Creek Mixed Use Project  
NWC of Del Rio Road / Highway 101  
APNs: 049-131-043, 049-131-044, 049-131-052, 049-131-058,  
049-131- 061 & 049-131-066  
Atascadero, California 93422

*Prepared for*

Construction Developers Inc  
5320 North Barcus Avenue  
Fresno, California 93722

SDC Project Number: CDEV.02

Report Date: December 19, 2019

---

*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.*

A handwritten signature in black ink, appearing to read 'R. Eidemiller', is written over a horizontal line.

Robert I. Eidemiller, President & CEO  
Environmental Professional

---

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## EXECUTIVE SUMMARY

Sierra Delta Consultants conducted a Biological Evaluation for the “Project Area” identified as Barrel Creek Mixed Use Project, located to the northwest of the Del Rio Road exit to Highway 101. This assessment was requested by Construction Developers Inc. and was conducted between November 26, 2019 and December 19, 2019. The site visit was made by Sierra Delta Consultant (SDC) biologist, Mr. Kelly Gillogly and junior biologist Ms. Paige Richardson. The Project Area is located to the northwest of the Del Rio Road exit to Highway 101 in northern Atascadero. The Project Area is defined as 19.48-acres of land utilized as pasture / agriculture with some rural residential / commercial on the southern portions.

### *Summary of Findings*

Based on the site visit, a search of floral and faunal databases and review of historical Atascadero wildlife and natural communities, it was determined that no direct impacts to sensitive plant or animal species would likely occur within the Project Area. No critical habitat, sensitive plant or animal species were found within the Project Area during the research and development of this report. For additional information regarding potential sensitive plants found within the Project Area, a botanical survey would be necessary in the spring months during the flowering periods. Below are summaries of findings for each sensitive species considered to have potential to be directly or indirectly affected by the proposed project (via the U.S. Fish & Wildlife; Information for Planning and Consultation (IPAC) Database). Other species utilizing the Project Area may be indirectly affected by the temporary noise of construction.

- **San Joaquin Kit Fox (*Vulpes macrotis mutica*)**

No San Joaquin kit fox were identified within the Project Area. No burrows were identified to be greater than 1 – 2 inches in diameter and no signs (tracks, scat, or prey remains) of kit fox activity were identified within the Project Area or in the immediate vicinity of the Project Area. The Project Area does not lie within any known corridors for the SJ kit fox. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the kit fox.

- **Giant Kangaroo Rat (*Dipodomys ingens*)**

Giant Kangaroo Rats were not identified within the Project Area. The giant kangaroo rat is a small burrowing rodent with large hind limbs, long tail and large fur-lined cheek pouches adapted for bipedal locomotion. Giant kangaroo rats are primarily seed eaters, but also eat green plants and insects and inhabit annual grassland communities with few or no shrubs, well drained, sandy-loam soils located on gentle slopes. The kangaroo rats form colonies of burrows called precincts, in which multiple individuals reside. They are primarily nocturnal and are active all year in all types of weather. While there is a potential that kangaroo rats do occur within the vicinity of the Project Area, there were no sign of any precincts or colonies of kangaroo rats in the Project Area. Currently, the closest known populations are located in Eastern San Luis Obispo County within the San Juan Creek Valley and Carrizo Plains. Based on the evaluation of the Project Site, it is unlikely the project will directly or indirectly affect the kangaroo rat.

- **California Clapper Rail (*Rallus longirostris obsoletus*)**

The IPAC (Information for Planning and Consultation) database identified the California Clapper Rail as potential affected by the Project Area. California clapper rails occur almost exclusively in tidal salt and brackish marshes with unrestricted daily tidal flows, adequate invertebrate prey food supply, well developed tidal channel networks, and suitable nesting and escape cover as refugia during extreme high tides. Evaluation of the Project Area did not identify suitable habitat for the clapper rail. Based on the evaluation of the Project Site, it is unlikely the project will directly or indirectly affect the clapper rail.

- **Blunt-nosed Leopard Lizard (*Gambelia silus*)**

Blunt-nosed Leopard Lizards were not identified within the Project Area. The species is a relatively large lizard in the Iguanidae family with a long, regenerative tail; long, powerful hind limbs; and a short, blunt snout. Although their under surface is uniformly white, the species exhibits tremendous variation in color and pattern on the backs, ranging from yellowish or light graybrown to dark brown. Males are typically larger and weigh more than females with adults ranging in size from 3.4 to 4.7 inches and weighing between 0.8 and 1.5 ounces. This species typically inhabits open, sparsely vegetated areas of low relief on the San Joaquin Valley floor and in the surrounding foothills. The closest known populations are in Eastern San Luis Obispo County and the Carrizo Plains. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the blunt-nosed lizard.

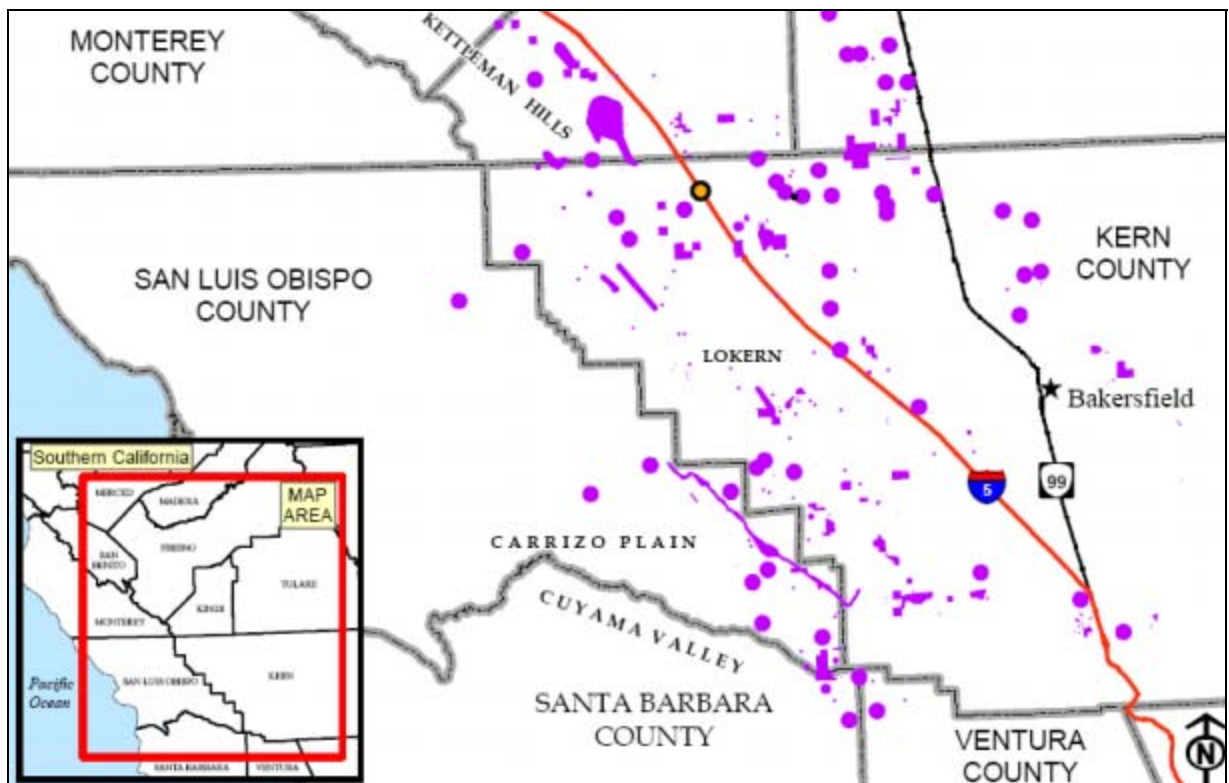


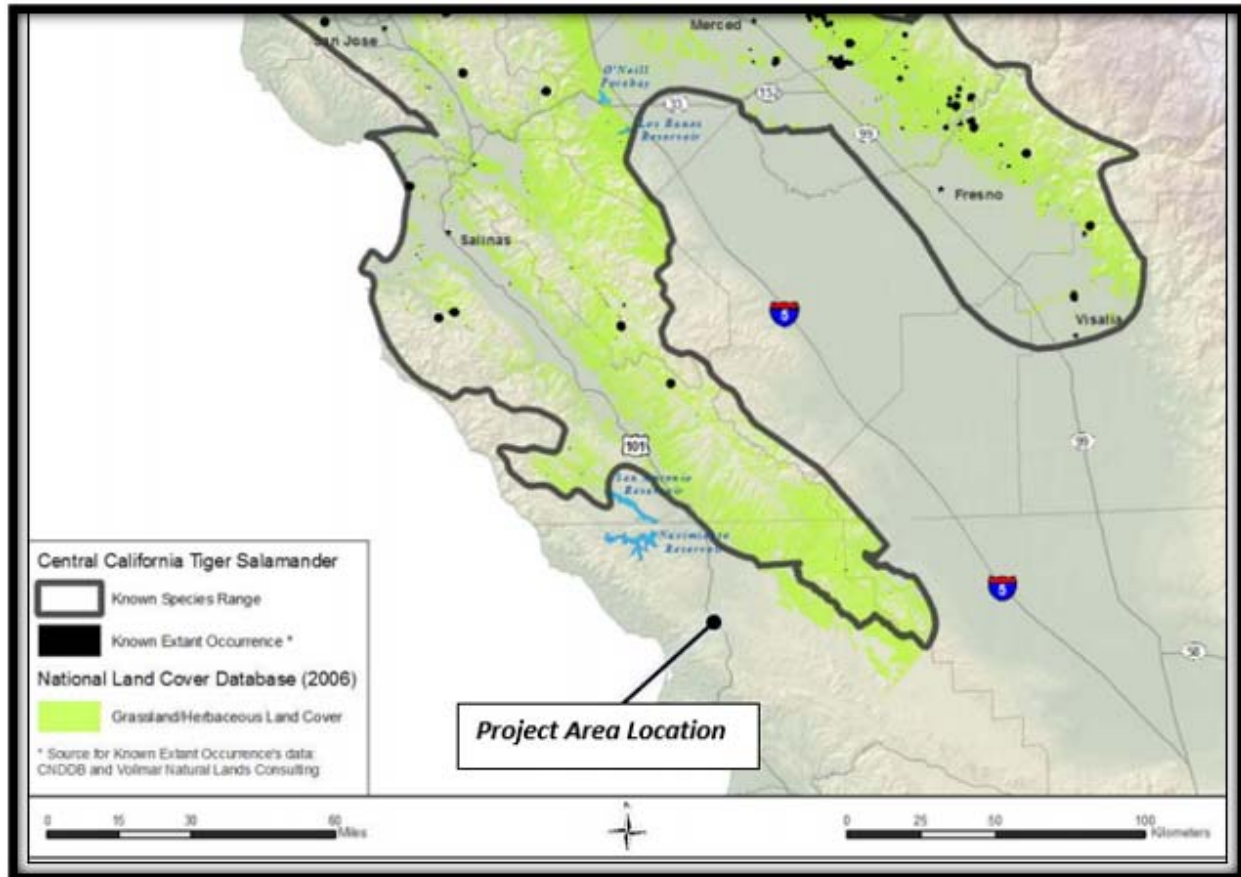
Figure 1: Population extant of Blunt-nosed Leopard Lizard. (USF&W 5-Year Review)

- **California Red-Legged Frog (*Rana draytonii*).** The California red-legged frog is federally listed as threatened. This subspecies of red-legged frog occurs from sea level to elevations of approximately 5,200-feet. It has been extirpated from 70 percent of its former range and now is found primarily in coastal drainages of central California, from Marin County, California, south to northern Baja California, Mexico.

The California red-legged frog requires a variety of habitat elements with aquatic breeding areas embedded within a matrix of riparian and upland dispersal habitats. Breeding sites of the California red-legged frog are in aquatic habitats including pools and backwaters within streams and creeks, ponds, marshes, springs, sag ponds, dune ponds and lagoons. Additionally, California red-legged frogs frequently breed in artificial impoundments such as stock ponds. The Project Site was identified as outside the final critical habitat for this species. Based on the evaluation of the Project Site, no suitable habitat for this species was identified and it is unlikely the project will directly or indirectly affect the red-legged frog.

- **California Tiger Salamander (*Ambystoma californiense*).** The California tiger salamander is divided into three separate Distinct Population Segments (DPSs): the Central California, Sonoma, and Santa Barbara DPSs. While genetically distinct and geographically isolated from each other, these three DPSs have similar biological needs and life histories. The Central California DPS of California tiger salamander (Central California tiger salamander) spends the majority of its life underground in small mammal burrows and migrates to pools and ponds for breeding during rain events. The Central California tiger salamander is restricted to the Central Valley and Inner Coast Range from Tulare and San Luis Obispo Counties in the south, to Sacramento and Yolo Counties in the north. Within this area, the species is known from sites on the Central Valley floor near sea level, up to a maximum elevation of roughly 3,940 feet in the Coast Ranges and 1,640 feet in the Sierra Nevada foothills. The Central California tiger salamander is threatened primarily by habitat loss and fragmentation due to agricultural conversion and urban development, competition with and predation from non-native species, and hybridization with non-native tiger salamanders. Based on the evaluation of the Project Site and lack of breeding habitat, it is unlikely the project will directly or indirectly affect the California Tiger Salamander.





**Figure 2: California Tiger Salamander Known Species Range.**

- **Vernal Pool Fairy Shrimp** (*Branchinecta lynchi*). The vernal pool fairy shrimp (*Branchinecta lynchi*) is a small freshwater crustacean (0.12 to 1.5 inches long) belonging to an ancient order of branchiopods, the Anostraca. Like other anostracans, it has stalked compound eyes and eleven pairs of phyllopods (swimming legs that also function as gills). The vernal pool fairy shrimp is endemic to California and the Agate Desert of southern Oregon. It has the widest geographic range of the federally-listed vernal pool crustaceans, but it is seldom abundant where found, especially where it co-occurs with other species. The vernal pool fairy shrimp has an ephemeral life cycle and exists only in vernal pools or vernal pool-like habitats; the species does not occur in riverine, marine, or other permanent bodies of water. Based on the evaluation of the Project Site, no suitable habitat (pooling of stormwater runoff for multiple days) for this species was identified and it is unlikely the project will directly or indirectly affect the vernal pool fairy shrimp
- The IPAC Database also identified the California Condor (*Gymnogyps californianus*), the Least Bell's Vireo (*Vireo bellii pusillus*), and the Southwestern Willow Flycatcher (*Empidonax traillii eximius*), as potential affected by the development of the Project Area. The Project Area was determined to be outside of the final critical habitat for these species. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the above species.

- **Critical Habitats.** The U.S. Fish and Wildlife; Information for Planning and Consulting (IPAC) database did not identify any designated critical habitats within the Project Area.

No special status plant species were found within the Project Area during the site reconnaissance. It should be noted, the biological evaluation was not conducted during the spring months when plants are flowering. The IPAC Database identified five special status plants as potentially impacted by the Project Site. Due to the habitat requirements and known extant of populations, and the marginal habitat located on the Project Site, it is unlikely the project will directly or indirectly affect the five special status species.

- **California Jewelflower** (*Caulanthus californicus*) Known Extant: Eastern San Luis Obispo County and Carrizo Plains.

- **Chorro Creek Bog Thistle** (*Cirsium fontinales* var *obispoense*) Lack of suitable habitat.

- **Marsh Sandword** (*Arenaria paludicola*) Lack of suitable habitat. Only known location in southwestern San Luis Obispo County near Oso Flaco Lake.

- **Purple Amole** (*Chlorogalum purpureum*) Known Extant: Fort Hunter Liggett / Camp Roberts

- **Spreading Navarrentia** (*Navarrentia fossalis*) Lack of suitable habitat.

***It is SDC's opinion that the special status species identified with the potential to be within the Project Area are unlikely to be affected directly or indirectly by the development of the project site. SDC does not recommend any further investigation at this time.***

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### Appendices

Appendix A – Site Photographs



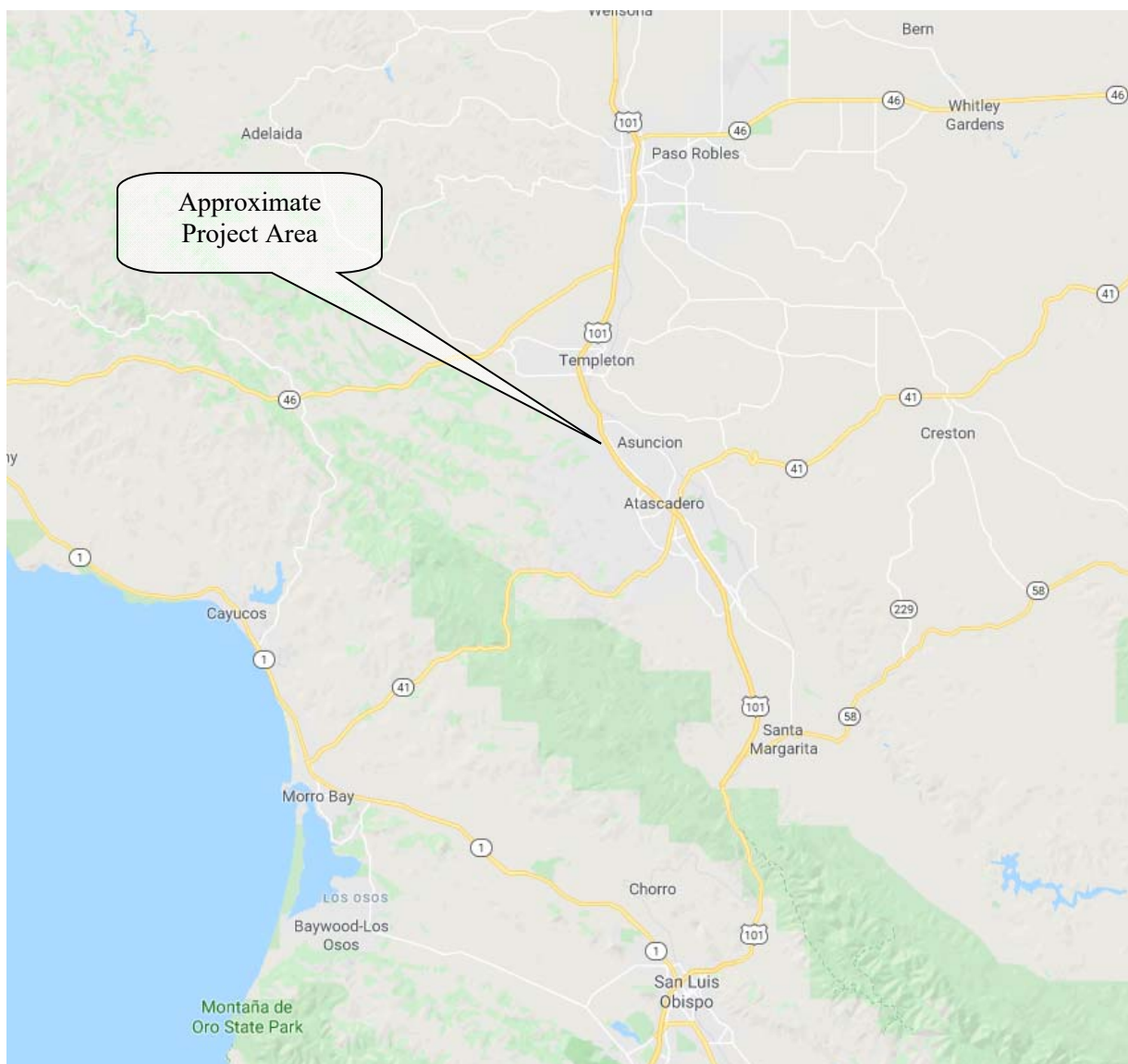
## **1.0 INTRODUCTION**

This report presents the results of a Biological Evaluation conducted for Barrel Creek Mixed Use Project located to the northwest of the Del Rio Road exit to Highway 101. This assessment was requested by Construction Developers Inc. and was conducted between November 26, 2019 and December 19, 2019. The site visit was made by Sierra Delta Consultant (SDC) biologist, Ms. Paige Eidemiller and biologist Mr. Kelly Gillogly.

The purpose of this Biological Assessment (BA) was to determine the sensitive fauna and floral species that have the potential to occur near the proposed Project Area. This assessment focuses on sensitive communities and sensitive species, and identifies potential biological impacts during the construction and operation of the well and supporting structure.

### ***1.1 Project Location***

The Project Area is located to the northwest of the Del Rio Road exit to Highway 101 in northern Atascadero. The Project Area is defined as 19.48-acres of land utilized as pasture / agriculture with some rural residential / commercial on the southern portions. (Figures 3 and 4).



**Figure 3.** Regional Map



Figure 4. Project Area Map

## 2.0 METHODS

A survey was conducted by SDC biologist Mr. Kelly Gillogly and junior biologist Paige Richardson on December 16, 2019. The temperature was in the low 50's degree Fahrenheit; the sky was partly cloudy, and a wind of 1-3 mph was blowing from the north. Reconnaissance of the Project Area was completed by walking the site for approximately two hours, looking for burrows and suitable habitat for the special status species identified by the IPAC Database, and noting all species observed. The visible plants were identified and recorded during the survey, and all holes, mounds, and any potential burrows were investigated for kit fox and other sensitive species activity. See Appendix A for site photographs.



### 3.0 FINDINGS

No sensitive plant, mammal, bird, amphibian, crustacean, or reptile species were identified within the Project Area during the site reconnaissance of the site.

No critical habitats were identified on the Project Site during the site reconnaissance.

Based on the near absence of hydrophilic vegetation and the man-made component of the hydrology of the drainage swells on the Project Site, it is SDC's opinion the ephemeral drainage channel does not meet the criteria for riparian habitat, or vernal pool habitat, and would not be covered under CDFG jurisdiction for streams and / or riparian habitat.

The property does not qualify as ACOE Section 404 wetlands due to a lack of appropriate soils and the near absence of hydrophytic vegetation observed during the site reconnaissance.

No potential burrows larger than 1 -2 inches in diameter (typical of pocket gophers and ground squirrels) were observed along the proposed Project Area. No kit fox signs (prey remains, tracks, scat, matted vegetation, or berms), were observed within the Project Area. It was determined that none of the burrow openings could potentially house San Joaquin kit fox due to size restrictions and lack of kit fox signs. The openings also lacked scat from other mammals and / or signs of kit fox activity. Ground squirrels were observed during the site reconnaissance and appeared to be actively using the burrows identified during the site reconnaissance.

#### 4.0 CONCLUSIONS

Based on the site visit, a search of floral and faunal databases and review of historical Atascadero wildlife and natural communities, it was determined that no direct impacts to sensitive plant or animal species would likely occur within the Project Area. No critical habitat, sensitive plant or animal species were found within the Project Area during the research and development of this report. For additional information regarding potential sensitive plants found within the Project Area, a botanical survey would be necessary in the spring months during the flowering periods. Below are summaries of findings for each sensitive species considered to have potential to be directly or indirectly affected by the proposed project (via the U.S. Fish & Wildlife; Information for Planning and Consultation (IPAC) Database). Other species utilizing the Project Area may be indirectly affected by the temporary noise of construction.

- **San Joaquin Kit Fox (*Vulpes macrotis mutica*)**

No San Joaquin kit fox were identified within the Project Area. No burrows were identified to be greater than 1 – 2 inches in diameter and no signs (tracks, scat, or prey remains) of kit fox activity were identified within the Project Area or in the immediate vicinity of the Project Area. The Project Area does not lie within any known corridors for the SJ kit fox. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the kit fox.

- **Giant Kangaroo Rat (*Dipodomys ingens*)**

Giant Kangaroo Rats were not identified within the Project Area. The giant kangaroo rat is a small burrowing rodent with large hind limbs, long tail and large fur-lined cheek pouches adapted for bipedal locomotion. Giant kangaroo rats are primarily seed eaters, but also eat green plants and insects and inhabit annual grassland communities with few or no shrubs, well drained, sandy-loam soils located on gentle slopes. The kangaroo rats form colonies of burrows called precincts, in which multiple individuals reside. They are primarily nocturnal and are active all year in all types of weather. While there is a potential that kangaroo rats do occur within the vicinity of the Project Area, there were no sign of any precincts or colonies of kangaroo rats in the Project Area. Currently, the closest known populations are located in Eastern San Luis Obispo County within the San Juan Creek Valley and Carrizo Plains. Based on the evaluation of the Project Site, it is unlikely the project will directly or indirectly affect the kangaroo rat.

- **California Clapper Rail (*Rallus longirostris obsoletus*)**

The IPAC (Information for Planning and Consultation) database identified the California Clapper Rail as potential affected by the Project Area. California clapper rails occur almost exclusively in tidal salt and brackish marshes with unrestricted daily tidal flows, adequate invertebrate prey food supply, well developed tidal channel networks, and suitable nesting and escape cover as refugia during extreme high tides. Evaluation of the Project Area did not identify

suitable habitat for the clapper rail. Based on the evaluation of the Project Site, it is unlikely the project will directly or indirectly affect the clapper rail.

- **Blunt-nosed Leopard Lizard (*Gambelia silus*)**

Blunt-nosed Leopard Lizards were not identified within the Project Area. The species is a relatively large lizard in the Iguanidae family with a long, regenerative tail; long, powerful hind limbs; and a short, blunt snout. Although their under surface is uniformly white, the species exhibits tremendous variation in color and pattern on the backs, ranging from yellowish or light graybrown to dark brown. Males are typically larger and weigh more than females with adults ranging in size from 3.4 to 4.7 inches and weighing between 0.8 and 1.5 ounces. This species typically inhabits open, sparsely vegetated areas of low relief on the San Joaquin Valley floor and in the surrounding foothills. The closest known populations are in Eastern San Luis Obispo County and the Carrizo Plains. Based on the evaluation of the Project Site and sub-optimal habitat, it is unlikely the project will directly or indirectly affect the blunt-nosed lizard.

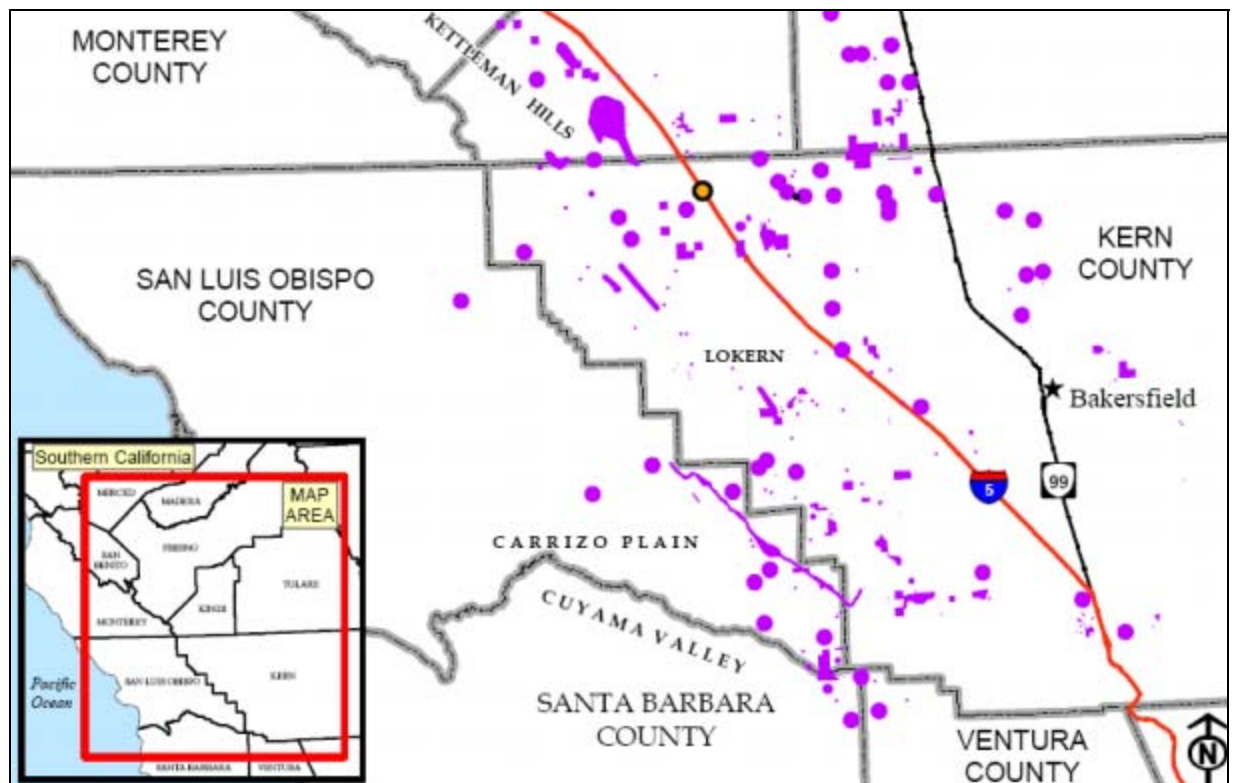


Figure 1: Population extant of Blunt-nosed Leopard Lizard. (USF&W 5-Year Review)

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central California, from Marin County, California, south to northern Baja California, Mexico.

The California red-legged frog requires a variety of habitat elements with aquatic breeding areas embedded within a matrix of riparian and upland dispersal habitats. Breeding sites of the California red-legged frog are in aquatic habitats including pools and backwaters within streams and creeks, ponds, marshes, springs, sag ponds, dune ponds and lagoons. Additionally, California red-legged frogs frequently breed in artificial impoundments such as stock ponds. The Project Site was identified as outside the final critical habitat for this species. Based on the evaluation of the Project Site, no suitable habitat for this species was identified and it is unlikely the project will directly or indirectly affect the red-legged frog.

- **California Tiger Salamander** (*Ambystoma californiense*). The California tiger salamander is divided into three separate Distinct Population Segments (DPSs): the Central California, Sonoma, and Santa Barbara DPSs. While genetically distinct and geographically isolated from each other, these three DPSs have similar biological needs and life histories. The Central California DPS of California tiger salamander (Central California tiger salamander) spends the majority of its life underground in small mammal burrows and migrates to pools and ponds for breeding during rain events. The Central California tiger salamander is restricted to the Central Valley and Inner Coast Range from Tulare and San Luis Obispo Counties in the south, to Sacramento and Yolo Counties in the north. Within this area, the species is known from sites on the Central Valley floor near sea level, up to a maximum elevation of roughly 3,940 feet in the Coast Ranges and 1,640 feet in the Sierra Nevada foothills. The Central California tiger salamander is threatened primarily by habitat loss and fragmentation due to agricultural conversion and urban development, competition with and predation from non-native species, and hybridization with non-native tiger salamanders. Based on the evaluation of the Project Site and lack of breeding habitat, it is unlikely the project will directly or indirectly affect the California Tiger Salamander.



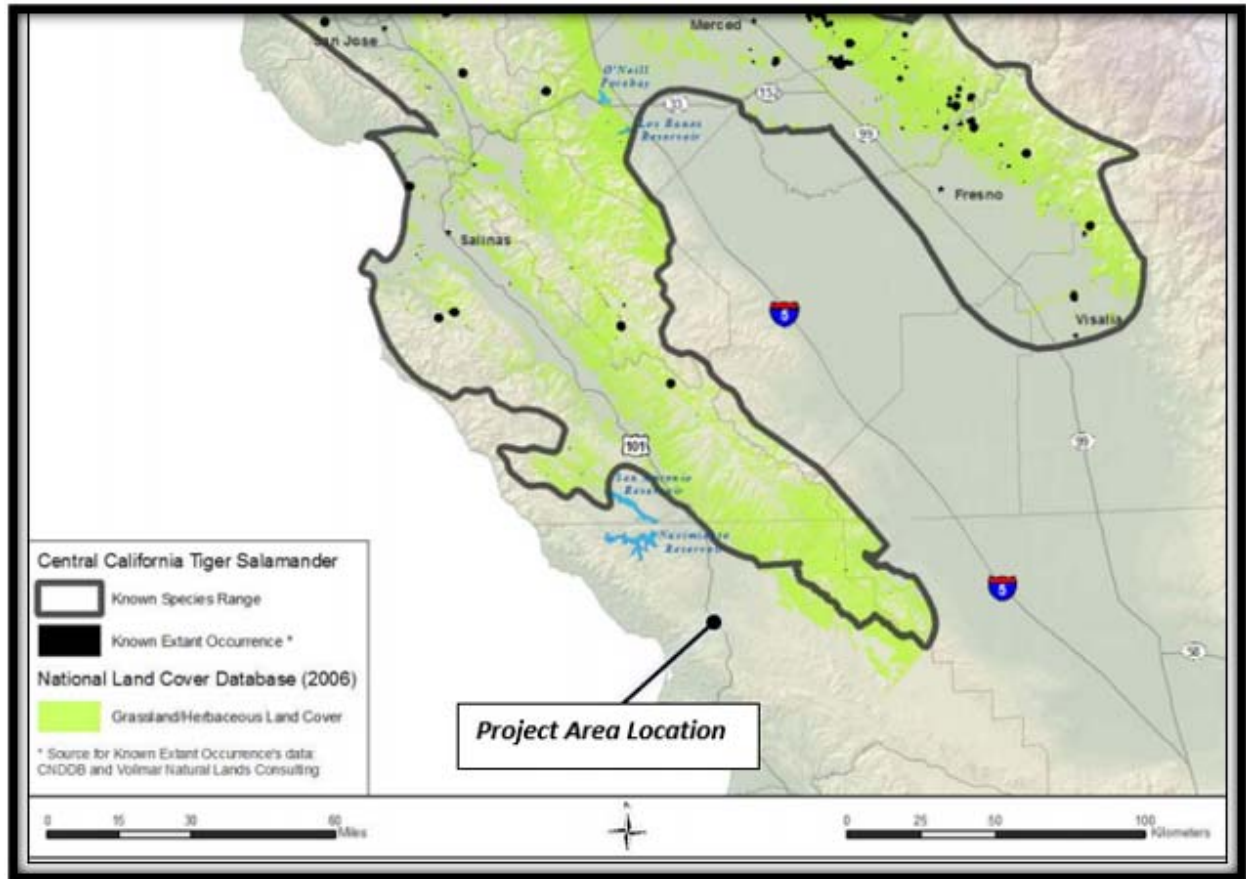


Figure 2: California Tiger Salamander Known Species Range.

- Vernal Pool Fairy Shrimp** (*Branchinecta lynchi*). The vernal pool fairy shrimp (*Branchinecta lynchi*) is a small freshwater crustacean (0.12 to 1.5 inches long) belonging to an ancient order of branchiopods, the Anostraca. Like other anostracans, it has stalked compound eyes and eleven pairs of 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
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No special status plant species were found within the Project Area during the site reconnaissance. It should be noted, the biological evaluation was not conducted during the spring months when plants are flowering. The IPAC Database identified five special status plants as potentially impacted by the Project Site. Due to the habitat requirements and known extant of populations, and the marginal habitat located on the Project Site, it is unlikely the project will directly or indirectly affect the five special status species.

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- **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.***

## 5.0 REFERENCES

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Picture 1: Looking north from the western portion of the Subject Property.



Picture 2: Looking west across the southern parcels.



Picture 3: Dead vegetation and new growth of native grasses.



Picture 4: Looking west along the southern boundary of the Subject Property.



Picture 5: Vegetation on the southern boundary of the Subject Property.



Picture 6: Looking north along the western side of the building on the Subject Property.





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.