



# **CITY OF ATASCADERO CITY COUNCIL**

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## **AGENDA**

**Tuesday, June 25, 2019**

**City Hall Council Chambers, 4th floor  
6500 Palma Avenue, Atascadero, California  
(Entrance on Lewis Ave.)**

**City Council Regular Session:**

**6:00 P.M.**

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

**PLEDGE OF ALLEGIANCE:** Council Member Fonzi

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

**APPROVAL OF AGENDA:** Roll Call

**Recommendation:** Council:

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

### **PRESENTATION:**

1. **Community Choice Energy Presentation by Monterey Bay Community Power** (Presentation may result in Council questions, discussion and public comment.)

**A. CONSENT CALENDAR:** (All items on the consent calendar are considered to be routine and non-controversial by City staff and will be approved by one motion if no member of the Council or public wishes to comment or ask questions. If comment or discussion is desired by anyone, the item will be removed from the Consent Calendar and will be considered in the listed sequence with an opportunity for any member of the public to address the Council concerning the item before action is taken.)

**1. City Council Draft Action Minutes – June 11, 2019**

- Recommendation: Council approve the June 11, 2019 Draft City Council Meeting Minutes. [City Clerk]

**2. May 2019 Accounts Payable and Payroll**

- Fiscal Impact: \$2,092,698.05
- Recommendation: Council approve certified City accounts payable, payroll and payroll vendor checks for May 2019. [Administrative Services]

**3. 2019-2020 Citywide Salary Schedule**

- Fiscal Impact: None.
- Recommendation: Council approve the new Salary Schedule for Fiscal Year 2019-2020. [City Manager]

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

**COMMUNITY FORUM:** (This portion of the meeting is reserved for persons wanting to address the Council on any matter not on this agenda and over which the Council has jurisdiction. Speakers are limited to three minutes. Please state your name for the record before making your presentation. Comments made during Community Forum will not be a subject of discussion. A maximum of 30 minutes will be allowed for Community Forum, unless changed by the Council. Any members of the public who have questions or need information may contact the City Clerk's Office, between the hours of 8:30 a.m. and 5:00 p.m. at (805) 470-3400, or [cityclerk@atascadero.org](mailto:cityclerk@atascadero.org).)

**B. PUBLIC HEARINGS:**

**1. Ordinance to Repeal and Replace Title 6 Chapter 6 “No-Smoking Areas Established in Certain Public Places” and Repeal Title 10, Chapter 1 Section 10-1.34 “Smoking and Tobacco Products”**

- Ex-Parte Communications:
- Fiscal Impact: None.
- Recommendation: Council introduce, for first reading by title only, Draft Ordinance repealing and replacing Title 6, Chapter 6 “No-smoking areas established in certain public places” of the Atascadero Municipal Code and deleting in its entirety Title 10, Chapter 1, Section 10-1.34 “Smoking and tobacco products”. [Police Department]

**2. Planned Development Amendment for the Principal Mixed-use Project – PLN 2014-1519**

- Ex-Parte Communications:
- Fiscal Impact: If the project is approved for processing, it should be required to be fiscally neutral so the added residential units fund their fair share of impacts to City police, fire, and parks services.
- Recommendations: Council:
  1. Adopt Draft Resolution A, certifying Mitigated Negative Declaration No. 2019-0002 based on findings.

2. Adopt Draft Resolution B, approving a General Plan Land Use Diagram Amendment to change the designation of Lot 62 adjacent to El Camino Real from Medium Density Residential to General Commercial based on findings.
3. Introduce for first reading, by title only, Draft Ordinance approving Title 9 Zone Text Amendments to the Planned Development Overlay Zone #24 (PD-24) and changing the zoning of Lot 62 from RMF-10 to CR based on findings.
4. Adopt Draft Resolution C, approving a Conditional Use Permit (2019 Master Plan of Development) and Vesting Tentative Subdivision Map (Tract 3070) based on findings and subject to Conditions of Approval and Mitigation Monitoring. [Community Development]

**C. MANAGEMENT REPORTS:**

**1. Del Rio Road / US 101 Interchange Traffic Sensitivity Analysis**

- Fiscal Impact: The current agreement with Wallace Group for Phase 2 (PAED) work has a remaining balance of approximately \$450,000. If alternative improvement designs are appropriate for future traffic demands, there is a potential savings exceeding \$10 million.
- Recommendations: Council:
  1. Receive and file Traffic Sensitivity Analysis for the Del Rio Road Interchange Report.
  2. Direct staff to pause work on the current roundabout design for the Del Rio Road Interchange Project and amend the current agreement with Wallace Group to evaluate alternative interchange and corridor improvements that are consistent with traffic needs from anticipated development in the vicinity. [Public Works]

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

Mayor Moreno

1. City Selection Committee
2. County Mayors Round Table
3. Economic Vitality Corporation, Board of Directors (EVC)
4. SLO Council of Governments (SLOCOG)
5. SLO Regional Transit Authority (RTA)

Mayor Pro Tem Bourbeau

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

Council Member Fonzi

1. Air Pollution Control District
2. Atascadero Basin Ground Water Sustainability Agency (GSA)
3. City of Atascadero Design Review Committee
4. SLO Local Agency Formation Commission (LAFCo)

Council Member Funk

1. City of Atascadero Finance Committee
2. Homeless Services Oversight Council
3. League of California Cities – Council Liaison

Council Member Newsom

1. California Joint Powers Insurance Authority (CJPIA) Board
2. City / Schools Committee
3. City of Atascadero Design Review Committee
4. Visit SLO CAL Advisory Committee

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

1. City Council
2. City Clerk
3. City Treasurer
4. City Attorney
5. City Manager

**F. ADJOURN**

**Please note:** Should anyone challenge any proposed development entitlement listed on this Agenda in court, 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 City Council at or prior to this public hearing. Correspondence submitted at this public hearing will be distributed to the Council and available for review in the City Clerk's office.



## City of Atascadero

### **WELCOME TO THE ATASCADERO CITY COUNCIL MEETING**

The City Council meets in regular session on the second and fourth Tuesday of each month at 6:00 p.m. Council meetings will be held at the City Hall Council Chambers, 6500 Palma Avenue, Atascadero. Matters are considered by the Council in the order of the printed Agenda. Regular Council meetings are televised live, audio recorded and videotaped for future playback. Charter Communication customers may view the meetings on Charter Cable Channel 20 or via the City's website at [www.atascadero.org](http://www.atascadero.org). Meetings are also broadcast on radio station KPRL AM 1230. Contact the City Clerk for more information at [cityclerk@atascadero.org](mailto:cityclerk@atascadero.org) or (805) 470-3400.

Copies of the staff reports or other documentation relating to each item of business referred to on the Agenda are on file in the office of the City Clerk and are available for public inspection 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). Contracts, Resolutions and Ordinances will be allocated a number once they are approved by the City Council. The minutes of this meeting will reflect these numbers. All documents submitted by the public during Council meetings that are either read into the record or referred to in their statement will be noted in the minutes and available for review in the City Clerk's office.

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, "COMMUNITY FORUM", the Mayor will call for anyone from the audience having business with the Council 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 Mayor and Council.
5. No person shall be permitted to make slanderous, profane or negative personal remarks concerning any other individual, absent or present

This is the time items not on the Agenda may be brought to the Council's attention. A maximum of 30 minutes will be allowed for Community Forum (unless changed by the Council). If you wish to use a computer presentation to support your comments, you must notify the City Clerk's office at least 24 hours prior to the meeting. Digital presentations must be brought to the meeting on a USB drive or CD. You are required to submit to the City Clerk a printed copy of your presentation for the record. Please check in with the City Clerk before the meeting begins to announce your presence and turn in the printed copy.

#### **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 Mayor will identify the subject, staff will give their report, and the Council will ask questions of staff. The Mayor will announce when the public comment period is open and will request anyone interested to address the Council 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 Mayor
2. Give your name (not required)
3. Make your statement
4. All comments should be made to the Mayor and Council
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

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



# **CITY OF ATASCADERO CITY COUNCIL**

## **DRAFT MINUTES**

**Tuesday, June 11, 2019**

**City Hall Council Chambers, 4th floor  
6500 Palma Avenue, Atascadero, California  
(Entrance on Lewis Ave.)**

|   |                  |
|---|------------------|
| <b><u>City Council Closed Session:</u></b>  | <b>5:30 P.M.</b> |
| <b><u>City Council Regular Session:</u></b> | <b>6:00 P.M.</b> |

### **CITY COUNCIL CLOSED SESSION:**

Mayor Moreno announced at 5:30 p.m. that the Council would be going into Closed Session.

The City Attorney advised that Closed Session Item b was not needed.

- 1. CLOSED SESSION -- PUBLIC COMMENT -- None**
- 2. COUNCIL LEAVES CHAMBERS TO BEGIN CLOSED SESSION**
- 3. CLOSED SESSION -- CALL TO ORDER**
  - a. Conference with Legal Counsel – Existing Litigation**

Government Code Sec. 54956.9 (d)(1)  
Name of Case: Castlerock Development et.al. v. City of Atascadero  
San Luis Obispo Superior Court Case No. 16CVP-0324

### **4. CLOSED SESSION -- ADJOURNMENT**

The City Attorney reported that there was no reportable action.

### **REGULAR SESSION – CALL TO ORDER:**

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

**ROLL CALL:**

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

Absent: None

Others Present: City Treasurer Sibbach

Staff Present: City Manager Rachelle Rickard, Administrative Services Director Jeri Rangel, Public Works Director Nick DeBar, Police Chief Jerel Haley, Fire Chief Casey Bryson, City Attorney Brian Pierik, Deputy City Manager Terrie Banish and Deputy City Clerk Amanda Muther

**APPROVAL OF AGENDA:**

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

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

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

**PRESENTATIONS:**

**1. Presentation - PG&E's Community Wildfire Safety Program (CWSP)**

Eric Daniels from PG&E gave a presentation on the Community Wildfire Safety Program, provided Council with a handout (Exhibit A) and answered questions from the Council.

Fire Chief Bryson spoke briefly on the City's emergency preparation plans and John Neil of Atascadero Mutual Water Company (AMWC) gave a brief narrative on the backup systems AMWC has in place to address power outages when they occur.

**A. CONSENT CALENDAR:**

**1. City Council Draft Action Minutes – May 28, 2019**

- Recommendation: Council approve the May 28, 2019 Draft City Council Meeting Minutes. [City Clerk]

**2. Designate the County Health Officer to Enforce all Health Laws within the City of Atascadero**

- Fiscal Impact: None.
- Recommendation: Council adopt Draft Resolution confirming the Council's consent to the enforcement of all health laws within the City of Atascadero by the San Luis Obispo County Health Officer. [City Manager]

### 3. **Formation of Paid Level 3 Reserve Officer Position**

- **Fiscal Impact:** The creation of the paid Level 3 Reserve Officer position at a Step B officer pay will not result in any additional fiscal impact to the Police Department and there may be some additional savings in future recruitment costs.
- **Recommendation:** Council authorize the City Manager to establish a new paid Level 3 Reserve Officer position and amend the monthly salary schedule to add the Level 3 Reserve Officer position as follows:

| CLASSIFICATION          | STEP A   | STEP B   | STEP C | STEP D | STEP E |
|-------------------------|----------|----------|--------|--------|--------|
| Level 3 Reserve Officer | 5,398.22 | 5,668.13 | n/a    | n/a    | n/a    |

[Police Department]

**MOTION: By Council Member Fonzi and seconded by Council Member Funk to approve the Consent Calendar. (#A-2: Resolution No. 2019-038)**  
***Motion passed 5:0 by a roll-call vote.***

### **UPDATES FROM THE CITY MANAGER:**

City Manager Rachelle Rickard gave an update on projects and issues within the City.

### **COMMUNITY FORUM:**

The following citizens spoke during Community Forum: Rita Casaverde

***Mayor Moreno closed the COMMUNITY FORUM period.***

### **B. PUBLIC HEARINGS:**

#### **1. Apple Valley Assessment Districts**

- **Ex-Parte Communications:**
- **Fiscal Impact:** Annual assessments for 2019/2020 will total \$38,500 for road/drainage system maintenance and \$63,000 for landscape and lighting maintenance. These amounts will be assessed to the owners of parcels in Apple Valley.
- **Recommendations:** Council:
  1. Adopt Draft Resolution A approving the final Engineer's Report regarding the Street and Storm Drain Maintenance District No. 01 (Apple Valley), and the levy and collection of annual assessments related thereto for fiscal year 2019/2020.
  2. Adopt Draft Resolution B ordering the levy and collection of assessments for fiscal year 2019/2020 for Street and Storm Drain Maintenance District No. 01 (Apple Valley).
  3. Adopt Draft Resolution C approving the final Engineer's Report regarding the Landscaping and Lighting District No. 01 (Apple Valley), and the levy and collection of annual assessments related thereto in fiscal year 2019/2020.

4. Adopt Draft Resolution D ordering the levy and collection of assessments for fiscal year 2019/2020 for Landscaping and Lighting District No. 01 (Apple Valley). [Administrative Services]

Ex Parte Communications: None.

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

**PUBLIC COMMENT:**

The following citizens spoke on this item: None.

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

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

1. Adopt Draft Resolution A approving the final Engineer's Report regarding the Street and Storm Drain Maintenance District No. 01 (Apple Valley), and the levy and collection of annual assessments related thereto for fiscal year 2019/2020.
2. Adopt Draft Resolution B ordering the levy and collection of assessments for fiscal year 2019/2020 for Street and Storm Drain Maintenance District No. 01 (Apple Valley).
3. Adopt Draft Resolution C approving the final Engineer's Report regarding the Landscaping and Lighting District No. 01 (Apple Valley), and the levy and collection of annual assessments related thereto in fiscal year 2019/2020.
4. Adopt Draft Resolution D ordering the levy and collection of assessments for fiscal year 2019/2020 for Landscaping and Lighting District No. 01 (Apple Valley).

***Motion passed 5:0 by a roll-call vote. (Resolution Nos. 2019-039, 2019-040, 2019-041, and 2019-042)***

**2. De Anza Estates Assessment Districts**

- Ex-Parte Communications:
- Fiscal Impact: Annual assessments for 2019/2020 will total \$30,562 for road/drainage system maintenance and \$15,875 for landscape and lighting maintenance. These amounts will be assessed to the owners of parcels in De Anza Estates. The City General Fund will contribute \$1,400 for the fiscal year 2019/2020 for half of the maintenance costs of the trails and open space.
- Recommendations: Council:
  1. Adopt Draft Resolution A approving the final Engineer's Report regarding the Street and Storm Drain Maintenance District No. 03 (De Anza Estates), and the levy and collection of annual assessments related thereto for fiscal year 2019/2020.
  2. Adopt Draft Resolution B ordering the levy and collection of assessments for fiscal year 2019/2020 for Street and Storm Drain Maintenance District No. 03 (De Anza Estates).

3. Adopt Draft Resolution C approving the final Engineer's Report regarding the Landscaping and Lighting District No. 03 (De Anza Estates), and the levy and collection of annual assessments related thereto in fiscal year 2019/2020.
4. Adopt Draft Resolution D ordering the levy and collection of assessments for fiscal year 2019/2020 for Landscaping and Lighting District No. 03 (De Anza Estates). [Administrative Services]

Ex Parte Communications: None.

Administrative Services Director Rangel gave the staff report.

**PUBLIC COMMENT:**

The following citizens spoke on this item: None.

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

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

1. Adopt Draft Resolution A approving the final Engineer's Report regarding the Street and Storm Drain Maintenance District No. 03 (De Anza Estates), and the levy and collection of annual assessments related thereto for fiscal year 2019/2020.
2. Adopt Draft Resolution B ordering the levy and collection of assessments for fiscal year 2019/2020 for Street and Storm Drain Maintenance District No. 03 (De Anza Estates).
3. Adopt Draft Resolution C approving the final Engineer's Report regarding the Landscaping and Lighting District No. 03 (De Anza Estates), and the levy and collection of annual assessments related thereto in fiscal year 2019/2020.
4. Adopt Draft Resolution D ordering the levy and collection of assessments for fiscal year 2019/2020 for Landscaping and Lighting District No. 03 (De Anza Estates).

***Motion passed 5:0 by a roll-call vote. (Resolution Nos. 2019-043, 2019-044, 2019-045, and 2019-046)***

**3. Woodridge (Las Lomas) Assessment Districts**

- Ex-Parte Communications:
- Fiscal Impact: Annual assessments for 2019/2020 will total \$90,383 for road/drainage system maintenance and \$64,890 for landscape and lighting maintenance. These amounts will be assessed to the owners of parcels in Las Lomas (Woodridge). The City General Fund will contribute \$1,850 for the fiscal year 2019/2020 for 25% of the maintenance costs of the trails and open space.
- Recommendations: Council:
  1. Adopt Draft Resolution A approving the final Engineer's Report regarding the Street and Storm Drain Maintenance District No. 02 –

- Woodridge (Las Lomas), and the levy and collection of annual assessments related thereto for fiscal year 2019/2020.
2. Adopt Draft Resolution B ordering the levy and collection of assessments for fiscal year 2019/2020 for Street and Storm Drain Maintenance District No. 02 – Woodridge (Las Lomas).
  3. Adopt Draft Resolution C approving the final Engineer's Report regarding the Landscaping and Lighting District No. 02 – Woodridge (Las Lomas), and the levy and collection of annual assessments related thereto in fiscal year 2019/2020.
  4. Adopt Draft Resolution D ordering the levy and collection of assessments for fiscal year 2019/2020 for Landscaping and Lighting District No. 02 – Woodridge (Las Lomas). [Administrative Services]

Ex Parte Communications: None.

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

**PUBLIC COMMENT:**

The following citizens spoke on this item: None.

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

**MOTION:** By Council Member Newsom and seconded by Council Member Fonzi to:

1. Adopt Draft Resolution A approving the final Engineer's Report regarding the Street and Storm Drain Maintenance District No. 02 – Woodridge (Las Lomas), and the levy and collection of annual assessments related thereto for fiscal year 2019/2020.
2. Adopt Draft Resolution B ordering the levy and collection of assessments for fiscal year 2019/2020 for Street and Storm Drain Maintenance District No. 02 – Woodridge (Las Lomas).
3. Adopt Draft Resolution C approving the final Engineer's Report regarding the Landscaping and Lighting District No. 02 – Woodridge (Las Lomas), and the levy and collection of annual assessments related thereto in fiscal year 2019/2020.
4. Adopt Draft Resolution D ordering the levy and collection of assessments for fiscal year 2019/2020 for Landscaping and Lighting District No. 02 – Woodridge (Las Lomas).

***Motion passed 5:0 by a roll-call vote. (Resolution Nos. 2019-047, 2019-048, 2019-049, and 2019-050)***

**4. Atascadero Tourism Business Improvement District Confirmation of Annual Assessment (Fiscal Year 2019-2020)**

- Ex-Parte Communications:
- Fiscal Impact: Annual assessments for 2019-2020 are expected to be approximately \$284,000 and will be assessed as 2% of the rent charged on the occupied rooms and spaces for transient occupancies.
- Recommendation: Council adopt Draft Resolution confirming the annual assessment for the Atascadero Tourism Business Improvement District (fiscal year 2019-2020). [City Manager]

Ex Parte Communications: None.

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

**PUBLIC COMMENT:**

The following citizens spoke on this item: None.

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

**MOTION:** By Council Member Funk and seconded by Mayor Pro Tem Bourbeau to adopt Draft Resolution confirming the annual assessment for the Atascadero Tourism Business Improvement District (fiscal year 2019-2020).  
***Motion passed 5:0 by a roll-call vote. (Resolution No. 2019-051)***

**5. Downtown Parking and Business Improvement Area Confirmation of Annual Assessment (FY 2019-2020)**

- Ex-Parte Communications:
- Fiscal Impact: Adopting the staff recommendation will result in the collection and expenditure of approximately \$9,800 in BIA funds.
- Recommendation: Council adopt Draft Resolution confirming the annual assessment for the Downtown Parking and Business Improvement Area (fiscal year 2019-2020). [City Manager]

Ex Parte Communications: None.

Deputy City Manager Banish gave the staff report.

**PUBLIC COMMENT:**

The following citizens spoke on this item: None.

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



**MOTION:** By Mayor Pro Tem Bourbeau and seconded by Council Member Fonzi to adopt Draft Resolution confirming the annual assessment for the Downtown Parking and Business Improvement Area (fiscal year 2019-2020).

***Motion passed 5:0 by a roll-call vote. (Resolution No. 2019-052)***

**C. MANAGEMENT REPORTS:**

**1. Formation of Improvement Area No. 1, Community Facilities District 2005-1 (6300, 6320, 6420, 6450, 6490, and 6500 El Camino Real: Parcel Map AT 17-0088)**

- Fiscal Impact: None.
- Recommendations: Council:
  1. Adopt Draft Resolution A, adopting a boundary map showing the territory proposed for inclusion in proposed Improvement Area No. 1 (Public Services) of the City of Atascadero.
  2. Adopt Draft Resolution B, declaring its intention to establish Improvement Area No. 1 of Community Facilities District 2005-1 (Public Services) of the City of Atascadero and to authorize the levy of special taxes therein to finance Public Services. [Community Development]

City Manager Rickard gave the staff report.

**PUBLIC COMMENT:**

The following citizens spoke on this item: None.

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

**MOTION:** By Council Member Newsom and seconded by Council Member Funk to:

1. Adopt Draft Resolution A adopting a boundary map showing the territory proposed for inclusion in proposed Improvement Area No. 1 (Public Services) of the City of Atascadero.
2. Adopt Draft Resolution B, declaring its intention to establish Improvement Area No. 1 of Community Facilities District 2005-1 (Public Services) of the City of Atascadero and to authorize the levy of special taxes therein to finance Public Services.

***Motion passed 5:0 by a roll-call vote. (Resolution Nos. 2019-053, and 2019-054)***

***Mayor Moreno recessed the meeting at 8:02 p.m.***

***Mayor Moreno reconvened the meeting with all present at 8:12 p.m.***

## **2. Strategic Planning 2019-2021 Council Goals and Action Plan**

- Fiscal Impact: The two-year budget is based on the goals developed through the strategic planning process. While there is no direct impact as a result of the approval of this work plan, future budgets are based on these goals, and specific projects may require the expenditure of funds or additional resources.
- Recommendations: Council:
  1. Adopt the goals and decision criteria selected at the Strategic Planning Workshop of January 25-26, 2019.
  2. Approve the 2019-2021 City of Atascadero Draft Action Plan implementing Council Goals. [City Manager]

City Manager Rickard gave the staff report.

### **PUBLIC COMMENT:**

The following citizens spoke on this item: None.

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

- MOTION:** By Council Member Funk and seconded by Council Member Fonzi to:
1. Adopt the goals and decision criteria selected at the Strategic Planning Workshop of January 25-26, 2019.
  2. Approve the 2019-2021 City of Atascadero Draft Action Plan implementing Council Goals.
- Motion passed 5:0 by a roll-call vote.***

## **3. 2019-2021 Operating and Capital Budget**

- Fiscal Impact: The total revenues for all funds are budgeted at \$37,822,370 and \$40,425,820 for fiscal years 2019-2020 and 2020-2021, respectively. Total expenditures for all funds are budgeted at \$44,994,920 and \$43,125,440 for fiscal years 2019-2020 and 2020-2021, respectively.
- Recommendations: Council:
  1. Adopt Draft Resolution adopting the budgets for the 2019-2020 and 2020-2021 fiscal years and delegating to the City Manager the authority to implement same.
  2. Adopt Draft Resolution amending fiscal year 2018-2019 budget.
  3. Adopt Draft Resolution adopting the fiscal year 2019-2020 annual spending limit. [Administrative Services]

Administrative Services Director Rangel gave the staff report and answered questions from the Council. City Manager Rickard also answered questions from the Council.

### **PUBLIC COMMENT:**

The following citizens spoke on this item: None.

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

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

1. Adopt Draft Resolution adopting the budgets for the 2019-2020 and 2020-2021 fiscal years and delegating to the City Manager the authority to implement same.
2. Adopt Draft Resolution amending fiscal year 2018-2019 budget.
3. Adopt Draft Resolution adopting the fiscal year 2019-2020 annual spending limit.

*Motion passed 5:0 by a roll-call vote. (Resolution Nos. 2019-055, 2019-056, and 2019-057)*

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

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

Mayor Moreno

1. SLO Council of Governments (SLOCOG)

Mayor Pro Tem Bourbeau

1. Integrated Waste Management Authority (IWMA)

Council Member Funk

1. City of Atascadero Finance Committee

Council Member Newsom

1. Visit SLO CAL Advisory Committee

**E. INDIVIDUAL DETERMINATION AND / OR ACTION: None**

**F. ADJOURN**

Mayor Moreno adjourned the meeting at 9:20 p.m.

**MINUTES PREPARED BY:**

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Amanda Muther  
Deputy City Clerk

The following exhibit is available for review in the City Clerk's office:

- Exhibit A – Community Wildfire Safety Program

**APPROVED:**



## **Atascadero City Council**

### **Staff Report - Administrative Services Department**

#### **May 2019 Accounts Payable and Payroll**

##### **RECOMMENDATION:**

Council approve certified City accounts payable, payroll and payroll vendor checks for May 2019.

##### **DISCUSSION:**

Attached for City Council review and approval are the following:

##### **Payroll**

|               |                        |              |
|---------------|------------------------|--------------|
| Dated 5/2/19  | Checks # 34365 - 34385 | \$ 11,723.15 |
|               | Direct Deposits        | 265,993.09   |
| Dated 5/16/19 | Checks # 34386 - 34409 | 13,979.88    |
|               | Direct Deposits        | 271,041.63   |
| Dated 5/30/19 | Checks # 34410 - 34432 | 16,297.67    |
|               | Direct Deposits        | 272,889.89   |

##### **Accounts Payable**

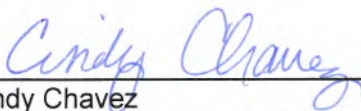
|                        |  |                        |
|------------------------|--|------------------------|
| Dated 5/1/19 - 5/31/19 | Checks # 160362 - 160638<br>& EFTs 3299 - 3335 | 1,240,772.74           |
|                        | <b>TOTAL AMOUNT</b>                            | <b>\$ 2,092,698.05</b> |

##### **FISCAL IMPACT:**

Total expenditures for all funds is \$ 2,092,698.05

##### **CERTIFICATION:**

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

  
Cindy Chavez  
Deputy Director of Administrative Services

##### **ATTACHMENT:**

May 2019 Eden Warrant Register in the amount of \$ 1,240,772.74

**City of Atascadero**  
**Disbursement Listing**

ITEM NUMBER: A-2  
DATE: 06/25/19  
ATTACHMENT: 1

For the Month of May 2019

| Check Number | Check Date | Vendor                                   | Description            | Amount     |
|--------------|------------|--|------------------------|------------|
| 160362       | 05/01/2019 | ANTHEM BLUE CROSS HEALTH                 | Payroll Vendor Payment | 171,281.19 |
| 160363       | 05/01/2019 | LINCOLN NATIONAL LIFE INS CO             | Payroll Vendor Payment | 1,550.93   |
| 160364       | 05/01/2019 | MEDICAL EYE SERVICES                     | Payroll Vendor Payment | 1,713.59   |
| 160365       | 05/01/2019 | PREFERRED BENEFITS INSURANCE             | Payroll Vendor Payment | 8,466.90   |
| 3299         | 05/02/2019 | ANTHEM BLUE CROSS HSA                    | Payroll Vendor Payment | 11,106.26  |
| 160366       | 05/02/2019 | ATASCADERO MID MGRS ORG UNION            | Payroll Vendor Payment | 80.00      |
| 160367       | 05/02/2019 | ATASCADERO POLICE OFFICERS               | Payroll Vendor Payment | 1,209.75   |
| 160368       | 05/02/2019 | ATASCADERO PROF. FIREFIGHTERS            | Payroll Vendor Payment | 1,248.90   |
| 160369       | 05/02/2019 | MASS MUTUAL WORKPLACE SOLUTION           | Payroll Vendor Payment | 6,210.50   |
| 160370       | 05/02/2019 | NATIONWIDE RETIREMENT SOLUTION           | Payroll Vendor Payment | 498.49     |
| 160371       | 05/02/2019 | NAVIA BENEFIT SOLUTIONS                  | Payroll Vendor Payment | 1,730.18   |
| 160372       | 05/02/2019 | SEIU LOCAL 620                           | Payroll Vendor Payment | 817.52     |
| 160373       | 05/02/2019 | VANTAGEPOINT TRNSFR AGT 106099           | Payroll Vendor Payment | 349.12     |
| 160374       | 05/02/2019 | VANTAGEPOINT TRNSFR AGT 304633           | Payroll Vendor Payment | 4,326.05   |
| 160375       | 05/02/2019 | VANTAGEPOINT TRNSFR AGT 706276           | Payroll Vendor Payment | 60.00      |
| 3300         | 05/03/2019 | STATE DISBURSEMENT UNIT                  | Payroll Vendor Payment | 209.54     |
| 3301         | 05/03/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 21,919.24  |
| 3302         | 05/03/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 33,039.70  |
| 3303         | 05/03/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 1,459.67   |
| 3304         | 05/03/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 1,784.06   |
| 3305         | 05/03/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 2,651.08   |
| 3306         | 05/03/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 2,932.26   |
| 3307         | 05/03/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 5,398.72   |
| 3308         | 05/03/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 9,984.91   |
| 3309         | 05/07/2019 | RABOBANK, N.A.                           | Payroll Vendor Payment | 45,149.52  |
| 3310         | 05/07/2019 | EMPLOYMENT DEV DEPARTMENT                | Payroll Vendor Payment | 13,088.33  |
| 3311         | 05/07/2019 | EMPLOYMENT DEV. DEPARTMENT               | Payroll Vendor Payment | 2,009.17   |
| 160376       | 05/10/2019 | A & R CONSTRUCTION                       | Accounts Payable Check | 3,438.00   |
| 160377       | 05/10/2019 | AGM CALIFORNIA, INC.                     | Accounts Payable Check | 1,005.00   |
| 160378       | 05/10/2019 | ALLIANT INSURANCE SERVICES INC           | Accounts Payable Check | 173.00     |
| 160379       | 05/10/2019 | ALTHOUSE & MEADE, INC.                   | Accounts Payable Check | 95.00      |
| 160380       | 05/10/2019 | AMERICAN WEST TIRE & AUTO INC            | Accounts Payable Check | 1,889.93   |
| 160381       | 05/10/2019 | AT&T                                     | Accounts Payable Check | 163.58     |
| 160382       | 05/10/2019 | AT&T                                     | Accounts Payable Check | 32.54      |
| 160383       | 05/10/2019 | ATASCADERO HAY & FEED                    | Accounts Payable Check | 1,110.93   |
| 160385       | 05/10/2019 | ATASCADERO MUTUAL WATER CO.              | Accounts Payable Check | 4,022.35   |
| 160386       | 05/10/2019 | ATASCADERO NEWS                          | Accounts Payable Check | 551.05     |
| 160387       | 05/10/2019 | ATASCADERO PICKLEBALL CLUB,INC           | Accounts Payable Check | 192.00     |
| 160388       | 05/10/2019 | DYLAN T. AZEVEDO                         | Accounts Payable Check | 138.00     |
| 160389       | 05/10/2019 | BASSETT'S CRICKET RANCH,INC.             | Accounts Payable Check | 469.32     |

**City of Atascadero**  
Disbursement Listing

ITEM NUMBER: A-2  
DATE: 06/25/19  
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For the Month of May 2019

| Check Number | Check Date | Vendor                          | Description            | Amount    |
|--------------|------------|---------------------------------|------------------------|-----------|
| 160390       | 05/10/2019 | BELCHING BEAVER BREWERY, INC.   | Accounts Payable Check | 116.00    |
| 160391       | 05/10/2019 | BELL'S PLUMBING REPAIR, INC.    | Accounts Payable Check | 248.00    |
| 160392       | 05/10/2019 | KEITH R. BERGHER                | Accounts Payable Check | 877.50    |
| 160393       | 05/10/2019 | BERRY MAN, INC.                 | Accounts Payable Check | 1,351.10  |
| 160394       | 05/10/2019 | BIG RED MARKETING, INC.         | Accounts Payable Check | 3,000.00  |
| 160395       | 05/10/2019 | BREZDEN PEST CONTROL, INC.      | Accounts Payable Check | 90.00     |
| 160396       | 05/10/2019 | BURKE, WILLIAMS, & SORENSON LLP | Accounts Payable Check | 10,302.08 |
| 160397       | 05/10/2019 | C3 CONSTRUCTION & DEVELOPMENT   | Accounts Payable Check | 8,000.00  |
| 160398       | 05/10/2019 | CALPORTLAND COMPANY             | Accounts Payable Check | 496.53    |
| 160399       | 05/10/2019 | CARQUEST OF ATASCADERO          | Accounts Payable Check | 147.46    |
| 160400       | 05/10/2019 | CHARTER COMMUNICATIONS          | Accounts Payable Check | 78.77     |
| 160401       | 05/10/2019 | CHROMATIC COLLECTIVE            | Accounts Payable Check | 3,000.00  |
| 160402       | 05/10/2019 | KATHLEEN J. CINOWALT            | Accounts Payable Check | 143.50    |
| 160403       | 05/10/2019 | CITY OF PASO ROBLES             | Accounts Payable Check | 175.00    |
| 160404       | 05/10/2019 | CJN EVENT PLANNING              | Accounts Payable Check | 100.00    |
| 160405       | 05/10/2019 | COASTAL COPY, INC.              | Accounts Payable Check | 928.31    |
| 160406       | 05/10/2019 | CREWSENSE, LLC                  | Accounts Payable Check | 289.45    |
| 160407       | 05/10/2019 | CRYSTAL SPRINGS WATER           | Accounts Payable Check | 221.04    |
| 160408       | 05/10/2019 | CULLIGAN/CENTRAL COAST WTR TRT  | Accounts Payable Check | 70.00     |
| 160409       | 05/10/2019 | SHARON J. DAVIS                 | Accounts Payable Check | 136.50    |
| 160410       | 05/10/2019 | NICHOLAS DEBAR                  | Accounts Payable Check | 300.00    |
| 160411       | 05/10/2019 | DELTA LIQUID ENERGY             | Accounts Payable Check | 407.21    |
| 160412       | 05/10/2019 | DEPARTMENT OF JUSTICE           | Accounts Payable Check | 98.00     |
| 160413       | 05/10/2019 | DEPARTMENT OF WATER RESOURCES   | Accounts Payable Check | 4,674.00  |
| 160414       | 05/10/2019 | DESTINATION TRAVEL NETWORK      | Accounts Payable Check | 190.00    |
| 160415       | 05/10/2019 | DISTINCTIVE GLASSWARE BRANDING  | Accounts Payable Check | 1,250.55  |
| 160416       | 05/10/2019 | DOCUTEAM                        | Accounts Payable Check | 134.47    |
| 160417       | 05/10/2019 | PHILIP DUNSMORE                 | Accounts Payable Check | 300.00    |
| 160418       | 05/10/2019 | EARTH & FIRE BREWING CO, LLC    | Accounts Payable Check | 240.00    |
| 160419       | 05/10/2019 | EL CAMINO VETERINARY HOSP       | Accounts Payable Check | 3,000.00  |
| 160420       | 05/10/2019 | FEDEX                           | Accounts Payable Check | 11.85     |
| 160421       | 05/10/2019 | FERGUSON ENTERPRISES, INC.      | Accounts Payable Check | 807.05    |
| 160422       | 05/10/2019 | FGL ENVIRONMENTAL               | Accounts Payable Check | 472.00    |
| 160423       | 05/10/2019 | FULL SPECTRUM POWDER COATING    | Accounts Payable Check | 790.00    |
| 160424       | 05/10/2019 | G. BROTHERS SMOKEHOUSE          | Accounts Payable Check | 400.00    |
| 160425       | 05/10/2019 | GARRY BRILL PRODUCTIONS         | Accounts Payable Check | 150.00    |
| 160426       | 05/10/2019 | GAS COMPANY                     | Accounts Payable Check | 1,124.26  |
| 160427       | 05/10/2019 | BRADLEY A. HACKLEMAN            | Accounts Payable Check | 347.40    |
| 160428       | 05/10/2019 | HANLEY AND FLEISHMAN, LLP       | Accounts Payable Check | 2,978.50  |
| 160429       | 05/10/2019 | HART IMPRESSIONS PRINTING       | Accounts Payable Check | 113.14    |

**City of Atascadero**  
Disbursement Listing

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| Check Number | Check Date | Vendor                          | Description            | Amount    |
|--------------|------------|---------------------------------|------------------------|-----------|
| 160430       | 05/10/2019 | BRADLEY L. HILL                 | Accounts Payable Check | 250.00    |
| 160432       | 05/10/2019 | HOME DEPOT CREDIT SERVICES      | Accounts Payable Check | 3,835.60  |
| 160433       | 05/10/2019 | VOID                            | Accounts Payable Check | 0.00      |
| 160434       | 05/10/2019 | IRON MOUNTAIN RECORDS MGMNT     | Accounts Payable Check | 99.24     |
| 160435       | 05/10/2019 | JIFFY LUBE                      | Accounts Payable Check | 46.04     |
| 160436       | 05/10/2019 | JK'S UNLIMITED                  | Accounts Payable Check | 152.84    |
| 160437       | 05/10/2019 | JOE A. GONSALVES & SON          | Accounts Payable Check | 3,000.00  |
| 160438       | 05/10/2019 | DENISE R. KNEESKERN             | Accounts Payable Check | 69.00     |
| 160439       | 05/10/2019 | LAVA PRINT MEDIA, LLC           | Accounts Payable Check | 10.00     |
| 160440       | 05/10/2019 | LIFE ASSIST, INC.               | Accounts Payable Check | 1,350.04  |
| 160441       | 05/10/2019 | LONE MADRONE                    | Accounts Payable Check | 150.00    |
| 160442       | 05/10/2019 | CRAIG C. LOWRIE                 | Accounts Payable Check | 75.00     |
| 160443       | 05/10/2019 | MADRONE LANDSCAPES, INC.        | Accounts Payable Check | 580.00    |
| 160444       | 05/10/2019 | SAMUEL H. MCMILLAN, SR.         | Accounts Payable Check | 50.00     |
| 160445       | 05/10/2019 | MEDPOST URGENT CARE-ATASCADERO  | Accounts Payable Check | 120.00    |
| 160446       | 05/10/2019 | MICHAEL K. NUNLEY & ASSC, INC.  | Accounts Payable Check | 2,399.44  |
| 160447       | 05/10/2019 | MINER'S ACE HARDWARE            | Accounts Payable Check | 640.25    |
| 160448       | 05/10/2019 | MISSION UNIFORM SERVICE         | Accounts Payable Check | 393.42    |
| 160449       | 05/10/2019 | AMANDA MUTHER                   | Accounts Payable Check | 159.00    |
| 160450       | 05/10/2019 | MV TRANSPORTATION, INC.         | Accounts Payable Check | 12,396.28 |
| 160451       | 05/10/2019 | MWI ANIMAL HEALTH               | Accounts Payable Check | 127.41    |
| 160452       | 05/10/2019 | NCI AFFILIATES, INC             | Accounts Payable Check | 382.50    |
| 160453       | 05/10/2019 | NEOFUNDS                        | Accounts Payable Check | 3,000.00  |
| 160454       | 05/10/2019 | NEW TIMES                       | Accounts Payable Check | 237.00    |
| 160455       | 05/10/2019 | NORFOLK CITY TREASURER          | Accounts Payable Check | 412.08    |
| 160456       | 05/10/2019 | NORTH COAST ENGINEERING INC.    | Accounts Payable Check | 2,030.00  |
| 160457       | 05/10/2019 | OFFICE DEPOT INC.               | Accounts Payable Check | 1,247.88  |
| 160458       | 05/10/2019 | TARA ORLICK                     | Accounts Payable Check | 70.18     |
| 160461       | 05/10/2019 | PACIFIC GAS AND ELECTRIC        | Accounts Payable Check | 45,805.36 |
| 160462       | 05/10/2019 | PARADISE COALITION, INC.        | Accounts Payable Check | 671.65    |
| 160463       | 05/10/2019 | RICARDO PAZ                     | Accounts Payable Check | 550.00    |
| 160464       | 05/10/2019 | JUSTIN L. PETERSON              | Accounts Payable Check | 115.00    |
| 160465       | 05/10/2019 | PRAXAIR DISTRIBUTION, INC.      | Accounts Payable Check | 50.75     |
| 160466       | 05/10/2019 | PROCARE JANITORIAL SUPPLY, INC. | Accounts Payable Check | 1,384.68  |
| 160467       | 05/10/2019 | PROSOUND BUSINESS MEDIA, INC.   | Accounts Payable Check | 99.00     |
| 160468       | 05/10/2019 | PRW STEEL SUPPLY, INC.          | Accounts Payable Check | 90.29     |
| 160469       | 05/10/2019 | QUINCY ENGINEERING, INC.        | Accounts Payable Check | 35,572.04 |
| 160470       | 05/10/2019 | SHIRLEY L. RADCLIFF-BRUTON      | Accounts Payable Check | 585.30    |
| 160471       | 05/10/2019 | RAINBOW MEALWORMS, INC.         | Accounts Payable Check | 109.61    |
| 160472       | 05/10/2019 | RAINSCAPE, A LANDSCAPE SVC CO.  | Accounts Payable Check | 8,896.88  |

**City of Atascadero**  
Disbursement Listing

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For the Month of May 2019

| Check Number | Check Date | Vendor                         | Description            | Amount    |
|--------------|------------|--------------------------------|------------------------|-----------|
| 160473       | 05/10/2019 | JERI RANGEL                    | Accounts Payable Check | 300.00    |
| 160474       | 05/10/2019 | RAVATT,ALBRECHT, & ASSC.,INC.  | Accounts Payable Check | 3,188.50  |
| 160475       | 05/10/2019 | RACHELLE RICKARD               | Accounts Payable Check | 889.47    |
| 160476       | 05/10/2019 | MICHELLE R. ROGERS             | Accounts Payable Check | 381.50    |
| 160477       | 05/10/2019 | RUBY CELLARS, LLC              | Accounts Payable Check | 130.00    |
| 160478       | 05/10/2019 | S. LOMBARDI & ASSOCIATES       | Accounts Payable Check | 800.00    |
| 160479       | 05/10/2019 | SCOTT O'BRIEN FIRE & SAFETY CO | Accounts Payable Check | 599.44    |
| 160480       | 05/10/2019 | SCOVELL TREE SURGERY           | Accounts Payable Check | 325.00    |
| 160481       | 05/10/2019 | SERVPRO OF SLO & ATASCADERO    | Accounts Payable Check | 600.00    |
| 160482       | 05/10/2019 | DAMON SHANNON                  | Accounts Payable Check | 82.00     |
| 160483       | 05/10/2019 | SLO COUNTY SHERIFF'S OFFICE    | Accounts Payable Check | 159.00    |
| 160484       | 05/10/2019 | SPEAKWRITE, LLC.               | Accounts Payable Check | 471.70    |
| 160485       | 05/10/2019 | SPECIALIZED EQUIPMENT REPAIR   | Accounts Payable Check | 3,020.81  |
| 160486       | 05/10/2019 | STANLEY CONVERGENT SECURITY    | Accounts Payable Check | 605.07    |
| 160487       | 05/10/2019 | STAPLES CREDIT PLAN            | Accounts Payable Check | 514.71    |
| 160488       | 05/10/2019 | STATEWIDE TRAFFIC SAFETY&SIGNS | Accounts Payable Check | 2,951.42  |
| 160489       | 05/10/2019 | SUNLIGHT JANITORIAL, INC.      | Accounts Payable Check | 1,910.00  |
| 160490       | 05/10/2019 | SUNSET SERVICE CENTER          | Accounts Payable Check | 85.06     |
| 160491       | 05/10/2019 | TEMPLETON UNIFORMS, LLC        | Accounts Payable Check | 336.71    |
| 160492       | 05/10/2019 | TENT CITY BEER COMPANY         | Accounts Payable Check | 160.00    |
| 160493       | 05/10/2019 | USA BLUE BOOK                  | Accounts Payable Check | 156.83    |
| 160494       | 05/10/2019 | IWINA M. VAN BEEK              | Accounts Payable Check | 92.00     |
| 160495       | 05/10/2019 | THOMAS F. VELASQUEZ            | Accounts Payable Check | 50.00     |
| 160496       | 05/10/2019 | VERDIN                         | Accounts Payable Check | 17,711.54 |
| 160497       | 05/10/2019 | VERIZON WIRELESS               | Accounts Payable Check | 2,657.25  |
| 160498       | 05/10/2019 | VINO VICE, INC.                | Accounts Payable Check | 390.00    |
| 160499       | 05/10/2019 | VISITOR TELEVISION LLC         | Accounts Payable Check | 640.00    |
| 160500       | 05/10/2019 | MICHAEL T. WEAKS               | Accounts Payable Check | 125.00    |
| 160501       | 05/10/2019 | WEX BANK - 76 UNIVERSL         | Accounts Payable Check | 11,550.86 |
| 160502       | 05/10/2019 | WEX BANK - WEX FLEET UNIVERSAL | Accounts Payable Check | 7,005.29  |
| 160503       | 05/10/2019 | WHITLOCK & WEINBERGER TRANS.   | Accounts Payable Check | 1,127.50  |
| 160504       | 05/10/2019 | WILKINS ACTION GRAPHICS        | Accounts Payable Check | 601.78    |
| 160505       | 05/10/2019 | KAREN B. WYKE                  | Accounts Payable Check | 523.50    |
| 160506       | 05/10/2019 | ZOOM IMAGING SOLUTIONS, INC.   | Accounts Payable Check | 1,045.87  |
| 3312         | 05/16/2019 | ANTHEM BLUE CROSS HSA          | Payroll Vendor Payment | 7,984.61  |
| 160507       | 05/16/2019 | ATASCADERO MID MGRS ORG UNION  | Payroll Vendor Payment | 80.00     |
| 160508       | 05/16/2019 | ATASCADERO POLICE OFFICERS     | Payroll Vendor Payment | 1,209.75  |
| 160509       | 05/16/2019 | ATASCADERO PROF. FIREFIGHTERS  | Payroll Vendor Payment | 1,248.90  |
| 160510       | 05/16/2019 | MASS MUTUAL WORKPLACE SOLUTION | Payroll Vendor Payment | 6,210.50  |
| 160511       | 05/16/2019 | NATIONWIDE RETIREMENT SOLUTION | Payroll Vendor Payment | 375.71    |



**City of Atascadero**  
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DATE: 06/25/19  
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For the Month of May 2019

| Check Number | Check Date | Vendor                                   | Description            | Amount    |
|--------------|------------|--|------------------------|-----------|
| 160512       | 05/16/2019 | NAVIA BENEFIT SOLUTIONS                  | Payroll Vendor Payment | 1,730.18  |
| 160513       | 05/16/2019 | SEIU LOCAL 620                           | Payroll Vendor Payment | 808.67    |
| 160514       | 05/16/2019 | VANTAGEPOINT TRNSFR AGT 106099           | Payroll Vendor Payment | 349.12    |
| 160515       | 05/16/2019 | VANTAGEPOINT TRNSFR AGT 304633           | Payroll Vendor Payment | 4,464.64  |
| 160516       | 05/16/2019 | VANTAGEPOINT TRNSFR AGT 706276           | Payroll Vendor Payment | 85.00     |
| 3313         | 05/17/2019 | STATE DISBURSEMENT UNIT                  | Payroll Vendor Payment | 209.54    |
| 3314         | 05/17/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 22,380.04 |
| 3315         | 05/17/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 33,548.28 |
| 3316         | 05/17/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 1,555.41  |
| 3317         | 05/17/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 1,784.06  |
| 3318         | 05/17/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 2,651.08  |
| 3319         | 05/17/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 3,040.18  |
| 3320         | 05/17/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 5,398.72  |
| 3321         | 05/17/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 10,229.73 |
| 3322         | 05/21/2019 | RABOBANK, N.A.                           | Payroll Vendor Payment | 46,810.37 |
| 3323         | 05/21/2019 | EMPLOYMENT DEV DEPARTMENT                | Payroll Vendor Payment | 13,647.61 |
| 3324         | 05/21/2019 | EMPLOYMENT DEV. DEPARTMENT               | Payroll Vendor Payment | 2,086.27  |
| 3325         | 05/24/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Accounts Payable Check | 1,513.89  |
| 160517       | 05/24/2019 | 29TONIGHT, INC.                          | Accounts Payable Check | 56.31     |
| 160518       | 05/24/2019 | A & T ARBORISTS & VEGETATION             | Accounts Payable Check | 6,198.00  |
| 160519       | 05/24/2019 | AGP VIDEO, INC.                          | Accounts Payable Check | 2,772.50  |
| 160520       | 05/24/2019 | AIRGAS USA, LLC                          | Accounts Payable Check | 188.94    |
| 160521       | 05/24/2019 | AMERICAN MARBORG                         | Accounts Payable Check | 585.61    |
| 160522       | 05/24/2019 | AMERICAN WEST TIRE & AUTO INC            | Accounts Payable Check | 324.14    |
| 160523       | 05/24/2019 | ASSOCIATED TRAFFIC SAFETY, INC           | Accounts Payable Check | 688.04    |
| 160525       | 05/24/2019 | AT&T                                     | Accounts Payable Check | 1,035.97  |
| 160526       | 05/24/2019 | AT&T                                     | Accounts Payable Check | 224.83    |
| 160527       | 05/24/2019 | A-TOWN GLASS & WINDOW                    | Accounts Payable Check | 550.00    |
| 160528       | 05/24/2019 | DYLAN T. AZEVEDO                         | Accounts Payable Check | 138.00    |
| 160529       | 05/24/2019 | BEACH CITIES A/V                         | Accounts Payable Check | 1,000.00  |
| 160530       | 05/24/2019 | BLUE TARP FINANCIAL, INC.                | Accounts Payable Check | 177.84    |
| 160531       | 05/24/2019 | BOUND TREE MEDICAL, LLC                  | Accounts Payable Check | 64.39     |
| 160532       | 05/24/2019 | BREZDEN PEST CONTROL, INC.               | Accounts Payable Check | 90.00     |
| 160533       | 05/24/2019 | BURT INDUSTRIAL SUPPLY                   | Accounts Payable Check | 48.49     |
| 160534       | 05/24/2019 | CARQUEST OF ATASCADERO                   | Accounts Payable Check | 233.20    |
| 160535       | 05/24/2019 | CASEY PRINTING, INC.                     | Accounts Payable Check | 6,287.72  |
| 160536       | 05/24/2019 | CHARTER COMMUNICATIONS                   | Accounts Payable Check | 1,830.61  |
| 160537       | 05/24/2019 | CIO SOLUTIONS, LP                        | Accounts Payable Check | 1,600.00  |
| 160538       | 05/24/2019 | CITY OF SAN LUIS OBISPO                  | Accounts Payable Check | 2,696.28  |
| 160539       | 05/24/2019 | CITY OF SANTA MARIA                      | Accounts Payable Check | 125.00    |

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For the Month of May 2019

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|--------------|------------|--------------------------------|------------------------|----------|
| 160540       | 05/24/2019 | CJN EVENT PLANNING             | Accounts Payable Check | 100.00   |
| 160541       | 05/24/2019 | KAREN A. CLANIN                | Accounts Payable Check | 399.00   |
| 160542       | 05/24/2019 | CO OF SAN LUIS OBISPO SART PRG | Accounts Payable Check | 563.00   |
| 160543       | 05/24/2019 | COAST LINE DISTRIBUTING        | Accounts Payable Check | 717.09   |
| 160544       | 05/24/2019 | COBAN TECHNOLOGIES, INC.       | Accounts Payable Check | 8,413.06 |
| 160545       | 05/24/2019 | COLONY MEDIA                   | Accounts Payable Check | 1,455.00 |
| 160546       | 05/24/2019 | MARK M. CRISP                  | Accounts Payable Check | 300.00   |
| 160547       | 05/24/2019 | CRYSTAL SPRINGS WATER          | Accounts Payable Check | 134.94   |
| 160548       | 05/24/2019 | GREG C. CUNNINGHAM             | Accounts Payable Check | 100.00   |
| 160549       | 05/24/2019 | DAN BIDDLE PEST CONTROL SERVIC | Accounts Payable Check | 135.00   |
| 160550       | 05/24/2019 | DEKRA-LITE                     | Accounts Payable Check | 4,953.22 |
| 160551       | 05/24/2019 | DOOLEY ENTERPRISES INC         | Accounts Payable Check | 1,124.59 |
| 160552       | 05/24/2019 | DUNBAR BREWING                 | Accounts Payable Check | 482.00   |
| 160553       | 05/24/2019 | EL CAMINO CAR WASH             | Accounts Payable Check | 79.97    |
| 160554       | 05/24/2019 | ESCUELA DEL RIO                | Accounts Payable Check | 80.00    |
| 160555       | 05/24/2019 | FAILSAFE TESTING, LLC          | Accounts Payable Check | 1,071.25 |
| 160556       | 05/24/2019 | FARM SUPPLY COMPANY            | Accounts Payable Check | 1,777.74 |
| 160557       | 05/24/2019 | FASTENAL COMPANY               | Accounts Payable Check | 674.37   |
| 160558       | 05/24/2019 | FERRELL'S AUTO REPAIR          | Accounts Payable Check | 72.20    |
| 160559       | 05/24/2019 | CHRISTOPHER GALPIN             | Accounts Payable Check | 179.00   |
| 160560       | 05/24/2019 | GAS COMPANY                    | Accounts Payable Check | 111.73   |
| 160561       | 05/24/2019 | GIERLICH-MITCHELL, INC.        | Accounts Payable Check | 2,948.80 |
| 160562       | 05/24/2019 | MARK D. GREENAWAY              | Accounts Payable Check | 30.00    |
| 160563       | 05/24/2019 | HART IMPRESSIONS PRINTING      | Accounts Payable Check | 255.11   |
| 160564       | 05/24/2019 | JK'S UNLIMITED                 | Accounts Payable Check | 7,470.15 |
| 160565       | 05/24/2019 | AMIK B. JONES                  | Accounts Payable Check | 12.00    |
| 160566       | 05/24/2019 | K & M INTERNATIONAL            | Accounts Payable Check | 1,860.43 |
| 160567       | 05/24/2019 | NORMAN M. KATZ, PSY.D.         | Accounts Payable Check | 450.00   |
| 160568       | 05/24/2019 | KNECHT'S PLUMBING & HEATING    | Accounts Payable Check | 285.00   |
| 160569       | 05/24/2019 | DENISE R. KNEESKERN            | Accounts Payable Check | 69.00    |
| 160570       | 05/24/2019 | KPRL 1230 AM                   | Accounts Payable Check | 500.00   |
| 160571       | 05/24/2019 | KSBY COMMUNICATIONS            | Accounts Payable Check | 1,635.00 |
| 160572       | 05/24/2019 | KTU+A                          | Accounts Payable Check | 210.00   |
| 160573       | 05/24/2019 | CHAD J. LAND                   | Accounts Payable Check | 300.00   |
| 160574       | 05/24/2019 | LEE WILSON ELECTRIC CO. INC    | Accounts Payable Check | 6,247.08 |
| 160575       | 05/24/2019 | LIFE ASSIST, INC.              | Accounts Payable Check | 33.75    |
| 160576       | 05/24/2019 | THOMAS LITTLE                  | Accounts Payable Check | 1,212.17 |
| 160577       | 05/24/2019 | CRAIG C. LOWRIE                | Accounts Payable Check | 100.00   |
| 160578       | 05/24/2019 | MADRONE LANDSCAPES, INC.       | Accounts Payable Check | 394.00   |
| 160579       | 05/24/2019 | MCMILLAN LAND SURVEYS          | Accounts Payable Check | 3,200.00 |

**City of Atascadero**  
Disbursement Listing

ITEM NUMBER: A-2  
DATE: 06/25/19  
ATTACHMENT: 1

For the Month of May 2019

| Check Number | Check Date | Vendor                          | Description            | Amount    |
|--------------|------------|---------------------------------|------------------------|-----------|
| 160580       | 05/24/2019 | SAMUEL HENRY MCMILLAN, JR.      | Accounts Payable Check | 50.00     |
| 160581       | 05/24/2019 | THOMAS G. MCTYGUE               | Accounts Payable Check | 250.00    |
| 160582       | 05/24/2019 | MEDINA LIGHT SHOW DESIGNS       | Accounts Payable Check | 175.00    |
| 160583       | 05/24/2019 | MEDPOST URGENT CARE-PASO ROBLE  | Accounts Payable Check | 85.00     |
| 160584       | 05/24/2019 | MID-COAST MOWER & SAW, INC.     | Accounts Payable Check | 570.18    |
| 160585       | 05/24/2019 | MINER'S ACE HARDWARE            | Accounts Payable Check | 463.84    |
| 160586       | 05/24/2019 | MISSION UNIFORM SERVICE         | Accounts Payable Check | 252.52    |
| 160587       | 05/24/2019 | OFFICE DEPOT INC.               | Accounts Payable Check | 53.88     |
| 160588       | 05/24/2019 | O'REILLY AUTOMOTIVE, INC.       | Accounts Payable Check | 47.83     |
| 160589       | 05/24/2019 | PASO ROBLES SAFE & LOCK, INC.   | Accounts Payable Check | 144.39    |
| 160590       | 05/24/2019 | RICARDO PAZ                     | Accounts Payable Check | 125.00    |
| 160591       | 05/24/2019 | PHOTO STOP                      | Accounts Payable Check | 52.79     |
| 160592       | 05/24/2019 | PRO TOW                         | Accounts Payable Check | 176.00    |
| 160593       | 05/24/2019 | PROCARE JANITORIAL SUPPLY, INC. | Accounts Payable Check | 639.38    |
| 160594       | 05/24/2019 | PVP COMMUNICATIONS, INC.        | Accounts Payable Check | 107.31    |
| 160595       | 05/24/2019 | RAIN FOR RENT BAKERSFIELD       | Accounts Payable Check | 7,261.94  |
| 160596       | 05/24/2019 | RAINSCAPE, A LANDSCAPE SVC CO.  | Accounts Payable Check | 881.18    |
| 160597       | 05/24/2019 | REPUBLIC ELEVATOR COMPANY       | Accounts Payable Check | 443.89    |
| 160598       | 05/24/2019 | REVENUE & COST SPECIALISTS LLC  | Accounts Payable Check | 7,000.00  |
| 160599       | 05/24/2019 | RICK ENGINEERING COMPANY        | Accounts Payable Check | 13,307.30 |
| 160600       | 05/24/2019 | ROYAL RESORTWEAR, LLC           | Accounts Payable Check | 1,576.28  |
| 160601       | 05/24/2019 | SANTA MARIA SUN, LLC            | Accounts Payable Check | 240.00    |
| 160602       | 05/24/2019 | SCOTT O'BRIEN FIRE & SAFETY CO  | Accounts Payable Check | 60.00     |
| 160603       | 05/24/2019 | SHORE-TEK, INC.                 | Accounts Payable Check | 436.03    |
| 160604       | 05/24/2019 | JOHN C. SIEMENS                 | Accounts Payable Check | 327.60    |
| 160605       | 05/24/2019 | SMART AND FINAL                 | Accounts Payable Check | 135.57    |
| 160606       | 05/24/2019 | SOFTWARE SOLUTIONS TEAM         | Accounts Payable Check | 2,100.00  |
| 160607       | 05/24/2019 | SOUTH COAST EMERGENCY VEH SVC   | Accounts Payable Check | 1,958.60  |
| 160608       | 05/24/2019 | CONNER M. SPEARS                | Accounts Payable Check | 1,400.00  |
| 160609       | 05/24/2019 | SUNLIGHT JANITORIAL, INC.       | Accounts Payable Check | 961.00    |
| 160610       | 05/24/2019 | TAYLOR RENTAL                   | Accounts Payable Check | 391.29    |
| 160611       | 05/24/2019 | TELSTAR INSTRUMENTS             | Accounts Payable Check | 563.50    |
| 160616       | 05/24/2019 | U.S. BANK                       | Accounts Payable Check | 41,178.35 |
| 160617       | 05/24/2019 | ULTREX BUSINESS PRODUCTS        | Accounts Payable Check | 91.17     |
| 160618       | 05/24/2019 | ULTREX LEASING                  | Accounts Payable Check | 260.76    |
| 160619       | 05/24/2019 | USA BLUE BOOK                   | Accounts Payable Check | 744.78    |
| 160620       | 05/24/2019 | IWINA M. VAN BEEK               | Accounts Payable Check | 207.00    |
| 160621       | 05/24/2019 | VERIZON WIRELESS                | Accounts Payable Check | 121.23    |
| 160622       | 05/24/2019 | VINO VICE, INC.                 | Accounts Payable Check | 240.00    |
| 160623       | 05/24/2019 | VISIT SLO CAL                   | Accounts Payable Check | 25,115.86 |

City of Atascadero  
Disbursement Listing

ITEM NUMBER:  
DATE:  
ATTACHMENT:

A-2  
06/25/19  
1

For the Month of May 2019

| Check Number | Check Date | Vendor                                   | Description            | Amount                 |
|--------------|------------|--|------------------------|------------------------|
| 160624       | 05/24/2019 | WESTERN JANITOR SUPPLY                   | Accounts Payable Check | 265.84                 |
| 160625       | 05/24/2019 | WILBUR-ELLIS COMPANY                     | Accounts Payable Check | 150.00                 |
| 160626       | 05/24/2019 | WINE COUNTRY BALANCE                     | Accounts Payable Check | 455.00                 |
| 160627       | 05/24/2019 | ZOOM IMAGING SOLUTIONS, INC.             | Accounts Payable Check | 969.28                 |
| 3326         | 05/30/2019 | ANTHEM BLUE CROSS HSA                    | Payroll Vendor Payment | 7,984.61               |
| 3329         | 05/30/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 33,039.70              |
| 160628       | 05/30/2019 | ATASCADERO PROF. FIREFIGHTERS            | Payroll Vendor Payment | 1,248.90               |
| 160629       | 05/30/2019 | MASS MUTUAL WORKPLACE SOLUTION           | Payroll Vendor Payment | 6,210.50               |
| 160630       | 05/30/2019 | NATIONWIDE RETIREMENT SOLUTION           | Payroll Vendor Payment | 427.64                 |
| 160631       | 05/30/2019 | SEIU LOCAL 620                           | Payroll Vendor Payment | 808.67                 |
| 160632       | 05/30/2019 | VANTAGEPOINT TRNSFR AGT 106099           | Payroll Vendor Payment | 349.12                 |
| 160633       | 05/30/2019 | VANTAGEPOINT TRNSFR AGT 304633           | Payroll Vendor Payment | 3,413.63               |
| 160634       | 05/30/2019 | VANTAGEPOINT TRNSFR AGT 706276           | Payroll Vendor Payment | 85.00                  |
| 3327         | 05/31/2019 | STATE DISBURSEMENT UNIT                  | Payroll Vendor Payment | 209.54                 |
| 3328         | 05/31/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 22,021.94              |
| 3330         | 05/31/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 1,459.67               |
| 3331         | 05/31/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 1,784.06               |
| 3332         | 05/31/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 2,651.08               |
| 3333         | 05/31/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 3,030.56               |
| 3334         | 05/31/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 5,968.98               |
| 3335         | 05/31/2019 | CALIF PUBLIC EMPLOYEES RETIREMENT SYSTEM | Payroll Vendor Payment | 10,020.50              |
| 160635       | 05/31/2019 | ANTHEM BLUE CROSS HEALTH                 | Payroll Vendor Payment | 170,047.39             |
| 160636       | 05/31/2019 | LINCOLN NATIONAL LIFE INS CO             | Payroll Vendor Payment | 1,550.93               |
| 160637       | 05/31/2019 | MEDICAL EYE SERVICES                     | Payroll Vendor Payment | 1,702.15               |
| 160638       | 05/31/2019 | PREFERRED BENEFITS INSURANCE             | Payroll Vendor Payment | 8,750.30               |
|              |            |  |                        | <u>\$ 1,240,772.74</u> |



# ***Atascadero City Council***

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## ***Staff Report - City Manager's Office***

### **2019-2020 Citywide Salary Schedule**

#### **RECOMMENDATION:**

Council approve the new Salary Schedule for Fiscal Year 2019-2020.

#### **DISCUSSION:**

The City of Atascadero has a loyal and dedicated staff but the City must remain competitive in order to attract and retain high-quality employees; it is through the employees that we provide services and meet community needs. Negotiations in 2018 for the City's Memorandums of Understanding with the various employee groups provided for certain salary increases to go into effect in fiscal year 2019-2020. Those increases were reviewed and approved by the Council last year.

CalPERS requires the City to adopt a current salary schedule. The attached salary schedule reflects the changes previously negotiated and approved by Council.

#### **FISCAL IMPACT:**

None

#### **ATTACHMENT:**

2019-2020 Citywide Salary Schedule

**MONTHLY SALARY**  
**Effective July 1, 2019**

| CLASSIFICATION  | STEP A       | STEP B       | STEP C       | STEP D       | STEP E       |
|---|--------------|--------------|--------------|--------------|--------------|
| Account Clerk I   | \$ 3,069.13  | \$ 3,222.59  | \$ 3,383.72  | \$ 3,552.91  | \$ 3,730.56  |
| Account Clerk II  | \$ 3,383.72  | \$ 3,552.91  | \$ 3,730.56  | \$ 3,917.09  | \$ 4,112.94  |
| Accounting Specialist- Confidential   | \$ 4,772.76  | \$ 5,011.40  | \$ 5,261.97  | \$ 5,525.07  | \$ 5,801.32  |
| Administrative Assistant  | \$ 4,215.75  | \$ 4,426.54  | \$ 4,647.87  | \$ 4,880.26  | \$ 5,124.27  |
| Administrative Assistant- Confidential  | \$ 4,329.04  | \$ 4,545.49  | \$ 4,772.76  | \$ 5,011.40  | \$ 5,261.97  |
| Administrative Services Director  | \$ 9,814.08  | \$ 10,304.78 | \$ 10,820.02 | \$ 11,361.02 | \$ 11,929.07 |
| Administrative Support Assistant  | \$ 3,552.91  | \$ 3,730.56  | \$ 3,917.09  | \$ 4,112.94  | \$ 4,318.59  |
| Assistant Planner   | \$ 4,647.87  | \$ 4,880.26  | \$ 5,124.27  | \$ 5,380.48  | \$ 5,649.50  |
| Associate Civil Engineer/Storm Water Manager  | \$ 6,395.94  | \$ 6,715.74  | \$ 7,051.53  | \$ 7,404.11  | \$ 7,774.32  |
| Associate Planner   | \$ 5,380.48  | \$ 5,649.50  | \$ 5,931.98  | \$ 6,228.58  | \$ 6,540.01  |
| Building Inspector I  | \$ 4,426.54  | \$ 4,647.87  | \$ 4,880.26  | \$ 5,124.27  | \$ 5,380.48  |
| Building Inspector II   | \$ 4,880.26  | \$ 5,124.27  | \$ 5,380.48  | \$ 5,649.50  | \$ 5,931.98  |
| Building Maintenance Specialist   | \$ 3,552.91  | \$ 3,730.56  | \$ 3,917.09  | \$ 4,112.94  | \$ 4,318.59  |
| Capital Projects Manager  | \$ 5,525.06  | \$ 5,801.31  | \$ 6,091.38  | \$ 6,395.95  | \$ 6,715.75  |
| City Manager  | \$ 12,757.43 | \$ 13,395.30 | \$ 14,065.07 | \$ 14,768.32 | \$ 15,506.74 |
| Code Enforcement Officer  | \$ 4,401.15  | \$ 4,621.21  | \$ 4,852.27  | \$ 5,094.88  | \$ 5,349.62  |
| Community Development Director  | \$ 9,814.08  | \$ 10,304.78 | \$ 10,820.02 | \$ 11,361.02 | \$ 11,929.07 |
| Community Services Officer  | \$ 3,448.42  | \$ 3,620.84  | \$ 3,801.88  | \$ 3,991.97  | \$ 4,191.57  |
| Deputy Administrative Services Director   | \$ 7,689.59  | \$ 8,074.07  | \$ 8,477.77  | \$ 8,901.66  | \$ 9,346.74  |
| Deputy City Manager   | \$ 7,689.59  | \$ 8,074.07  | \$ 8,477.77  | \$ 8,901.66  | \$ 9,346.74  |
| Deputy Community Development Director   | \$ 8,074.07  | \$ 8,477.77  | \$ 8,901.66  | \$ 9,346.74  | \$ 9,814.08  |
| Deputy Community Development Director / Building Official / Economic Development Director | \$ 9,124.23  | \$ 9,580.44  | \$ 10,059.46 | \$ 10,562.43 | \$ 11,090.55 |
| Deputy Public Works Director  | \$ 7,689.59  | \$ 8,074.07  | \$ 8,477.77  | \$ 8,901.66  | \$ 9,346.74  |
| Finance Technician  | \$ 4,215.75  | \$ 4,426.54  | \$ 4,647.87  | \$ 4,880.26  | \$ 5,124.27  |
| Finance Technician- Confidential  | \$ 4,329.04  | \$ 4,545.49  | \$ 4,772.76  | \$ 5,011.40  | \$ 5,261.97  |
| Fire Battalion Chief  | \$ 8,074.07  | \$ 8,477.77  | \$ 8,901.66  | \$ 9,346.74  | \$ 9,814.08  |
| Fire Battalion Chief - Fire Marshal   | \$ 8,074.07  | \$ 8,477.77  | \$ 8,901.66  | \$ 9,346.74  | \$ 9,814.08  |
| Fire Captain  | \$ 7,028.67  | \$ 7,380.10  | \$ 7,749.11  | \$ 8,136.57  | \$ 8,543.40  |
| Fire Captain/ Haz Mat Specialist  | \$ 7,169.24  | \$ 7,527.70  | \$ 7,904.09  | \$ 8,299.29  | \$ 8,714.25  |
| Fire Captain/Paramedic  | \$ 7,731.54  | \$ 8,118.12  | \$ 8,524.03  | \$ 8,950.23  | \$ 9,397.74  |
| Fire Captain/Paramedic/HazMat Specialist  | \$ 7,872.11  | \$ 8,265.72  | \$ 8,679.01  | \$ 9,112.96  | \$ 9,568.61  |
| Fire Chief  | \$ 11,079.30 | \$ 11,633.27 | \$ 12,214.93 | \$ 12,825.68 | \$ 13,466.96 |
| Fire Engineer   | \$ 5,923.54  | \$ 6,219.72  | \$ 6,530.71  | \$ 6,857.25  | \$ 7,200.11  |
| Fire Engineer/ Haz Mat Specialist   | \$ 6,042.01  | \$ 6,344.11  | \$ 6,661.32  | \$ 6,994.39  | \$ 7,344.11  |
| Fire Engineer/OIC   | \$ 6,042.01  | \$ 6,344.11  | \$ 6,661.32  | \$ 6,994.39  | \$ 7,344.11  |
| Fire Engineer/OIC/Haz Mat Specialist  | \$ 6,162.85  | \$ 6,470.99  | \$ 6,794.54  | \$ 7,134.27  | \$ 7,490.98  |
| Fire Engineer/OIC/Paramedic   | \$ 6,646.21  | \$ 6,978.52  | \$ 7,327.45  | \$ 7,693.82  | \$ 8,078.51  |
| Fire Engineer/OIC/Paramedic/HazMat Specialist   | \$ 6,767.05  | \$ 7,105.40  | \$ 7,460.67  | \$ 7,833.70  | \$ 8,225.39  |
| Fire Engineer/Paramedic   | \$ 6,515.89  | \$ 6,841.68  | \$ 7,183.76  | \$ 7,542.95  | \$ 7,920.10  |
| Fire Engineer/Paramedic/HazMat Specialist   | \$ 6,634.36  | \$ 6,966.08  | \$ 7,314.38  | \$ 7,680.10  | \$ 8,064.11  |
| Fire Marshal  | \$ 7,028.67  | \$ 7,380.10  | \$ 7,749.11  | \$ 8,136.57  | \$ 8,543.40  |
| Fire Marshal / Haz Mat Specialist   | \$ 7,169.24  | \$ 7,527.70  | \$ 7,904.09  | \$ 8,299.29  | \$ 8,714.25  |
| Firefighter   | \$ 5,507.14  | \$ 5,782.50  | \$ 6,071.63  | \$ 6,375.21  | \$ 6,693.97  |
| Firefighter/FEO   | \$ 5,617.28  | \$ 5,898.14  | \$ 6,193.05  | \$ 6,502.70  | \$ 6,827.84  |
| Firefighter/ Haz Mat Specialist   | \$ 5,617.28  | \$ 5,898.14  | \$ 6,193.05  | \$ 6,502.70  | \$ 6,827.84  |
| Firefighter/FEO/Haz Mat Specialist  | \$ 5,729.63  | \$ 6,016.11  | \$ 6,316.92  | \$ 6,632.77  | \$ 6,964.41  |
| Firefighter/FEO/Paramedic   | \$ 6,179.01  | \$ 6,487.96  | \$ 6,812.36  | \$ 7,152.98  | \$ 7,510.63  |
| Firefighter/FEO/Paramedic/HazMat Specialist   | \$ 6,291.36  | \$ 6,605.93  | \$ 6,936.23  | \$ 7,283.04  | \$ 7,647.19  |

**MONTHLY SALARY**  
**Effective July 1, 2019**

| CLASSIFICATION   | STEP A       | STEP B       | STEP C       | STEP D       | STEP E       |
|--|--------------|--------------|--------------|--------------|--------------|
| Firefighter/Paramedic                                    | \$ 6,057.85  | \$ 6,360.74  | \$ 6,678.78  | \$ 7,012.72  | \$ 7,363.36  |
| Firefighter/Paramedic/HazMat Specialist                  | \$ 6,168.00  | \$ 6,476.40  | \$ 6,800.22  | \$ 7,140.23  | \$ 7,497.24  |
| Information Technology Director                          | \$ 6,883.64  | \$ 7,227.82  | \$ 7,589.21  | \$ 7,968.67  | \$ 8,367.10  |
| Inspector  | \$ 4,426.54  | \$ 4,647.87  | \$ 4,880.26  | \$ 5,124.27  | \$ 5,380.48  |
| Lead Zookeeper   | \$ 3,730.56  | \$ 3,917.09  | \$ 4,112.94  | \$ 4,318.59  | \$ 4,534.52  |
| Maintenance Worker I                                     | \$ 3,145.85  | \$ 3,303.14  | \$ 3,468.30  | \$ 3,641.72  | \$ 3,823.81  |
| Maintenance Worker II                                    | \$ 3,552.91  | \$ 3,730.56  | \$ 3,917.09  | \$ 4,112.94  | \$ 4,318.59  |
| Office Assistant I                                       | \$ 2,922.98  | \$ 3,069.13  | \$ 3,222.59  | \$ 3,383.72  | \$ 3,552.91  |
| Office Assistant III                                     | \$ 3,383.72  | \$ 3,552.91  | \$ 3,730.56  | \$ 3,917.09  | \$ 4,112.94  |
| Personnel Specialist- Confidential                       | \$ 4,772.76  | \$ 5,011.40  | \$ 5,261.97  | \$ 5,525.07  | \$ 5,801.32  |
| Police Chief   | \$ 11,079.30 | \$ 11,633.27 | \$ 12,214.93 | \$ 12,825.68 | \$ 13,466.96 |
| Police Corporal  | \$ 6,070.56  | \$ 6,374.09  | \$ 6,692.79  | \$ 7,027.43  | \$ 7,378.80  |
| Police Corporal - Intermediate POST                      | \$ 6,222.33  | \$ 6,533.45  | \$ 6,860.12  | \$ 7,203.13  | \$ 7,563.29  |
| Police Corporal- Advanced POST                           | \$ 6,374.09  | \$ 6,692.79  | \$ 7,027.43  | \$ 7,378.80  | \$ 7,747.74  |
| Police Lieutenant  | \$ 8,074.07  | \$ 8,477.77  | \$ 8,901.66  | \$ 9,346.74  | \$ 9,814.08  |
| Police Officer   | \$ 5,506.18  | \$ 5,781.49  | \$ 6,070.56  | \$ 6,374.09  | \$ 6,692.79  |
| Police Officer - Advanced POST                           | \$ 5,781.49  | \$ 6,070.56  | \$ 6,374.09  | \$ 6,692.79  | \$ 7,027.43  |
| Police Officer - Intermediate POST                       | \$ 5,643.83  | \$ 5,926.02  | \$ 6,222.32  | \$ 6,533.44  | \$ 6,860.11  |
| Police Level 3 Reserve Officer                           | \$ 5,506.18  | \$ 5,781.49  | \$ -         | \$ -         | \$ -         |
| Police Officer Recruit                                   | \$ 4,293.79  | \$ -         | \$ -         | \$ -         | \$ -         |
| Police Records Technician                                | \$ 3,620.84  | \$ 3,801.88  | \$ 3,991.97  | \$ 4,191.57  | \$ 4,401.15  |
| Police Sergeant  | \$ 6,893.73  | \$ 7,238.42  | \$ 7,600.34  | \$ 7,980.36  | \$ 8,379.38  |
| Police Sergeant - Advanced POST                          | \$ 7,066.07  | \$ 7,419.37  | \$ 7,790.34  | \$ 8,179.86  | \$ 8,588.85  |
| Police Sergeant - Supervisory POST                       | \$ 7,238.42  | \$ 7,600.34  | \$ 7,980.36  | \$ 8,379.38  | \$ 8,798.35  |
| Property Evidence Specialist                             | \$ 4,733.90  | \$ 4,970.60  | \$ 5,219.13  | \$ 5,480.09  | \$ 5,754.09  |
| Property Evidence Specialist - EMD                       | \$ 4,783.90  | \$ 5,023.10  | \$ 5,274.26  | \$ 5,537.97  | \$ 5,814.87  |
| Property Evidence Specialist - EMD with Longevity        | \$ 5,020.60  | \$ 5,271.63  | \$ 5,535.21  | \$ 5,811.97  | \$ 6,102.57  |
| Property Evidence Specialist with Longevity              | \$ 4,970.60  | \$ 5,219.13  | \$ 5,480.09  | \$ 5,754.09  | \$ 6,041.79  |
| Public Works Director                                    | \$ 9,814.08  | \$ 10,304.78 | \$ 10,820.02 | \$ 11,361.02 | \$ 11,929.07 |
| Public Works Inspector                                   | \$ 4,647.87  | \$ 4,880.26  | \$ 5,124.27  | \$ 5,380.48  | \$ 5,649.50  |
| Public Works Operations Manager                          | \$ 5,946.35  | \$ 6,243.67  | \$ 6,555.85  | \$ 6,883.64  | \$ 7,227.82  |
| Recreation Coordinator                                   | \$ 4,015.00  | \$ 4,215.75  | \$ 4,426.54  | \$ 4,647.87  | \$ 4,880.26  |
| Recreation Supervisor                                    | \$ 4,892.08  | \$ 5,136.68  | \$ 5,393.51  | \$ 5,663.19  | \$ 5,946.35  |
| Senior Building Maintenance Specialist                   | \$ 4,015.00  | \$ 4,215.75  | \$ 4,426.54  | \$ 4,647.87  | \$ 4,880.26  |
| Senior Maintenance Worker                                | \$ 4,015.00  | \$ 4,215.75  | \$ 4,426.54  | \$ 4,647.87  | \$ 4,880.26  |
| Senior Planner   | \$ 5,931.98  | \$ 6,228.58  | \$ 6,540.01  | \$ 6,867.01  | \$ 7,210.36  |
| Senior Property Evidence Specialist                      | \$ 5,480.08  | \$ 5,754.09  | \$ 6,041.80  | \$ 6,343.89  | \$ 6,661.08  |
| Senior Property Evidence Specialist - EMD                | \$ 5,530.08  | \$ 5,806.59  | \$ 6,096.92  | \$ 6,401.77  | \$ 6,721.86  |
| Senior Property Evidence Specialist - EMD with Longevity | \$ 5,804.09  | \$ 6,094.29  | \$ 6,399.00  | \$ 6,718.95  | \$ 7,054.90  |
| Senior Property Evidence Specialist with Longevity       | \$ 5,754.09  | \$ 6,041.79  | \$ 6,343.88  | \$ 6,661.07  | \$ 6,994.12  |
| Senior Technical Support Specialist                      | \$ 4,647.87  | \$ 4,880.26  | \$ 5,124.27  | \$ 5,380.48  | \$ 5,649.50  |
| Support Services Lead Technician                         | \$ 4,621.21  | \$ 4,852.27  | \$ 5,094.88  | \$ 5,349.62  | \$ 5,617.10  |
| Support Services Lead Technician - EMD                   | \$ 4,671.21  | \$ 4,904.77  | \$ 5,150.01  | \$ 5,407.51  | \$ 5,677.89  |
| Support Services Lead Technician - EMD with Longevity    | \$ 4,902.27  | \$ 5,147.38  | \$ 5,404.75  | \$ 5,674.99  | \$ 5,958.74  |
| Support Services Lead Technician with Longevity          | \$ 4,852.27  | \$ 5,094.88  | \$ 5,349.62  | \$ 5,617.10  | \$ 5,897.96  |
| Support Services Supervisor                              | \$ 5,754.09  | \$ 6,041.79  | \$ 6,343.88  | \$ 6,661.07  | \$ 6,994.12  |
| Support Services Supervisor - EMD                        | \$ 5,804.09  | \$ 6,094.29  | \$ 6,399.00  | \$ 6,718.95  | \$ 7,054.90  |
| Support Services Supervisor - EMD with Longevity         | \$ 6,091.79  | \$ 6,396.38  | \$ 6,716.20  | \$ 7,052.01  | \$ 7,404.61  |
| Support Services Supervisor with Longevity               | \$ 6,041.79  | \$ 6,343.88  | \$ 6,661.07  | \$ 6,994.12  | \$ 7,343.83  |

**MONTHLY SALARY**  
**Effective July 1, 2019**

| CLASSIFICATION                                   | STEP A      | STEP B      | STEP C      | STEP D      | STEP E      |
|--|-------------|-------------|-------------|-------------|-------------|
| Support Services Technician                      | \$ 4,293.79 | \$ 4,508.48 | \$ 4,733.90 | \$ 4,970.60 | \$ 5,219.13 |
| Support Services Technician - EMD                | \$ 4,343.79 | \$ 4,560.98 | \$ 4,789.03 | \$ 5,028.48 | \$ 5,279.90 |
| Support Services Technician - EMD with Longevity | \$ 4,558.48 | \$ 4,786.40 | \$ 5,025.72 | \$ 5,277.01 | \$ 5,540.86 |
| Support Services Technician with Longevity       | \$ 4,508.48 | \$ 4,733.90 | \$ 4,970.60 | \$ 5,219.13 | \$ 5,480.09 |
| Systems Administrator III                        | \$ 5,931.98 | \$ 6,228.58 | \$ 6,540.01 | \$ 6,867.01 | \$ 7,210.36 |
| WWTP Operator I                                  | \$ 3,823.81 | \$ 4,015.00 | \$ 4,215.75 | \$ 4,426.54 | \$ 4,647.87 |
| WWTP Operator II                                 | \$ 4,215.75 | \$ 4,426.54 | \$ 4,647.87 | \$ 4,880.26 | \$ 5,124.27 |
| WWTP Operator III                                | \$ 4,647.87 | \$ 4,880.26 | \$ 5,124.27 | \$ 5,380.48 | \$ 5,649.50 |
| WWTP Operator in Training                        | \$ 3,383.72 | \$ 3,552.91 | \$ 3,730.56 | \$ 3,917.09 | \$ 4,112.94 |
| Zoo Director                                     | \$ 6,808.64 | \$ 7,149.07 | \$ 7,506.52 | \$ 7,881.85 | \$ 8,275.94 |
| Zoo Education Curator                            | \$ 3,222.59 | \$ 3,383.72 | \$ 3,552.91 | \$ 3,730.56 | \$ 3,917.09 |
| Zookeeper I                                      | \$ 3,145.85 | \$ 3,303.14 | \$ 3,468.30 | \$ 3,641.72 | \$ 3,823.81 |
| Zookeeper II                                     | \$ 3,552.91 | \$ 3,730.56 | \$ 3,917.09 | \$ 4,112.94 | \$ 4,318.59 |





# ***Atascadero City Council***

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

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### **Ordinance to Repeal and Replace Title 6 Chapter 6 “No-Smoking Areas Established in Certain Public Places” and Repeal Title 10, Chapter 1, Section 10-1.34 “Smoking and Tobacco Products”**

#### **RECOMMENDATION:**

Council introduce, for first reading by title only, Draft Ordinance repealing and replacing Title 6, Chapter 6 “No-smoking areas established in certain public places” of the Atascadero Municipal Code and deleting in its entirety Title 10, Chapter 1, Section 10-1.34 “Smoking and tobacco products”.

#### **DISCUSSION:**

The Atascadero Municipal Code (AMC) currently has a statute that prohibits smoking in specified areas within the City. There is an additional statute within the AMC addressing smoking and tobacco products within City parks and park facilities. An update to the current policy is needed to address and condense all related smoking policies into one Title and Chapter of the AMC.

The Atascadero Police Department routinely receives complaints regarding smoking activity in areas frequently used for public activities. The United States Environmental Protection Agency has classified secondhand smoke as a Group A carcinogen which is the most dangerous class of carcinogen. As such, it is the purpose of the proposed Municipal Code changes to limit unwanted secondhand smoke to non-smoking individuals.

In 2016 the State of California repealed the law making possession of tobacco illegal for minors, thereby placing minors at risk, and limiting law enforcement’s ability to keep minors from possessing tobacco products. The proposed Municipal Code changes include a section making it unlawful for minors to possess tobacco products or electronic cigarettes.

The proposed update will prohibit smoking in the following places:

- Within all city-owned, leased, or operated buildings, including meeting facilities in accordance with California Government Code Section 7596-7597

- Within all places of employment, in accordance with California Labor Code Section 6404.5, as may be amended
- Within all enclosed places, whether publicly or privately-owned and regardless of any applicable fee or age requirement, that are available and open to the general public, including but not limited to parking garages, bars, restaurants, cafes, outdoor dining patios or courtyards, clubs, stores, arenas, taxis and buses
- At all outdoor public events, including but not limited to sports events, speaking performances, ceremonies, pageants, fairs, and other entertainment events open to the public
- Within twenty feet of the entrance or exit of any commercial establishment open to the general public
- Within a public sidewalk or within 20 feet of a public sidewalk when the sidewalk is within a commercial zoning district and when the sidewalk is adjacent to an outdoor café, restaurant, bar or other outdoor dining area.
- In common areas of multi-unit residential buildings, including halls, lobbies, outdoor eating areas, play and swimming areas
- Within 100 feet of the outmost edge of Sunken Gardens, Pedestrian Tunnel and Pedestrian Bridge
- Any public place within 500 feet of any public or private school property that services children from the grades of K-12. This will include all hours not only school hours
- In all public transportation facilities including all bus shelters and bus stops.
- In or upon any sidewalks, roadways, medians or city right-of-way on the following streets:
  - Any street in the Downtown Commercial Zoning District (DC) and Downtown Office Zoning District (DO) as shown on the City's official zoning maps
  - El Camino Real
  - Morro Road
  - Atascadero Avenue

The proposed update will also:

- Prohibit the possession of tobacco or electronic cigarette for any person under the age of 18
- Expand the definition of "smoking" to ensure that vaping and other electronic smoking products are also prohibited

Staff recommends the removal of Atascadero Municipal Code Section 10-1.34, (Smoking and tobacco products), and changes to Title 6 (Health and Sanitation) Chapter 6 (No-smoking areas established in certain public places). Removal of AMC 10-1.34 and changing Title 6 Chapter 6 will allow for the enforcement of no-smoking in specified areas within the City and also reduce redundancies by condensing all no-smoking ordinances into one section of the AMC. In addition, the proposed revisions provide staff with clear direction and standards to abide by when enforcing local prohibited no smoking violations.

Staff also recommends the City Council adopt the proposed Draft Ordinance to prohibit all persons under the age of 18 from possessing tobacco and electronic cigarettes.

**FISCAL IMPACT:**

None.

**ALTERNATIVES:**

1. Council may decide not to remove AMC 10-1.34 and not to edit Title 6 Chapter 6.
2. Council may request staff to make revisions to the proposed Ordinance.
3. Council may request staff to conduct further analysis of the no-smoking Ordinance prior to adoption.

**ATTACHMENTS:**

1. Draft Ordinance
2. Chart of Smoking Prohibitions in SLO County
3. Title 6 Chapter 6 Redlines

## **DRAFT ORDINANCE**

### **AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ATASCADERO, CALIFORNIA, REPEALING AND REPLACING TITLE 6 CHAPTER 6 “NO-SMOKING AREAS ESTABLISHED IN CERTAIN PUBLIC PLACES” OF THE ATASCADERO MUNICIPAL CODE TO EXPAND THE SMOKE-FREE AREA AND PROHIBIT ALL PERSONS UNDER THE AGE OF 18 FROM POSSESSING TOBACCO AND REPEALING IN ITS ENTIRETY ATASCADERO MUNICIPAL CODE SECTION 10-1.34 “SMOKING AND TOBACCO PRODUCTS”**

**WHEREAS**, the United States Environmental Protection Agency has classified secondhand smoke as a Group A carcinogen, which is the most dangerous class of carcinogen; and

**WHEREAS**, pursuant to California Health & Safety Code section 118910, the City is permitted to enforce smoke-free areas throughout the City; and

**WHEREAS**, the purpose of the City’s smoking restrictions is to serve the public health, safety and welfare due to the known dangers to health posed by smoking and secondhand smoke; and

**WHEREAS**, recently the City has experienced a significant increase in smoking activity in the areas frequently used for public activities; and

**WHEREAS**, the State of California, in 2016, repealed the law making possession of tobacco illegal for minors, and this Ordinance will prohibit the possession of tobacco by minors; and

**WHEREAS**, passage of this Ordinance will allow for the enforcement of no-smoking in specified areas within the City, prohibit the possession of tobacco or electronic smoking devices, and condense all no-smoking regulations into one section of the Municipal Code; and

**WHEREAS**, the City Council desires to pass this Ordinance in order to more adequately protect residents and visitors against unwanted secondhand smoke in public places.

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ATASCADERO HEREBY ORDAINS AS FOLLOWS:**

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

**SECTION 2.** Atascadero Municipal Code Title 6 Chapter 6 “No-Smoking Areas Established in Certain Public Places” is repealed and replaced as detailed in Exhibit A, on file in the City Clerk’s Office and incorporated herein by reference.

**SECTION 3.** Atascadero Municipal Code Title 10, Chapter 1, Section 10-1.34 “Smoking and Tobacco Products” is deleted in its entirety.

**SECTION 4.** The City Council of the City of Atascadero, in a regular session assembled on June 25, 2019, resolved to introduce for first reading, by title only, an Ordinance repealing and replacing Atascadero Municipal Code Title 6 Chapter 6 “No-Smoking Areas Established in Certain Public Places” as shown in Exhibit A on file in the City Clerk’s Office and incorporated herein by reference.

**SECTION 5.** If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

**SECTION 6.** A summary of this Ordinance, approved by the City Attorney, together with the ayes and noes, shall be published twice: at least five days prior to its final passage in the Atascadero News, a newspaper published and circulated in the City of Atascadero, and; before the expiration of fifteen (15) days after its final passage in the Atascadero News, a newspaper published and circulated in the City of Atascadero. A copy of the full text of this Ordinance shall be on file in the City Clerk’s office on and after the date following introduction and passage and shall be available to any interested member of the public.

**SECTION 7.** This Ordinance shall take effect 30 days from the date of final passage.

**INTRODUCED** at a regular meeting of the City Council held on \_\_\_\_\_, and **PASSED** and **ADOPTED** by the City Council of the City of Atascadero, State of California, on \_\_\_\_\_, by the following roll call vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

CITY OF ATASCADERO

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

ATTEST:

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

APPROVED AS TO FORM:

\_\_\_\_\_  
Brian A. Pierik, City Attorney

**EXHIBIT A**

**Chapter 6 NO-SMOKING AREAS ESTABLISHED IN CERTAIN PUBLIC PLACES**

**6-6.01 Findings.**

Whereas the Surgeon General of the United States has determined and the City Council does hereby find that:

- (a) Smoking tobacco is a proven danger to the health of human beings; and
- (b) Breathing sidestream or secondhand smoke is a significant health hazard for certain population groups including, without limitation, elderly people, those with cardiovascular disease or impaired respiratory functions, asthmatics and those with obstructed air passages; and
- (c) Tobacco smoke is a major contributor to indoor air pollution; and
- (d) The Surgeon General's report on involuntary smoking states that there are proven health hazards from involuntary smoking by nonsmokers.

**6-6.02 Purpose.**

(a) Because smoking of tobacco or any other weed or plant is a positive danger to health and a cause of material discomfort and a health hazard to those who are present in confined places, and in order to serve public health, safety and welfare, the declared purpose of this chapter is to establish areas where persons will be free from inhaling smoke by requiring that areas be reserved for nonsmokers in certain public places and by prohibiting the smoking of tobacco or any other weed or plant in certain other areas which are used by or open to the public.

(b) For the purposes of protecting the health and welfare of the public from sidestream or secondhand smoke in publicly owned, operated, managed and leased facilities, it is necessary to specifically prohibit smoking, as defined herein, inside all buildings, structures and indoor facilities owned, operated, leased or managed by the City which are used by or open to the public.

**6-6.03 Definitions.**

As used in this chapter the following terms shall have the meanings ascribed to them as follows:

- (a) "Service area" means any enclosed or unenclosed area in which persons wait for, receive or exchange goods or services of any kind, including without limitation lines or waiting areas regardless of whether or not such service involves the exchange of money. Such service shall include, but is not limited to, sales, bus stops, ticket lines, food truck lines, giving of information, directions, or advice, and transfers of money or goods.
- (b) "Smoking" as used herein shall means inhaling, exhaling, burning or carrying any lighted or heated cigar, cigarette, or pipe, or any other lighted or heated tobacco, cannabis or other plant product intended for inhalation, whether natural or synthetic, in any manner or in any form. Smoking includes the use of a battery-powered or other electronic smoking device that creates an aerosol or vapor, in any manner or in any form, or the use of any oral smoking device for the purpose of circumventing the prohibition of smoking.

(c) "Electronic Smoking Device" means the electronic device which can be used to deliver an inhaled dose of nicotine or any other substance, including any component, part, or accessory of such a device, whether or not sold separately.

(d) "E-cigarette" means any electronic oral device, such as one composed of a heating element, battery and/or electronic circuit, which provides a vapor of nicotine or any other substances, including marijuana or marijuana products, and the use or inhalation of which simulates smoking. E-Cigarette shall include any such device, whether manufactured, distributed, marketed, or sold as an e-cigarette, e-cigar, e-pipe, hookah pen, or any other similar product name or descriptor.

(e) "Enclosed" means:

1. Any covered or partially covered space having more than fifty percent of its perimeter area walled in or otherwise closed to the outside such as, for example, a covered porch with more than two walls; or

2. Any space open to the sky (hereinafter "uncovered") having more than seventy-five percent of its perimeter area walled in or otherwise closed to the outside, such as, for example, a courtyard.

(f) "Multi-unit residence" means a building or portion thereof that contains more than one dwelling space consisting of essentially complete independent living facilities for one or more persons, including, for example, permanent provisions for living, sleeping, eating, cooking, and sanitation. A single-family house shared by roommates is not a multi-unit residence for purposes of this chapter.

(g) "Multi-unit residence common area" means any indoor or outdoor common area of a multi-unit residence accessible to and usable by more than one residence, including but not limited to halls, lobbies, laundry rooms, outdoor eating areas, play and swimming areas.

(h) "Public place" means any enclosed or unenclosed place, public or private, open to the general public regardless of any fee or age requirement, including, for example, streets, sidewalks, parking lots, parking garages, bars, restaurants, clubs, stores, stadiums, parks, playgrounds, taxis, and buses.

(i) "Tobacco product" means any product containing, made from, or derived from tobacco or nicotine that is intended for human consumption, whether smoked, heated, chewed, absorbed, dissolved, inhaled, snorted, sniffed, or ingested by any other means, including but not limited to cigarettes, cigars, pipe tobacco, snuff, chewing tobacco, dipping tobacco, electronic smoking devices or any other preparation of tobacco including Indian cigarettes called "bidis." "Tobacco product" does not include any product that has been approved by the United States Food and Drug Administration for sale as a tobacco cessation product or for other therapeutic purposes and is marketed and sold solely for such an approved purpose.

**6.6.04 Prohibition of smoking in certain public places, places of employment, and certain other areas.**

In addition to all places where smoking is prohibited under California or federal law smoking shall be prohibited in the following places within the City of Atascadero:

(a) Within all City-owned, leased, or operated buildings, including meeting facilities.

(b) Within all places of employment, in accordance with California Labor Code Section 6404.5, as may be amended.

(c) Within all enclosed places, whether publicly- or privately-owned and regardless of any applicable fee or age requirement, that are available and open to the general public, including but not limited to parking garages, bars, restaurants, cafes, outdoor dining patios or courtyards, clubs, stores, arenas, taxis and buses.

(d) At all public places when being used for public events, including but not limited to farmers' markets, sports events, speaking performances, ceremonies, pageants, fairs, concerts, and other entertainment events open to the public.

(e) Within twenty feet of any entrance, exit, operable window, or air intake vent to any enclosed public place or any commercial establishment open to the general public; enclosed public place. For purposes of this subsection, entrance or exit shall mean an opening into an enclosed public place from a contiguous street, sidewalk, walkway, or parking area, and "air intake vent" shall mean an opening into an enclosed public place that draws in air from the outside as part of a structural ventilation system.

(f) Within a public sidewalk or within 20 feet of a public sidewalk when the sidewalk is within a commercial zoning district and when the sidewalk is adjacent to an outdoor café, restaurant, bar or other outdoor dining area.

(g) Service areas, or within twenty feet of any service area.

(h) In common areas of multi-unit residential buildings, including halls, lobbies, outdoor eating areas, play and swimming areas.

(i) Any public place within 500 feet of any public or private school property that services children from the grades of K-12. This will include all hours not only school hours

(j) Within 100 feet of the outmost edge of the Sunken Gardens, Pedestrian Tunnel and Centennial Bridge.

(k) In or upon any City open spaces and ecological areas and all appurtenant trail systems, parking areas, and other amenities.

(l) In all public transportation facilities including all bus shelters and bus stops.

(m) In or upon any City park, sports facility, sports field, playground or plaza and all its amenities, parking areas, trails, and walkways, including contiguous sidewalks.

(n) In or upon any sidewalks, roadways, medians or city right-of-way on the following streets:

- a. Any street in the Downtown Commercial Zoning District (DC) and Downtown Office Zoning District (DO) as shown on the City's official zoning maps.
- b. El Camino Real.
- c. Morro Road.
- d. Atascadero Avenue.

#### **6-6.05 Minors in possession of tobacco**

No person under the age of 18 shall be in possession of any tobacco product including any electronic smoking device or e-cigarette.

#### **6-6.06 Posting of signs.**

Signs which designate the "no smoking" areas designated by this chapter shall be conspicuously posted in every building, facility or other place so designated by this chapter. The manner of such posting shall be at the discretion of the City Manager and/or designee. The City Manager and/or designee shall determine the manner for



posting such signs on the basis of clarity, sufficiency and conspicuousness in communicating the intent of this chapter.

**6-6.07 Enforcement.**

The City Manager and/or designee and/or the Police Department and/or the code enforcement officer shall have authority to enforce the provisions of this Code.

**6-6.08 Violation: Penalty.**

Violations of the provisions of this chapter shall be prosecuted in accordance with the provisions of Chapter 3 of Title 1 of the Atascadero Municipal Code.

**6-6.09 Prohibition at the Atascadero State Hospital.**

The Executive Director of the Atascadero State Hospital may declare the entire hospital, including indoor and outdoor areas, to be a nonsmoking establishment, provided such declaration is consistent with any applicable Federal and State laws and regulations. The Executive Director or designee shall have the primary responsibility for enforcement of this section at the hospital.

### Comparison of Smoking Ordinances

| Areas Where Smoking is Prohibited                               | Proposed Atascadero   | Existing Atascadero | Arroyo Grande | Grover Beach       | Morro Bay      | Paso Robles | Pismo Beach   | San Luis Obispo    | Unincorp. County               |
|---|---|---------------------|---------------|--------------------|----------------|-------------|---|--------------------|--------------------------------|
| City Buildings/Facilities (state law prohibits in public bldg.) | X   | X                   | X             | SL                 | X <sup>1</sup> | X           | SL  | X                  | X                              |
| Enclosed Places Open to General Public                          | X   |                     |               |                    | X              | X           |   | X                  |                                |
| Unenclosed Places Open to General Public                        |   |                     |               |                    | X              |             | Open air dining                                     |                    |                                |
| Entryways (State Law)   | X   | SL                  | SL            | SL                 | X              | X           | X   | X                  | SL                             |
| Public Events   | X   |                     |               |                    | X <sup>1</sup> | X           |   | X                  |                                |
| Parks & Recreation Areas  | X   | X                   | X             | X                  | X <sup>1</sup> | X           | X   | X                  | X                              |
| Within 500 Feet of Schools                                      | X   |                     |               |                    |                |             |   |                    |                                |
| Service Areas   | X   |                     |               |                    | X <sup>1</sup> |             | X   | X                  |                                |
| Sidewalks   | -Downtown<br>-Adjacent to outdoor bar or dining area<br>-ECR<br>-Morro RD<br>-Atascadero Ave. | -Adjacent to parks  |               | -Adjacent to parks | X <sup>1</sup> |             | -Downtown<br>-Shell Beach Rd.<br>-Five Cities Drive | -Adjacent to parks | -Adjacent to County facilities |
| Unenclosed Worksites  |   |                     |               |                    | X <sup>1</sup> | X           | X   | X                  |                                |
| Multi-Family Common Areas                                       | X   |                     |               |                    | X <sup>1</sup> | X           |   | X                  |                                |

"X" indicates smoking is prohibited in these areas

"SL" indicates that although the City's ordinance does not expressly prohibit smoking in these areas, smoking is prohibited by State Law

"X<sup>1</sup>" indicates that these areas are considered "Public Places" and the ordinance prohibits smoking in all "Public Places"

## REDLINES

### Chapter 6 NO-SMOKING AREAS ESTABLISHED IN CERTAIN PUBLIC PLACES

#### **6-6.01 Findings.**

Whereas the Surgeon General of the United States has determined and the City Council does hereby find that:

- (a) Smoking tobacco is a proven danger to the health of human beings; and
- (b) Breathing sidestream or secondhand smoke is a significant health hazard for certain population groups including, without limitation, elderly people, those with cardiovascular disease or impaired respiratory functions, asthmatics and those with obstructed air passages; and
- (c) Tobacco smoke is a major contributor to indoor air pollution; and
- (d) The Surgeon General's report on involuntary smoking states that there are proven health hazards from involuntary smoking by nonsmokers.

#### **6-6.02 Purpose.**

(a) Because smoking of tobacco or any other weed or plant is a positive danger to health and a cause of material discomfort and a health hazard to those who are present in confined places, and in order to serve public health, safety and welfare, the declared purpose of this chapter is to establish areas where persons will be free from inhaling smoke by requiring that areas be reserved for nonsmokers in certain public places and by prohibiting the smoking of tobacco or any other weed or plant in certain other areas which are used by or open to the public.

(b) For the purposes of protecting the health and welfare of the public from sidestream or secondhand smoke in publicly owned, operated, managed and leased facilities, it is necessary to specifically prohibit smoking, as defined herein, inside all buildings, structures and indoor facilities owned, operated, leased or managed by the City which are used by or open to the public.

#### **6-6.03 Definitions.**

As used in this chapter the following terms shall have the meanings ascribed to them as follows:

(a) "Service ~~line~~area" means ~~an indoor line~~any enclosed or unenclosed area in which persons ~~await service~~wait for, receive or exchange goods or services of any kind, ~~including without limitation lines or waiting areas~~ regardless of whether or not such service involves the exchange of money. Such service shall include, but is not limited to, sales, ~~bus stops, ticket lines, food truck lines,~~ giving of information, directions, or advice, and transfers of money or goods.

(b) "Smoking" as used herein shall ~~mean~~the means inhaling, exhaling, burning or carrying ~~of any ignited pipe, lighted or heated cigar or~~ cigarette, ~~or pipe,~~ or any other ~~combustible substance or substances including without limitation, tobacco, which are used for the purposes of inhaling or exhaling the smoke there from.~~ ~~lighted or heated tobacco, cannabis or other plant product intended for inhalation, whether natural or synthetic, in any manner or in any form.~~ Smoking includes the use of a battery-powered or other electronic smoking device that creates an aerosol or vapor, in any manner or in

any form, or the use of any oral smoking device for the purpose of circumventing the prohibition of smoking.

(c) "Electronic Smoking Device" means the electronic device which can be used to deliver an inhaled dose of nicotine or any other substance, including any component, part, or accessory of such a device, whether or not sold separately.

(d) "E-cigarette" means any electronic oral device, such as one composed of a heating element, battery and/or electronic circuit, which provides a vapor of nicotine or any other substances, including marijuana or marijuana products, and the use or inhalation of which simulates smoking. E-Cigarette shall include any such device, whether manufactured, distributed, marketed, or sold as an e-cigarette, e-cigar, e-pipe, hookah pen, or any other similar product name or descriptor.

(e) "Enclosed" means:

1. Any covered or partially covered space having more than fifty percent of its perimeter area walled in or otherwise closed to the outside such as, for example, a covered porch with more than two walls; or

2. Any space open to the sky (hereinafter "uncovered") having more than seventy-five percent of its perimeter area walled in or otherwise closed to the outside, such as, for example, a courtyard.

(f) "Multi-unit residence" means a building or portion thereof that contains more than one dwelling space consisting of essentially complete independent living facilities for one or more persons, including, for example, permanent provisions for living, sleeping, eating, cooking, and sanitation. A single-family house shared by roommates is not a multi-unit residence for purposes of this chapter.

(g) "Multi-unit residence common area" means any indoor or outdoor common area of a multi-unit residence accessible to and usable by more than one residence, including but not limited to halls, lobbies, laundry rooms, outdoor eating areas, play and swimming areas.

(h) "Public place" means any enclosed or unenclosed place, public or private, open to the general public regardless of any fee or age requirement, including, for example, streets, sidewalks, parking lots, parking garages, bars, restaurants, clubs, stores, stadiums, parks, playgrounds, taxis, and buses.

(i) "Tobacco product" means any product containing, made from, or derived from tobacco or nicotine that is intended for human consumption, whether smoked, heated, chewed, absorbed, dissolved, inhaled, snorted, sniffed, or ingested by any other means, including but not limited to cigarettes, cigars, pipe tobacco, snuff, chewing tobacco, dipping tobacco, electronic smoking devices or any other preparation of tobacco including Indian cigarettes called "bidis." "Tobacco product" does not include any product that has been approved by the United States Food and Drug Administration for sale as a tobacco cessation product or for other therapeutic purposes and is marketed and sold solely for such an approved purpose.

**6.6.04 Prohibition of smoking in certain public places, places of employment, and certain other areas.**

—Smoking—In addition to all places where smoking is prohibited under California or federal law smoking shall be prohibited in the following places: within the City of Atascadero:

(a) Within all City-owned, leased, or operated buildings, including meeting facilities.

(b) Within all places of employment, in accordance with California Labor Code Section 6404.5, as may be amended.

(c) Within all enclosed places, whether publicly- or privately-owned and regardless of any applicable fee or age requirement, that are available and open to the general public, including but not limited to parking garages, bars, restaurants, cafes, outdoor dining patios or courtyards, clubs, stores, arenas, taxis and buses.

(d) At all public places when being used for public events, including but not limited to farmers' markets, sports events, speaking performances, ceremonies, pageants, fairs, concerts, and other entertainment events open to the public.

(e) Within twenty feet of any entrance, exit, operable window, or air intake vent to any enclosed public place or any commercial establishment open to the general public; enclosed public place. For purposes of this subsection, entrance or exit shall mean an opening into an enclosed public place from a contiguous street, sidewalk, walkway, or parking area, and "air intake vent" shall mean an opening into an enclosed public place that draws in air from the outside as part of a structural ventilation system.

(f) Within a public sidewalk or within 20 feet of a public sidewalk when the sidewalk is within a commercial zoning district and when the sidewalk is adjacent to an outdoor café, restaurant, bar or other outdoor dining area.

(g) Service areas, or within twenty feet of any service area.

(h) In common areas of multi-unit residential buildings, including halls, lobbies, outdoor eating areas, play and swimming areas.

(i) Any public place within 500 feet of any public or private school property that services children from the grades of K-12. This will include all hours not only school hours

(j) Within 100 feet of the outmost edge of the Sunken Gardens, Pedestrian Tunnel and Centennial Bridge.

(k) In or upon any City open spaces and ecological areas and all appurtenant trail systems, parking areas, and other amenities.

(l) In all public transportation facilities open to the public, and service lines of establishments doing business with the general public; including all bus shelters and bus stops.

(m) In or upon any City park, sports facility, sports field, playground or plaza and all its amenities, parking areas, trails, and walkways, including contiguous sidewalks.

(n) In or upon any sidewalks, roadways, medians or city right-of-way on the following streets:

a. Any street in the Downtown Commercial Zoning District (DC) and Downtown Office Zoning District (DO) as shown on the City's official zoning maps.

b. El Camino Real.

c. Morro Road.

d. Atascadero Avenue.

(a) Elevators, museums, galleries

(b) (b) Waiting rooms and public hallways of every private or public health care facility, including but not limited to hospitals; provided further, that this prohibition shall not prevent the establishment of a separate waiting room in which smoking is permitted, as long as there also exists a waiting in the same facility in which smoking is prohibited;

(c) Within all buildings, structures and indoor facilities owned, operated, leased or managed by the City and which are used by or open to the public, including, without limitation, public

~~transportation, enclosed areas occupied by City staff, open office areas, shared offices, private offices, hallways, rest rooms, escalators, elevators, stairways, lobbies, reception and waiting rooms, classrooms, meeting or conference rooms and auditoriums, on-site cafeterias, lunchrooms, lounges and any facility, school or educational institution being used by the City for the purpose of providing classroom instruction, including, without limitation, instruction for technical or substantive training or for instruction in dancing, art, musical or other cultural skills;~~

~~—(d) Within any building not open to the sky which is primarily used for or designed for the purpose of exhibiting any motion picture, stage drama, lecture, musical recital, or other similar performance whenever open to the public, except smoking which is a part of a stage performance, including all restrooms except that smoking will be allowed in an area commonly referred to as a lobby if such lobby is physically separated from the spectator area;~~

~~—(e) Within all public areas in every retail food market, as defined in Section 6-1.01;~~

~~—(f) All restrooms open for public use;~~

~~—(g) Within every restaurant, as defined in Section 6-1.01, having an occupied capacity of fifty (50) or more persons; provided that this prohibition shall not apply where a part of the dining area sufficient to satisfy all public requests for seating in a nonsmoking area is posted and maintained as such an area. (Ord. 235 § 1(4), 1991; Ord. 56 § 6-6.03, 1982)~~

#### **6-6.05 Minors in possession of tobacco**

No person under the age of 18 shall be in possession of any tobacco product including any electronic smoking device or e-cigarette.

#### **6-6.056 Posting of signs.**

Signs which designate the “no smoking” areas designated by this chapter shall be conspicuously posted in every ~~room~~, building, facility or other place so designated by this chapter. The manner of such posting shall be at the discretion of the City Manager and/or designee. The City Manager and/or designee shall determine the manner for posting such signs on the basis of clarity, sufficiency and conspicuousness in communicating the intent of this chapter.

#### **6-6.067 Enforcement.**

The City Manager and/or designee and/or the ~~ordinance~~Police Department and/or the code enforcement officer shall have authority to enforce the provisions of this Code.

#### **6-6.078 Violation: Penalty.**

Violations of the provisions of this chapter shall be prosecuted in accordance with the provisions of Chapter 3 of Title 1 of the Atascadero Municipal Code. ~~—Any person who violates any provision of this chapter by smoking in a posted no-smoking area or by failing to post or cause to be posted a no-smoking sign required by this chapter is guilty of an infraction and, upon conviction thereof, shall be punished as provided by Chapter 1-3 of this Code.~~

#### **6-6.09 Prohibition at the Atascadero State Hospital.**

The Executive Director of the Atascadero State Hospital may declare the entire hospital, including indoor and outdoor areas, to be a nonsmoking establishment, provided such declaration is consistent with any applicable Federal and State laws and regulations. The Executive Director or designee shall have the primary responsibility for enforcement of this section at the hospital.



# ***Atascadero City Council***

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

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### **Planned Development Amendment for the Principal Mixed-use Project (PLN 2014-1519)**

#### **RECOMMENDATIONS:**

Planning Commission recommends:

1. Adopt Draft Resolution A, certifying Mitigated Negative Declaration No. 2019-0002 based on findings.
2. Adopt Draft Resolution B, approving a General Plan Land Use Diagram Amendment to change the designation of Lot 62 adjacent to El Camino Real from Medium Density Residential to General Commercial based on findings.
3. Introduce for first reading, by title only, Draft Ordinance approving Title 9 Zone Text Amendments to the Planned Development Overlay Zone #24 (PD-24) and changing the zoning of Lot 62 from RMF-10 to CR based on findings.
4. Adopt Draft Resolution C, approving a Conditional Use Permit (2019 Master Plan of Development) and Vesting Tentative Subdivision Map (Tract 3070) based on findings and subject to Conditions of Approval and Mitigation Monitoring.

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

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

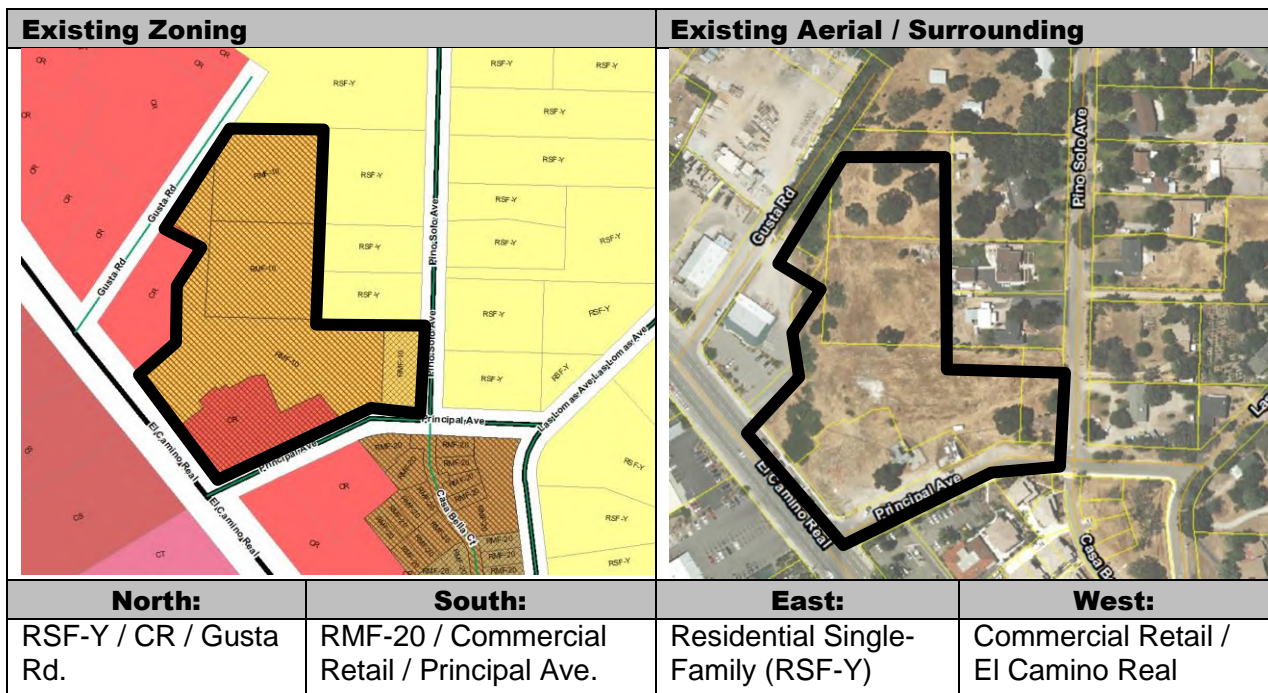


Project Info In-Brief:

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

**DISCUSSION:**

Existing Surrounding Uses / Parcel Configurations:





Background:

***Project History***

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

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

Current approved project (Adopted 2015)

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

In 2017 an amendment was submitted by the applicant to increase the unit count from 37 residential units to 42 residential units and provide a higher percentage of detached units. The DRC reviewed and commented on the proposal, and the Planning Commission took action to recommend the City Council approve the proposed amendment. However, the applicant had concerns regarding the cost of providing the affordable housing that is required for compliance with the City’s Inclusionary Housing Policy. The applicant has since made updates to the proposed plans, including an increased unit count and a revised affordable housing proposal which utilizes the State Density Bonus law rather than the City’s Inclusionary Policy.

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

The Planning Commission reviewed the proposed project amendment on May 7, 2019 and recommended approval of the project, subject to project conditions of approval. The Planning Commission’s recommendation includes staff’s recommendation for inclusion of three (3) moderate and three (3) low income affordable units within the project in order to meet the City Council Planned Development Overlay Policy for providing affordable housing.

Analysis:

***Project Description / Summary***

The applicant is proposing to amend the Planned Development (PD-24). The Planned Development zoning allows for relief in the City's standards for setbacks, heights, parking, etc. in exchange for project benefits that have been established by the City Council. These required project benefits, include affordable housing and high quality architecture and landscaping. General Plan and zoning amendments, a new tentative subdivision map, a new master plan of development (CUP), a density bonus, and recirculated environmental analysis are required to increase the unit count within the project from the 37 units approved in 2015 to the new proposal of 52 units.

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

Summary of current 2019 amendment proposal:

- 3 detached residential units (2053 sq. ft. each, 4 bedrooms)
- 39 attached units (1419-1644 sq. ft., 3 bedrooms), including 3 affordable units
- 4 stacked flat units (983-1056 sq. ft. each.), including 3 affordable units
- 6 live work units (735-1633 sq. ft. residential, plus 300 sq. ft. commercial each)

**Total: 52 Residential Units**

- Carwash (1,945 sf) on a 16,646 sq. ft. commercial lot
- 8,111 sq. ft. commercial lot on El Camino Real frontage for future development

***Site Plan & Parking***

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

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

During their November review, DRC recommended the applicant modify the site plan to ensure all driveways are deep enough to park a car, or prevent parking in the driveway altogether so that cars do not overhang the sidewalk. One lot (Lot 17) still includes a driveway that is less than 20 feet, with an average length of 16 feet. A condition is

included in the CUP Draft Resolution that this driveway be redesigned to provide a minimum 18-foot parking area across the entire driveway width, or the driveway be eliminated, modified or reduced to less than 5 feet to prevent parking altogether, with final construction document designs subject to approval of the Community Development Director.

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

### Principal Mixed-Use 2019 Amendment – Current Site Plan Proposal



### ***Commercial Parcels on El Camino Real***

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

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

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

### ***Landscape, Drainage, & Open Space***

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

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

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



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

### Corner of Pino Solo Avenue & Principal Avenue



### Architectural Design

High quality design is important as it is one of the required benefit components in exchange for the Planned Development zoning. The three lots on Principal Avenue and Pino Solo Avenue have been redesigned to face the public street frontage and include large front porches with a traditional single-family home design. These positive changes will improve neighborhood compatibility by improving how the neighborhood views the proposed project from Principal and Avenue and Pino Solo Avenue.

The attached units on the internal streets have been improved with varied setbacks on the front and back of each lot. Pop outs and architectural depth have been added to the elevations and balconies have been added to the back of several units. In order to add visual enhancements to the flat two-story side and rear walls, the applicant has proposed

material enhancements on select visible elevations throughout the development. Enhancements include lap siding, stone veneer, and trellis features at the unit entryways.

At the November DRC meeting, the Committee recommended additional architectural variety and color variety throughout the project, and adding emphasis to the front porches of the units. The applicant has added trellis features to the front porches on the attached units, and made some modifications to the color and materials of some units. The proposed color scheme still maintains a monochromatic palate with most buildings proposed to have a white base with blue and green accent colors, but additional work on the color scheme is recommended. Additional Conditions of approval have been incorporated into the draft resolutions to continue to refine the designs by providing more color and architectural variety. Further refinement of the live-work commercial facades is also conditioned. Conditional Elevation designs can be finalized with construction details at during the building permits process.

### **Attached Townhome Style Units**



### **Stacked Flat Units**

The proposed project identifies one building near the commercial portion of the site which will be developed as “stacked flats.” The units are split between the upper and lower floors, and will be available for separate ownership as condominiums. The exterior of the stacked flat building is similar to the townhome design; however, rather than providing a garage on the ground floor, the stacked flats would provide approximately 1000 sq. ft. of living space on each floor with two units on the ground floor, and two units on the second floor. Each unit is proposed with three bedrooms. Separate entrances would be provided to each unit on the front and sides of the building. Eight (8) uncovered parking spaces are proposed adjacent to the building for private use by the stacked flats.

The DRC discussed the stacked flat design at their November 2018 meeting and asked the applicant to reduce the number of stacked flats. The applicant’s project design at that time incorporated 8 “stacked flat” low and moderate income affordable units throughout the project, mixed in with the market rate buildings. The Committee preferred the townhouse design with the garage, rather than the stacked flat proposal, and recommended that the applicant consider eliminating the stacked flats if possible. The Committee, however, acknowledged that providing low income units can be difficult, and that the stacked flat could provide cost savings for the development of the low income units. The current applicant proposal incorporates 4 stacked flats, 3 of which are proposed as affordable units. recommended by the DRC, the flats do not have covered parking, but rely on an outdoor parking area.

To respond to DRC comments regarding the design of the stacked flats, the applicant has removed the stacked flats at most locations within the project, and included only the 4 proposed stacked flats in the one building next to the commercial. The applicant has added enhancements to the unit front entryways and identified dedicated parking adjacent to the units. DRC recommended that the covered parking requirements of the code be waived for these units, as carports could appear inconsistent with the rest of the development.

### Stacked Flat Elevations



### Height Exception Request

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

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

### Proposed 3-Story Live-Work Building





### ***Native Tree Removals***

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

### ***Undergrounding of Utilities***

When the previous project amendment went before the DRC and Planning Commission last year, the applicant was requesting relief from the requirement to underground utilities along the El Camino Real frontage due to the cost of undergrounding the AT&T fiber optic line. It was originally thought that the fiber optic line could not be spliced and would have to be undergrounded over 1000 feet, which would add an undue cost of over \$300,000 to the Project. The Planning Commission reviewed and approved a separate minor project amendment in June 2018 to allow conduit to be installed in lieu of undergrounding at this location. The conduit has been installed by the contractor building the carwash on Principal Avenue.

AT&T has now identified that undergrounding would be possible along this frontage by splicing the fiber optic line at the corner of Principal Avenue, significantly reducing the cost. With this new information staff recommends that the utilities on El Camino Real, including the AT&T line, be installed underground, consistent with City standards. As identified in the City's General Plan and Zoning Ordinance, undergrounding of utilities is required for all tract map subdivision improvements, new development, planned developments, and is included as a Condition of Approval in the proposed Amendment. With the conduit already installed underground with the commercial carwash construction, the residential developer will need to relocate the lines underground within the existing conduit at the time of subdivision improvements for the tract map and residential site development.

### ***Traffic & Frontage Improvements***

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

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

The Principal Avenue Right-of-Way is 60-feet wide. Currently, 32-feet of Principal Avenue has been constructed, which includes a sidewalk, two (2) 12-foot travel lanes, and an 8-foot parking lane adjacent to existing development. The proposed development would widen Principal Avenue to full right-of-way build out from Pino Solo Avenue to El Camino Real, which is reflected in the tentative subdivision map.



Proposed improvements include additional paved shoulders and a sidewalk. On-street parking will be made available on portions of Principal Avenue in front of the residential units, but will not be allowed near the El Camino Real intersection.

A supplemental 2018 traffic analysis has been completed for the current project amendment. The project engineer determined that a proposed 55 residential units and the commercial portions of the project create a total of 676 daily trips, which would be adequately mitigated with the previous street improvements identified for Principal Avenue and at the corner of El Camino Real. The traffic report states that the increase in traffic would not degrade the level of service at the study intersections and no additional traffic recommendations are warranted.

### ***Planned Development Benefit Policy***

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

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

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

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

### ***Inclusionary Housing & Affordable Housing Density Bonus***

The City Council has an interim Inclusionary Affordable Housing Policy that requires a percentage of units within residential developments that require a legislative approval to

be reserved as deed restricted affordable units. Providing affordable housing is also one of the mandatory Tier 1 benefits of the City Council's Planned Development Policy.

The City Council Inclusionary Policy (Attachment 7) requires that planned development projects of 10 units or more are to provide 20% of the units as deed restricted affordable housing within the project site. Units must be mixed throughout the development, and a phasing plan must be approved to show that the affordable units will be constructed at the same time as the market rate units. Projects of 11 or more units must build units or receive Council approval to pay in-lieu fees.

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

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

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

The project applicant is currently proposing to construct six (6) moderate income affordable units on site. This number of units will qualify the project for a 10% density bonus per State law, and therefore, the City's Inclusionary Policy would not be applied. The current applicant proposal for six (6) moderate units is a change from the November 2018 applicant proposal reviewed by DRC, which previously proposed four (4) moderate income units and four (4) low income units. According to the San Luis Obispo County Affordable Housing Standards, a 3-bedroom moderate income unit can currently sell for a maximum price of \$382,000, and a low income unit for a maximum price of \$198,000.

At this time, the City has exceeded its share of affordable housing within the moderate-income category. Units within this category often sell or rent at rates that are close to market rates. However, the City has not been able to meet its quota for the anticipated supply of low and very low income housing. Additionally, moderate units are often removed from the affordable housing program after several years as they are sold. In this case, staff recommends that the project incorporate three (3) units that will be available to households in the low income category in addition to three (3) in the moderate income category. The Planning Commission endorsed staff's recommendation for three (3) low and three (3) moderate level units, and conditions in the attached Draft Resolutions reflect this mix of units.

With development of affordable housing, the City Council has emphasized the desire to have deed restricted units blend with the surrounding neighborhood. Per the Inclusionary Policy, the exterior design and quality standards for affordable units shall be comparable to those of market rate units. Affordable units may be of a smaller size and utilize less expensive interior finishes. Affordable units shall be distributed throughout a project site and not concentrated in one location. These standards are intended to remove any stigma around affordable housing, and to make the units blend seamlessly with the rest of the development, creating a unified neighborhood. With the current proposal for Principal, the affordable units are somewhat scattered throughout the development, with three (3) units proposed in the stacked flat building, and three (3) units within other attached buildings throughout the development.

|   | <b>Total Units</b> | <b>Very-low</b> | <b>Low</b> | <b>Moderate</b> |
|---|--------------------|-----------------|------------|-----------------|
| <b>Current 2015 Approved Project</b>  | <b>37</b>          | <b>1</b>        | <b>3</b>   | <b>3</b>        |
| <b>Applicant's Proposal in Nov. 2018 Reviewed by DRC</b>                      | <b>55</b>          | <b>0</b>        | <b>4</b>   | <b>4</b>        |
| <b>City Inclusionary Policy Requirement for Current 2019 Proposed Project</b> | <b>52</b>          | <b>2</b>        | <b>4</b>   | <b>4</b>        |
| <b>Applicant's Current 2019 Proposal</b>                                      | <b>52</b>          | <b>0</b>        | <b>0</b>   | <b>6</b>        |
| <b>Staff &amp; Planning Commission Recommendation</b>                         | <b>52</b>          | <b>0</b>        | <b>3</b>   | <b>3</b>        |

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

Staff and Planning Commission recommend that the project's affordable housing plan provide at least three (3) low and three (3) moderate units in order to achieve the findings of the Planned Development overlay zone. The Council may also consider allowing the applicant to pay in-lieu fees at 5% of the construction valuation of the project, as allowed by the Inclusionary Policy with Council approval. Planning Final Map Condition #1 Draft Resolution C (Attachment 4) may be modified by the City Council to include an alternative affordable housing plan for the project.

***City Council Mixed-use Policy:***

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

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

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

The current 2019 amendment proposal adds one (1) new 8111 sq. ft. commercial parcel to the project, thereby potentially increasing the percentage of the project devoted to commercial uses. Minor reductions to the commercial office spaces within the live-work units are proposed to reduce the first-floor office square footage from 3200 sq. ft. to 2400 sq. ft. The DRC discussed this proposed change to the live-work offices, but determined that this area is not a prime street frontage for commercial space, and felt that reducing commercial square footage at this location would not be detrimental to the City.

Although called the Principal Mixed-use Project, it is also important to note that this project, similar to Dove Creek, does not fit the current definition of Mixed-use. Instead, it is a planned development that is dominated by ground floor residential units that relied on changing the zoning from Commercial to Residential. A true mixed-use project is a project that includes both residential and commercial uses on the same site, typically in a vertical orientation. True mixed-use projects do not rely on a General Plan Amendment, but are built within a commercial zone, similar to the La Plaza project.

***Tentative Tract Map***

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

***Planned Development Overlay #24 Amendment***

The proposed project amendment application requires amending Planned Development #24 code text in the Municipal Code in order to modify the unit count and project requirements of the PD-24. The proposed amendments to the Planned Development overlay text will allow for the development and uses, as conditioned, on the subject site.

These proposed amendments are included as a part of Attachment 3 (Draft Ordinance for the Zone Change.) A clarification to the PD-24 text is recommended by City staff to note that the project has been approved for a density bonus, and is receiving entitlement to build two (2) additional units beyond the base density to achieve the total 52 units. The staff recommended changes are shown as strikethrough and underline in the attached resolution.

### ***General Plan Land Use and Zoning Map Amendments***

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

### **Conclusion:**

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

City staff, the DRC, and the Planning Commission recommend the City Council approve Draft Resolutions A-C and Draft Ordinance, approving the proposed project amendment, subject to Conditions of Approval.

### ***Changes to Conditions***

Minor changes to the conditions of approval have been proposed by staff subsequent to the approval of the Conditions by the Planning Commission. These changes are primarily clerical in nature and intended to clarify existing conditions. The following changes are proposed to the Conditions of Approval:

- Architectural Conditions #1- The deletion of the word “color(s)” is proposed by City staff to clarify that while the colors shall be as generally shown in the Master Plan of Development, the colors are subject to the modifications and clarifications as shown in Architectural Condition #5.
- Final Map Planning Conditions #2- A modification by City staff is proposed to clarify that the project will annexed into the existing CFD (not establish a new CFD).
- Final Map Planning Conditions #3- A modification by City staff is proposed to re-iterate that the private wastewater collection system will be maintained by the HOA (consistent with Wastewater Collection System Conditions #1)

The staff recommended changes are shown as strikethrough and double underline in the attached Exhibit B to Draft Resolution C.

## **ENVIRONMENTAL DETERMINATION:**

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

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

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

## **FISCAL IMPACT:**

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, 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 a community facilities district (CFD) annexation. The proposed project will be required to establish a Homeowners Association or other similar mechanism to maintain the development's roadways, common area landscaping, drainage, etc. Conditions of approval have been included in the Master Plan of Development and Map Draft Resolution (Attachment 4).

## **FINDINGS:**

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

## **ALTERNATIVES:**

1. The City Council may make modifications to the project and/or Conditions of Approval for the project. Any proposed modifications, including Conditions of Approval, should be clearly re-stated in any vote on any of the attached Draft Resolutions.
2. The City Council may determine that more information is needed on some aspect of the project and may refer the item back to the applicant and staff to develop the additional information. The Council should clearly state the type of information that is required. A motion, and approval of that motion, is required to continue the item to a future date.
3. The City Council may deny the project. If so, the Council should specify the reasons for denial, including what findings cannot be made, and provide a brief oral statement, based on the staff report, oral testimony, site visit, correspondence, or any other rationale introduced and deliberated by the City Council. If the proposed project amendment is denied, the previously approved 2015 Planned Development #24 would remain in place for the site.

## **ATTACHMENTS:**

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

**Attachment 1: DRAFT RESOLUTION A – Certification of 2019-0002 Mitigated Negative Declaration  
Principal Mixed-use Project**

**DRAFT RESOLUTION A**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
ATASCADERO, CALIFORNIA, CERTIFYING  
MITIGATED NEGATIVE DECLARATION NO. 2019-0002  
FOR THE PRINCIPAL MIXED-USE PROJECT**

**9105, 9107, 9109 PRINCIPAL AVENUE/  
9300 PINO SOLO AVENUE  
(APNS 030-491-001, 013, 019, 020)  
ECR PRINCIPAL, LLC**

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

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

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

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

**WHEREAS**, a duly noticed public hearing was held by the Atascadero Planning Commission of the City of Atascadero on May 7, 2019 to consider the MND at which all interested persons were given the opportunity to be heard and has recommended certification of the MND ; and

**WHEREAS**, the Planning Commission of the City of Atascadero has recommended the City Council certify Mitigated Negative Declaration 2019-0002 for the Principal Mixed-use Planned Development amendment and associated applications; and



**WHEREAS**, a duly noticed public hearing was held by the Atascadero City Council on June 25, 2019 following the close of the review period, to consider the MND at which all interested persons were given the opportunity to be heard; and

**WHEREAS**, the City Council of the City of Atascadero has reviewed and considered the information contained in the MND for the Principal Mixed-use Project and associated applications.

**NOW THEREFORE**, the City Council of the City of Atascadero, hereby resolves to certify Proposed Mitigated Negative Declaration 2019-0002 based on the following Findings, and as shown in Exhibit A on file in the office of the City Clerk and incorporated herein by this reference:

**SECTION 1. Findings Certification of Mitigated Negative Declaration.** The City Council finds as follows:

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

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

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

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

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

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

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

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

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

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

6. The project will not cause substantial adverse effects on human beings either directly or indirectly.

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

**PASSED AND ADOPTED** at a regular meeting of the City Council held on the \_\_\_th day of \_\_\_, 2019.

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

AYES:

NOES:

ABSENT:

ABSTAIN:

CITY OF ATASCADERO

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

ATTEST:

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

APPROVED AS TO FORM:

\_\_\_\_\_  
Brian Pierik, City Attorney

## **Exhibit A**

Due to its size this exhibit has been included  
at the end of the Agenda Packet.  
To view this document click [here](#).

**ATTACHMENT 2: Draft Resolution B**  
**Approval of General Plan Land Use Diagram Amendment**

**DRAFT RESOLUTION B**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF  
ATASCADERO, CALIFORNIA, APPROVING A GENERAL  
PLAN LAND USE DIAGRAM AMENDMENT**

**9105, 9107, 9109 PRINCIPAL AVENUE/  
9300 PINO SOLO AVENUE  
(APNS 030-491-001, 013, 019, 020)  
ECR PRINCIPAL, LLC**

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

**WHEREAS**, the site's current General Plan Land Use Designation is Medium Density Residential (MDR) and General Commercial (GC); and

**WHEREAS**, the site's current Zoning Designation is Residential Multi-Family (RMF-10) and Commercial Retail (CR) with a Planned Development #24 (PD24) Overlay; and

**WHEREAS**, a General Plan Land Use Diagram Amendment is proposed to change the Land Use Designation of one (1) lot within the project site on the El Camino Real frontage from Medium Density Residential (MDR) to General Commercial (GC) as identified in the amended General Plan Land Use Diagram attached as Exhibit A to this Resolution and incorporated herein by this reference; and

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

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

**WHEREAS**, the Planning Commission has determined that it is in the best interest of the City to enact this amendment to the General Plan to protect the health, safety and welfare of its citizens by applying orderly development and expanding commercial opportunities along the El Camino Real frontage; and

**WHEREAS**, a timely and properly noticed Public Hearing upon the subject General Plan Land Use Diagram Amendment application was held by the Planning Commission of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said General Plan amendments; and

**WHEREAS**, the Planning Commission of the City of Atascadero, at a Public Hearing held on May 7, 2019, studied and considered the proposed General Plan Land Use Diagram Amendment (PLN 2014-1519) for the Principal Mixed-use Planned Development, after first studying and considering the Draft Mitigated Negative Declaration prepared for the project; and

**WHEREAS**, the Atascadero Planning Commission has recommended that the Atascadero City Council approve the General Plan Land Use Diagram Amendment for the Principal Mixed-use Planned Development Area, and

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

**WHEREAS**, the Atascadero City Council, at a Public Hearing held on June 25, 2019, studied and considered the General Plan Land Use Diagram Amendment for the Principal Mixed-use Planned Development Area, after first considering the Planning Commission's recommendations and considering the Initial Study and Mitigated Negative Declaration prepared for the project.

**NOW, THEREFORE BE IT RESOLVED**, that the City Council of the City of Atascadero makes the following findings, determinations and recommendations with respect to the proposed General Plan Land Use Diagram Amendment:

**SECTION 1. Findings.** For Approval of the 2019 Principal Mixed-use Planned Development General Plan Land Use Diagram Amendment, the Atascadero City Council finds as follows:

1. The proposed General Plan Amendment has been prepared consistent with the applicable laws and guidelines of the State of California; and

**Fact.** All applicable State Laws have been adhered to in the preparation of this General Plan Land Use Diagram Amendment application.

2. A duly noticed public hearing has been held to receive and consider public testimony regarding the proposed amendments to the General Plan Land Use Diagram; and

**Fact.** Hearing notices were prepared in accordance with State Law and applicable Atascadero Municipal Code requirements. Public hearings were held by the Planning Commission and City Council at which public testimony was received and considered prior to taking action on the proposed application.

3. The proposed amendment is in the public interest and protects the health, safety and welfare of public by ensuring the orderly development of the City.

**Fact.** The proposed amendment is consistent with General Plan Land Use Policies 1.1, 1.3, 2.1, 2.3, 5.3, 6.1, 7.1, 7.2, 8.5, 15.1, and 15.6; Circulation Policies 1.1, 1.4, 1.5, 2.1, and 3.2; and Housing Element Policies 1.1, 4.3 and 10.1. The proposed amendment provides for new commercial retail opportunities along the El Camino corridor within the City's urban services line. The Land Use Diagram Amendment will create consistency in commercial zoning along this portion of El Camino Real frontage where residential development is not appropriate. The proposed Planned Development Overlay District and requirements for a Master Planned neighborhood ensure that the overall neighborhood design and layout supports existing and future traffic patterns and provides pedestrian connectivity both internal and external to the development area.

**SECTION 2. Approval.** The Atascadero City Council, in a regular session assembled on June 25, 2019 resolved to approve the General Plan Land Use Diagram Amendment consistent with the following exhibit attached hereto and incorporated herein by this reference:

EXHIBIT A: General Plan Land Use Diagram Amendment

**PASSED AND ADOPTED** at a regular meeting of the City Council held on the \_\_\_th day of \_\_\_, 2019.

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

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

CITY OF ATASCADERO

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

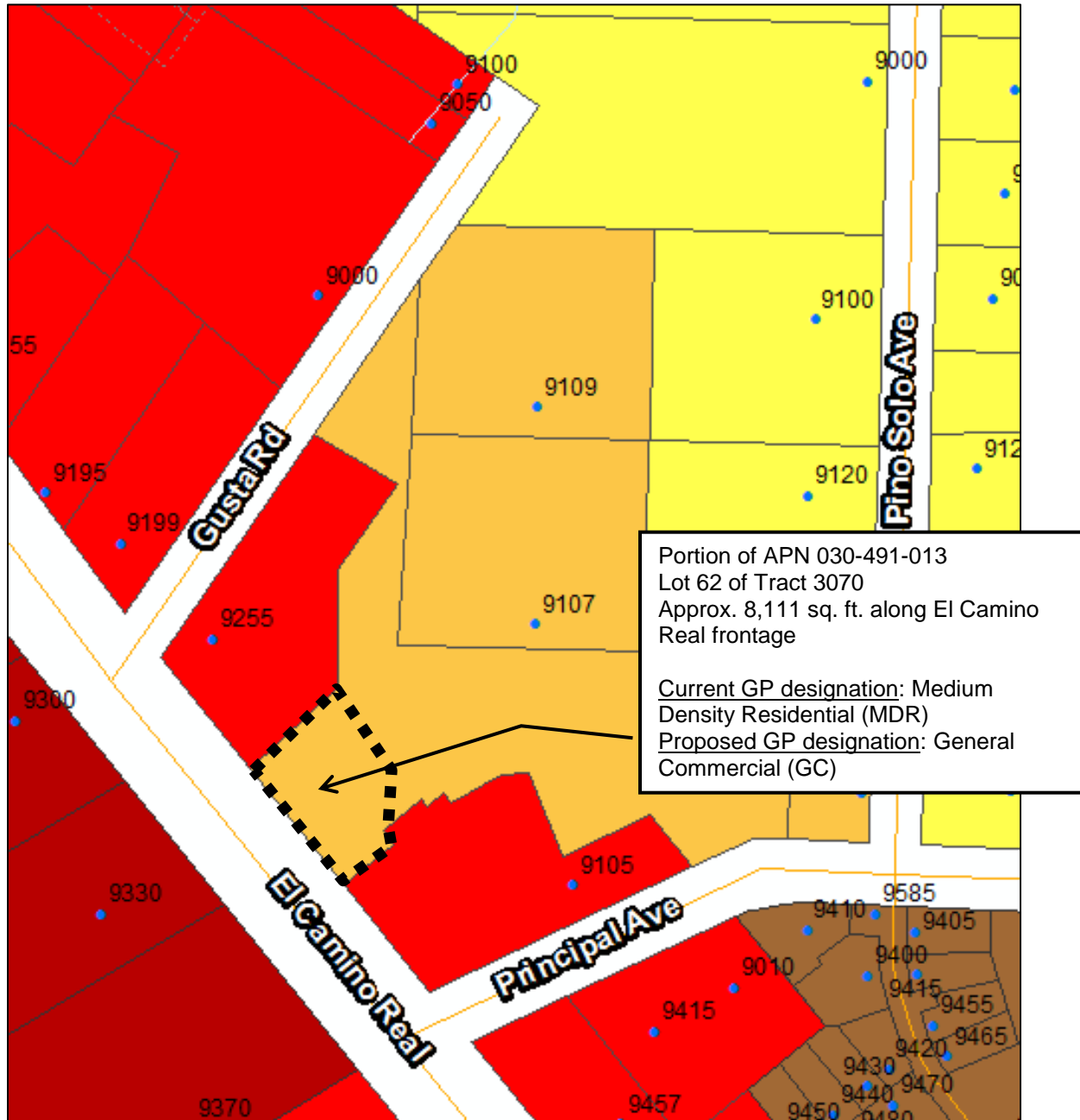
ATTEST:

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

APPROVED AS TO FORM:

\_\_\_\_\_  
Brian Pierik, City Attorney

**Exhibit A: General Plan Land Use Diagram Amendment**  
**Principal Mixed-Use Planned Development Amendment PLN 2014-1519**



**ATTACHMENT 3: Draft Ordinance**

**Amending Title 9, Planned Development No. 24 Overlay Zone and Zoning Map**

**DRAFT ORDINANCE**

**AN ORDINANCE OF THE CITY COUNCIL  
OF THE CITY OF ATASCADERO, CALIFORNIA,  
AMENDING TITLE 9, ARTICLE 28, PLANNED DEVELOPMENT  
OVERLAY DISTRICT #24 AND THE OFFICIAL ZONING MAP**

**9105, 9107, 9109 PRINCIPAL AVENUE/  
9300 PINO SOLO AVENUE  
(APNS 030-491-001, 013, 019, 020)  
ECR PRINCIPAL, LLC**

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

**WHEREAS**, the site's current General Plan Land Use Designation is Medium Density Residential (MDR) and General Commercial (GC); and

**WHEREAS**, the site's current Zoning Designation is Residential Multi-Family (RMF-10) and Commercial Retail (CR) with a Planned Development #24 (PD24) Overlay; and

**WHEREAS**, the Planning Commission has recommended that the City Council approve a General Plan Land Use Diagram Amendment to change the Land Use Designation of one (1) lot within the project site from Medium Density Residential (MDR) to General Commercial (GC); and

**WHEREAS**, a Zoning Ordinance text change and official Zoning Map change are proposed to amend zoning code text for Planned Development Overlay Zone #24 (PD-24) and amend the zoning designation of one (1) lot on El Camino Real frontage from Residential Multi-Family (RMF-10) to Commercial Retail (CR) with a Planned Development #24 (PD24) Overlay in order to correspond with the recommended General Plan Land Use Diagram Amendment; and

**WHEREAS**, Article 28 of the Atascadero Municipal Code allows for the creation of Planned Development Overlay Zones to promote orderly and harmonious development and to enhance the opportunity to best utilize special site characteristics; and



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

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

**WHEREAS**, the Planning Commission has determined that it is in the best interest of the City to enact an amendment to the Zoning Code Text and official Zoning Map to protect the health, safety and welfare of its citizens by applying orderly development and expanding housing opportunities on Principal and Pino Solo and by expanding commercial opportunities along the El Camino Real frontage at this location; and

**WHEREAS**, the City Council of the City of Atascadero, at a Public Hearing held on October 12, 2004, studied and considered Zone Change 2003-0070 and Zone Change 2004-0083, after first studying and considering the Draft Mitigated Negative Declaration prepared for the project, and adopted the original Planned Development Overlay Zone #24 in conjunction with CUP 2003-0117, and

**WHEREAS**, a timely and properly noticed Public Hearing upon the subject Zone Text Change and official Zoning Map change application was held by the Planning Commission of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said zoning text and map amendments; and

**WHEREAS**, the Planning Commission of the City of Atascadero, at a Public Hearing held on May 7, 2019, studied and considered an amendment to Planned Development Overlay Zone #24 (Zone Change 2017-0187) and the official Zoning Map, after first studying and considering the proposed Mitigated Negative Declaration prepared for the project; and

**WHEREAS**, the Planning Commission of the City of Atascadero has recommended approval of the amendment to Planned Development Overlay Zone #24 (Zone Change 2017-0187) and the official Zoning Map; and

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

**WHEREAS**, the Atascadero City Council, at a Public Hearing held on June 25, 2019, studied the Planning Commission's recommendation and considered the proposed amendment to Planned Development Overlay Zone #24 (Zone Change 2017-0187) and the official Zoning Map, after first studying and considering the Draft Mitigated Negative Declaration prepared for the project, and

**NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF ATASCADERO HEREBY ORDAINS AS FOLLOWS** with respect to the proposed Zoning Code Text Amendment and Official Zoning Map Amendment:

**SECTION 1. Official Zoning Text and Map Amendments.** Pursuant to the Atascadero Municipal Code section 9-1.115, the City Council finds that:

PLN 2014-1519 / ZCH 2017-0187 constitutes an amendment to the City of Atascadero Zoning Ordinance Section 9-3.669 of the Atascadero Municipal Code, shown in Exhibits A and B attached hereto and incorporated herein by this reference. Pursuant to Atascadero Municipal Code Section 9-1.115(a)(2), the City Council approves amendments to the Atascadero Municipal Code, Planned Development #24 section, and the official Zoning designation map to amend the zoning designation of one (1) lot on El Camino Real frontage from Residential Multi-Family (RMF-10) to Commercial Retail (CR) with a Planned Development #24 (PD24) Overlay.

**SECTION 2. Findings for Approval of an Amendment to the Section 9-3.669, Planned Development Overlay Zone No. 24 and an Amendment to the Official Zoning Map of Atascadero changing the zoning of one (1) lot within the project area** The City Council finds as follows:

1. The proposed project or use is consistent with the General Plan Goals, Policies, and Programs and the overall intent of the General Plan; and

**Fact.** The proposed amendments are consistent with General Plan Land Use Policies 1.1, 1.3, 2.3, 5.3, 6.1, 7.1, 7.2, 8.5, 15.1, and 15.6; Circulation Policies 1.1, 1.3, 1.4, and 1.5; and Housing Element Policies 1.1, 4.1, and 4.3.

2. The proposed zone change will be compatible with existing or desired conditions in surrounding neighborhoods and surrounding General Plan land uses and General Plan policies; and

**Fact.** The proposed zone map amendments will create consistency in zoning along the El Camino Real frontage at this location. The parcel north of the carwash which is proposed for amendment was previously designed as a drainage basin for the residential portion of the development, and therefore was zoned residential. The updated plans no longer require this area to be used for water storage, and therefore future commercial development potential now is possible at this location. The proposed zoning map change will provide future commercial development opportunities at this location.

3. The proposed project or use satisfies all applicable provisions of the Title (Zoning Ordinance) including the PD-24 Ordinance as amended; and

**Fact.** The proposed amendments will update the PD 24 zoning text to be consistent with the revised project proposal. A zoning map change will create consistency in zoning along the El Camino Real corridor.

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

**Fact.** The proposed residential use is consistent with other attached and detached multifamily residential and residential serving uses in the area. Commercial opportunities along the El Camino Real frontage will be consistent with adjacent uses.

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

**Fact.** The proposed residential use will not be detrimental to the health, safety, or welfare of the general public or persons residing in the neighborhood. A residential use is consistent with the surrounding neighborhood to the west and south, and the commercial development is consistent with the adjacent commercial uses on El Camino Real and the corner of Principal Avenue. The Planned Development Overlay language, mitigation measures, and City development standards will ensure that pedestrian and vehicular access conditions are designed in a manner which does not create ongoing safety concerns.

6. The proposed zone change will not create any new significant and unavoidable impacts to traffic, infrastructure, or public service impacts; and

**Fact.** The proposed residential use will not generate significant and unavoidable impacts to traffic, infrastructure, or public services. The project will contribute City TIF fees toward the US 101 interchanges. Frontage roads will be developed to City standards, including a turn lane on Principal Avenue. All internal and abutting public roads have been designed to City standard. All residences within the project area will be required to annex into the Citywide Community Facilities District to cover costs associated with the increased City costs of providing police, fire, and park services to new residents.

7. The proposed zone change is consistent with the project-specific Mitigated Negative Declaration and incorporates all feasible mitigation measures consistent with the Mitigation Monitoring and Reporting Program; and

**Fact.** A Mitigated Negative Declaration has been prepared for the Planned Development amendment and circulated in accordance with CEQA. All feasible mitigation measures have been incorporated.

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

**Fact.** The PD-24 established development standards that promote a cohesive neighborhood development and ensure that City goals related to traffic mitigation, aesthetic character, inclusionary housing, and pedestrian connectivity, among others, are achieved. Minor modifications to the PD-24 zone text are currently proposed.

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

**Fact.** The Planned Development 24 overlay text modifies standard development requirements to allow for a mixed-use residential and commercial project. Modified standards for the development enable the unit count and site design as proposed by the applicant.

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

**Fact.** The Planned Development Overlay Zone 24 ensures that development within the area provide certain benefit as identified by Council Policy. Development under the PD24 standards will maintain and enhance neighborhood character and provide transition between commercial and single-family uses.

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

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

**SECTION 3. Zone Map Amendment Approval.** The City Council of the City of Atascadero, in a regular session assembled on June 25, 2019 resolved to introduce for first reading by title only, an Ordinance that will rezone one (1) lot along the El Camino Real frontage on the subject site consistent with the following:

**Exhibit A: Zoning Map Amendment**

**SECTION 4. Zone Text Change Approval.** The City Council of the City of Atascadero, in a regular session assembled on June 25, 2019 resolved to introduce for first reading by title only, an Ordinance that will replace Section 9-3.669, Establishment of Planned Development Overlay Zone No. 24, of the Atascadero Municipal Code with the following:

**Exhibit B: Amendment to Section 9-3.669 Planned Development Overlay Zone No. 24 (PD24)**

**SECTION 5.** A summary of this Ordinance, approved by the City Attorney, together with the ayes and noes, shall be published twice: at least five days prior to its final passage in the Atascadero News, a newspaper published and circulated in the City of Atascadero, and; before the expiration of fifteen (15) days after its final passage in the Atascadero News, a newspaper published and circulated in the City of Atascadero. A copy of the full text of this ordinance shall be on file in the City Clerk's office on and after the date following introduction and passage and shall be available to any interested member of the public.

**INTRODUCED** at a regular meeting of the City Council held on \_\_\_\_\_, and **PASSED, APPROVED** and **ADOPTED** by the City Council of the City of Atascadero, State of California, on \_\_\_\_\_.

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

AYES:

NOES:

ABSENT:

ABSTAIN:

CITY OF ATASCADERO

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

ATTEST:

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

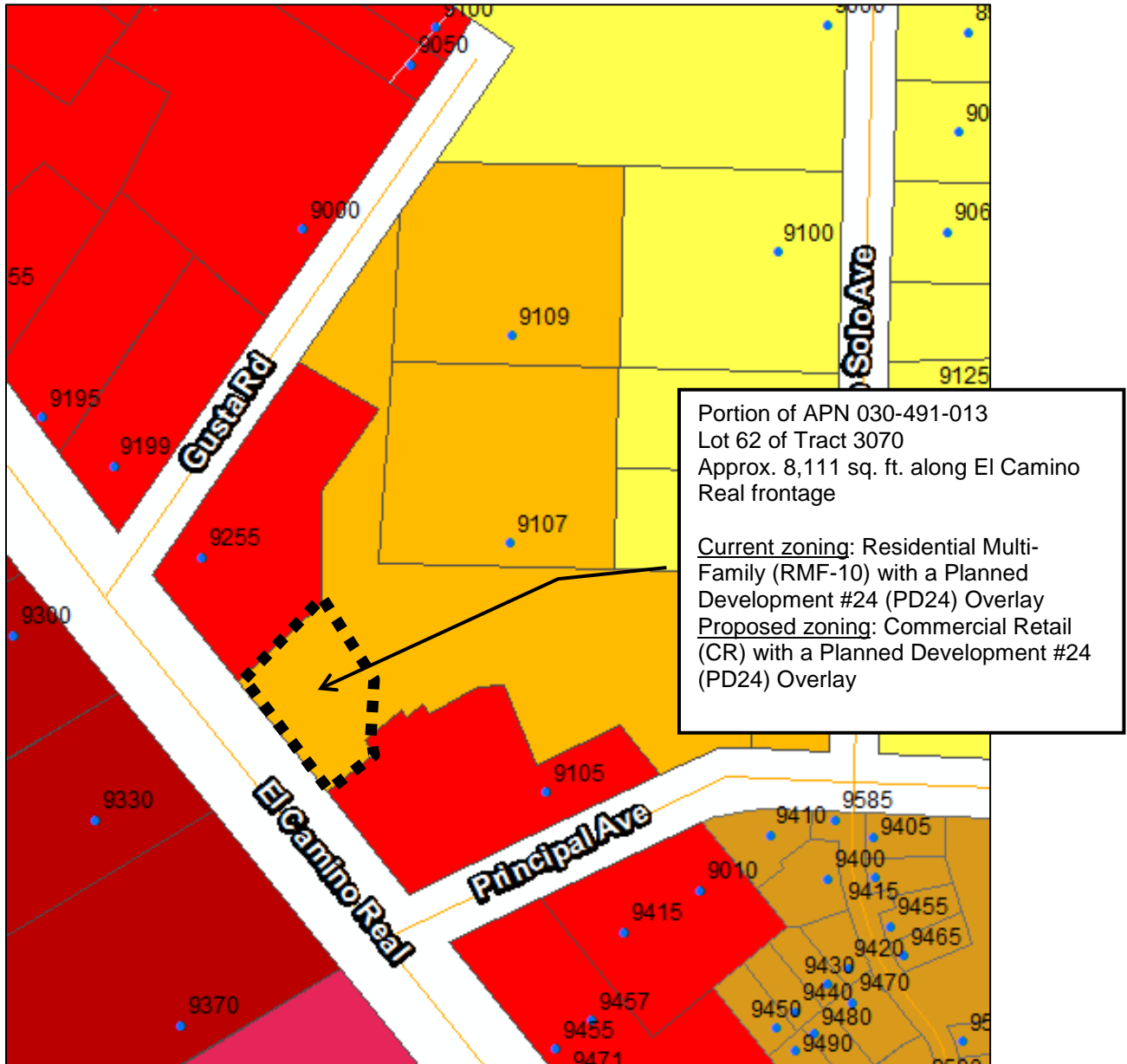
APPROVED AS TO FORM:

\_\_\_\_\_  
Brian Pierik, City Attorney

ITEM NUMBER:  
DATE:  
ATTACHMENT:

**B-2**  
**06/25/19**  
**3A**

**Exhibit A:      Zoning Map Amendment**  
**Principal Mixed-Use Planned Development Amendment PLN 2014-1519**



**Exhibit B: Amendment to Section 9-3.669 Planned Development Overlay Zone No. 24 (PD24)**

**9-3.669 Establishment of Planned Development Overlay Zone No. 24 (PD-24)**

Planned Development Overlay Zone No. 24 is established as shown on the official zoning maps (Section 9-1.102 of this title). A Planned Development Overlay Zone No. 24 is established on parcels APN 030-491-013, 001, 020, 019 with a combined gross acreage of 5.32 acres. The maximum residential density within the planned development shall not exceed a maximum of ~~thirty-seven (37)~~ fifty-two (52) residential units as identified in the Master Plan of Development (PLN 2014-1529/CUP 2003-0117 as amended), which includes six (6) commercial live work units, a base density of forty-four (44) multifamily units, plus a density bonus for two (2) additional multifamily units, subject to the densities allowed by the underlying zoning districts and any approved density bonuses. The development standards contained within the Master Plan of Development document (CUP 2003-0117 as amended), as conditioned, shall be applied to all future development within the project area, and as follows:

- (a) All site development shall require the approval of a Master Plan of Development. All construction and development shall conform to the approved Master Plan of Development, as conditioned.
- (b) The vesting tentative subdivision map (~~TTM 2014-0107~~ Tract 3070, as amended) and any subsequent amendments for the site shall be consistent with ~~CUP 2003-0117~~ PLN 2014-1529 as amended. All construction and development shall conform to the approved Master Plan of Development, as conditioned.
- (c) No subsequent tentative parcel or tract map shall be approved unless found to be consistent with the approved Master Plan of Development.
- (d) The commercial area, residential dwelling units, landscaping, walls and fencing shall be consistent with the approved Master Plan of Development. Building setbacks, lot sizes, landscape area, and lot coverage shall be as identified within the approved Master Plan of Development.
- (e) All landscaping shown on the approved landscape plan will be installed by the developer and shall be maintained as approved.
- (f) All utilities, including electric, telephone and cable, along the frontage of, and within the PD and along the project frontages shall be installed and/or relocated underground, except as noted in the in the Master Plan of Development and the Conditions of Approval.
- (g) The nonresidential uses shall retain the commercial retail zoning district designation, including proposed office spaces in the mixed-used area identified in the Master Plan of Development. The following allowable uses are proposed for this district within the PD-24 overlay zone:
  - (1) Residential multifamily (second and third floors only);
  - (2) Broadcast studios;
  - (3) Building materials and hardware (indoor only);
  - (4) Food and beverage retail sales;

- (5) Furniture, home furnishings and equipment (indoor only);
- (6) General merchandise stores;
- (7) Mail order and vending;
- (8) Car-wash;
- (9) Financial services;
- (10) Health care services;
- (11) Offices;
- (12) Personal services;
- (13) Eating and drinking places;
- (14) Business support services, where all areas of use are located within a building;
- (15) Utility service center;
- (16) Temporary events;
- (17) Day care.

(h) The conditional uses will be consistent with those listed for the underlying commercial retail zone and will require an amendment to the Master Plan of Development.

(i) All residential and commercial uses shall be consistent with the requirements of the underlying zoning district except as allowed by the Master Plan of Development.

(j) All trees shown to be protected on the approved Master Plan of Development shall be maintained. Any future tree removal shall require approval per the requirements set forth in the Atascadero Native Tree Ordinance.

(k) All public improvements shall be consistent with proposed improvements that are identified in vesting tentative map ~~2014-0107~~ [Tract 3070, as amended](#). Frontage improvements for Gusta Road will not be required. (Ord. 589 § 4, 2015; Ord. 465 § 2, 2004)



**ATTACHMENT 4: Draft Resolution C**  
**Vesting Tentative Tract Map and Master Plan of Development**

**DRAFT RESOLUTION C**

**RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF ATASCADERO, CALIFORNIA,  
APPROVING A CONDITIONAL USE PERMIT  
(2019 MASTER PLAN OF DEVELOPMENT)  
AND VESTING TENTATIVE SUBDIVISION MAP  
(TRACT 3070), FOR THE PRINCIPAL MIXED-USE PROJECT**

**9105, 9107, 9109 PRINCIPAL AVENUE/  
9300 PINO SOLO AVENUE  
(APNS 030-491-001, 013, 019, 020)  
ECR PRINCIPAL, LLC**

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

**WHEREAS**, the site's current General Plan Land Use Designation is Medium Density Residential (MDR) and General Commercial (GC); and

**WHEREAS**, the site's current Zoning Designation is Residential Multi-Family (RMF-10) and Commercial Retail (CR) with a Planned Development #24 (PD-24) Overlay; and

**WHEREAS**, the Planning Commission has recommended that the City Council approve a General Plan Land Use Diagram Amendment to change the Land Use Designation of one (1) lot within the project site from Medium Density Residential (MDR) to General Commercial (GC); and

**WHEREAS**, the Planning Commission has recommended that the City Council approve a Zoning Ordinance Text Change to amend zoning code text for Planned Development Overlay Zone #24 (PD-24) and amend the zoning map designation of one (1) lot on El Camino Real frontage from Residential Multi-Family (RMF-10) to Commercial Retail (CR) with a Planned Development #24 (PD24) Overlay in order to correspond with the recommended General Plan Land Use Diagram Amendment; and

**WHEREAS**, the PD-24 requires the adoption of a Master Plan of Development, approved in the form of a Conditional Use Permit; and

**WHEREAS**, the City Council approved the original Master Plan of Development (CUP 2003-0117) of the project on October 12, 2004, and approved the most recent amendment to the Master Plan of Development on May 26, 2015; and

**WHEREAS**, a Vesting Tentative Subdivision Map (TTM 2014-0107), previously approved for the site on May 26, 2015, will be considered expired with approval of the 2019 Vesting Tentative Subdivision Map Tract 3070; and

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

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

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

**WHEREAS**, the Planning Commission of the City of Atascadero, at a duly noticed Public Hearing held on May 7, 2019, studied and considered the proposed Conditional Use Permit (Master Plan of Development) and the proposed the 2019 Vesting Tentative Subdivision Map Tract 3070, after studying and considering the proposed Mitigated Negative Declaration prepared for the project.

**WHEREAS**, the Planning Commission of the City of Atascadero has recommended approval of the Principal Mixed-use Master Plan of Development and Vesting Tentative Tract Map; and

**WHEREAS**, a timely and properly noticed Public Hearing upon the subject Master Plan of Development and Vesting Tentative Tract Map was held by the City Council of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said Master Plan of Development and Vesting Tentative Tract Map; and

**WHEREAS**, the City Council of the City of Atascadero, at a duly noticed Public Hearing held on June 25, 2019 studied and considered the 2019 Conditional Use Permit (Master Plan of Development) and Vesting Tentative Tract Map (TRACT 3070) for the Principal Mixed-use Planned Development, after studying and considering the proposed Mitigated Negative Declaration prepared for the project.

**NOW, THEREFORE BE IT RESOLVED**, that the City Council of the City of Atascadero makes the following findings, determinations and recommendations with respect to the proposed Master Plan of Development and Vesting Tentative Tract Map

**SECTION 1. Findings for Approval of Conditional Use Permit.** The City Council of the City of Atascadero finds as follows:

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

**Fact.** The proposed amendments are consistent with General Plan Land Use Policies 1.1, 1.3, 2.3, 5.3, 6.1, 7.1, 7.2, 8.5, 15.1, and 15.6; Circulation Policies 1.1, 1.3, 1.4, and 1.5; and Housing Element Policies 1.1, 4.1, and 4.3. The Planned Development Overlay Zone #24 (PD-24) allows for development standards to be established through a Master Plan of Development. The proposed project is consistent with the Zoning Ordinance and the PD 24 as proposed for amendment.

2. The proposed project or use satisfies all applicable provisions of the Title (Zoning Ordinance) including provisions of the PD-24 Overlay Zone; and

**Fact.** The Planned Development Overlay Zone #24 (PD-24) allows for development standards to be established through a Master Plan of Development. The proposed project is consistent with the Zoning Ordinance and the PD-24 as proposed for amendment.

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

**Fact.** The proposed residential use will not be detrimental to the health, safety, or welfare of the general public or persons residing in the neighborhood. A residential use is consistent with the surrounding neighborhood to the west and south, and the commercial development is consistent with the adjacent commercial uses on El Camino Real and the corner of Principal Avenue. The Planned Development overlay language, mitigation measures, and City development standards will ensure that pedestrian and vehicular access conditions are designed in a manner which does not create ongoing safety concerns.

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

**Fact.** The proposed residential use is consistent with other attached and detached multi-family residential and residential serving uses in the area.

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

**Fact.** The proposed residential and commercial uses will not generate significant and unavoidable impacts to traffic. The project will contribute City TIF fees toward the US 101 interchanges. Frontage roads will be developed to City standards, including a turn

lane on Principal Avenue. All internal and abutting public roads have been designed to City standard.

6. The proposed project is in compliance with any pertinent City policy or criteria adopted by ordinance or resolution of the City Council, including the City's Appearance Review Manual and the Inclusionary Housing Policy; and

**Fact.** The Design Review Committee reviewed the proposed architectural and site design changes, and recommended project enhancements to comply with the Appearance Review Manual. Changes have been incorporated into the project as currently proposed. The applicant is proposing to utilize the State's Density Bonus Law to provide affordable housing, rather than the City's required 20% Inclusionary Housing. The current Council Inclusionary policy allows State Density Bonus projects to count towards meeting the Inclusionary Housing requirement.

7. The Master Plan of Development standards or processing requirements will enhance the opportunity to best utilize special characteristics of an area and will have a beneficial effect on the area; and

**Fact.** The PD-24 was adopted in 2005 and established development standards that promote a cohesive neighborhood development and ensure that City goals related to traffic mitigation, aesthetic character, inclusionary housing, and pedestrian connectivity, among others, are achieved. Minor modifications to the PD-24 zone text are currently proposed.

8. The requested height waiver exception will not result in substantial detrimental effects on the enjoyment and use of adjoining properties, and the modified height will not exceed the lifesaving equipment capabilities of the Fire Department; and

**Fact.** The proposed 39-foot mixed-use live-work building proposed on Principal Avenue will serve as a transition between commercial and residential uses. The structure is located adjacent to the proposed carwash, and across the street from other commercial and office uses. The Fire Department has the equipment needed to serve a building of this height at this location.

9. Benefits derived from the Master Plan of Development and PD-24 Overlay Zone cannot be reasonably achieved through existing development standards or processing requirements.

**Fact.** The Planned Development Overlay Zone #24 (PD-24) text modifies standard development requirements to allow for a mixed-use residential and commercial project. Modified standards for the development enable the unit count and site design as proposed by the applicant. City Council Planned Development Policy requires project benefits such as affordable inclusionary housing, pocket parks, and high-quality landscape and architecture in exchange for modified development standards. As conditioned, the project satisfies these requirements.

**SECTION 2. Findings of Approval for Tentative Tract Map.** The City Council of the City of Atascadero finds as follows:

1. The proposed subdivision, design and improvements as conditioned, is consistent with the General Plan and applicable zoning requirements, including provisions of the PD-24 overlay district; and

**Fact.** The proposed amendments are consistent with General Plan Land Use Policies 1.1, 1.3, 2.3, 5.3, 6.1, 7.1, 7.2, 8.5, 15.1, and 15.6; Circulation Policies 1.1, 1.3, 1.4, and 1.5; and Housing Element Policies 1.1, 4.1, and 4.3. The site complies with density standards for the RMF-10 zoning district. The Planned Development Overlay Zone #24 (PD-24) allows for development standards to be established through a Master Plan of Development. The proposed project is consistent with the Zoning Ordinance and the PD 24 as proposed for amendment.

2. The proposed subdivision, as conditioned, is consistent with the proposed Planned Development Overlay District-24 Master Plan of Development (CUP 2003-0117); and

**Fact.** The subdivision is consistent with the currently proposed Master Plan of Development.

3. The site is physically suitable for the type of development proposed; and

**Fact.** The site is mostly flat, with slopes near Pino Solo and along the ephemeral drainage area. Development has been designed to avoid the drainage swale and most of the large native trees on site. The overall development pattern and site layout has been maintained consistent with the 2015 project approval.

4. The site is physically suitable for the density of development proposed; and

**Fact.** The site is located between a major commercial area on El Camino Real, and a single-family residential development to the west. The configuration of the project design takes into account natural topography of the site, and acts as a buffer between commercial and single-family residential uses.

5. The design and improvement of the proposed subdivision will not cause substantial environmental damage or substantially and unavoidably injure fish and wildlife or their habitat; and

**Fact.** Setbacks are maintained between the proposed development and the ephemeral drainage swale on site. Permits, or letters of exemption, are required from permitting agencies for work around the swale, as identified in the mitigation measures.

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

**Fact.** A mitigated negative declaration was prepared for the project, which considered environmental effects, including impacts to air quality, and determined the project would

not create significant impact with the incorporated mitigation measures. The design of the subdivision or the type of improvements will not cause serious health problems.

7. The design of the subdivision will not conflict with easements acquired by the public at large for access through, or the use of property within, the proposed subdivision; or substantially equivalent alternative easements are provided; and

**Fact.** The site is private property, currently fenced and restricted to public access. Frontage improvements will be installed to provide pedestrian access on sidewalks around the periphery of the project site.

8. Covenants, Conditions and Restrictions (CC&R's) or equivalent shall be required that incorporate the Master Plan of Development conditions of approval to ensure that the site retains the proposed qualities (architecture, colors, materials, plan amenities, fencing, and landscaping) over time; and

**Fact.** A condition of approval has been included in the attached resolution, requiring CC&R's be recorded concurrently with the final map.

9. The proposed subdivision design and type of improvements proposed will not be detrimental to the health, safety or welfare of the general public; and

**Fact.** The proposed residential use will not be detrimental to the health, safety, or welfare of the general public or persons residing in the neighborhood. A residential use is consistent with the surrounding neighborhood to the west and south, and the commercial development is consistent with the adjacent commercial uses on El Camino Real and the corner of Principal Avenue. The Planned Development overlay language, mitigation measures, and City development standards will ensure that pedestrian and vehicular access conditions are designed in a manner which does not create ongoing safety concerns.

10. All previous vesting tentative subdivision maps and parcels maps will be extinguished and no longer valid for the properties listed as a part of this application.

**Fact.** Conditions of approval and findings have been included to extinguish all previous non-recorded tentative maps with approval of the proposed 2019 Vesting Tentative Subdivision Map.

**SECTION 3. Approval.** The City Council of the City of Atascadero, in a regular session assembled on June 25, 2019, resolved to approve Principal Mixed-use Conditional Use Permit (2019 Master Plan of Development) and the proposed 2019 Vesting Tentative Subdivision Map (Tract 3070) subject to the following:

- EXHIBIT A: 2019 Vesting Tentative Subdivision Map, Grading, Utility Plan (Tract 3070)
- EXHIBIT B: Conditions of Approval / Mitigation Monitoring Program.
- EXHIBIT C: Housing Product Type
- EXHIBIT D: Site / Landscape Plan
- EXHIBIT E: Architectural Elevation Key

EXHIBIT F: Mixed-use Elevations / Floor Plans  
EXHIBIT G: Car-Wash Elevations / Floor Plans  
EXHIBIT H: Detached SFR Elevations and Floor Plans  
EXHIBIT I: Attached Units Elevations and Floor Plans  
EXHIBIT J: Stacked Flat 4 Plex Elevations and Floor Plans  
EXHIBIT K: Fencing Plan  
EXHIBIT L: Landscape Screening Plan  
EXHIBIT M: Sound wall between carwash and residential  
EXHIBIT N: Car-Wash Signage Plan  
EXHIBIT O: Affordable Housing Locations  
EXHIBIT P: Renderings

**PASSED AND ADOPTED** at a regular meeting of the City Council held on the \_\_th day of \_\_\_, 2019.

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

AYES:

NOES:

ABSENT:

ABSTAIN:

CITY OF ATASCADERO

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

ATTEST:

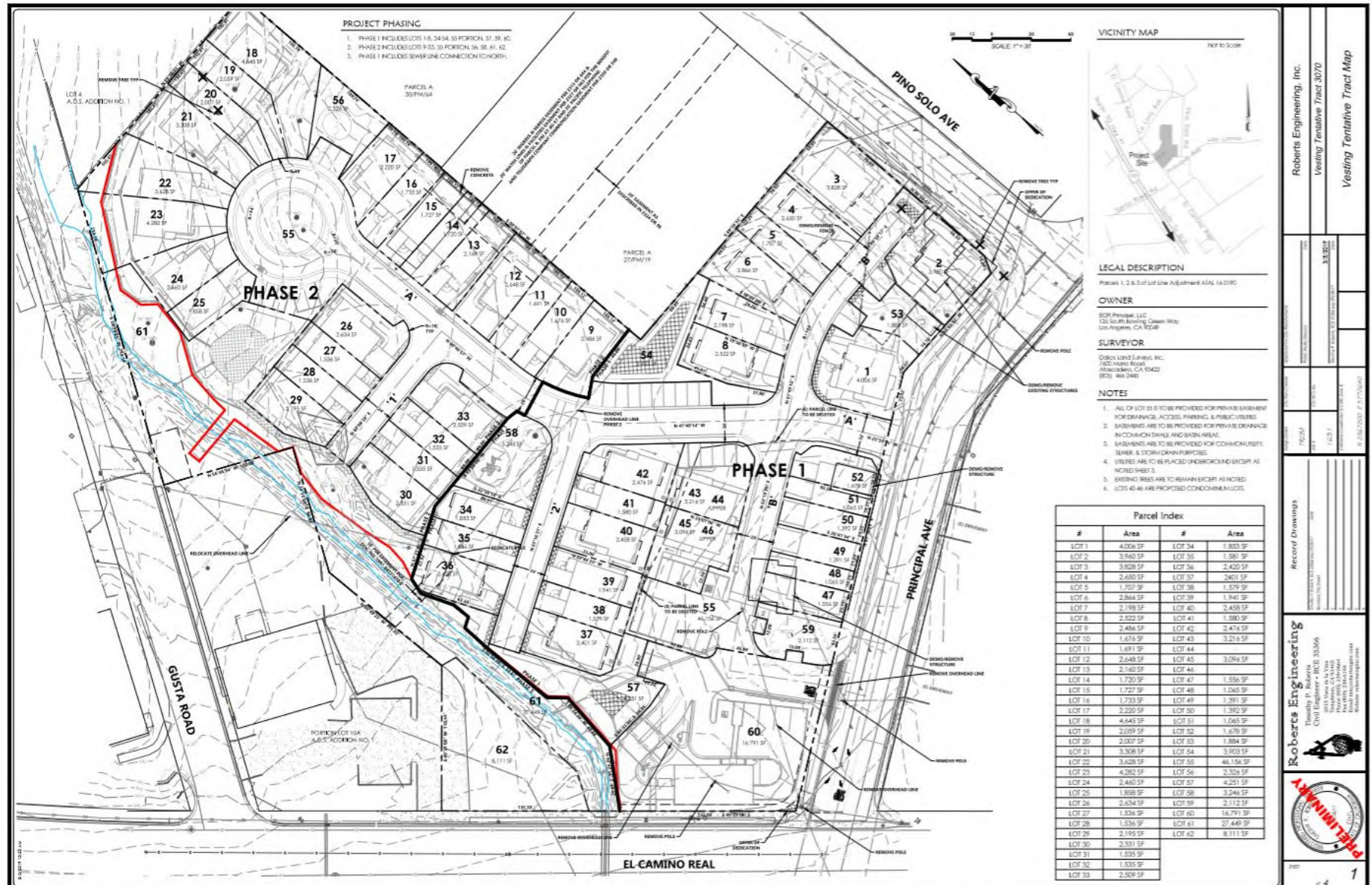
\_\_\_\_\_  
Lara K. Christensen, City Clerk

APPROVED AS TO FORM:

\_\_\_\_\_  
Brian Pierik, City Attorney

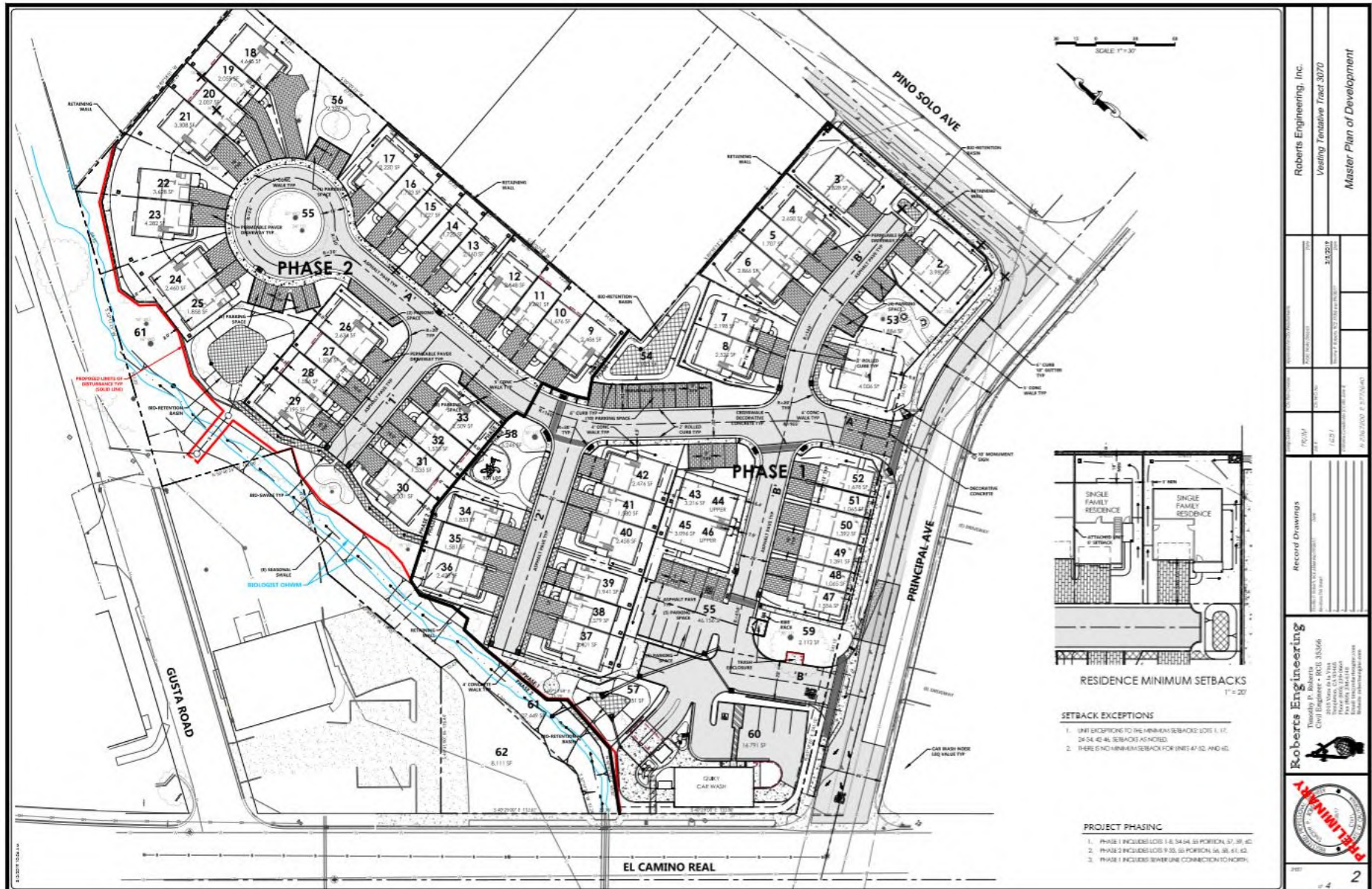


**EXHIBIT A: 2019 Vesting Tentative Subdivision Map, Grading, Utility Plan (Tract 3070)**  
**PLN 2014-1519 Principal Mixed-use Amendment 2019**



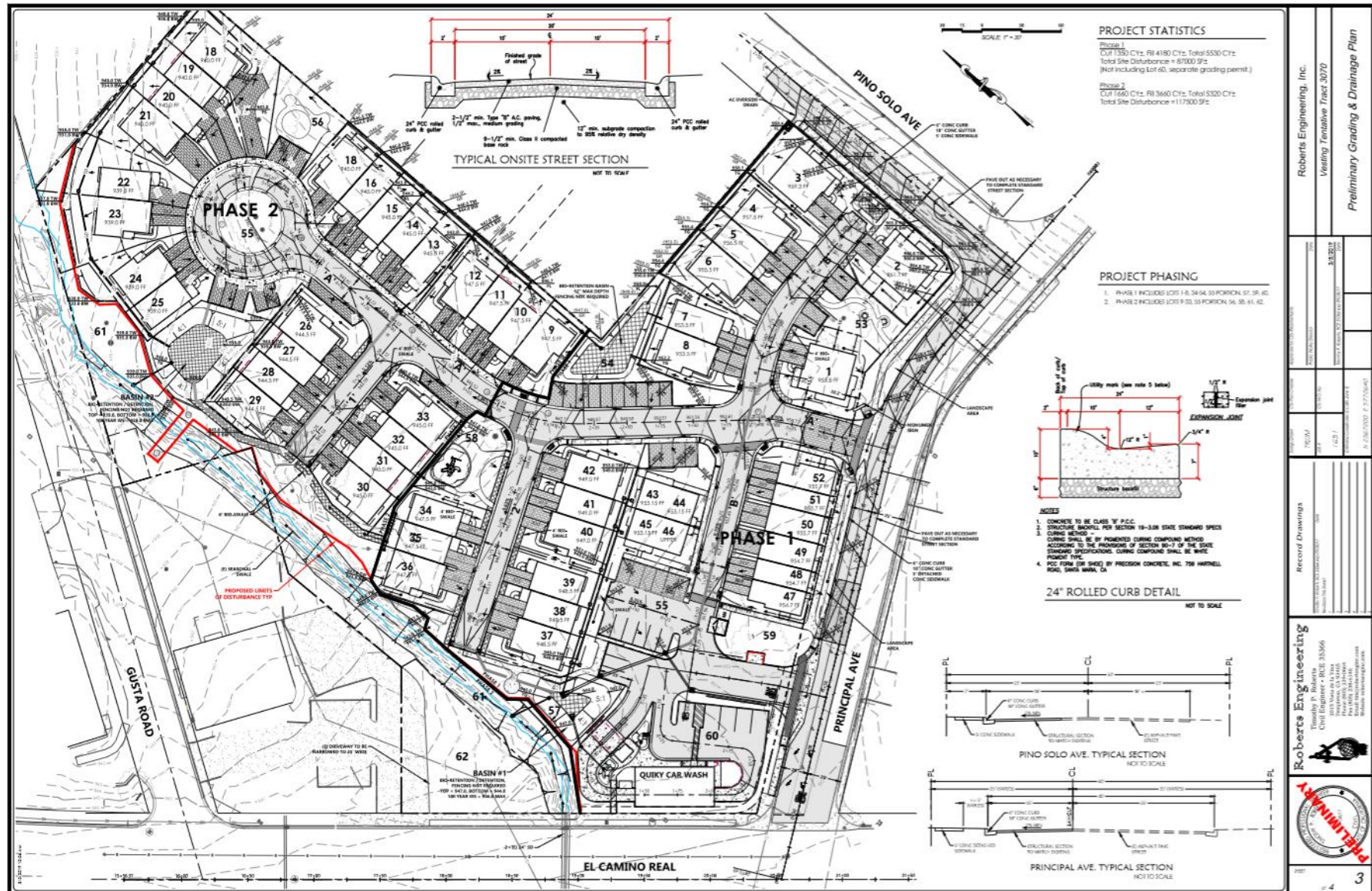


**EXHIBIT A: 2019 Vesting Tentative Subdivision Map, Grading, Utility Plan (Tract 3070)**  
**PLN 2014-1519 Principal Mixed-use Amendment 2019**





**EXHIBIT A: 2019 Vesting Tentative Subdivision Map, Grading, Utility Plan (Tract 3070)**  
**PLN 2014-1519 Principal Mixed-use Amendment 2019**





**EXHIBIT A: 2019 Vesting Tentative Subdivision Map, Grading, Utility Plan (Tract 3070)**  
**PLN 2014-1519 Principal Mixed-use Amendment 2019**



**EXHIBIT B: Conditions of Approval / Mitigation Monitoring Program  
2019 Conditional Use Permit and 2019 Vesting Tentative Tract Map (Tract 3070)  
Principal Mixed-Use 2019 Amendment, Planned Development (PD-24)**

**GENERAL PLANNING CONDITIONS**

1. The approval of this General Plan amendment, zone change, tentative tract map, and use permit shall become final and effective following City Council approval.
2. The approval of this use permit shall become final and effective for the purposes of issuing building permits thirty (30) days following the City Council approval of the Zone text and map change upon second reading, unless prior to that time, an appeal to the decision is filed as set forth in Section 9-1.111(b) of the Zoning Ordinance.
3. The Community Development Department shall have the authority to approve the following minor changes to the project that (1) modify the site plan project by less than 10%, (2) result in a superior site design or appearance, and/or (3) address a construction design issue that is not substantive to the Master Plan of Development.
4. The Planning Commission shall have the final authority to approve any other changes to the Master Plan of Development and any associated Tentative Maps unless appealed to the City Council.
5. Approval of this Conditional Use Permit shall be valid for twenty-four (24) months after its effective date, and/or for the life of Tentative Tract Map (3070 dated 2019). At the end of the period or upon expiration of Tentative Tract Map (3070 dated 2019), the approval shall expire and become null and void unless the project has received a building permit.
6. All previous exhibits approved shall be superseded by the most current 2019 Master Plan of Development approved by City Council on \_\_\_\_\_.
7. The applicant shall defend, indemnify, and hold harmless the City of Atascadero or its agents, officers, and employees against any claim or action brought to challenge an approval by the city, or any of its entities, concerning the subdivision
8. All subsequent subdivisions and construction permits shall be consistent with the Master Plan of Development contained herein.

**ARCHITECTURAL CONDITIONS**

1. All exterior elevations, finish materials, ~~colors~~, completed structures, hardscape finishes, and site improvements shall be consistent with the Master Plan of Development as shown in the attached EXHIBITS with the following modifications and clarifications. Conformance with the Master Plan of Development and Conditions of Approval shall be required at time of at time of building permit submittal, and time of permit final, and ongoing in perpetuity for the life of the Master Plan of Development:
  - All exterior material finishes (siding, trim, doors, windows, light fixtures, garage doors) shall be durable, high quality, and consistent with the architectural appearance of the development.
  - Side and rear residential elevations shall be consistent with the ~~color~~, architectural detail, materials, window and door detail, roof eaves, trellis elements, as shown in the proposed Master Plan of Development, except as noted in the conditions of approval. Elevations shall be 4-sided and not contain blank walls or facades.

- All trash storage, recycle storage, and air conditioning units shall be screened from view behind architecturally compatible screening, fencing, or landscaped enclosures.
  - The garage door styles and materials shall be architectural grade, with decorative styles to match the building architecture. Garage doors shall be painted to match the building color scheme of the unit.
  - Any proposed exterior street, pedestrian, or building mounted light fixtures shall be of architectural grade, appropriate scale, and design and shall compliment the architectural style, subject to staff approval. Light fixtures shall comply with Zoning Ordinance requirements for shielding of light sources to prevent offsite glare.
  - Stucco siding shall be smooth troweled or similar.
  - Roof materials shall be architectural grade.
2. Upgraded elevation styles, material upgrades such as siding or shingles, and architectural enhancements shall be installed on all visible side and rear elevations of the attached and detached residential units, subject to staff approval at time of building permit submittal. Enhancements shall be identified on plans at time of building permit submittal, and shall be installed prior to building permit final.
3. At time of permit submittal, time of permit final, and ongoing, the proposed mixed-use live-work building shall be consistent with Exhibits of the approved Master Plan of Development, subject to the following modifications and clarifications:
- The first-floor elevation facing Principal Avenue and the two side elevations of the building shall incorporate doors/windows/storefronts, materials, and architectural enhancements consistent with the City's Appearance Review Manual guidelines and Design Toolbox for commercial buildings. The architecture at ground floor of this building shall reflect a commercial office style. Commercial entrances/storefronts shall be denoted by the architectural design elements of the building. Elevations for the live-work building shall be reviewed by the Planning Director prior to Building Permit issuance.
  - Emphasis on the residential doorway entrances on Principal Avenue shall be minimized on this frontage, where feasible, in order to enhance the commercial office appearance and commercial viability of future businesses at this location.
  - An area for signage shall be identified for each live-work building. Signage shall be consistent design, size, material, and lighting for all live-work spaces in this building.
  - Walkways, landscape, and signage for each commercial unit in the live-work building shall be designed and reviewed to enhance the commercial entrances on Principal Avenue.
  - Any proposed changes to the architectural character must be approved by the Design Review Committee or other mechanism deemed appropriate by the Planning Director.
4. The proposed car-wash shall be consistent with Exhibit G and N of the approved Master Plan of Development. A solar shade structure may be added to the site to provide covered parking for the carwash. Any proposed changes to the architectural character must be approved by the Design Review Committee or other mechanism deemed appropriate by the Planning Director. The carwash shall be maintained in conformance with the Exhibits and the conditions of approval for the life of the Master Plan of Development.
5. Colors and materials shall be as generally shown in Exhibits, subject to the following modifications and clarifications:

- Distinct color schemes shall be provided throughout the development, subject to approval of the Community Development Director.
- A complete color scheme key/map shall be provided at time of building permits to identify color schemes to be used on each unit throughout the development, subject to staff approval. Color schemes shall be disbursed throughout the development so that no identical color schemes are directly adjacent or directly across the street from one another.
- Paint colors and materials shall wrap corners/sides of the building and be consistent on materials which wrap around sides so that wall colors and wainscoting do not abruptly change at building facades.
- Garage doors shall be painted to match the building color scheme of the individual units.
- Final selection of colors and materials, and location of color schemes throughout development shall be submitted with Building Permits and shall be subject to staff approval.

#### **SITE DEVELOPMENT CONDITIONS**

1. All site work, grading, and site improvements shall be consistent with the Master Plan of Development as shown in EXHIBITS, except as noted in conditions of approval.
2. Decorative concrete pavement shall be added to the easterly driveway entrance onto Principal Avenue (main residential entrance) as shown on the Landscape plan, Exhibit D. Within the public right-of-way, decorative pavement shall be limited to the vehicular drive isles and shall not encroach onto or replace the City Standard public sidewalk within said public right-of-way, to the satisfaction of the City Engineer.
3. The driveway on Lot 17 shall be modified to provide adequate depth for parked cars in front of the garage. Depth and design of driveway shall be identified on building permits to the satisfaction of the City Engineer and the Community Development Director.
4. The building permits for the stacked-flat units (lots 43 – 46) shall identify trash storage areas and access, private open space, laundry facilities, and enclosed storage in compliance with Atascadero Municipal Code standards for multifamily units.
5. A minimum of two (2) dedicated parking spaces shall be provided with signage for each of the stacked flat units (lots 43 – 46.)
6. All utilities within the project boundaries and along project frontages shall be installed underground, with the exception of the power line that extends across the ephemeral drainage swale on the interior of the project.
7. Approval of this permit shall include the removal of 6 Native Oak Trees, totaling 149-inches dbh. The applicant shall be required to pay mitigation fees or provide replantings on-site per the requirements of the Atascadero Native Tree Ordinance. Any additional removals shall be subject to Planning Commission approval.
8. The recommendations identified in the arborist report shall be implemented during construction. The developer shall contract with a certified arborist to monitor all activity within the drip lines of existing native oak trees during construction.
9. Proposed improvements may impart modifications to the existing channel and may be subject to Fish & Wildlife and/or US Army Corp review/permits. Applicant will be responsible to obtain any required agency permit prior to issuance of a grading permit.

10. Any future development signage shall be architecturally compatible with the proposed buildings. All future signage shall be subject to the review and approval of planning staff. No signage shall be placed above the first floor roofline. No signage shall be permitted facing the proposed residential uses.
11. Residential neighborhood identification monument signage shall be permitted through a staff level review and subject to a separate building permit. Residential monument signage shall comply with the size and lighting standards of the Atascadero Municipal Code, and the monument structure(s) shall be architecturally compatible with the overall project design. Residential neighborhood identification shall not be internally illuminated (external lighting is permitted.)
12. Any monument signs proposed within the project area shall be located outside of the line of sight at intersections. Verification of line of sight clearance shall be required at time of building permit submittal for the sign(s).
13. A sound wall may be installed as shown in Exhibit M between the residential and commercial portions of the project. The wall shall include a decorative finish, such as stucco with a decorative cap or similar style (not exposed CMU block,) subject to approval of the Community Development Director. Colors and materials shall be consistent with surrounding development, subject to staff approval. Landscape of varying heights shall be installed on both sides of the wall to soften the appearance of the sound wall.
14. Prior to final of public improvements, Subdivider shall install red curb or no parking stripping and/or signage, parking height restriction, and weight and along Principal Avenue / El Camino Real for intersection and traffic safety to the satisfaction of the City Engineer
15. The proposed car -wash use shall apply for a building permit prior to occupancy for the 1st residential unit.
16. Lot 62, the 8111 sq. ft. commercial parcel on El Camino Real identified for future development, shall be landscaped and maintained in clean condition as part of the subdivision improvements for Tract 3070. Interim site improvements as identified on the preliminary landscape plan Exhibit D, shall be installed prior to completion of Phase 1 of the residential units (prior to final of 26<sup>th</sup> unit.) Any security fencing on the site shall be decorative in style (open tubular black metal fencing or similar.) Chain link, T-posts, or barb wire fences shall not be permitted to be installed on the vacant commercial lot. Any frontage improvements, undergrounding of utilities, or landscape required in front of this parcel on the El Camino Real frontage, shall be required to be installed as part of the subdivision improvements for Tract 3070.

Lot 62 shall be owned and maintained in separate ownership and shall not be included with the CC&R's or maintenance responsibilities of the residential HOA.

17. Future development of Lot 62, the 8111 sq. ft. commercial parcel on El Camino Real, shall be reviewed and approved by the Design Review Committee prior to building permit or grading permit issuance.

No new or additional driveways on El Camino Real shall be permitted to be installed for access to Lot 62 due to traffic safety limitations at this location. Per the previously recorded reciprocal easement and access agreement, access to Lot 62 shall be taken from the existing El Camino Real driveway located at the north side of Lot 62, or access shall be provided through an internal connection to the Planned Development. The Final Map for Tract 3070 shall show dedication of vehicular access rights along the El Camino Real frontage, or existing access rights, of Lot 62 to the satisfaction of the City Engineer. The existing driveway on Lot 62 may be widened to serve this lot. The proposal for access to lot 62 shall be reviewed and approved by City Engineer to ensure traffic safety and easement requirements are met prior to Building Permit or grading permit issuance for future development of Lot 62.

Future development on Lot 62 shall be subject to a minimum setback of 20 feet from the drainage swale and/or wetland areas. Future development of Lot 62 may propose a less restrictive setback if supported by a

biological evaluation prepared by a City approved Biologist, and reviewed and approved by the Community Development Director.

## LANDSCAPE AND FENCING CONDITIONS

1. A final landscape and irrigation plan shall be approved prior to the issuance of building permits and included as part of site improvement plan consistent with EXHIBITS, and as follows:
  - All exterior meters, air conditioning units and mechanical equipment shall be screened with landscape material.
  - All areas shown on the landscape plan shall be landscaped by the developer completed at the discretion of the Community Development Department.
  - London Plane or similar street trees shall be provided along El Camino Real, Principal Avenue, Pino Solo, and all interior streets at a minimum spacing of 30 feet on center. Trees planted near roads and sidewalks shall include deep-root planting barriers.
  - Street and open space trees shall be minimum 15-gallon size and double staked.
  - The bio swales shall be incorporated into the landscape plan to be aesthetic and act as landscape features. Landscape in and around bio swales shall be installed by the developer prior or building permit final.
  - The final landscape and irrigation plan shall conform to Atascadero Municipal Code requirements, including the City's Water Efficient Landscape Ordinance. Landscaping must consist of drought tolerant species and utilize drip irrigation.
  - The landscape plan submittal at time of building permits shall identify a variety of heights of landscape material (low, medium, and tall plants.)
2. Prior to final of residential units, additional 24-inch box size evergreen screen trees shall be incorporated in the rear yards of properties identified in Exhibit L.
3. All landscape shall be maintained in a healthy and thriving condition in perpetuity. The applicant and its successors shall be responsible for maintaining landscape and replacing any dead or failing landscape trees, ground cover and shrubs.
4. Ongoing, all project fencing shall be installed consistent with EXHIBIT K, with following exceptions:
  - Lot 3: Side yard fence adjacent to Pino Solo shall be setback a minimum 10 feet from the back of sidewalk.
  - Side fencing adjacent to the on street parking, roads, and sidewalks shall be setback a minimum of 5 feet.
  - Gates shall be included as necessary to access any trash storage locations on side or rear yards.
  - All fences shall be either stained or painted to maintain the appearance and life of the wood fencing. All fences shall have trim caps as identified in EXHIBIT K.
  - Decorative fences under four (4) feet in height, and consistent with the fencing color and general style of the development, may be installed within required front and corner side or rear setbacks, upon applicant's request, upon review and approval by the Planning Department.
5. Drainage basins shall not be fenced. Basins shall be designed to meet maximum depth and slope requirements in way which does not require basins to provide safety fences. The basins primary purpose is



water filtration and they shall be designed per the requirements of the RWQCB. Basins shall be landscaped to serve a secondary purpose as visual landscape features for the development, and shall serve as multipurpose open space / potential recreation areas, to the extent feasible.

6. Trash and recycling container storage areas shall be provided on each lot in a screened location. Designated trash storage shall not be located within the garage if it conflicts with providing adequate parking spaces within the garage. If trash storage is proposed to be located outside, a concrete pad shall be installed for placement of trash receptacles, and gate access shall be provided to bring trash out to the curb. Trash storage location shall be identified for each unit at time of building permit submittal, and shall be installed prior to final of each residential units.

## FINAL MAP, PLANNING CONDITIONS

1. Affordable Housing Requirement: The Subdivider shall deed restrict a minimum of six (6) residential units for the time period required by the California State Density Bonus Law, and not less than 30 years. Three of the units shall be dedicated at the Moderate-income level and three units at the Low-income affordability level, prior to or concurrently with City Council approval of the Final Map. The project's affordable housing shall comply with State Density Bonus Law.

All affordable units shall be distributed throughout the project, and shall be constructed at the same time as the market rate units. A phasing plan shall be submitted by the Applicant to show affordable unit construction in each phase of the project, to ensure a percentage of affordable units are built in each phase at the same construction timing as the market rate units. Affordable unit location and phasing plan shall be reviewed and approved by the Community Development Director to ensure consistency with the City Council's Inclusionary Housing Policy. The Community Development Director may require the affordable housing lots to be identified on the Final Map, on an additional map sheet for information purposes only, as provided by the Subdivision Map Act.

2. The emergency services and facility maintenance costs listed below shall be 100% funded by the project in perpetuity. The service and maintenance costs shall be funded through a community facilities district. Annexation into the City's existing CFD (Community Facilities District #2005-1) shall be established by the City at the developer's cost. The funding mechanism must be in place for the subject property 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 annexation of the subject property to of the district (Community Facilities District #2005-1) for and assessment of the property.

- All Atascadero Police Department service costs to the project.
- All Atascadero Fire Department service costs to the project.
- Off-site common City of Atascadero park facilities maintenance service costs related to the project.

3. All maintenance costs for all on-site improvements, facilities, and areas listed below shall be 100% funded by the project in perpetuity. The service and maintenance costs shall be funded through a Home Owners Association, or similar funding mechanism, established by the developer and subject to City approval. The Home Owners Association or other funding mechanism shall be in place prior to City Council approval of the Final Map. The Home Owners Association shall be approved by the City Attorney and Administrative Services Director prior to City Council approval of the Final Map. The administration of the above

mentioned funds, and the coordination and performance of maintenance activities, shall be the responsibility of the Home Owners Association.

- a. All streets, bridges, sidewalks, streetlights, street signs, roads, emergency access roads, emergency access gates, and sewer mains.
- b. All parks, trails, recreational facilities and like facilities.
- c. All open space and native tree preservation areas.
- d. All drainage facilities and detention basins.
- e. All creeks, flood plains, floodways, wetlands, and riparian habitat areas.
- f. All common landscaping areas, street trees, medians, parkway planters, manufactured slopes outside private yards, and other similar facilities.
- g. All frontage landscaping and sidewalks along arterial streets

h. The private wastewater collection system

4. At time of Final Map submittal, the applicant shall submit Covenants, Conditions & Restrictions (CC&Rs) for review and approval by the Community Development Department. The CC&R's shall record concurrently with the Final Map and shall include the following:
  - i. Provisions for maintenance of all common areas including access, parking, street trees, fencing and landscaping.
  - ii. A detailed list of each individual homeowner's responsibilities for maintenance of the individual units.
  - iii. Individual unit's responsibility for keeping all trash receptacles within the designated screened trash storage areas.
  - iv. A provision for review and approval by the City Community Development Department for any changes to the CC&R's that relate to the above requirements prior to the changes being recorded or taking effect.
5. Deed notification shall be applied to each of the new lots, notifying homeowners of the following:
  - That adjacent residential lots outside the PD 24 boundaries may be used for agricultural purposes, including keeping of livestock animals, facilities, and equipment;
  - Residential lots are located within a Master Plan of Development and are subject to rules and regulations established by the CC&Rs, PD-24 overlay zone, and the approved Master Plan of Development;
  - Residential lots are adjacent to approved commercial uses that may generate noise consistent with the City's Noise Ordinance.
  - Drainage swales, basins, and other storm water facilities are located within private lots and must be maintained as design, engineered and installed by the original developer. Alterations to the drainage plan for Tract 3070 are not allowed without prior approval of the City.
  - Fences or other structures are not allowed within or adjacent to the existing drainage swale located on the westerly and northwesterly site boundaries without proper approvals by the City and any other required outside permitting agencies such as the California Depart of Fish and Wildlife, Army Corps of Engineers, or the Regional Water Quality Control Board (RWQCB).

6. Deed notifications shall be recorded on the live-work units to notify future property owners that the first floor of the building is reserved for office or commercial uses, consistent with the Master Plan of Development and PD 24 overlay. The ground floor of these units shall not be permitted to be used as residential dwelling space.

## **WATER AND FIRE CONDITIONS**

1. Fire Sprinklers are required on all structures consistent with the California Building Code adopted at the time of building permit submittal.
2. Before issuance of building permits, the applicant shall obtain a "Will Serve" letter from AMWC for the newly created lots within the subdivision.
3. The Applicant shall extend the water distribution system to the satisfaction of the Atascadero Mutual Water Company (AMWC) and City Engineer.
4. Before the start of construction on the water system improvements, the applicant shall pay all installation and connection fees required by AMWC.
5. The applicant is responsible for designing and constructing water system improvements that will provide water at pressures and flows adequate for the domestic and fire protection needs of the project.

## **PUBLIC WORKS GENERAL CONDITIONS**

1. Plans, specifications, and details prepared for the public and private improvements required of Tract 3070 shall be prepared in accordance with City Standard Specifications and Drawings, and to the satisfaction of the City Engineer.
2. Public improvement plans (PIPs) shall be prepared by a licensed civil engineer. PIPs shall be prepared on 24"x36" plan sheets, use the City Standard border and signature block, and shall comply with Section 2 of City Standard Specifications.
3. The Applicant is responsible for all rights-of-way acquisitions and associated costs.
4. All plans shall contain the City of Atascadero "Standard Notes for Improvement Plans" on file in the City Engineer's office.
5. Roadway signing and striping shall be in accordance with the California Manual on Uniform Traffic Control Devices (CA-MUTCD).
6. Improvements involving wetlands, waterways, watercourses, sensitive habitat, etc., may require the review and approval of other agencies (e.g. – Army Corp of Engineers, State Fish & Wildlife, State Water Resources, etc.). If additional permits are required from other agencies, said permits shall be issued prior to the approval of the subdivision improvement plans.
7. In accordance with City of Atascadero Municipal Code Section 11-8.06, the Subdivider shall enter into an inspection agreement with the City Engineer. The City Engineer may require the Project Engineer to provide construction inspection for the project at the cost of the Subdivider. The contract inspector shall provide ongoing inspection as frequently as the City Engineer deems appropriate to satisfy that construction has been completed in substantial conformance with the plans and specifications.

At the completion of construction and prior to the final inspection, the contract inspector shall submit the following items to the City Engineer:

- Engineer of Work Certification (City form)

- Soil Testing Reports
- Material Certification Compliance
- Record Drawings (including electronic files in PDF format and an AutoCAD base map)
- Other documentation that may be required by the City Engineer to determine satisfactory completion of the project

## **FINAL MAP**

1. The Subdivider shall enter into a Subdivision Improvement Agreement with the City and bond for all subdivision improvements (public and certain private improvements) that are not completed prior to recordation of the Final Map. The Subdivision Improvement Agreement and bonds shall be approved by the City Council.
2. An engineer's estimate of probable cost shall be submitted for review and approval by the City Engineer to determine the amount of the bonds.
3. If the tract monuments are not set prior to recordation of the Final Map, the Surveyor shall submit a letter stating the cost required to set the tract monuments and the Subdivider shall submit a Monumentation Bond in an equal amount, to the satisfaction of the City Engineer.
4. Street centerline monuments shall be provided at the following locations:
  - a. Centerline of streets at intersections with other streets
  - b. At the beginning and end of curves on the street centerline
5. The on-site roads and common open space areas shall be separate lots on the Final Map.
6. All on-site road rights-of-way shall be offered to the public in perpetuity.
7. Prior to recording the Final Map, the Applicant shall have the map reviewed by the public utility providers for power, telephone, gas, cable TV, and the Atascadero Mutual Water Company. The Applicant shall obtain a letter from each utility company stating that the easements and rights-of-way shown on the map for public utility purposes are acceptable.
8. Documents that the City of Atascadero requires to be recorded concurrently with the Map (e.g.: off-site rights-of-way dedications, easements not shown on the map, agreements, etc.) shall be listed on the certificate sheet of the map.
9. The City of Atascadero may require an additional map sheet for information purposes in accordance with the Subdivision Map Act.

## **EASEMENTS**

1. A 6-foot wide Public Utility Easement (PUE) shall be dedicated contiguous to all road rights-of-way within or contiguous to the subject property.
2. Road slope easements may be required where the road prism (including cut-fill slopes) extends beyond the rights-of-way. The easements shall extend not less than five feet (horizontally) beyond any daylight or catch line of the graded slope or other required road facility (such as a brow ditch, retaining wall, drainage swale, etc.), to the satisfaction of the City Engineer.
3. The Subdivider shall dedicate an easement for the following over the on-site private roadways and, as necessary, the common areas :
  - a. A private wastewater collection system

- b. Atascadero Mutual Water System (AMWC)
  - c. Public and private utilities
  - d. Stormwater
  - e. Ingress and egress of pedestrians and vehicles
4. Driveways serving more than one lot may require an easement for ingress/egress, public & private utilities, and drainage, to the satisfaction of the City Engineer.
5. Drainage easements:
- a. Easements shall be dedicated over areas containing drainage improvements that benefit or serve more than one property. The determination as to whether the easement is private or offered to the public will be determined by the City Engineer prior to approval of the subdivision improvement plan and Final Map.
  - b. All lots shall be graded to preclude cross-lot drainage where possible; when required, concentrated drainage shall be conveyed via drainage improvements within appropriate easements, to the satisfaction of the City Engineer.
  - c. Easements shall be dedicated over areas containing drainage improvements that benefit or serve more than one property. The determination as to whether the easement is private or offered to the public will be determined by the City Engineer prior to approval of the subdivision improvement plan and Final Map.
  - d. Development on any lot that blocks or changes a natural drainage course may be required to provide an easement for the benefit of upstream tributary properties to an adequate point of discharge, to the satisfaction of the City Engineer.
6. Wherever an easement is created for commonly owned or operated improvements for the benefit of more than one lot, there shall also be created a maintenance and operations agreement, to the satisfaction of the Community Development Director, City Engineer and City Attorney.
7. Easements that are not intended to continue in perpetuity shall not be shown on the Final Map and shall be recorded by separate instrument.

#### **OFF-SITE ROAD IMPROVEMENTS**

1. The Subdivider shall construct new street frontage improvements and street pavement on Principal Ave along the project frontage, to the satisfaction of the City Engineer. Frontage improvements shall be in accordance with City Standards Specifications and Drawings. Principal Ave (on the project side) shall be removed and replaced so as to complete a City standard street cross-section in accordance with City Standard No. 406, to the satisfaction of the City Engineer. Pavement removal shall be at least to the centerline of the roadway pavement (crown). The pavement section shall be designed based on a Traffic Index (TI) = 7.0 and a 50-yr design life. That portion of Principal Ave between El Camino Real and the first street entrance into the subject property shall be widened to accommodate one left-turn lane and one right-turn lane and the new frontage improvements shall align with the existing El Camino Real curb return. Overlay or reconstruction of additional portions of the Principal Ave may be required to conform the full roadway width to City Standard Specifications and Drawings, or, as a result of damage caused in-part or in-full by development activities of this subdivision. Existing overhead utilities shall be placed underground in conformance with plans and specifications to be prepared by the public utility companies having aerial facilities adjacent to or through the subject property, to satisfaction of the City Engineer

2. The Subdivider shall improve El Camino Real, to the satisfaction of the City Engineer. Improvements shall include at a minimum:
  - a. Repair or replacement of the existing frontage improvements where said improvements are damaged or not in compliance with City Standard Specifications and Drawings.
  - b. Street furniture as required by the City Engineer.
  - c. Existing overhead utilities shall be placed underground in conformance with plans and specifications to be prepared by the public utility companies having aerial facilities adjacent to or through the subject property, to the satisfaction of the City Engineer.
3. The Subdivider shall improve Pino Solo, to the satisfaction of the City Engineer. Improvements shall include at a minimum:
  - a. Repair or replacement of the existing pavement and shoulder (project side) where said improvements are damaged or not in compliance with City Standard Specifications and Drawings.
  - b. Existing overhead utilities shall be placed underground in conformance with plans and specifications to be prepared by the public utility companies having aerial facilities adjacent to or through the subject property, to satisfaction of the City Engineer.
4. The two (2) street intersections on Principal Ave, serving the subject property, shall be constructed in accordance with City Standard Specifications and Drawings. Decorative pavements on-site shall not extend into the public right-of-way except as approved by the City Engineer. In general, decorative pavements extending off-site must be terminated prior to pedestrian walkways, cross-gutters, spandrels, etc., and will only be considered if constructed of stamped or colored concrete, to the satisfaction of the City Engineer. If decorative concrete pavement is permitted to extend into the public right-of-way, said pavement shall be maintained by the HOA.

#### **ON-SITE ROADWAYS**

1. The horizontal and vertical design of roads shall be in compliance with the City of Atascadero Engineering Standards and Standard Specifications, to the satisfaction of the City Engineer. The City Engineer reserves the right to make modifications to all submitted road designs, when, in the opinion of the City Engineer, the public's health and safety is benefitted.
2. The structural pavement section for private roads shall be based on a Traffic Index (TI) = 6 and a 20-year design life.

New roads with pavement placed prior to the construction of buildings will be subjected to additional construction traffic and wear associated with the on-site construction not included in the design life of the pavement section. Therefore to off-set this, the AC thickness shall be increased from that which is derived from Caltrans method by either:

- 1" if the pavement is placed prior to building construction (pavement not phased).
  - 1.5" if the pavement construction is phased (i.e. – a portion of the ultimate pavement thickness is deferred and a final pavement cap placed prior to final inspection). Final pavement cap shall not be less than 1.5".
3. Street centerline monuments shall be provided at intersections and at the beginning and end of curves along the street centerline.
  4. Prior to recordation of the Final Map, the Applicant shall establish a Homeowners' Association (HOA) to provide sufficient funds on an annual basis to pay for the operation, maintenance and future replacement of the internal road system, serving the subdivision, including but not limited to:

- a. Pavement, pavement seals, aggregate base, road frontage improvements
- b. Striping, signage, street furniture
- c. Drainage facilities, detention basins, retention basins, bio-swales, & storm water treatment/control measures
- d. Maintenance of slopes containing the road prism

Prior to recordation of the Final Map, the Applicant's engineer shall prepare and submit an estimated operating budget and capital improvement replacement analysis for review and approval by the City Engineer.

5. Pavement and base sections shall be designed and constructed in accordance with the City of Atascadero Engineering Standard Specifications. When said specifications are not clear, lack necessary details, or are silent, the minimum standard shall be based upon the current edition of the San Luis Obispo County Public Improvement Standards or Caltrans Standard Drawings and Standard Specifications, as determined by the City Engineer.

#### **GRADING, DRAINAGE, & STORMWATER**

1. Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer.
2. The City Engineer may require the Geotechnical Engineer to sign the improvement plans or provide a letter stating that the recommendations in the soils report have been incorporated into the improvement plans.
3. A Storm Water Control Plan (SWCP) shall be prepared in accordance with City Standard Specifications and the Regional Water Quality Control Board Res. No. R3-2013-0032. The SWCP shall include the City SWCP form available from the City Engineer. A hydrology study shall be included in the SWCP and the analysis shall include calculations supporting each Tier requirement identified in the SWCP.

The scope of the study shall include analysis of the existing drainage channel located along the westerly side of the subject property. The study must identify on-site stormwater mitigation measures that result in a no-impact or minimal-impact to the existing drainage channel and downstream properties. Storm water detention and retention facilities will be required. All proposed detention or retention basins and associated drainage improvements shall be privately owned and maintained by the HOA.

4. Bridging, culverting, and/or modifications to the existing drainage channel must be in compliance with City standards and policies, the City's flood management regulations and be approved by the City Engineer, Community Development Director, Army Corp of Engineers, and the CA Department of Fish & Wildlife.
5. A Storm Water Pollution Prevention Plan (SWPPP) is required prior to any ground disturbing activities. The WDID number provided upon acceptance of the SWPPP into the State's SMARTS System shall be noted on the Title Sheet of the Public Improvement Plans.
6. Storm Sewer. Shall be of either cast-in-place or precast reinforced concrete pipe, polyvinyl chloride pipe, high density polyethylene pipe or an approved equal.
  - a. Minimum pipe diameter allowable on any storm drain within a roadway or road right-of-way shall be 18" diameter. A lesser size may be used for down drains on fill slopes if approved by the City Engineer.
  - b. Minimum design velocity in closed conduits shall be 2 f.p.s. when conduit is flowing to the design capacity and should not exceed 15 f.p.s.
  - c. Closed conduits shall be designed to convey the 10-year storm flow with gravity flow, the 25-year storm flow with head, and provide a safe overland route for the conveyance of overflow from a 100-year storm event.

- d. Storm Sewer Manholes shall be located at junction points, changes in gradient, and changes in conduit size to the satisfaction of the City Engineer. On curved pipes with radii of 200-ft to 400-ft, manholes shall be placed at the BC or EC of the curve and on 300-ft maximum intervals along the curve. On curves with radii exceeding 400-ft, manholes shall be placed at the BC or EC of the curve and on 400-ft maximum intervals along the curve for pipes 24" and less in diameter and 500-ft maximum intervals along the curve for pipes greater than 24" in diameter. Curves with a radius less than 200-ft will be handled on an individual basis to be reviewed and approved by the City Engineer.
- e. Spacing of manholes or inlets, of such size as to be enterable for maintenance, shall not exceed 500-ft for pipes 24" and smaller diameter and 600-ft for pipes greater than 24" in diameter, except under special conditions as approved by the City Engineer. The spacing of manholes shall be nearly equal wherever possible.
- f. Manholes or junction boxes shall be located to avoid being located in the gutter. Where a manhole or junction structure must fall in the gutter line, it shall be constructed as a grated inlet.
- g. Storm Sewer Inlets shall be spaced so gutter flow does not exceed a depth of 6" at the face of the curb for a 10-year storm and the 25-year storm flow will not damage private property and can be contained within the right-of-way.
- h. All on-site storm sewers shall be owned and operated by the HOA.

#### **FLOOD CONTROL BASINS**

- 1. Flood control basins are utilized in the City of Atascadero, as determined appropriate depending upon site conditions: Retention basins, Detention basins, and Subsurface Infiltration Basins. In all cases, the Project Engineer shall provide evidence that the basin will completely drain within five (5) days to the satisfaction of the City Engineer.

Retention Basin. Any drainage basin which is used as a terminal disposal facility shall be classified as a retention basin.

- a. Basin Capacity. The basin capacity is to be based on the theoretical runoff from a 50-year storm, 10-hour intensity for 10-hour duration. No reduction in required capacity shall be given for soil percolation rates.
- b. Percolation Test Required. A minimum of 3 percolation tests per basin shall be submitted to the City Engineer for review and approval prior to approval of the plans. The project engineer shall submit calculations and a report demonstrating the basin will drain within five-days of a single storm event as noted above. Deep soil borings may be required in areas where there is concern of shallow depth to groundwater or bedrock. Percolation tests shall be performed at depths beginning from the basin bottom.

Detention Basin. Any drainage basin which has a downstream outlet designed to meter the outflow shall be classified as a detention basin. Basin capacity shall be based on receiving the runoff from a 50-year storm with the watershed in its fully-developed condition, and releasing the flow equivalent to the runoff from a 2-year storm with the project site in its pre-development condition. The outlet shall release water in a non-erosive manner.

Subsurface Infiltration Basins. Subsurface basins may be used for either retention or detention of site runoff, where their application is suitable for project conditions. Subsurface basins shall be limited to locations where the depth to seasonally high groundwater is greater than 10-feet below the deepest portion of the basin.

Drain Rock. Drain rock shall be clean, crushed granite (or clean, angular rock of similar approved hardness) with rock size ranging from 1-1/2-inch to 3/4-inch. Rock gradation shall conform to the Specification of ASTM C-33 #4.



Operational Requirements.

- i. Water quality of inflow (both sediment and chemical loading) may require pretreatment or separation.
- ii. Maintenance plan, including provisions for vehicular access and confined-space entry safety requirements, where applicable.
- iii. A safe overflow path shall be identified on the plan and may require easements.

Easement Requirements. All drainage basins accepting runoff from roads, streets or other common ownership areas shall be located in an easement offered for dedication to the public. Reversionary clauses shall not be permitted. If a fence is required it shall be located not more than 4-inches inside the drainage easement line, except where setbacks are required as part of the land use permit or by the Land Use Ordinance.

Overflow Path Required. The design of all drainage basins shall identify the designated route for overflow. The Project Engineer shall design the overflow path, so that a 100- year storm flow is non-erosive and will not damage downstream improvements, including other basins. Easements may be required for concentrated flows across multiple properties.

**WATER DISTRIBUTION SYSTEM**

1. The Subdivider shall extend the Atascadero Mutual Water Company (AMWC) water distribution system to the satisfaction of the AMWC, Fire Marshal, and City Engineer.
2. The water system shall include easements outside of the road rights-of-way for water system facilities as required by the AMWC and to the satisfaction of the City Engineer.
3. Each lot shall be served with a separate water lateral and meter in accordance with the AMWC requirements.
4. Where the water distribution system requires an above ground reduced pressure unit, pressure booster station or other above ground facility, said facility shall be located in an easement contiguous to the road right-of-way and shall include visual screening, to the satisfaction of the AMWC, Community Development Director, and City Engineer.
5. Fire hydrant locations shall be to the satisfaction of the City Fire Marshal and City Engineer.
6. Properties and/or areas that are managed or owned by the HOA shall be metered separately to the satisfaction of the AMWC.

**WASTEWATER COLLECTION SYSTEM**

1. The Subdivider shall construct a private wastewater collection system serving the subject property. The wastewater collection system shall be designed and constructed in accordance with City Standard Specifications and Drawings, to the satisfaction of the City Engineer. Said system shall extend off-site to a point of connection into the public wastewater collection system approved by the City Engineer. The private wastewater collection system shall be owned and operated by the HOA.
2. If any portion of the system must be pumped or pressurized, the system shall be converted to gravity flow before discharging from the last private manhole or similar structure, to the satisfaction of the City Engineer.
3. The Engineer of Record shall prepare and submit an estimated operating budget and capitol replacement analysis for review and approval by the City Engineer, prior to recordation of the Final Map.
4. Gravity sanitary sewer (SS) mains shall terminate in manholes.
5. Gravity SS mains shall be a minimum of eight (8) inches in diameter.

6. Each lot served by the wastewater collection system shall pay all sewer fees prior to issuance of a building permit for the structure.

**UTILITIES – Gas, Power, Telephone, Cable TV**

1. Utility distribution systems and services serving the subject property shall be constructed underground, to the satisfaction of the City Engineer.
2. Each lot shall be served with separate services for water, sewer, gas, power, telephone and cable TV. Utility laterals shall be located and constructed to each lot in accordance with City Standard Specifications and Drawings.
3. The Subdivider shall underground the existing overhead utility system within the project boundaries and along the public street frontages, to the satisfaction of the City Engineer. When undergrounding of overhead utilities requires modifications to existing overhead utilities within the adjacent block or neighborhood, the City Engineer shall determine a reasonable limit of the undergrounding efforts in coordination with the affected utility purveyors.
4. The Subdivider shall contract with each public utility purveyor for an underground system design. Each design shall be submitted to the City Engineer for review and approval, prior to approval of the public improvement plans.

**MITIGATION MEASURES – MITIGATED NEGATIVE DECLARATION 2015-0001**

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

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

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

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

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

Mitigation Measure 3.b.1: The project shall be conditioned to comply with all applicable District regulations pertaining to the control of fugitive dust (PM-10) as contained in Section 2 of the CEQA Air Quality Handbook “Assessing and Mitigating Construction Impacts.” The applicant and contractors shall manage fugitive dust

emissions such that they do not exceed the APCD's 20% opacity limit (APCD Rule 401) or prompt nuisance violations (APCD Rule 402).

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

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

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

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

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

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

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

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

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

- All EPA-Certified Phase II wood burning devices;
- Catalytic wood burning devices which emit less than or equal to 4.1 grams per hour of particulate matter which are not EPA-Certified but have been verified by a nationally-recognized testing lab;

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

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

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

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

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

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

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

Mitigation Measure 4.d.2: If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by a qualified biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival as determined by a qualified

biologist. As such, avoiding disturbance or take of an active nest would reduce potential impacts on nesting birds to a less-than-significant level.

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

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

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

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

1. A minimum height construction protective barrier shall be erected around the drip line of the tree plus 4'. The fence shall be supported with "T" posts at no more than 6' o.c. and tied at least 3 places per post. This fence shall be installed by the General Contractor before any rough grading is allowed on the site. Approval for this stage must be obtained in writing from either the Arborist or the Counties/Cities representative.
2. Earthwork shall not exceed the limits of the project area.
3. Low branches in danger of being torn during construction process shall be pruned prior to any heavy equipment work being undertaken.
4. Once the rough grading is accomplished the fence may be moved closer to the trunk of the tree for finish grading. At no time shall the fence be placed within the Critical Root Zone (CRZ). This location is determined by the diameter of the trunk at Diameter Breast Height (DBH). (4.5' above grade) and is 1' per 1" diameter in the direction of the drip line. At no time shall the fence be moved closer to the trunk than the drip line.
5. Any roots that are encountered over 2" diameter, during the excavation process shall be clean cut perpendicular to the direction of root growth with a handsaw. At no time shall tree seal be applied to any cut. Any roots over 2" diameter the county/city representative shall be notified to determine the preferred course of action.
6. All trenching with CRZ area shall require hand trenching to preserve and protect roots over 2" in diameter.
7. No grading of trenching is allowed within the CRZ fenced area without written permission from the County/City representative or a certified arborist.
8. Any roots over 4" in diameter are not to be cut or ripped until inspected and approved in writing by the arborist.

9. If, for whatever reason, work must be accomplished inside the drip line 4"-6" of mulch must be applied first to decrease the possibilities of compaction upon written approval from the arborist.
10. There shall be a pre-construction meeting between the Engineering/Planning staff of the County/City, Grading equipment operators, Project Superintendent and the Arborist to review the project conditions and requirements prior to any grubbing or earth work for any portions of the project site. All tree protection fencing shall be installed for inspection prior to this meeting.
11. All trees shall be pruned before any construction takes place that are in the development areas to be saved if they might be damaged by the construction equipment. This must be accomplished by a bonded, licensed, and certified Tree Service Contractor.
12. All debris shall be cleared from the area or chipped and spread on the site or stacked in orderly piles for future use by the Owner, at the Owners request.
13. In locations where paving is to occur within the drip line grub only and do not compact unless authorized in writing. Permeable pavers or other permeable surface must be approved by the Arborist.

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

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

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

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

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

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

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

Mitigation Measure 8.h.1: Construction will comply with section the California Building and Fire Codes. New residences in the City are required to install fire sprinklers. Fire protection measures shall include the use of non-combustible exterior construction and roofs and fire-resistant building materials.

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

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

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

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

Mitigation Measure 12.a.3: Following completion of the car wash phase of construction, noise levels shall be reassessed to determine the need for a noise barrier wall. If determined to be necessary to comply with City noise ordinance standards, the wall shall be constructed at the side of the exit drive, and shall be designed to be several feet higher than the height of the blower closest to the exit. A wall extending eight feet from the end of the tunnel would reduce sideline noise levels by six decibels.

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

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



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

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

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

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

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

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

**EXHIBIT C: 2019 Housing Product Type**

| <u>Product</u>      | <u>Units</u> | <u>Levels</u> | <u>BRs</u> | <u>BA</u> | <u>Garage</u> | <u>Sq Ft</u> |               | <u>Total</u> |                |
|---------------------|--------------|---------------|------------|-----------|---------------|--------------|---------------|--------------|----------------|
|                     |              |               |            |           |               | <u>House</u> | <u>Office</u> | <u>Unit</u>  | <u>Project</u> |
| Detached SFR        | 3            | 2             | 4          | 2.5       | 2             | 2,053        | 0             | 2,053        | 6,159          |
| Attached TH         | 19           | 2             | 3          | 2.5       | 1             | 1,419        | 0             | 1,419        | 26,961         |
| Attached TH         | 3            | 2             | 3          | 2.5       | 1             | 1,419        | 0             | 1,419        | 4,257          |
| Attached TH         | 17           | 2             | 3          | 2.5       | 2             | 1,644        | 0             | 1,644        | 27,948         |
| Attached Flat       | 2            | 1             | 3          | 2.0       | 0             | 1,056        | 0             | 1,056        | 2,112          |
| Attached Flat       | 2            | 1             | 3          | 2.0       | 0             | 983          | 0             | 983          | 1,966          |
| Attached Live-Work  | 2            | 2             | 1          | 1.5       | 1             | 735          | 305           | 1,040        | 2,080          |
| Attached Live-Work  | 2            | 3             | 2          | 3         | 1             | 1,287        | 250           | 1,537        | 3,074          |
| Attached Live -Work | 2            | 3             | 3          | 3         | 2             | 1,633        | 360           | 1,993        | 3,986          |
| Total               | 52           |               | 153        | 128       | 70            |              | 2,190         |              | 78,543         |
| Average             |              |               | 2.9        | 2.5       | 1.3           |              |               |              | 1,510          |

All of the six attached live work townhouses will be in the 6-plex building along Principal Avenue.

All of the four attached flats will be in the 4-plex building just to the north of the live work townhouses.

EXHIBIT D: Site / Landscape Plan (2019)





EXHIBIT E: Architectural Elevation Key (2019)

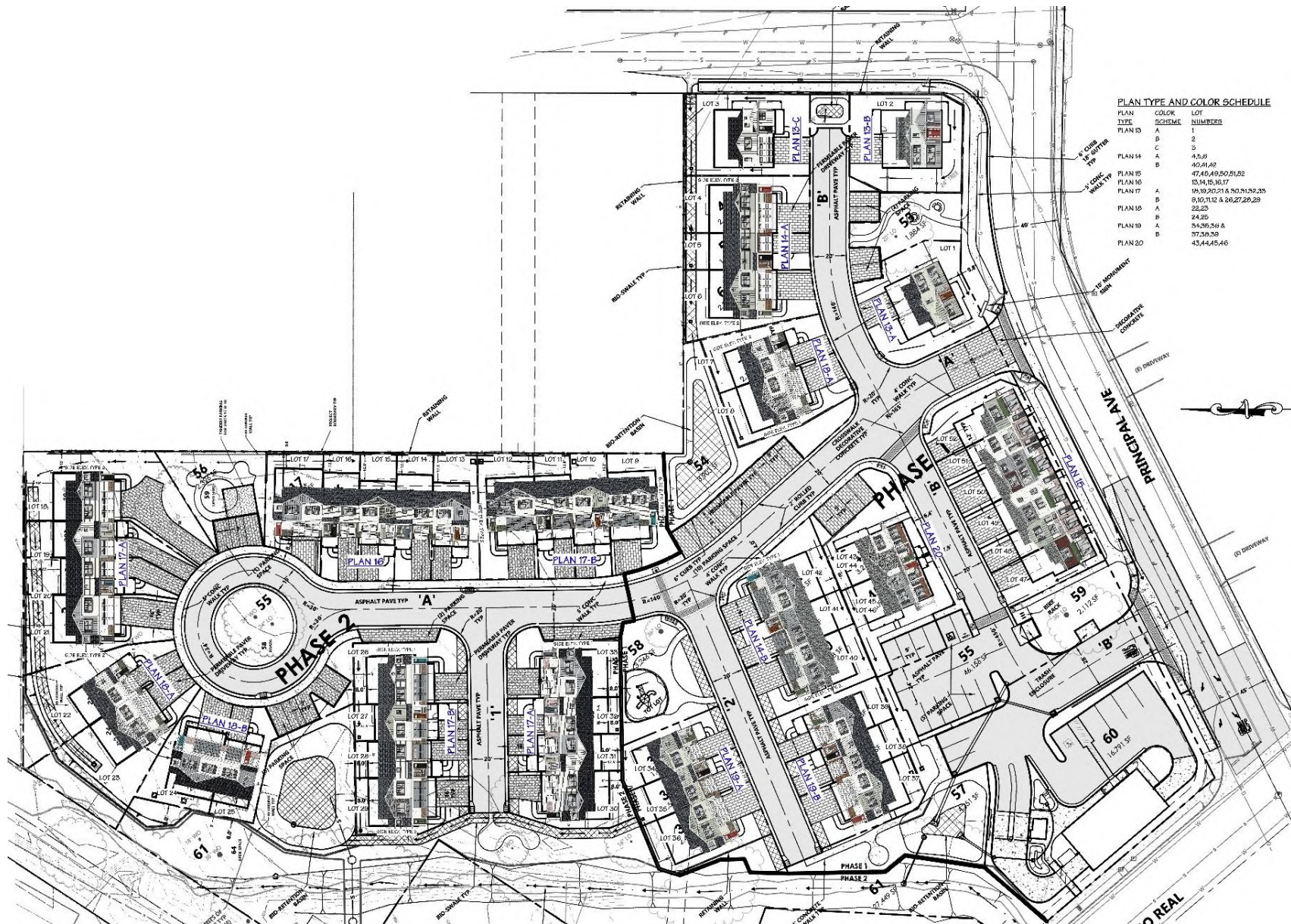




EXHIBIT F: Mixed-Use Elevations / Floor Plans (2019)



PRINCIPAL AVE (SOUTH) ELEVATION



NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION

|   |                                 |                                     |   |
|---|---------------------------------|-------------------------------------|---|
| BODY & TRIM<br>GALLERY<br>WHITE               | ROOF<br>CONCRETE/AC<br>TERRAZZO | BODY<br>CONCRETE/AC<br>PLANKS WHITE | BODY<br>CONCRETE/AC<br>CHALKY TEA PARTY |
| SHUTTERS & DOORS<br>GRAPHIC CHARCOAL<br>NOBLE | VENEER<br>OLD SPANISH BRICK     | ROOFING<br>PEPPER                   | PAINTING<br>PINK                        |

EXTERIOR MATERIALS:  
TERRAZZO: HARDY, WEAR-RESISTANT, EASY TO MAINTAIN, AND AVAILABLE IN A WIDE RANGE OF COLORS AND FINISHES.  
PAINTING: HIGH-QUALITY, DURABLE, AND EASY TO MAINTAIN.  
SHUTTERS & DOORS: HIGH-QUALITY, DURABLE, AND EASY TO MAINTAIN.  
VENEER: HIGH-QUALITY, DURABLE, AND EASY TO MAINTAIN.  
ROOFING: HIGH-QUALITY, DURABLE, AND EASY TO MAINTAIN.

**PLAN 15**  
OCCURS ON LOTS 47, 48, 49, 50, 51, 52

Shade Tree  
Home  
Design  
& Drafting

Joe Duhan  
409-0715 - phone  
409-0715 - fax  
joe@shadetree.com

Principal Ave Project  
Live - Work Units (Plan 15)

DATE: 07/28/2018  
REVISION: 10/15/2018  
01/15/2019

COLORED  
EXTERIOR  
ELEVATIONS

SCALE: 1/8" = 1'-0"

15.4

EXHIBIT F: Mixed-Use Elevations / Floor Plans (2019)

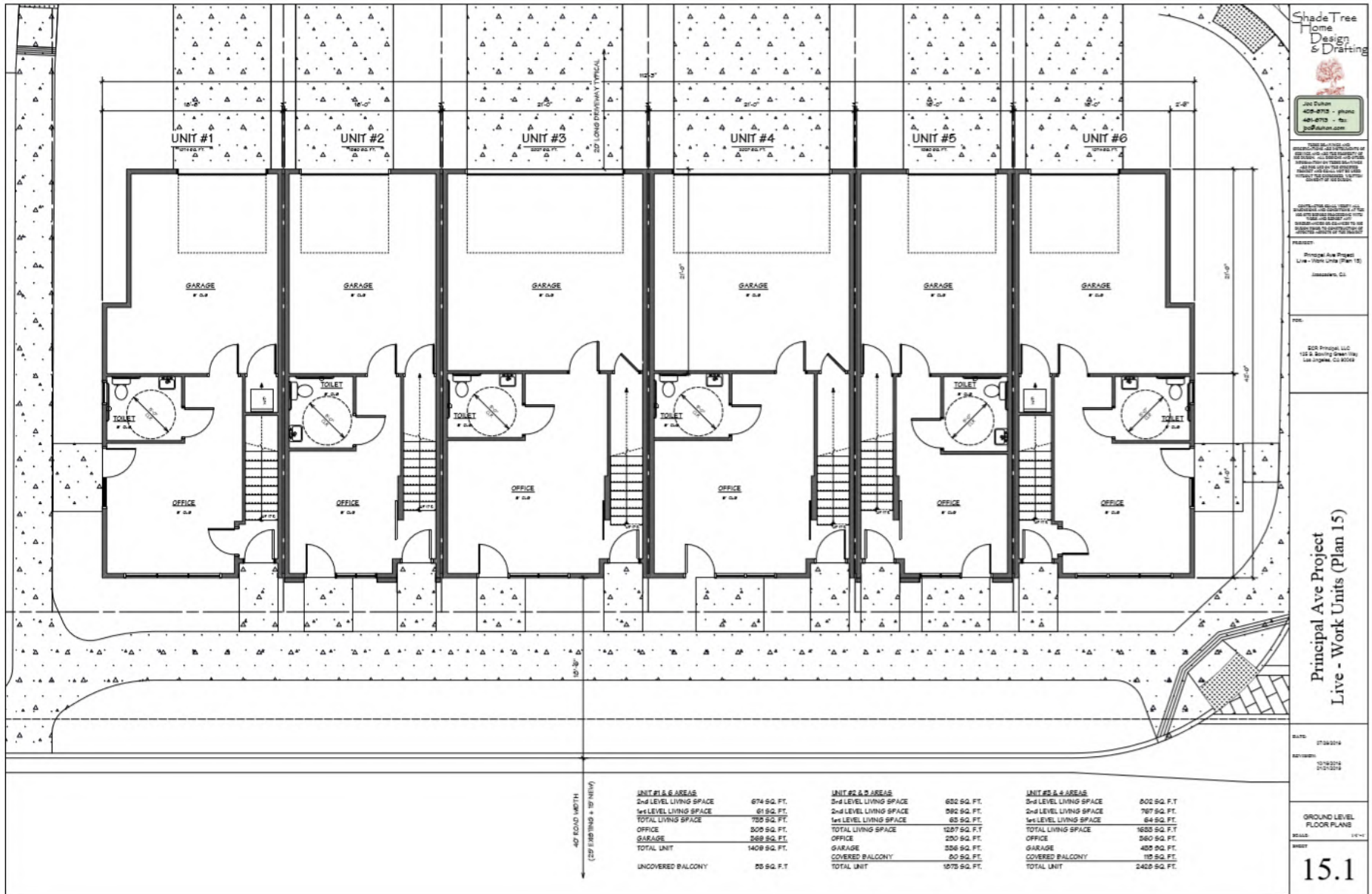


EXHIBIT F: Mixed-Use Elevations / Floor Plans (2019)



ShadeTree  
Home  
Design  
& Drafting

Joe Eubank  
408-8713 - phone  
408-8713 - fax  
joe@shadetree.com

ShadeTree Home Design & Drafting is a professional architectural and engineering firm. We are licensed in the state of California and provide a full range of services to our clients. Our services include architectural design, engineering, and construction management. We are committed to providing high-quality, cost-effective solutions for our clients.

Principal Ave Project  
Live - Work Units (Plan 15)

100 Principal Ave, Suite 100  
Los Angeles, CA 90012

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Los Angeles, CA 90012

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Los Angeles, CA 90012

100 Principal Ave, Suite 100  
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Los Angeles, CA 90012

100 Principal Ave, Suite 100  
Los Angeles, CA 90012



EXHIBIT F: Mixed-Use Elevations / Floor Plans (2019)

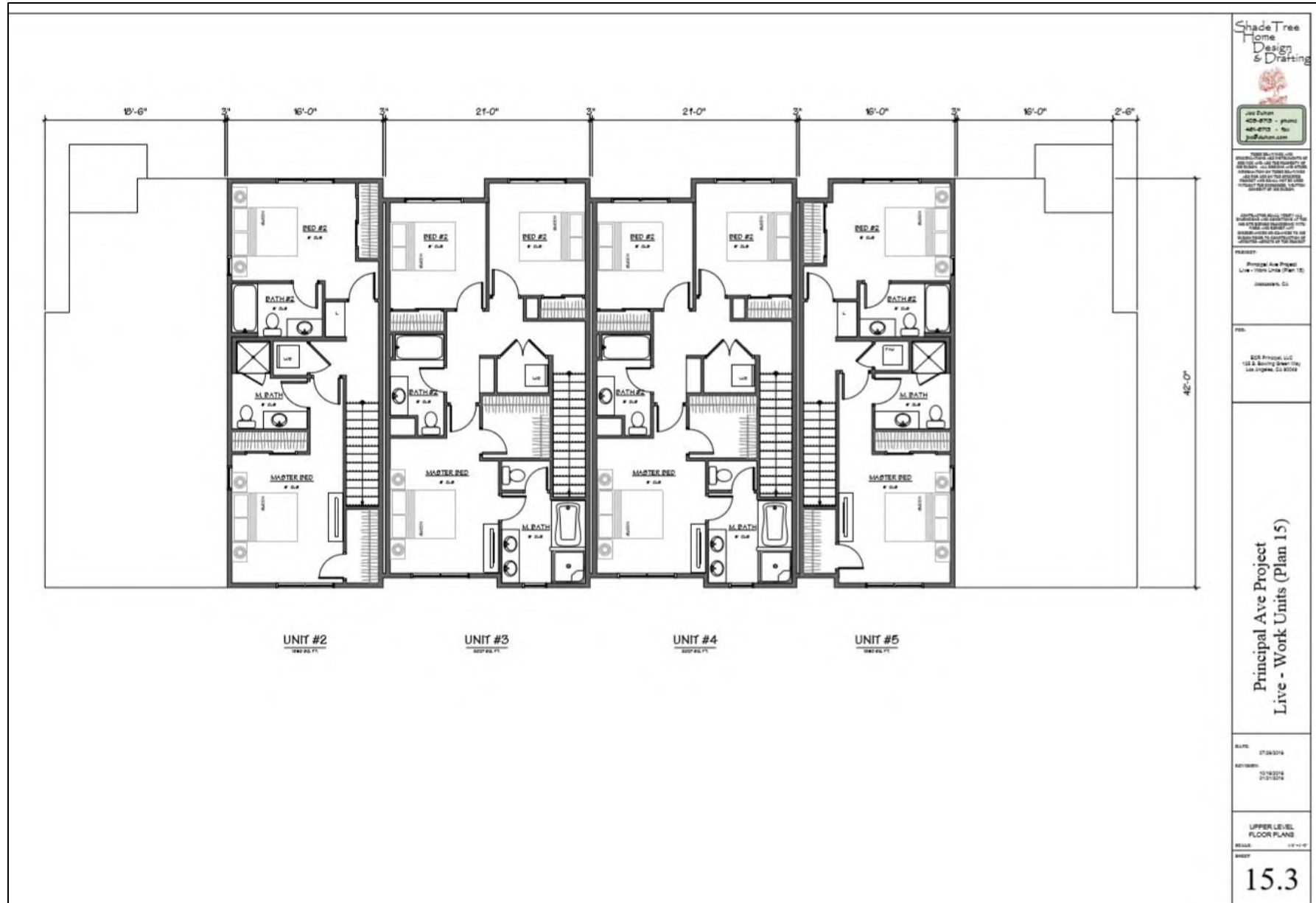




EXHIBIT G: Car-Wash Elevations / Floor Plan (2015)

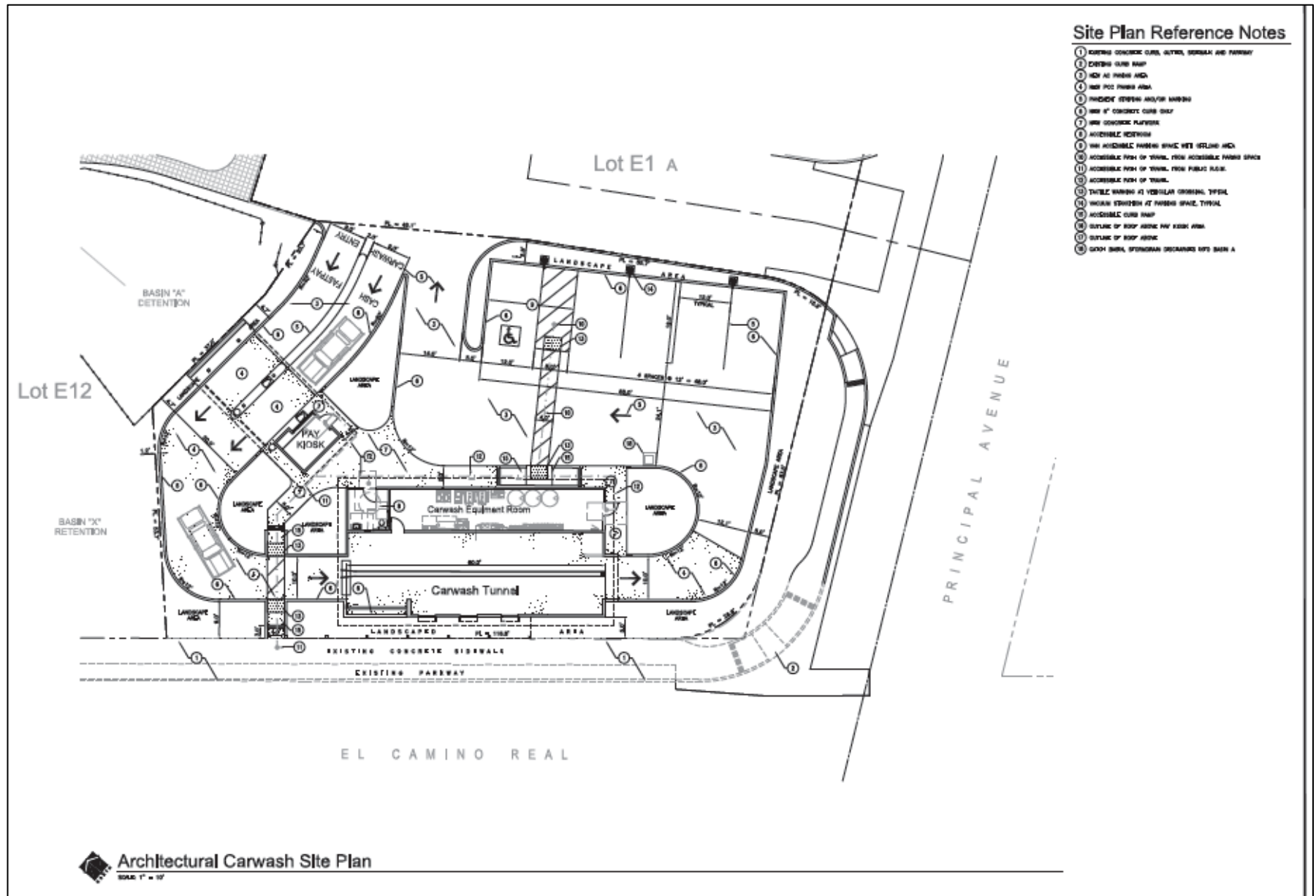


EXHIBIT G: Car-Wash Elevations / Floor Plan (2015)

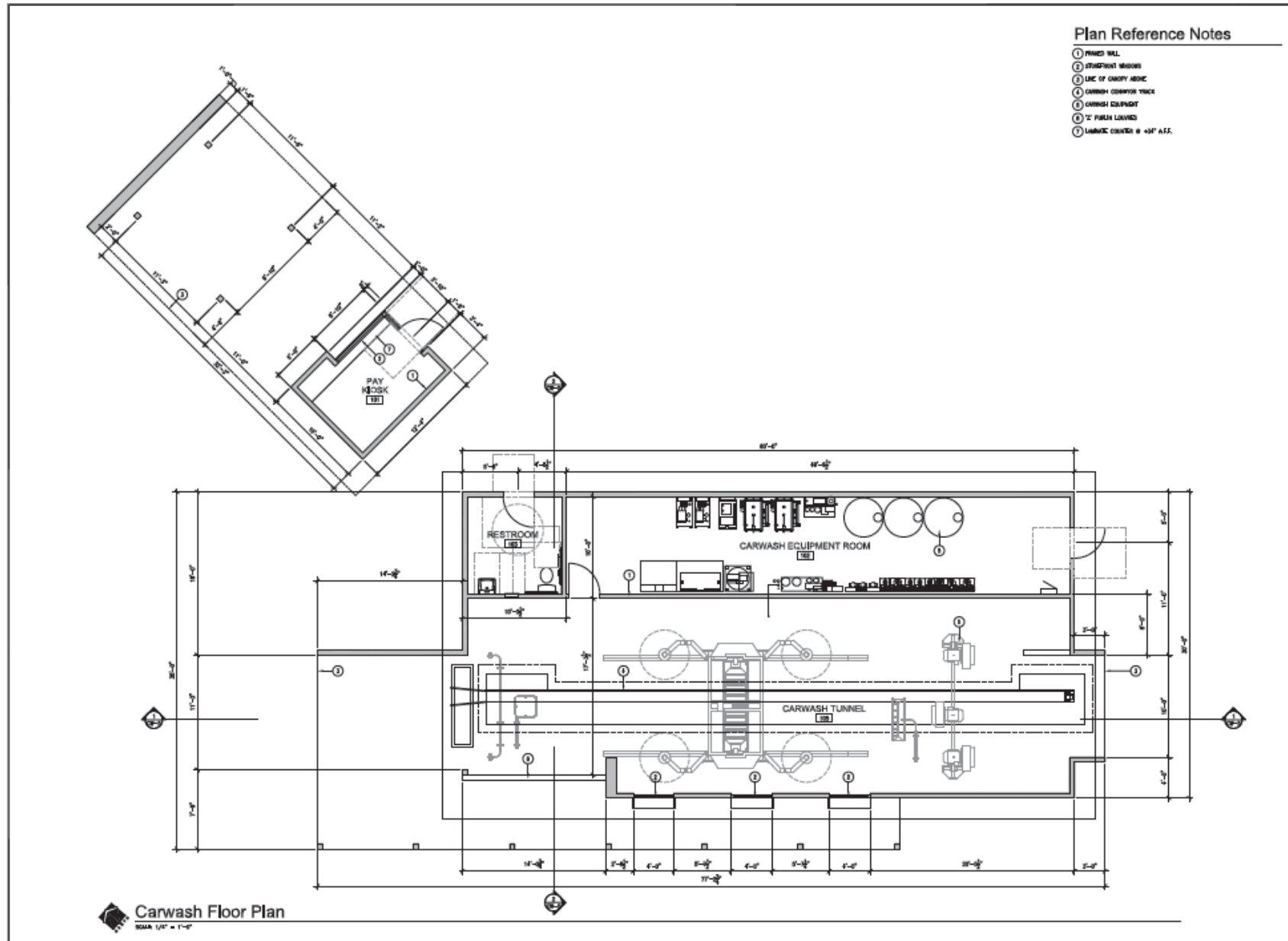
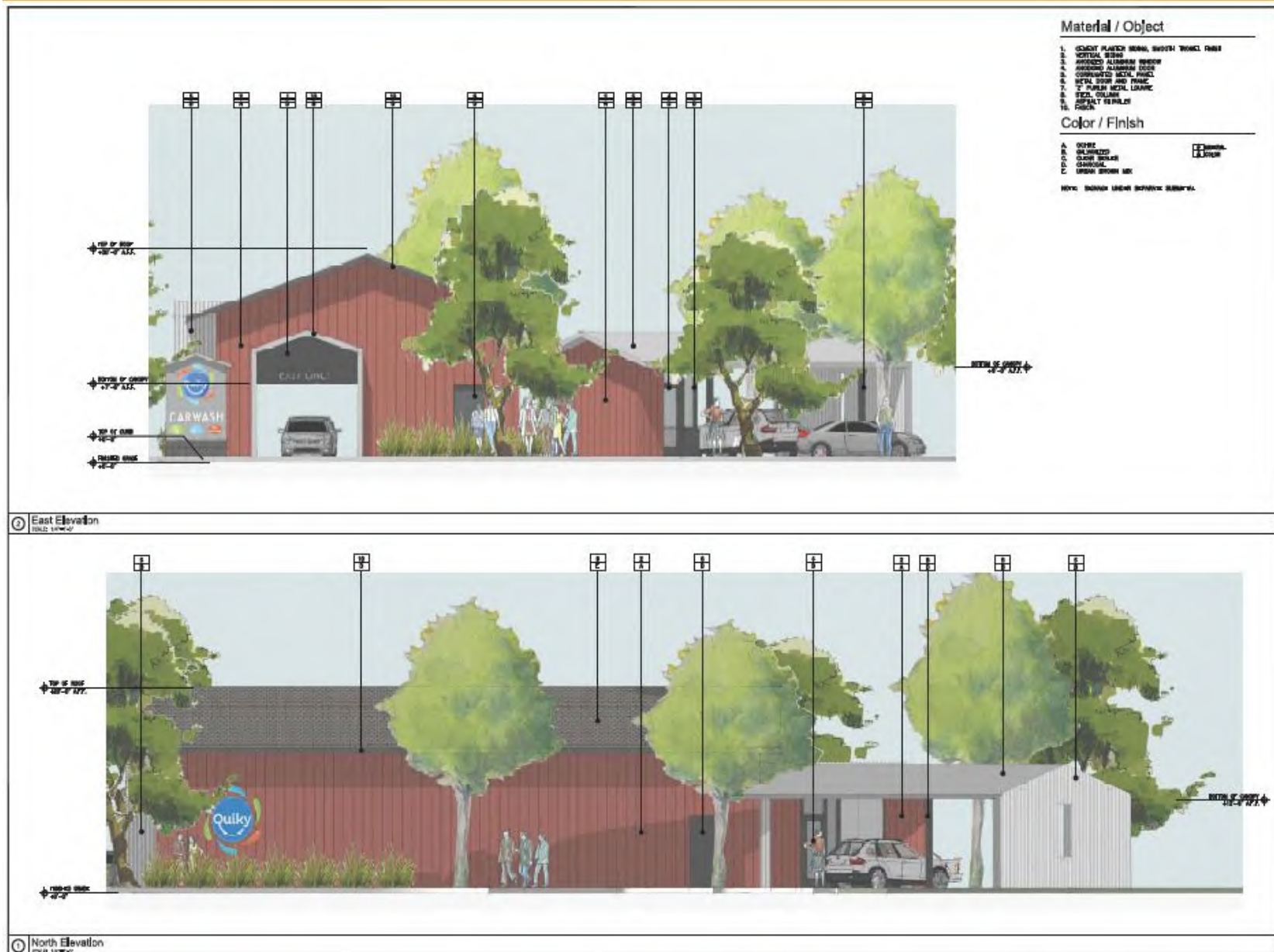


EXHIBIT G: Car-Wash Elevations / Floor Plan (2015)



EXHIBIT G: Car-Wash Elevations / Floor Plan (2015)



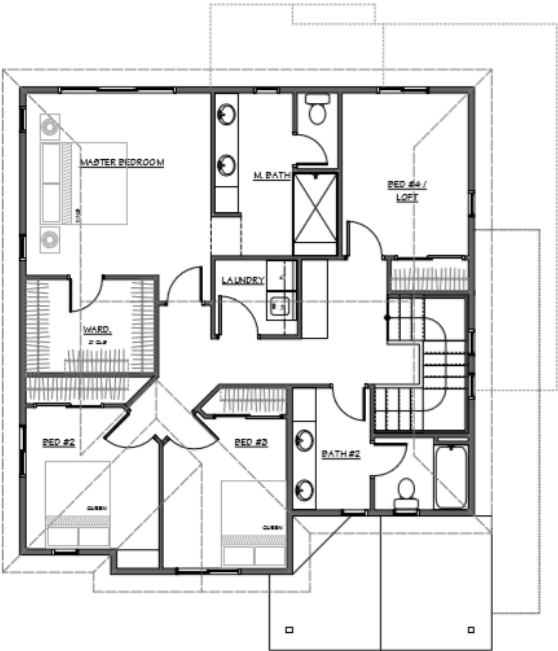
The diagram illustrates the cross-section of a carwash tunnel. A pickup truck is shown inside the tunnel, which is labeled "Carwash Tunnel". The diagram includes several dimension lines and labels:

- Top Section:** A horizontal line at the top is labeled "ROOFING @ TUNNEL ENTRY". Below it, a vertical dimension line is labeled "10'0"
- Left Side:** A vertical dimension line is labeled "10'0"
- Center:** A vertical dimension line is labeled "10'0"
- Right Side:** A vertical dimension line is labeled "10'0"
- Bottom Section:** A horizontal line at the bottom is labeled "TUNNEL FLOOR". Below it, a vertical dimension line is labeled "10'0"
- Labels:** "Carwash Tunnel" is written in the center of the tunnel.
- Notes:** "TUNNEL FLOOR" is written at the bottom left, and "TUNNEL FLOOR" is written at the bottom right.

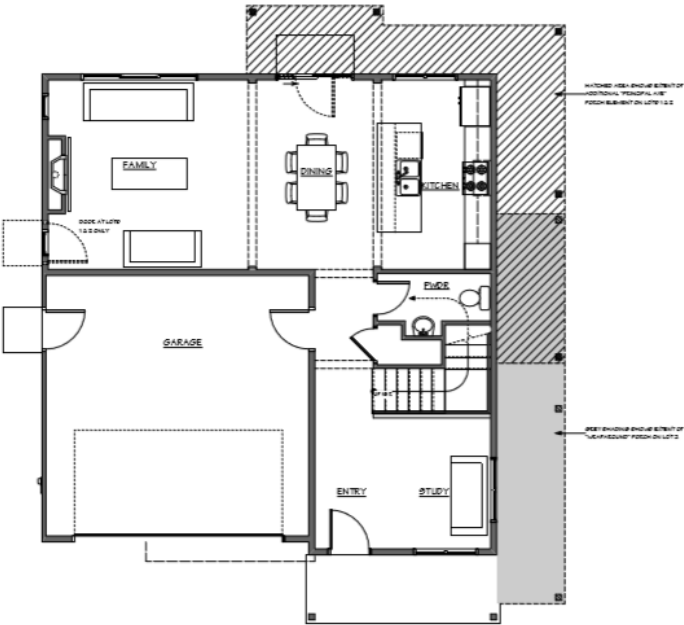
Page 121 of 214



EXHIBIT H: Detached SFR Elevations and Floor Plans (2019)



UPPER FLOOR PLAN



LOWER FLOOR PLAN

| AREA                       |              |
|----------------------------|--------------|
| UPPER LEVEL LIVING SPACE   | 1200 SQ. FT. |
| LOWER LEVEL LIVING SPACE   | 2000 SQ. FT. |
| COVERED PORCHES LOT 1 & 2  | 220 SQ. FT.  |
| COVERED PORCHES LOT 3      | 220 SQ. FT.  |
| GARAGE                     | 421 SQ. FT.  |
| TOTAL STRUCTURE LOTS 1 & 2 | 2694 SQ. FT. |
| TOTAL STRUCTURE LOT 3      | 2655 SQ. FT. |



Shade Tree Home Design & Drafting  
Joc Dunham  
408-8713 - phone  
408-8713 - fax  
joc@shadetree.com

Principal Ave Project  
Single Family Home (Plan 13)  
Livermore, CA






















Principal Ave Project  
Single Family Home (Plan 13)

DATE: 07/26/2019  
REVISION: 10/16/2019  
07/27/2019

UPPER AND LOWER  
FLOOR PLANS  
SCALE: 1/4" = 1'-0"

13.1

**EXHIBIT H: Detached SFR Elevations and Floor Plans (2019)**

|  |   |  |
|--|---|--|
| <b>ROCK &amp; BURN</b><br><b>ROCKING</b><br><b>ROCK</b><br>       | <b>DOOR</b><br><b>CONTRAST</b><br><b>HARMER DOOR</b><br> |  <div> <b>Joe Duhon</b><br/> 408-670-   phone<br/> 401-670-   fax<br/> <a href="mailto:joe@shadetree.com">joe@shadetree.com</a> </div> <p> <small> SHADE TREE HOME DESIGN &amp; DRAFTING, INC. IS AN EQUAL OPPORTUNITY EMPLOYER. WE DO NOT DISCRIMINATE ON THE BASIS OF RACE, GENDER, RELIGION, NATIONAL ORIGIN, AGE, SEX, SEXUAL ORIENTATION, OR ANY OTHER PROTECTED CLASS. WE RESPECT THE CONFIDENTIALITY AND PRIVACY OF OUR CLIENTS. </small> </p> |
| <b>ITEM COVERAGE</b><br><b>SUBMIT</b><br><b>ROCK</b><br>          | <b>DOOR</b><br><b>STAINED ROOF</b><br>                   |  |
| <b>SHUTTERS</b><br><b>SHUTTER SHUTTER</b><br><b>SHUTTER</b><br>   | <b>DOOR</b><br><b>STAINED ROOF</b><br>                   |  |
| <b>ITEMS</b><br><b>OLD BURN LIND ROCK</b><br>                     | <b>DOOR</b><br><b>STAINED ROOF</b><br>                   |  |
| <b>SHUTTERS</b><br><b>SHUTTER SHUTTER</b><br><b>SHUTTER</b><br>   | <b>DOOR</b><br><b>STAINED ROOF</b><br>                   |  |
| <b>ITEMS</b><br><b>OLD BURN LIND ROCK</b><br>                     | <b>DOOR</b><br><b>STAINED ROOF</b><br>                   |  |
| <b>SHUTTERS</b><br><b>SHUTTER SHUTTER</b><br><b>SHUTTER</b><br>   | <b>DOOR</b><br><b>STAINED ROOF</b><br>                   |  |
| <b>ITEMS</b><br><b>OLD BURN LIND ROCK</b><br>                   | <b>DOOR</b><br><b>STAINED ROOF</b><br>                 |  |
| <b>SHUTTERS</b><br><b>SHUTTER SHUTTER</b><br><b>SHUTTER</b><br> | <b>DOOR</b><br><b>STAINED ROOF</b><br>                 |  |
| <b>ITEMS</b><br><b>OLD BURN LIND ROCK</b><br>                   | <b>DOOR</b><br><b>STAINED ROOF</b><br>                 |  |

## EXHIBIT H: Detached SFR Elevations and Floor Plans (2019)





EXHIBIT I: Attached Units Elevations and Floor Plans (2019)



[illegible]

[illegible]



EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

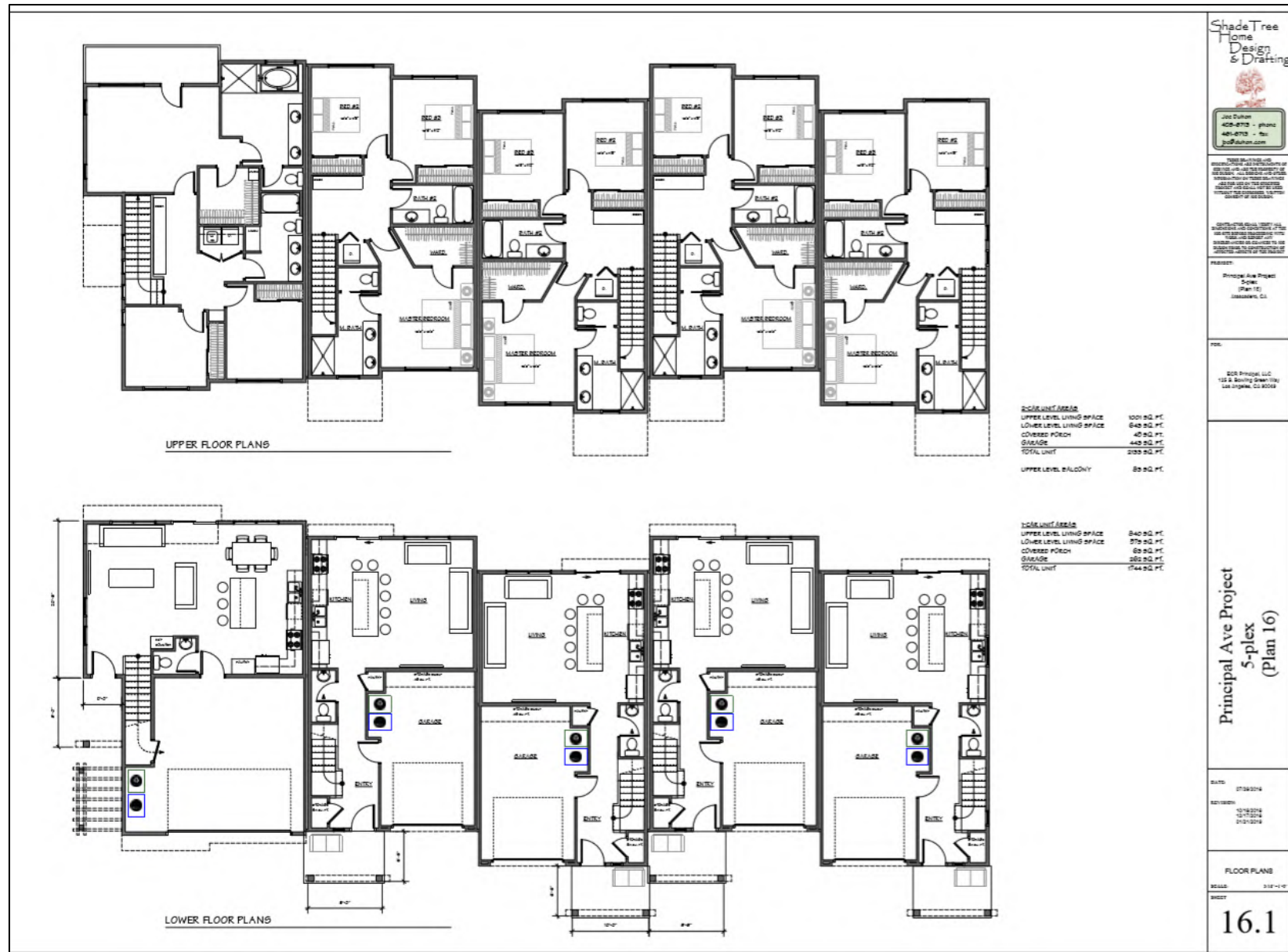


EXHIBIT I: Attached Units Elevations and Floor Plans (2019)



EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

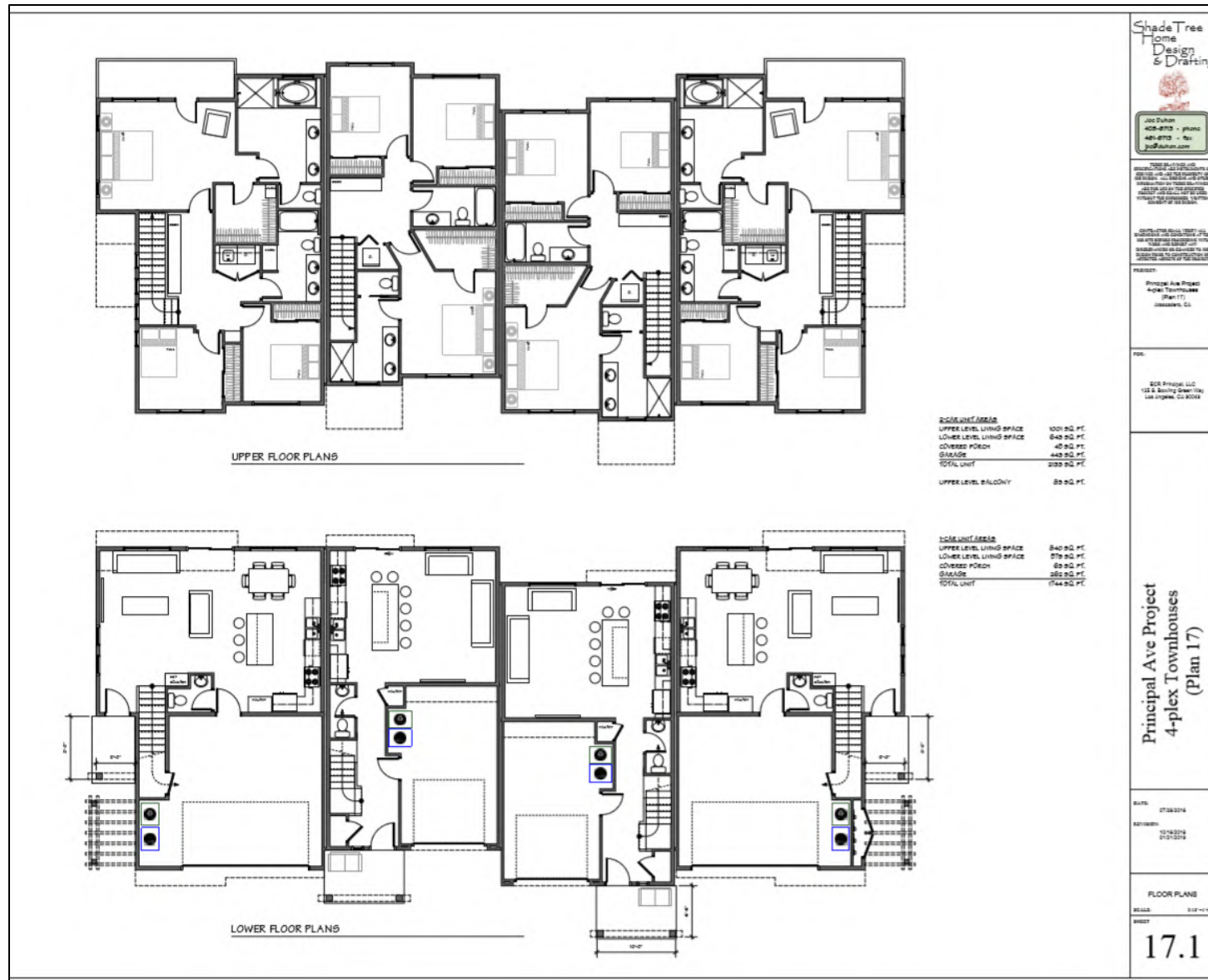




EXHIBIT I: Attached Units Elevations and Floor Plans (2019)



FRONT ELEVATION - COLOR SCHEME "A"



REAR ELEVATION

PLAN 17 - A  
OCCURS ON LOTS 18, 19, 20, 21 AND 30, 31, 32, 33



SIDE ELEVATION - "1"



SIDE ELEVATION - "2"



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CONSTRUCTION SHALL VERIFY ALL DIMENSIONS AND LOCATIONS OF THE EXISTING STRUCTURE AND UTILITIES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE PROTECTION OF ALL UTILITIES AND ADJACENT PROPERTIES.

PROJECT:  
Principal Ave Project  
4-plex Townhouses  
Plan 17  
Altamonte, CA

DATE:  
07/28/2019  
REVISION:  
10/15/2018  
01/15/2018

Principal Ave Project  
4-plex Townhouses  
(Plan 17)

DATE:  
07/28/2019  
REVISION:  
10/15/2018  
01/15/2018

EXTERIOR  
ELEVATIONS  
SCALE:  
1/8"=1'-0"

SHEET  
17.2

**FRONT ELEVATION - COLOR SCHEME "B"**

**REAR ELEVATION**

**SIDE ELEVATION - "1"**

**SIDE ELEVATION - "2"**

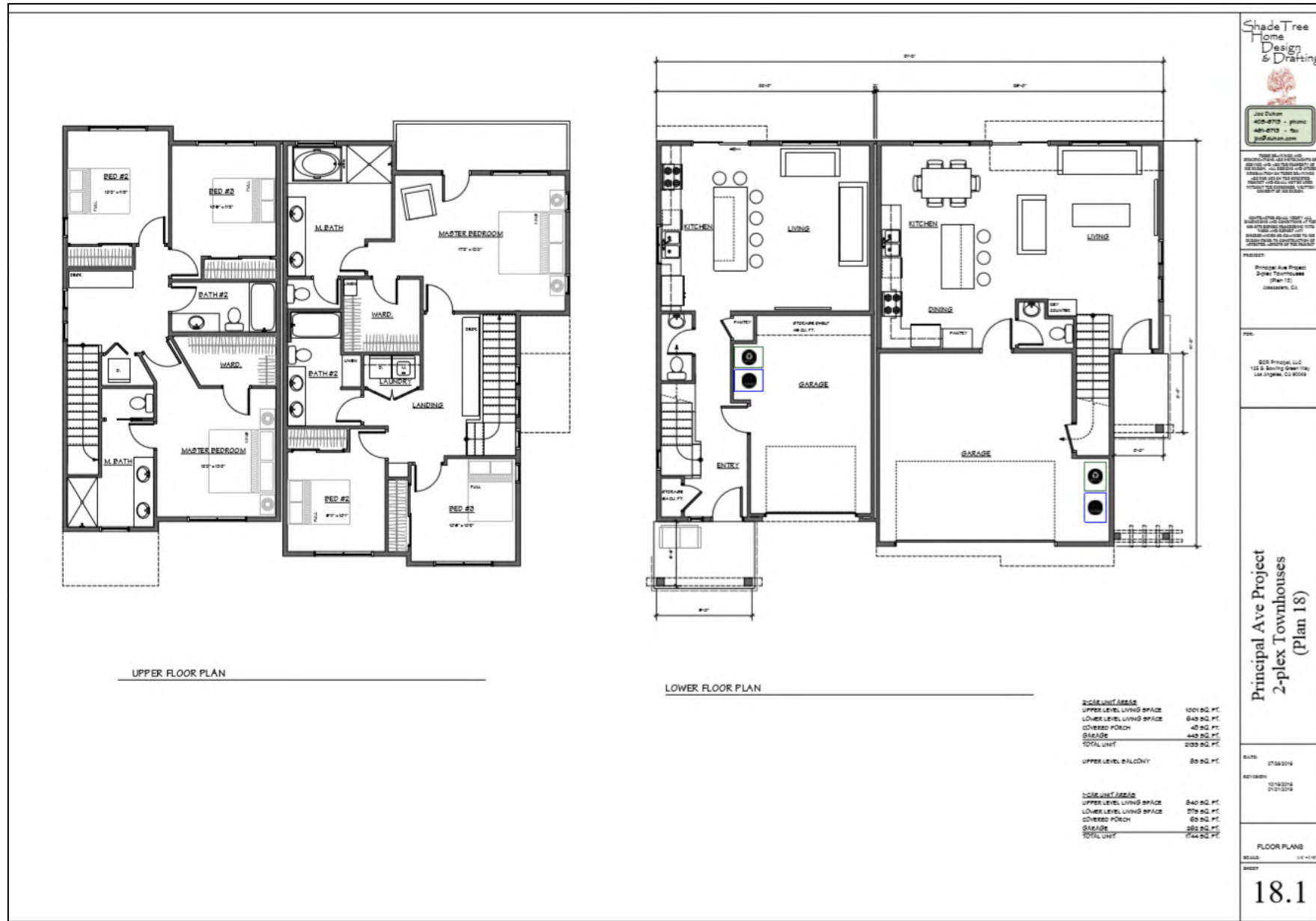
**PLAN 17 - B**  
OCCURS ON LOTS 9, 10, 11, 12 AND 26, 27, 28, 29

**COLOR SCHEME "B"**

|                                 |                                     |                                     |
|---------------------------------|-------------------------------------|-------------------------------------|
| <b>WALL 1 (SIDE)</b><br>WHITE   | <b>WALL 2 (SIDE)</b><br>DARK GRAY   | <b>WALL 3 (SIDE)</b><br>DARK GRAY   |
| <b>WALL 4 (SIDE)</b><br>WHITE   | <b>WALL 5 (SIDE)</b><br>DARK GRAY   | <b>WALL 6 (SIDE)</b><br>DARK GRAY   |
| <b>WALL 7 (SIDE)</b><br>WHITE   | <b>WALL 8 (SIDE)</b><br>DARK GRAY   | <b>WALL 9 (SIDE)</b><br>DARK GRAY   |
| <b>WALL 10 (SIDE)</b><br>WHITE  | <b>WALL 11 (SIDE)</b><br>DARK GRAY  | <b>WALL 12 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 13 (SIDE)</b><br>WHITE  | <b>WALL 14 (SIDE)</b><br>DARK GRAY  | <b>WALL 15 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 16 (SIDE)</b><br>WHITE  | <b>WALL 17 (SIDE)</b><br>DARK GRAY  | <b>WALL 18 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 19 (SIDE)</b><br>WHITE  | <b>WALL 20 (SIDE)</b><br>DARK GRAY  | <b>WALL 21 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 22 (SIDE)</b><br>WHITE  | <b>WALL 23 (SIDE)</b><br>DARK GRAY  | <b>WALL 24 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 25 (SIDE)</b><br>WHITE  | <b>WALL 26 (SIDE)</b><br>DARK GRAY  | <b>WALL 27 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 28 (SIDE)</b><br>WHITE  | <b>WALL 29 (SIDE)</b><br>DARK GRAY  | <b>WALL 30 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 31 (SIDE)</b><br>WHITE  | <b>WALL 32 (SIDE)</b><br>DARK GRAY  | <b>WALL 33 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 34 (SIDE)</b><br>WHITE  | <b>WALL 35 (SIDE)</b><br>DARK GRAY  | <b>WALL 36 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 37 (SIDE)</b><br>WHITE  | <b>WALL 38 (SIDE)</b><br>DARK GRAY  | <b>WALL 39 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 40 (SIDE)</b><br>WHITE  | <b>WALL 41 (SIDE)</b><br>DARK GRAY  | <b>WALL 42 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 43 (SIDE)</b><br>WHITE  | <b>WALL 44 (SIDE)</b><br>DARK GRAY  | <b>WALL 45 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 46 (SIDE)</b><br>WHITE  | <b>WALL 47 (SIDE)</b><br>DARK GRAY  | <b>WALL 48 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 49 (SIDE)</b><br>WHITE  | <b>WALL 50 (SIDE)</b><br>DARK GRAY  | <b>WALL 51 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 52 (SIDE)</b><br>WHITE  | <b>WALL 53 (SIDE)</b><br>DARK GRAY  | <b>WALL 54 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 55 (SIDE)</b><br>WHITE  | <b>WALL 56 (SIDE)</b><br>DARK GRAY  | <b>WALL 57 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 58 (SIDE)</b><br>WHITE  | <b>WALL 59 (SIDE)</b><br>DARK GRAY  | <b>WALL 60 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 61 (SIDE)</b><br>WHITE  | <b>WALL 62 (SIDE)</b><br>DARK GRAY  | <b>WALL 63 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 64 (SIDE)</b><br>WHITE  | <b>WALL 65 (SIDE)</b><br>DARK GRAY  | <b>WALL 66 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 67 (SIDE)</b><br>WHITE  | <b>WALL 68 (SIDE)</b><br>DARK GRAY  | <b>WALL 69 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 70 (SIDE)</b><br>WHITE  | <b>WALL 71 (SIDE)</b><br>DARK GRAY  | <b>WALL 72 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 73 (SIDE)</b><br>WHITE  | <b>WALL 74 (SIDE)</b><br>DARK GRAY  | <b>WALL 75 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 76 (SIDE)</b><br>WHITE  | <b>WALL 77 (SIDE)</b><br>DARK GRAY  | <b>WALL 78 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 79 (SIDE)</b><br>WHITE  | <b>WALL 80 (SIDE)</b><br>DARK GRAY  | <b>WALL 81 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 82 (SIDE)</b><br>WHITE  | <b>WALL 83 (SIDE)</b><br>DARK GRAY  | <b>WALL 84 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 85 (SIDE)</b><br>WHITE  | <b>WALL 86 (SIDE)</b><br>DARK GRAY  | <b>WALL 87 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 88 (SIDE)</b><br>WHITE  | <b>WALL 89 (SIDE)</b><br>DARK GRAY  | <b>WALL 90 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 91 (SIDE)</b><br>WHITE  | <b>WALL 92 (SIDE)</b><br>DARK GRAY  | <b>WALL 93 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 94 (SIDE)</b><br>WHITE  | <b>WALL 95 (SIDE)</b><br>DARK GRAY  | <b>WALL 96 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 97 (SIDE)</b><br>WHITE  | <b>WALL 98 (SIDE)</b><br>DARK GRAY  | <b>WALL 99 (SIDE)</b><br>DARK GRAY  |
| <b>WALL 100 (SIDE)</b><br>WHITE | <b>WALL 101 (SIDE)</b><br>DARK GRAY | <b>WALL 102 (SIDE)</b><br>DARK GRAY |
| <b>WALL 103 (SIDE)</b><br>WHITE | <b>WALL 104 (SIDE)</b><br>DARK GRAY | <b>WALL 105 (SIDE)</b><br>DARK GRAY |
| <b>WALL 106 (SIDE)</b><br>WHITE | <b>WALL 107 (SIDE)</b><br>DARK GRAY | <b>WALL 108 (SIDE)</b><br>DARK GRAY |
| <b>WALL 109 (SIDE)</b><br>WHITE | <b>WALL 110 (SIDE)</b><br>DARK GRAY | <b>WALL 111 (SIDE)</b><br>DARK GRAY |
| <b>WALL 112 (SIDE)</b><br>WHITE | <b>WALL 113 (SIDE)</b><br>DARK GRAY | <b>WALL 114 (SIDE)</b><br>DARK GRAY |
| <b>WALL 115 (SIDE)</b><br>WHITE | <b>WALL 116 (SIDE)</b><br>DARK GRAY | <b>WALL 117 (SIDE)</b><br>DARK GRAY |
| <b>WALL 118 (SIDE)</b><br>WHITE | <b>WALL 119 (SIDE)</b><br>DARK GRAY | <b>WALL 120 (SIDE)</b><br>DARK GRAY |
| <b>WALL 121 (SIDE)</b><br>WHITE | <b>WALL 122 (SIDE)</b><br>DARK GRAY | <b>WALL 123 (SIDE)</b><br>DARK GRAY |
| <b>WALL 124 (SIDE)</b><br>WHITE | <b>WALL 125 (SIDE)</b><br>DARK GRAY | <b>WALL 126 (SIDE)</b><br>DARK GRAY |
| <b>WALL 127 (SIDE)</b><br>WHITE | <b>WALL 128 (SIDE)</b><br>DARK GRAY | <b>WALL 129 (SIDE)</b><br>DARK GRAY |
| <b>WALL 130 (SIDE)</b><br>WHITE | <b>WALL 131 (SIDE)</b><br>DARK GRAY | <b>WALL 132 (SIDE)</b><br>DARK GRAY |
| <b>WALL 133 (SIDE)</b><br>WHITE | <b>WALL 134 (SIDE)</b><br>DARK GRAY | <b>WALL 135 (SIDE)</b><br>DARK GRAY |
| <b>WALL 136 (SIDE)</b><br>WHITE | <b>WALL 137 (SIDE)</b><br>DARK GRAY | <b>WALL 138 (SIDE)</b><br>DARK GRAY |
| <b>WALL 139 (SIDE)</b><br>WHITE | <b>WALL 140 (SIDE)</b><br>DARK GRAY | <b>WALL 141 (SIDE)</b><br>DARK GRAY |
| <b>WALL 142 (SIDE)</b><br>WHITE | <b>WALL 143 (SIDE)</b><br>DARK GRAY | <b>WALL 144 (SIDE)</b><br>DARK GRAY |
| <b>WALL 145 (SIDE)</b><br>WHITE | <b>WALL 146 (SIDE)</b><br>DARK GRAY | <b>WALL 147 (SIDE)</b><br>DARK GRAY |
| <b>WALL 148 (SIDE)</b><br>WHITE | <b>WALL 149 (SIDE)</b><br>DARK GRAY | <b>WALL 150 (SIDE)</b><br>DARK GRAY |
| <b>WALL 151 (SIDE)</b><br>WHITE | <b>WALL 152 (SIDE)</b><br>DARK GRAY |                                     |



EXHIBIT I: Attached Units Elevations and Floor Plans (2019)



[illegible]

**EXHIBIT I: Attached Units Elevations and Floor Plans (2019)**





EXHIBIT I: Attached Units Elevations and Floor Plans (2019)

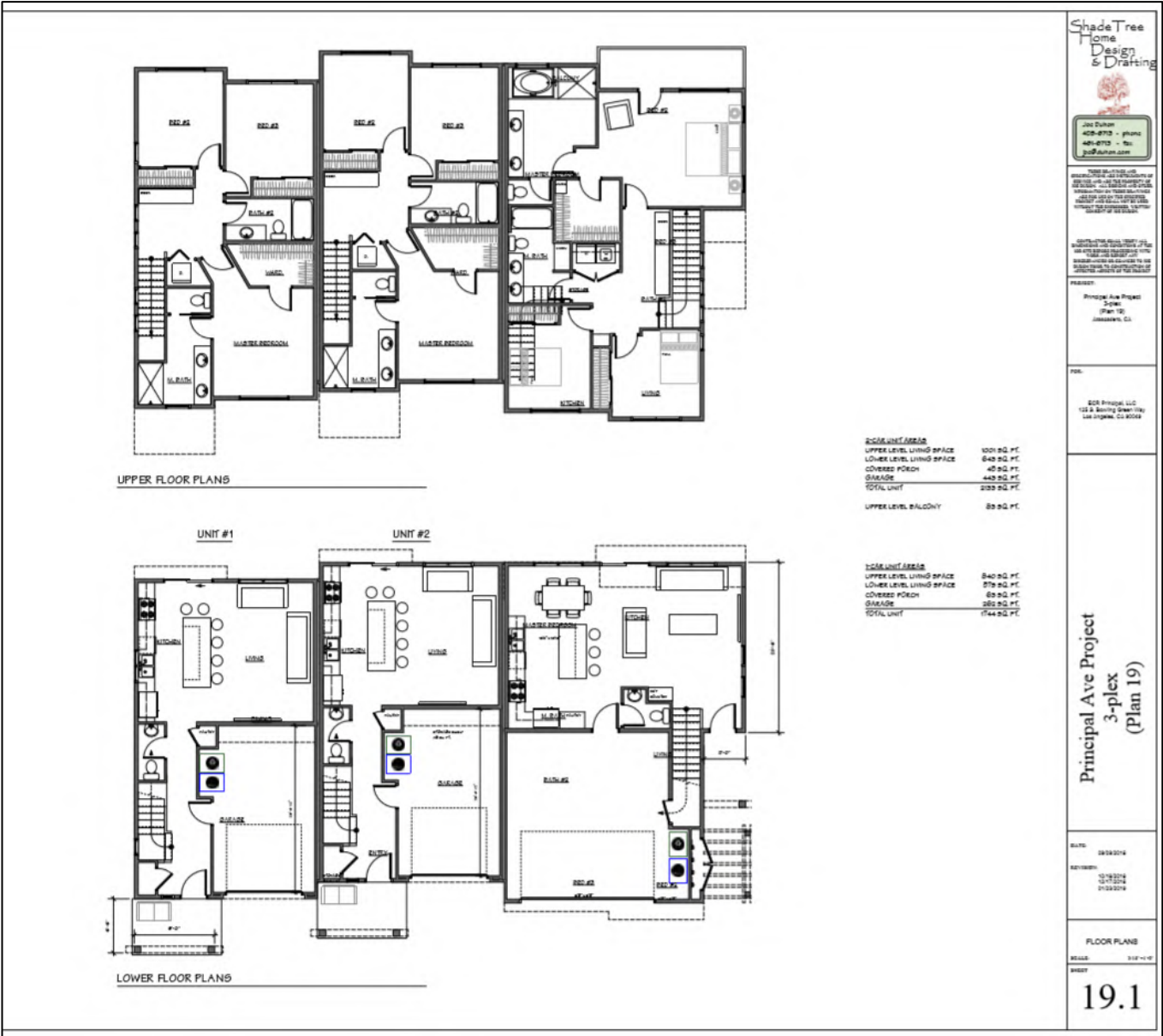


EXHIBIT I: Attached Units Elevations and Floor Plans (2019)



FRONT ELEVATION - COLOR SCHEME "A"



EXTERIOR MATERIALS:  
TEMP. DETAIL:  
HAND-SCURED AND BATTEN  
HARD-PLANK LAY  
CLARK V. CONCRETE  
APRIL HERITAGE BRICK  
TRIM: BRICK  
SHUTTER: SHUTTER  
SHUTTER: SHUTTER



REAR ELEVATION

PLAN 19 - A  
OCCURS ON LOTS 37, 38, 39



1-CAR END ELEVATION - "1"



2-CAR END ELEVATION - "2"



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SHADE TREE HOME DESIGN & DRAFTING  
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DENVER, CO 80202  
WWW.SHADETREEHOMEDESIGN.COM

PROJECT:  
Principal Ave Project  
3plex  
Plan 19  
Alhambra, CA

DATE:  
06/25/19

REVISION:  
01/15/2019  
02/15/2019  
01/23/2019

EXTERIOR  
ELEVATIONS

SCALE: 1/8"=1'-0"

SHEET

19.2

Principal Ave Project  
3-plex  
(Plan 19)

DATE:  
06/25/19

REVISION:  
01/15/2019  
02/15/2019  
01/23/2019

EXTERIOR  
ELEVATIONS

SCALE: 1/8"=1'-0"

SHEET

19.2

EXHIBIT I: Attached Units Elevations and Floor Plans (2019)



EXHIBIT J: Stacked Flat 4 Plex Elevations and Floor Plans (2019)

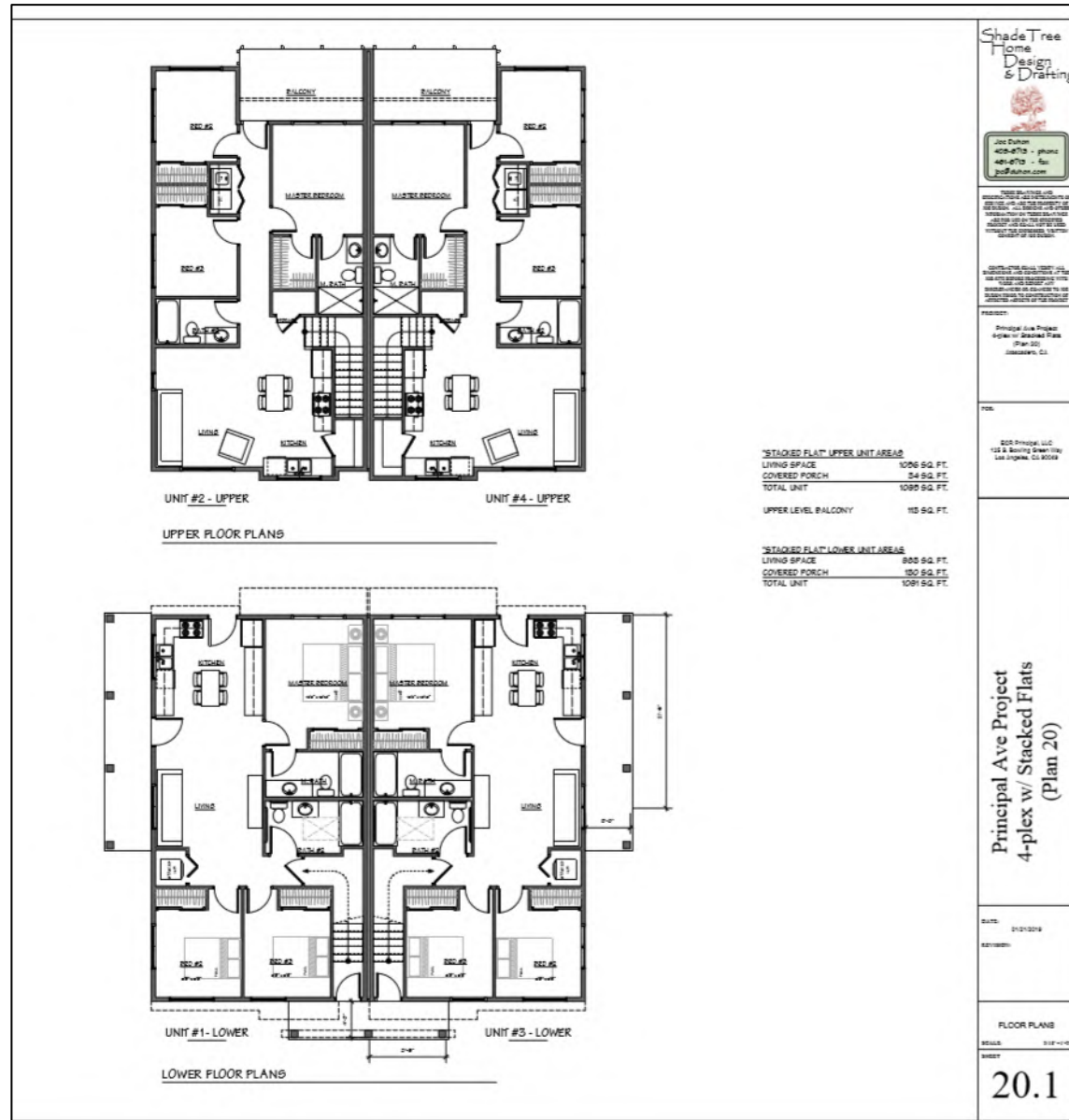




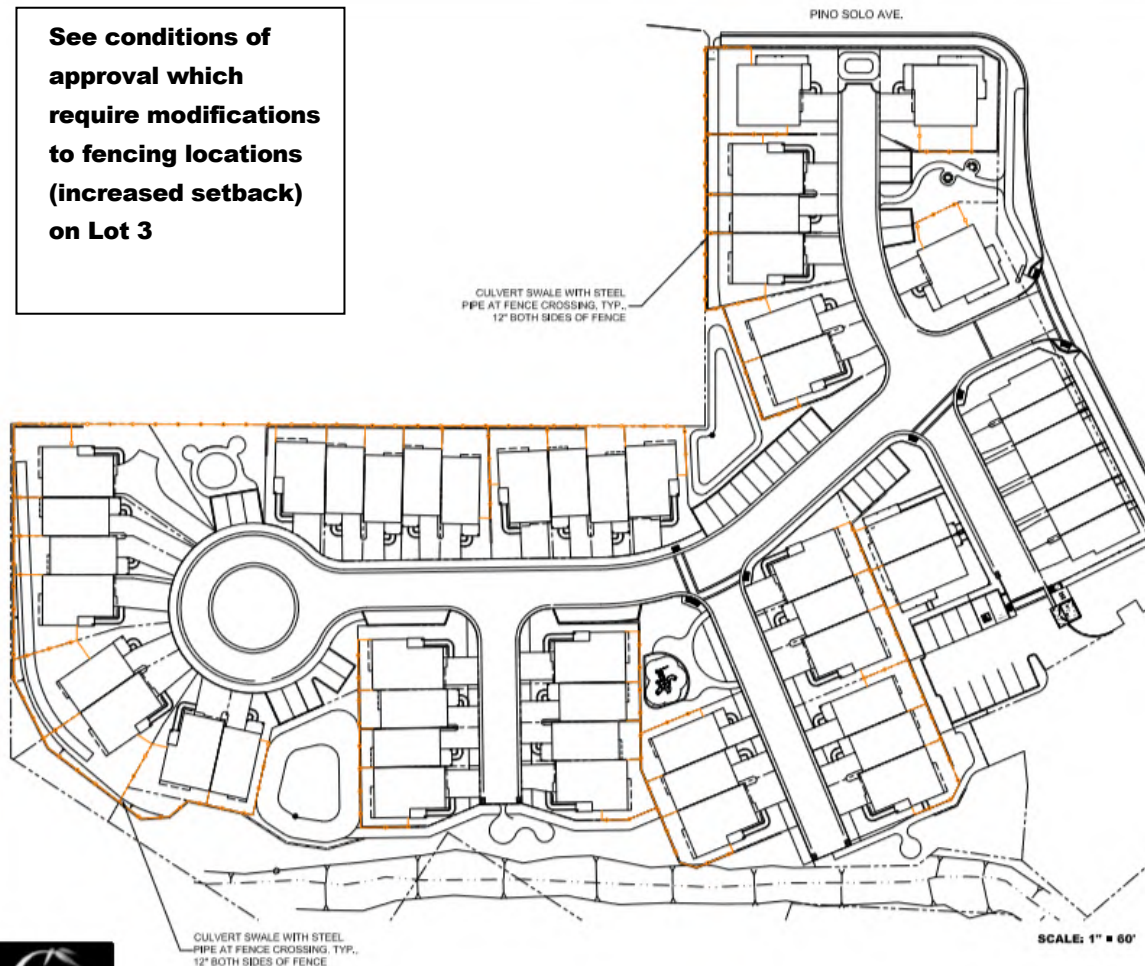
EXHIBIT J: Stacked Flat 4 Plex Elevations and Floor Plans (2019)





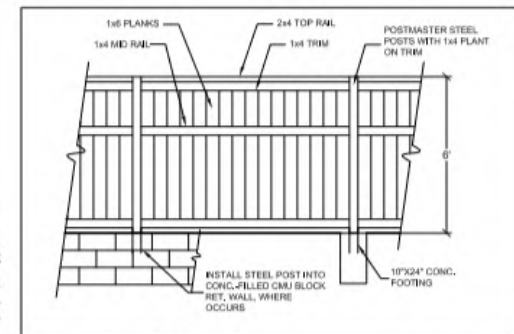
EXHIBIT K: Fencing Plan (2019)

See conditions of approval which require modifications to fencing locations (increased setback) on Lot 3



FENCE LEGEND

6" SOLID WOOD (SEE DETAIL BELOW)



SOLID WOOD FENCE

SCALE: 1/4" = 1'-0"

SCALE: 1" = 60'



**PRINCIPAL MIXED USE | PROPOSED FENCING PLAN**  
VESTING TENTATIVE TRACT 3070, PRINCIPAL AVE., ATASCADERO, CA

**L-2**  
1/10/19

**EXHIBIT L: Landscape Screening Plan (2019)**



**EXHIBIT L: Landscape Screening Plan (2019)**

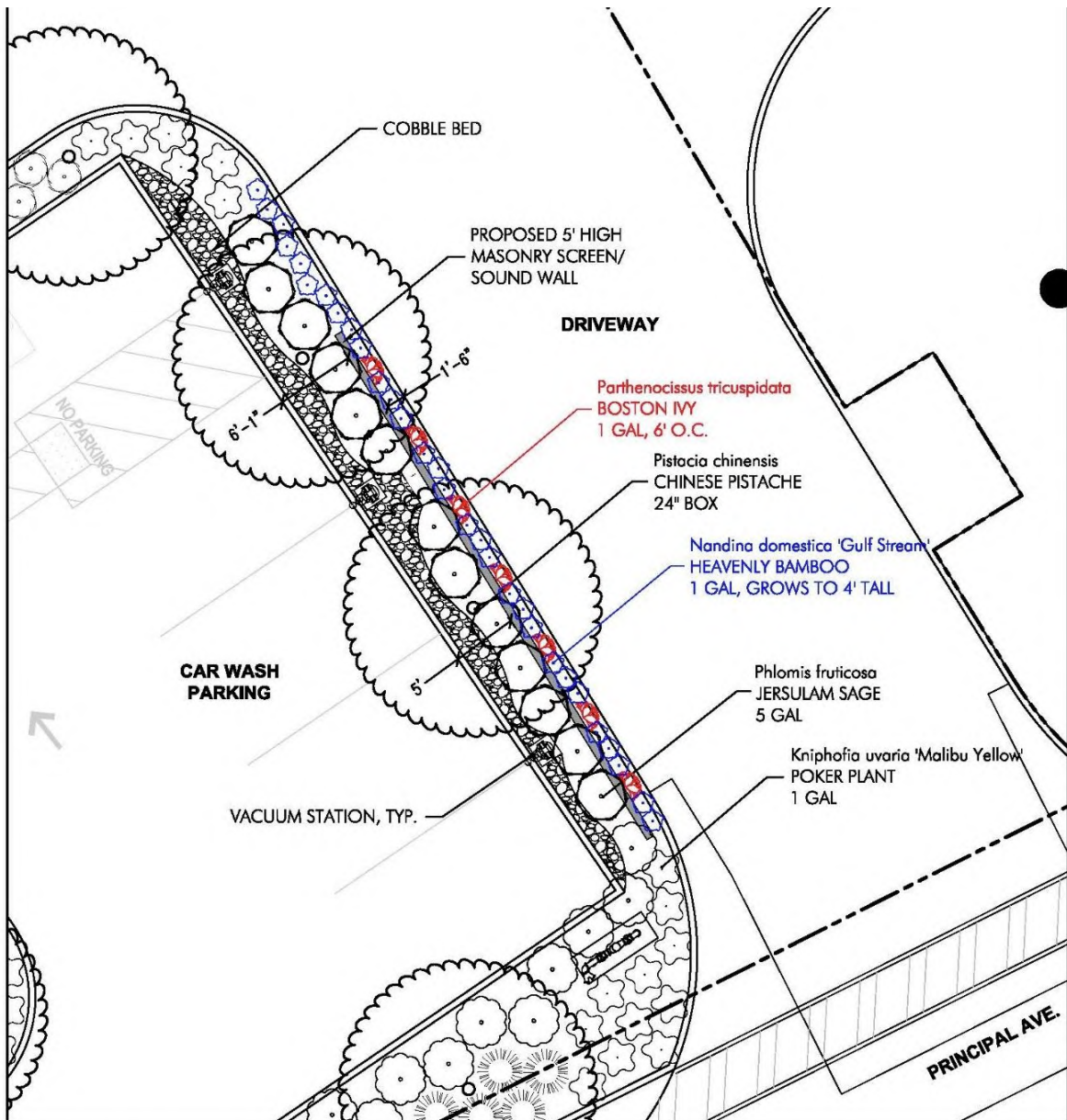




**EXHIBIT L: Landscape Screening Plan (2019)**

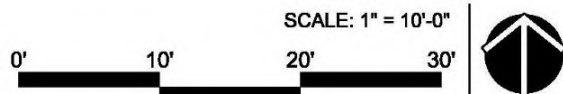


**EXHIBIT M: Sound wall between carwash and residential**

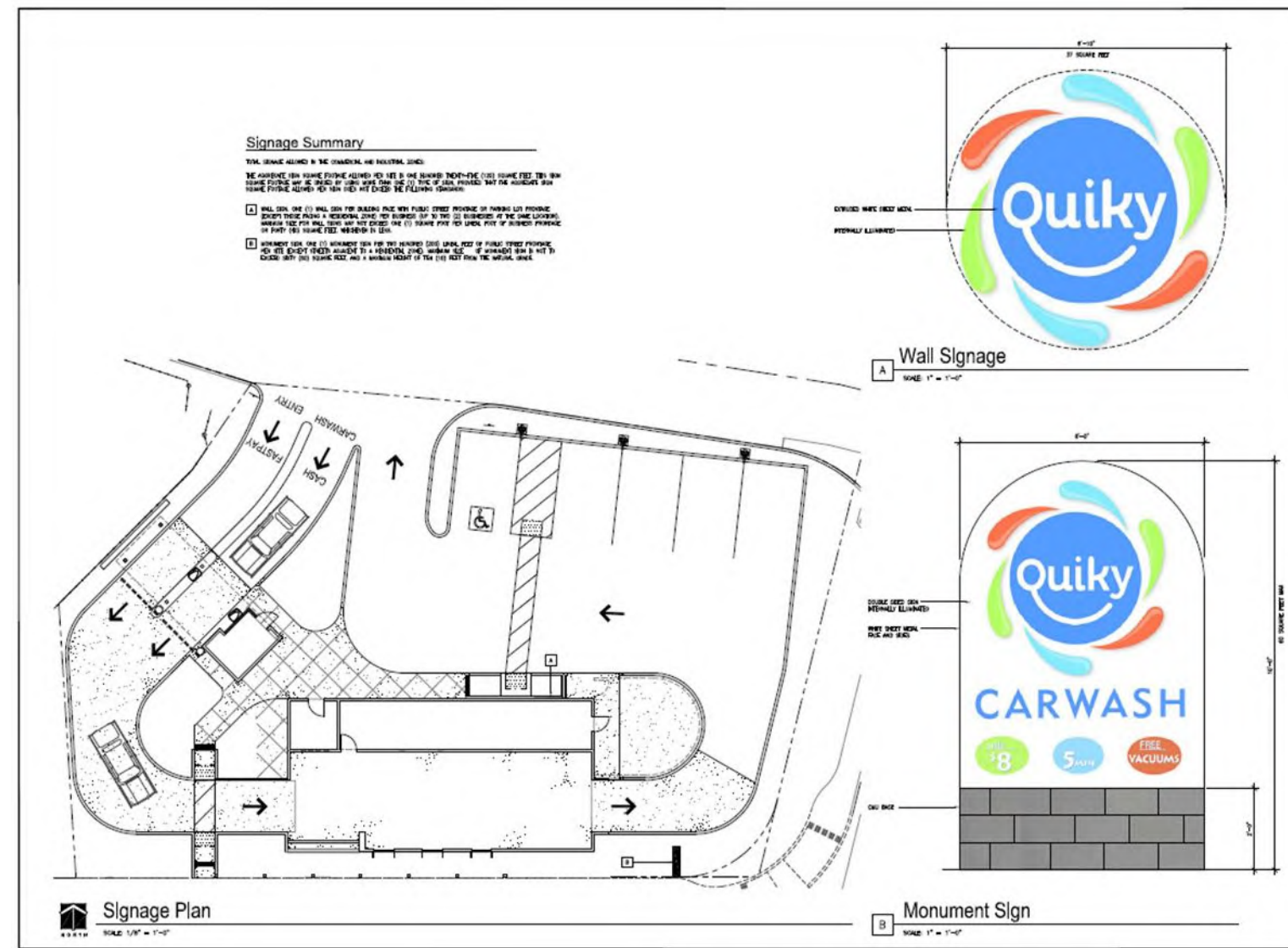


**WALL EXHIBIT**

Masonry wall shall be required to be stucco finish, with decorative trim cap, or similar decorative treatment (not CMU block.) Colors and materials shall be consistent with surrounding development, subject to staff approval

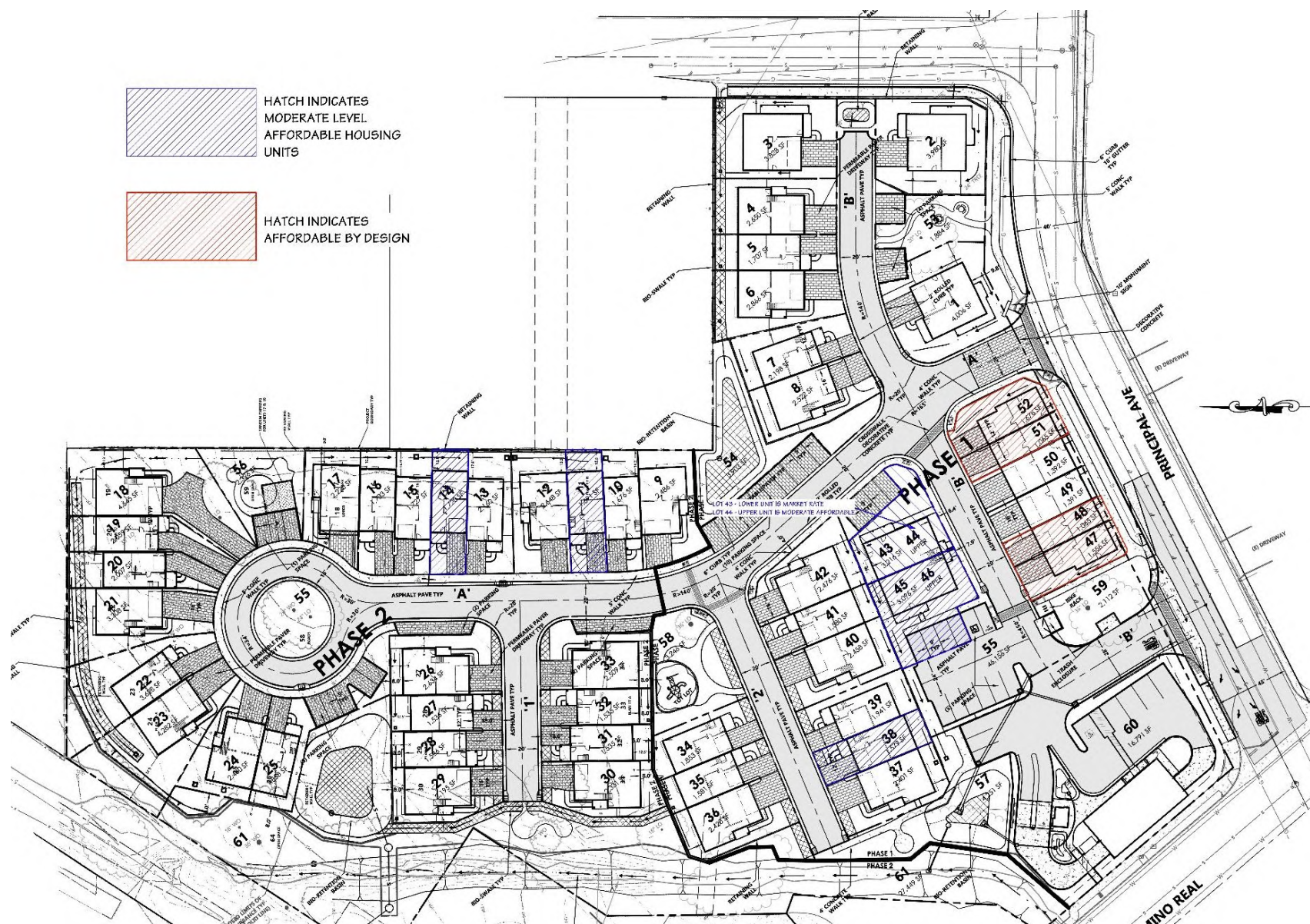


**EXHIBIT N: Car-Wash Signage (2015)**





## EXHIBIT O: Affordable Housing Locations





**EXHIBIT P: Renderings**







**ATTACHMENT 5: Project Review Checklist**  
**PLN 2014-1519 Amendment**

| Basic Project Information                         |  |   |   |
|---|--|---|---|
| <b>Project Number:</b>                            | PLN 2014-1519 (CUP, TTM, ZCH, GPA)   |   |   |
| <b>Planner:</b>                                   | Callie Taylor, Senior Planner  |   |   |
| <b>Project Address:</b>                           | 9105, 9107, 9109 Principal Ave, 9300 Pino Solo   |   |   |
| <b>APN:</b>                                       | 030-491-001; 013; 019; 020   |   |   |
| <b>City:</b> Atascadero                           | <b>County:</b> San Luis Obispo   |   |   |
| <b>Site Area:</b>                                 | 5.25 acres   |   |   |
| <b>General Plan Designation:</b>                  | Medium Density Residential (MDR), General Commercial (GC)  |   |   |
| <b>Zoning District:</b>                           | Residential Multi-Family (RMF-10), Commercial Retail (CR), PD-24 (Planned Development #24)   |   |   |
| <b>Project Description:</b>                       | <p>The project consists of an amendment to a previously approved Planned Development #24 at the corner of El Camino Real and Principal Ave. The applicant is proposing a new Tentative Tract Map to increase the number of residential units to 52 units, which includes a 10% density bonus for providing affordable housing. Six (6) deed restricted moderate income affordable units are proposed. Proposed project components include 6 live-work units, 3 detached single-family units, 39 attached row house style units, 4 stacked flat units, and the carwash which was previously approved in 2014. Modifications to the site design and building designs are proposed with the new Master Plan of Development.</p> |   |   |
| Existing & Surrounding Information                |  |   |   |
| <b>Existing Uses:</b>                             | Carwash currently under construction   |   |   |
| <b>Use Classification:</b>                        | Multi-Family Housing / Car wash / Offices / Retail   | Allowed <input type="checkbox"/>        | Conditional <input checked="" type="checkbox"/>   |
| <b>Surrounding Uses / Zoning District:</b>        | <b>North:</b>  | RSF-Y / CR / Gusta Rd                   |   |
|   | <b>South:</b>  | RMF-20 / CR / Principal Avenue          |   |
|   | <b>East:</b>   | Residential Single-Family (RSF-Y)       |   |
|   | <b>West:</b>   | Commercial Retail (CR) / El Camino Real |   |
| <b>Colony house(s) on property?</b>               | Yes <input type="checkbox"/>   | No <input checked="" type="checkbox"/>  | Notes:  |
| <b>Any existing structures 50 years or older?</b> | Yes <input checked="" type="checkbox"/>  | No <input type="checkbox"/>             | Notes: Demolition of structures analyzed in 2015 CEQA document, structures demolished in 2017 |

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

|  |  |  |  |
|--|--|--|--|
| <b>If the proposed project includes lighting, does it meet standards? (AMC 9-4)</b><br><input type="checkbox"/> N/A  | Yes <input checked="" type="checkbox"/>                            | No <input type="checkbox"/>            | If no, explain:  |
| <b>Does the proposed project meet established standards for uses listed in AMC 9-6, if applicable?</b><br><input type="checkbox"/> N/A   | Yes <input checked="" type="checkbox"/>                            | No <input type="checkbox"/>            | If no, explain:  |
| <b>Does the proposed project need any other exceptions to the City Zoning Ordinance?</b>   | Yes <input checked="" type="checkbox"/>                            | No <input type="checkbox"/>            | If yes, explain: Custom Planned Development 24 Overlay proposed to allow site specific zoning standards. Covered parking for 4 stacked flat units not provided. Findings to allow relief from standards included in draft resolution |
| <b>Environmental Information</b>   |  |  |  |
| <b>Is the proposed project under the screening criteria for Project Air Quality Analysis by SLOAPCD?</b>   | Yes <input checked="" type="checkbox"/>                            | No <input type="checkbox"/>            | Notes: Proposed project does not exceed air quality and emissions thresholds set by the Operational Screening Criteria for Project Air Quality Analysis  |
| <b>Based on aerial photography of the site, will the project have an effect on any riparian or sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</b> | Yes <input checked="" type="checkbox"/>                            | No <input type="checkbox"/>            | Notes: Mitigation measures require permits or clearance from these agencies  |
| <b>Is the proposed project located on or near a known historical or cultural resource (Use GIS internal mapping)?</b>  | Yes <input type="checkbox"/>                                       | No <input checked="" type="checkbox"/> | Notes:   |
| <b>Does the site contain any evidence of past landslides, unstable soils or serpentine rock?</b>   | Yes <input type="checkbox"/>                                       | No <input checked="" type="checkbox"/> | Notes:   |
| <b>Does the proposed project include more than 50 cubic yards of grading?</b>  | Yes <input checked="" type="checkbox"/><br>(requires grading plan) | No <input type="checkbox"/>            | Notes: Grading and drainage plan has been submitted  |
| <b>Does the proposed project including grading on slopes greater than 10 percent?</b>  | Yes <input type="checkbox"/>                                       | No <input checked="" type="checkbox"/> | Notes:   |

|   |   |  |   |
|---|---|--|---|
| <b>Does the new project include more than 2,500 square feet of new or replacement impervious surface?</b><br>(required for RWQCB Post Storm water Construction Regulations) | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/>            | Storm water permits required  |
| <b>Does the proposed project remove any native trees? (AMC 9-11)</b>  | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/>            | Number of Trees proposed to be removed: 6 (live oaks & blue oaks)<br><br>Total DBH proposed to be removed: 149 inches |
| <b>Is the project located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List)?</b>                | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> | If Yes, explain:  |
| <b>Environmental Information</b>  |   |  |   |
| <b>Does the proposed project alter the existing drainage pattern of the site or alter a designated waters of the US?</b>  | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/>            | If Yes, explain: Drainage plan proposed   |
| <b>Does the proposed project increase noise levels in excess of City Standards when the use is complete?</b>  | Yes <input checked="" type="checkbox"/> | No <input type="checkbox"/>            | If Yes, explain: An acoustical noise study was included with the 2015 car wash MND                                    |
| <b>Does the proposed project increase temporary noise levels that cannot be mitigated by the City's existing Noise Ordinance?</b>   | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> | If Yes, explain:  |
| <b>Does the proposed project require construction of new water and/wastewater treatment facilities?</b>   | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> | If Yes, explain:  |
| <b>Does the proposed project require the construction of new recreational facilities?</b>   | Yes <input type="checkbox"/>            | No <input checked="" type="checkbox"/> | If Yes, explain: Development Impact fees are to be paid.  |

ITEM NUMBER:

B-2

DATE:

06/25/19

ATTACHMENT:

5

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



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

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

Date: June 10, 2019

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

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

1. Project Summary

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

2. Site Plan Summary

- a. The site plan, which features a main road with a terminus around a large oak tree, is substantially the same site plan proposed for prior versions of the project.
- b. The site plan is designed around 4 large oak trees and features multiple small open space areas including one open space area with a tot lot.
- c. All of the houses in the interior of the development are attached. The versions of the project approved in 2005 and 2015 had mostly attached houses.
- d. In accordance with the best management practices of the Central Coast Water Board, pervious pavers will be used for all driveways and parking spaces and bioswales will be integrated throughout the development.
- e. The storm water retention basins have been designed with shallow grades so that they do not have to be surrounded with perimeter fencing.
- f. The 3,000 square feet of the property on El Camino Real adjacent to Williams Carpet will be landscaped with an attractive rock garden to prevent unauthorized use.

### 3. House Product Summary

- a. The houses on Lots 1-3 will connect the development to the existing residential neighborhood along Pino Solo. The houses will be 2,000+ square feet, have wrap around covered porches which face Pino Solo, and front elevations which face Principal.
- b. The live work townhouses will have a commercial appearance and will use colors that compliment both the adjacent car wash and the rest of the development. Awnings and floor to ceiling windows will face Principal. Autumn Red and Tin Foil Grey siding at the western end of the building will blend with the colors being used for the adjacent car wash. The building's Tin Foil Grey and Summer Green siding and Old San Luis Brick stone veneer wainscoting will be carried throughout the rest of the development. The building's architecture is four sided and its ends have been reduced to two levels and detailed with awnings.
- c. The townhouses in the interior of the development will have high quality and distinctive architecture including:
  - i. Prominent use of siding in multiple styles including horizontal siding, vertical board and batten, and faux shingle.
  - ii. Generous use of stone veneer wainscoting which in some locations will extend to cover the house's entire 1<sup>st</sup> level or side elevation.
  - iii. A trellis feature in front of the entry to the end townhouses.
  - iv. Offsetting adjacent houses to improve the front elevation and street scene.
  - v. Outrigger beams and window shutters.
  - vi. Balconies.
- d. The townhouses in the interior of the development will have considerable individual variation.
  - i. Multiple building types; i.e., duplex, triplex, fourplex, and fiveplex.
  - ii. Colors include Gallery White, Summer Green, and Tin Foil Grey.
  - iii. The stone veneer styles include Old San Luis Brick, Grey Ledge stone, and Chicago Used Brick.
  - iv. Roof shingles will be in pewter and charcoal colors.
  - v. Front entry doors with dynamic colors such as Carbon, Fire Cracker, Crown Jewel, Juniper Berries, Stained Wood, and Thai Teal.
- e. The development's color emphasis is Gallery White which for 5+ years has been the most common color in high end house construction throughout coastal California. A prominent example of this approach is Caruso's new MiraMar Hotel in Montecito.  
<https://caruso.com/our-portfolio/rosewood-miramar-beach-montecito/>

#### 4. Live Work Summary

The 6 townhouses along Principal Avenue will allow and encourage commercial use on the ground floor. The ground floor offices will have private entries. The front sidewalk has been located adjacent to the offices to improve their commercial feel and function. Commercial awnings and windows will be used. Parking spaces will be provided behind each townhouse's garage so that customers will have convenient access. A covenant recorded against each townhouse which will prohibit residential use on the ground floor. We expect that the live work townhouses will be well received because we are only building 6 of the townhouses, many people now work from home, 4 of the 6 townhouses will eligible for FHA financing, and at projected prices from mid to low \$300,000 range for the smallest live work townhouses we expect the price to be highly attractive.

#### 5. Affordable Housing

Affordable housing is addressed in a separate communication.

#### 6. Partial List of Active North County Relationships

##### **Atascadero**

A&T Arborist  
 Academe Real Estate  
 Armet Landscape  
 Atascadero Door  
 Dakos Surveys  
 Doolins Termite and Pest Company  
 Dorman Hydroseeding  
 Fence Factory  
 Greenovation Windows  
 Jacobs Roofing  
 Kirk Construction, Site Work  
 Modica Financial  
 MSD Professional Engineering  
 Pacific Air, HVAC  
 Reds / Ben Franklin Plumbing  
 Royce Eddings Construction  
 Shade Tree Home Design  
 Town & Country Painting  
 Wilson Masonry

##### **Paso Robles, Templeton, Santa Margarita**

Advanced Concrete  
 Aloha Pest  
 Brad Garage Doors  
 Candiff Plaster  
 Cuesta Drywall  
 DHR Painting  
 Ecoclean Painting  
 JK Engineerig  
 JM Cleanup  
 Johnny Lawn  
 KC Construction and Framing  
 Noni Cabinets and Countertops  
 North County Welding  
 Portney Demolition  
 Shaffer Fire Protection

#### 7. Conclusion

Please let us know if you have any questions or concerns regarding Principal.

We are happy to provide a tour of the site or of our prior completed projects for which additional information is easily available at the following websites:

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

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

It is our expectation that many of the buyers who could not afford houses at Oak Trail and Bella Casa will be able to afford to purchase a house at Principal. Like we experienced at Oak Trail and Bella Casa, we believe that most of the buyers at Principal will have a long term connection to Atascadero. However, we expect that Principal's lower price point will attract more younger buyers. As a result, we expect that most of the buyers at Principal will be young families the parents of which were born and raised in Atascadero.

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

# ECR Principal, LLC

125 South Bowling Green Way, Los Angeles, CA 90049  
Email: [barry.ephraim@sbcglobal.net](mailto:barry.ephraim@sbcglobal.net) Phone: 310.927.3675

June 11, 2019

**Via Email:** [ctaylor@atascadero.org](mailto:ctaylor@atascadero.org)

Ms. Callie Taylor, Senior Planner  
Community Development Department  
City of Atascadero  
6500 Palma Avenue  
Atascadero, CA 93422

## **Re: Principal Affordable Housing Requirement**

Dear Ms. Taylor:

Thank you for scheduling our Principal project for consideration by the Atascadero ("City") City Council on June 25<sup>th</sup>, 2019. We believe that the only unresolved issue is the project's affordable housing obligation. In compliance with City Code and State of California ("State") Law, we have proposed that the project include 6 Moderate Income units. City staff has recommended that the project include 3 Moderate Income units and 3 Low Income units. This letter discusses the merits of the respective proposals and suggests three alternatives.

### **1) Developer Proposal to Provide 6 Moderate Income Units Satisfies City Code**

Our proposal to include 6 Moderate Income units satisfies the City's affordable housing requirements.

First, our proposal to provide 6 Moderate Income units satisfies the City's Density Bonus Ordinance ("Bonus Ordinance"). To qualify for the Bonus Ordinance a common interest subdivision must sell at least 10% of its houses to Moderate Income buyers. (See Exhibit A: Bonus Ordinance Section 9-3.802(d)). Our proposal meets these requirements, because Principal: 1) is a common interest subdivision; 2) is a for sale housing project; and, 3) will sell 6 of its 52 units (approximately 11.5%) to Moderate Income homebuyers. Even though the Bonus Ordinance does not require affordable housing units to be interspersed throughout the project, we propose to evenly distribute the 6 Moderate Income units. (See Exhibit B: Original Proposal) The project will comply with all of the Bonus Ordinance requirements including that Moderate Income purchasers are income eligible and enter equity share agreements. This letter constitutes our formal application for the incentives, benefits, and protections of the Bonus Ordinance.

Second, the City's affordable housing requirements are set forth in the Bonus Ordinance and the City's Interim Inclusionary Housing Policy ("Inclusionary Policy"). Both the Bonus Ordinance and the Inclusionary Policy provide that a project which qualifies for the Bonus Ordinance is exempt from the Inclusionary Policy.

**“Projects that qualify for the State density bonus are exempt from (sic) additional inclusionary housing requirements.” (See Exhibit C: Inclusionary Policy Section C.2.)**

**“Projects that utilize the density bonus are not required to implement the Inclusionary Policy or other inclusionary housing ordinance in effect at the time of issuance of building permit.” (See Exhibit A: Bonus Ordinance Section 9-3.801(a))**

**In addition, previously, you have written that the City Attorney concluded that if our project met the requirements of the Bonus Ordinance we would not also have to comply with the Inclusionary Policy. (See Exhibit D: Email from Callie Taylor to Barry Ephraim dated 2/27/2018)**

Third, because our proposal to include 6 Moderate Income units complies with the requirements of the Bonus Ordinance and City Code, State Law encourage the City to approve our project. The purpose of the Bonus Ordinance, which the City adopted in 2013, is to increase the supply of affordable housing by rewarding eligible projects with additional density, reduced development standards, and the protection of State Law. The Bonus Ordinance, which was adopted by the City to comply with State Density Bonus Law (California Government Code Sections 65915 through 65918), provides that a City may only reject incentives and concessions requested for a project (which meets the Bonus Ordinance) in unique and unusual circumstances. There are no such circumstances with this project. The Housing Accountability Act, which works in tandem with the Bonus Ordinance, limits the City's ability to disapprove the project altogether. State Law provides multiple enforcement remedies including provisions for developer's attorney fees to be paid by the City if the City inappropriately denies approval of a project.

## **2) Staff Proposal that Developer Provide 3 Moderate Income Units and 3 Low Income Units**

City staff's proposal that we provide 3 Moderate Income units and 3 Low Income units is inconsistent with City Code, policy, staff statements, and advisory board decisions.

First, staff's recommendation contradicts City Code. As discussed above, the Inclusionary Policy and Bonus Ordinance only require that we provide 6 Moderate Income units. Neither the Inclusionary Policy nor the Bonus Ordinance require us to provide 3 Low Income units and 3 Moderate Income units. As such, the City does not have a legal basis to impose the affordable housing requirement recommended by staff.

Second, City staff's proposal requires 3 Moderate Income units, despite City staff's conclusion that the City does not need any Moderate Income units. Staff has repeatedly stated that Moderate Income units are of little to no value to the City because the City has fulfilled its Regional Housing Needs Assessment ("RHNA") production target for Moderate Income units. However, City staff has recommended that we provide 3 Moderate Income units.

Third, City staff has repeatedly stated that the City is under immediate pressure to produce a large number of Low Income units to meet RHNA production targets. We do not agree with this assertion for multiple reasons. In recent years, the City has made extraordinary progress towards meeting its RHNA Low Income targets. In 2018, the Corporation for Better Housing ("CBH") completed the Knolls at the Oak which provided 59 Low Income units. And between 2015 and 2018, Peoples Self-Help Housing Corporation ("PSHHC") produced 35 Low



Income units at Triangle Park and Oak Grove. And, City staff recommends that Principal include only 3 Low Income units. So, if the City desperately needs to produce a large number of Low Income units, the 3 units recommended by City staff are not going to suffice.

Fourth, the City's Design Review Committee recommended that we revise a prior version of the project to reduce density and remove affordable housing units. The prior version of the project had 3 more units and 4 more stacked flat units. The additional affordable housing units were located in the stacked flat units. The Design Review Committee recommended that we eliminate these stacked flat units and as such the affordable housing. In good faith, we made this reduction even though we were entitled to reject it per the protections of the Bonus Ordinance. While elimination of the additional stacked flat units improves the quality of the project, it significantly reduces our financial ability to provide more affordable housing than is required by City Code and State Law.

### 3) Developer Revised Proposals

While it is clear that providing 6 Moderate Income units will satisfy the project's legal requirements for affordable housing, we are willing to explore other options that might be of more help to the City in meeting its affordable housing objectives. In order to respond to staff concerns, and potentially City Council concerns, we are willing to provide an enhanced mix of affordable housing (in excess of that required by City Code and State Law) as set forth in the three alternate scenarios summarized and described below.

| Proposals /<br>Affordable Requirement | City<br>Staff | City Code<br>State Law | Developer<br>Alternative A | Alternative B | New Proposals<br>C |
|---------------------------------------|---------------|------------------------|----------------------------|---------------|--------------------|
| Low Income Units                      | 3             | 0                      | 0                          | 2             | 0                  |
| Moderate Income Units                 | 3             | 6                      | 8                          | 2             | 0                  |
| In Lieu Fee Paid to the City          | \$0           | \$0                    | \$0                        | \$0           | \$375,000          |
| Affordable by Design Units            | ?             | 5                      | 3                          | 5             | 8                  |

#### A) New Proposal Alternative A: 8 Moderate Income Units

We would provide 8 Moderate Income units. (See Exhibit E: Alternative A) 6 of these Moderate Income units are required to comply with City Code and State Law and 2 of the Moderate Income units would be wholly voluntary. In 2014, the City approved Oakhaven, a townhouse project which is similar to Principal in product type, project size, and location. The City only required that Oakhaven provide Moderate Income units.

#### B) New Proposal Alternative B: 2 Low Income Units and 2 Moderate Income Units

Instead of providing the 6 Moderate Income units required by law, we would provide 2 Low Income units and 2 Moderate Income units. This would be 1 less Low Income unit and 1 less Moderate Income unit than requested by City staff. As discussed above, City staff has repeatedly stated that the City does not need Moderate Income units and a difference of 1 Low Income unit will not meaningfully impact the City's RHNA production target. Both of the Low Income units and 1 of the Moderate Income units would be in the stacked flat building. (See Exhibit F: Alternative B)

### **C) New Proposal Alternative C: Pay City In Lieu Fees of \$375,000**

Rather than provide affordable housing on-site, we would pay the City in lieu fees of \$375,000. This alternative will assist the City to produce 60+/- Low Income units, because it would provide the City the funds (when added to the in lieu funds to be paid by Midland Pacific for Cerro Roble) to facilitate the 40+/- Low Income units at the proposed PSHHC project off of Madera Place and the 20+/- Low Income units in the 2<sup>nd</sup> phase of the CBH project off of Madrid Place. These 60 units would satisfy the City's RHNA production target for Low Income units.

#### **4) Sequence**

The City imposes its affordable housing requirement through a covenant recorded against the project's property. This covenant includes a provision that requires that the affordable housing units must be started or finished before market rate units can be started or finished. For large tracts, this provision is simplistic and overly burdensome and for our prior projects City staff has not enforced the provision. Now, we request confirmation that this sequencing requirement will not be enforced for Principal either. Instead, we recommend that City Council direct staff to work with us to adopt a project specific construction schedule for the affordable housing units.

#### **5) Conclusion**

When considering the appropriate City affordable housing requirement for this development, it is important to understand that Principal makes a significant contribution to the City and region's affordable housing needs without any City required affordable housing. Forty-nine of the fifty-two houses will be priced within approximately 15% of the Moderate Income price limit. Depending upon the agreed upon affordable housing requirement, due to the smaller size of 8 of the units, between 3 and 8 of the units will be priced in the \$300,000s irrespective of the affordable housing requirement. And, we have achieved this this level of affordability without sacrificing quality. Indeed, we have added many costly upgrades requested by City staff. We are providing pervious pavers in all private parking spaces, articulating our townhouse buildings, adding significant siding and trellis details, eliminating a draining basin along El Camino Real, eliminating fencing around the two remaining basins, and giving the live work building a commercial appearance.

In conclusion, we are willing to revise our proposal as set forth above to vary and exceed the requirements of City Code and State Law, if required by the City Council, even though this additional commitment imposes considerable additional costs. We are available to discuss the proposed alternatives to see if we can agree upon a mutually acceptable plan that better meets the affordable housing needs of the City. If the City is not interested in discussing alternatives or if we cannot agree upon an alternative plan, our intent is to move forward with our proposal for six moderate income units in accordance with City Code and State Law. Nevertheless, we remain committed to working with the City to come up with a project that is financially viable and helps the City meet its housing needs. Thank you for your consideration and support.

Sincerely,



Barry Ephraim,  
Manager

cc: Royce Eddings, Atascadero Building Company  
Jon Goetz, Esq. Meyers Nave  
John Young, ECR Principal, LLC

#### Exhibits

Exhibit A: Density Bonus Ordinance

Exhibit B: Affordable Housing Site Plan Original Proposal

Exhibit C: Interim Inclusionary Housing Policy

Exhibit D: Email from Callie Taylor to Barry Ephraim dated 2/27/2018

Exhibit E: Affordable Housing Site Plan New Proposal Alternative A

Exhibit F: Affordable Housing Site Plan New Proposal Alternative B

## Article 30. Density Bonus

### 9-3.801 Purpose.

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

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

### 9-3.802 Applicability.

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

- (a) At least ten (10) percent of the units are designated for low-income households.
- (b) At least five (5) percent of the units are designated for very low-income households.
- (c) One hundred (100) percent of the units are designated for senior citizens as defined in Sections 51.3 and 51.12 of the Civil Code or mobile home park that limits residency based on age requirements for housing for older persons pursuant to Section 798.76 or 799.5 of the Civil Code.
- (d) At least ten (10) percent of the units in a common interest development are designated for moderate-income households, provided that all units in the development are offered to the public for purchase. (Ord. 570 § 1, 2013)

### 9-3.803 Calculating the density bonus.

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

**Percentage of Affordable Units and Corresponding Density Bonus**

| Very Low-Income Households<br>Earning < 50% AMI |  | Low-Income Households<br>Earning < 80% AMI |  | Moderate-Income 120% AMI<br>Persons/Families in Common Interest<br>Development <sup>1</sup> |  |
|---|--|--|--|---|--|
| Very Low-<br>Income Units                       | Percentage of<br>Density<br>Bonus <sup>1</sup> | Low-Income<br>Units                        | Percentage of<br>Density<br>Bonus <sup>1</sup> | Moderate-Income<br>Units  | Percentage of<br>Density<br>Bonus <sup>1</sup> |
| 5%  | 20.0%  | 10%  | 20.0%  | 10%   | 5.0%   |

|     |       |     |       |     |       |
|-----|-------|-----|-------|-----|-------|
| 6%  | 22.5% | 11% | 21.5% | 11% | 6.0%  |
| 7%  | 25.0% | 12% | 23.0% | 12% | 7.0%  |
| 8%  | 27.5% | 13% | 24.5% | 13% | 8.0%  |
| 9%  | 30.0% | 14% | 26.0% | 14% | 9.0%  |
| 10% | 32.5% | 15% | 27.5% | 15% | 10.0% |
| 11% | 35.0% | 16% | 29.0% | 16% | 11.0% |
|     |       | 17% | 30.5% | 17% | 12.0% |
|     |       | 18% | 32.0% | 18% | 13.0% |
|     |       | 19% | 33.5% | 19% | 14.0% |
|     |       | 20% | 35.0% | 20% | 15.0% |
|     |       |     |       | 21% | 16.0% |
|     |       |     |       | 22% | 17.0% |
|     |       |     |       | 23% | 18.0% |
|     |       |     |       | 24% | 19.0% |
|     |       |     |       | 25% | 20.0% |
|     |       |     |       | 26% | 21.0% |
|     |       |     |       | 27% | 22.0% |
|     |       |     |       | 28% | 23.0% |
|     |       |     |       | 29% | 24.0% |
|     |       |     |       | 30% | 25.0% |
|     |       |     |       | 31% | 26.0% |
|     |       |     |       | 32% | 27.0% |
|     |       |     |       | 33% | 28.0% |
|     |       |     |       | 34% | 29.0% |
|     |       |     |       | 35% | 30.0% |
|     |       |     |       | 36% | 31.0% |
|     |       |     |       | 37% | 32.0% |
|     |       |     |       | 38% | 33.0% |
|     |       |     |       | 39% | 34.0% |
|     |       |     |       | 40% | 35.0% |

<sup>1</sup> Density bonus is above the highest range of base density.

(Ord. 570 § 1, 2013)

**9-3.804 Developer incentives.**

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

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

(i) The developer incentives would have a specific adverse impact, as defined in paragraph (2) of Subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.

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

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

**Number of Developer Incentives**

| Number of Developer Incentives | Set Aside Units       |                  |  |
|--------------------------------|-----------------------|------------------|--|
|                                | Very Low-Income Units | Low-Income Units | Moderate-Income Units in Common Interest Developments <sup>1</sup> |
| 1                              | 5%                    | 10%              | 10%  |
| 2                              | 10%                   | 20%              | 20%  |
| 3                              | 15%                   | 30%              | 30%  |

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

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

(1) Reduced site development standards;

(2) Modified zoning code;



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

(4) A reduction in setback requirements;

(5) Reduction of vehicular parking standards;

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

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

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

### **9-3.805 Waivers and modifications of development standards.**

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

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

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

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

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

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

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

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

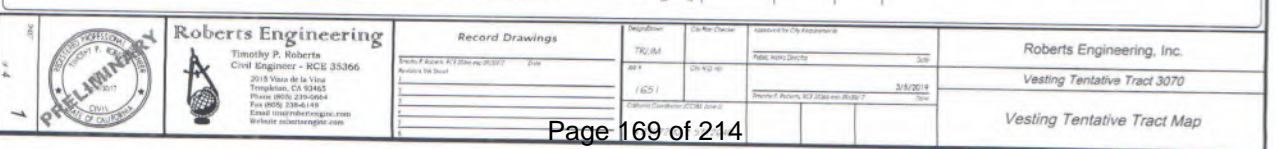
### **9-3.806 Application procedure.**

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

(a) Site plan;

(b) Preliminary architectural elevations;

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



## A. Interim Inclusionary Housing Policy (Adopted)

Table Error! No text of specified style in document.-1 Interim Inclusionary  
Housing Policy

Adopted by City Council June 24, 2003

Amended by City Council November 25, 2003

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



## Barry Ephraim

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**Subject:** Principal Density

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**From:** Callie Taylor <[ctaylor@atascadero.org](mailto:ctaylor@atascadero.org)>  
**Sent:** Tuesday, February 27, 2018 2:23 PM  
**To:** 'Barry Ephraim' <[barry.ephraim@sbcglobal.net](mailto:barry.ephraim@sbcglobal.net)>  
**Cc:** 'John Young' <[young4sd@gmail.com](mailto:young4sd@gmail.com)>; 'Royce Eddings' <[royce.eddings@gmail.com](mailto:royce.eddings@gmail.com)>; Phil Dunsmore <[pdunsmore@atascadero.org](mailto:pdunsmore@atascadero.org)>  
**Subject:** RE: Principal Density

Hi Barry,

The City Attorney has reviewed your question regarding how the City's Inclusionary Policy fits together with the State density Bonus law. The City's Inclusionary Policy states that "projects that qualify for the State density bonus are exempt from additional inclusionary housing requirements." Therefore, if you did a project that meets the standards of the state density bonus, you do not have to also provide units in compliance with the City's ordinance.

Per your example below, if you provide 40% Moderate to get the 35% bonus, you have fulfilled the affordable housing requirement. You do not have to provide the low and very low income units required by the City's ordinance. Let me know if you have any additional questions,  
Callie

**Callie Taylor**  
Senior Planner | City of Atascadero  
805.470.3448 | [ctaylor@atascadero.org](mailto:ctaylor@atascadero.org)

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**From:** Callie Taylor [<mailto:ctaylor@atascadero.org>]  
**Sent:** Tuesday, February 6, 2018 3:53 PM  
**To:** 'Barry Ephraim' <[barry.ephraim@sbcglobal.net](mailto:barry.ephraim@sbcglobal.net)>  
**Cc:** 'John Young' <[young4sd@gmail.com](mailto:young4sd@gmail.com)>; 'Royce Eddings' <[royce.eddings@gmail.com](mailto:royce.eddings@gmail.com)>; Phil Dunsmore <[pdunsmore@atascadero.org](mailto:pdunsmore@atascadero.org)>  
**Subject:** RE: Principal Density

I am going to check in with the City Attorney on this to get a firm answer for you.

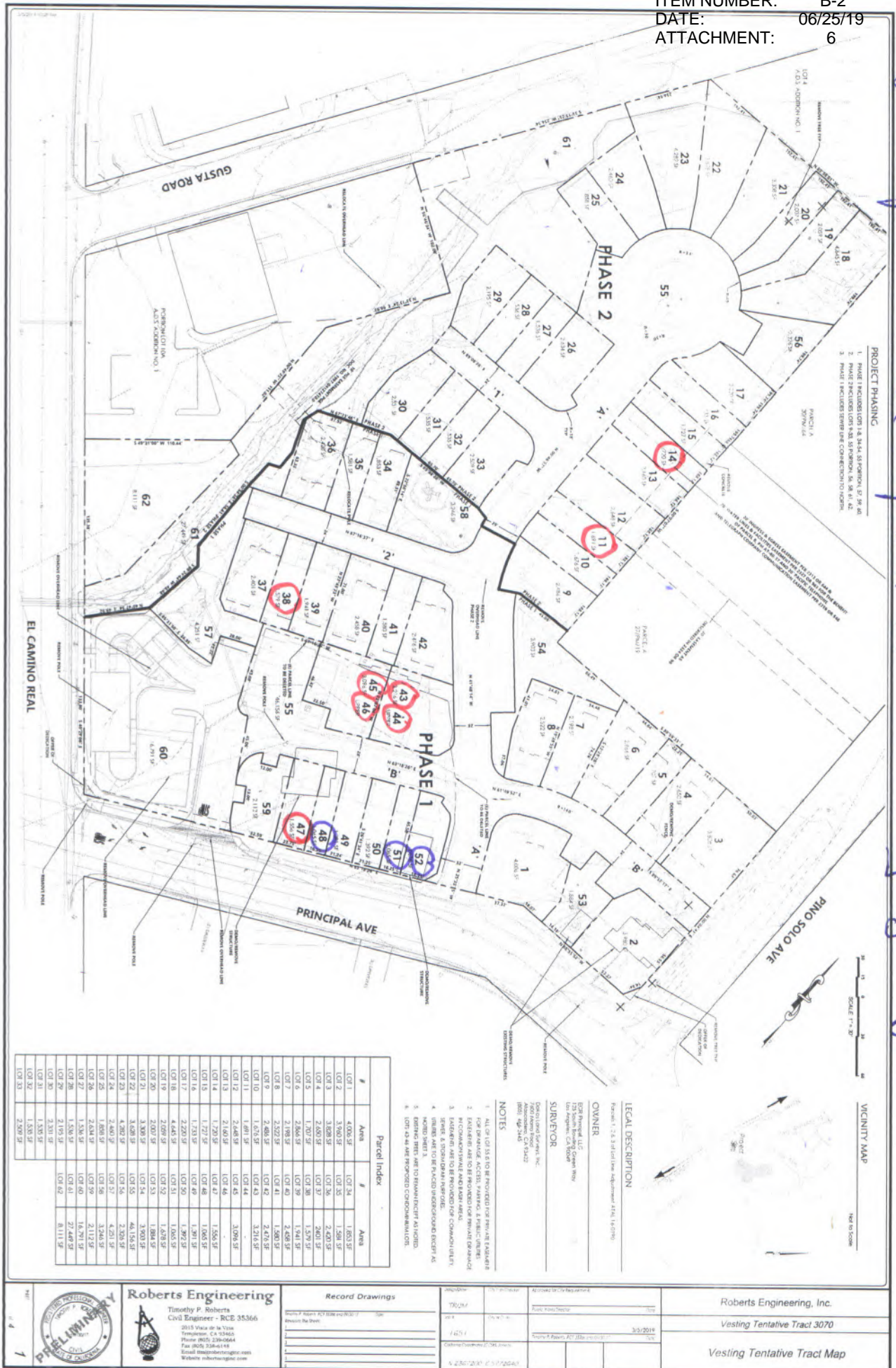
**Callie Taylor**  
Senior Planner | City of Atascadero  
805.470.3448 | [ctaylor@atascadero.org](mailto:ctaylor@atascadero.org)

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**From:** Barry Ephraim [<mailto:barry.ephraim@sbcglobal.net>]  
**Sent:** Tuesday, February 06, 2018 3:18 PM  
**To:** Callie Taylor  
**Cc:** 'John Young'; 'Royce Eddings'; Phil Dunsmore  
**Subject:** Principal Density

If I fulfill the City's (State required) density bonus ordinance, will the City require that I fulfill the City's inclusionary ordinance as well? Or, will the City conclude that the density bonus satisfies the inclusionary ordinance? The part that confuses me is the inter-relationship between the two ordinances Barry

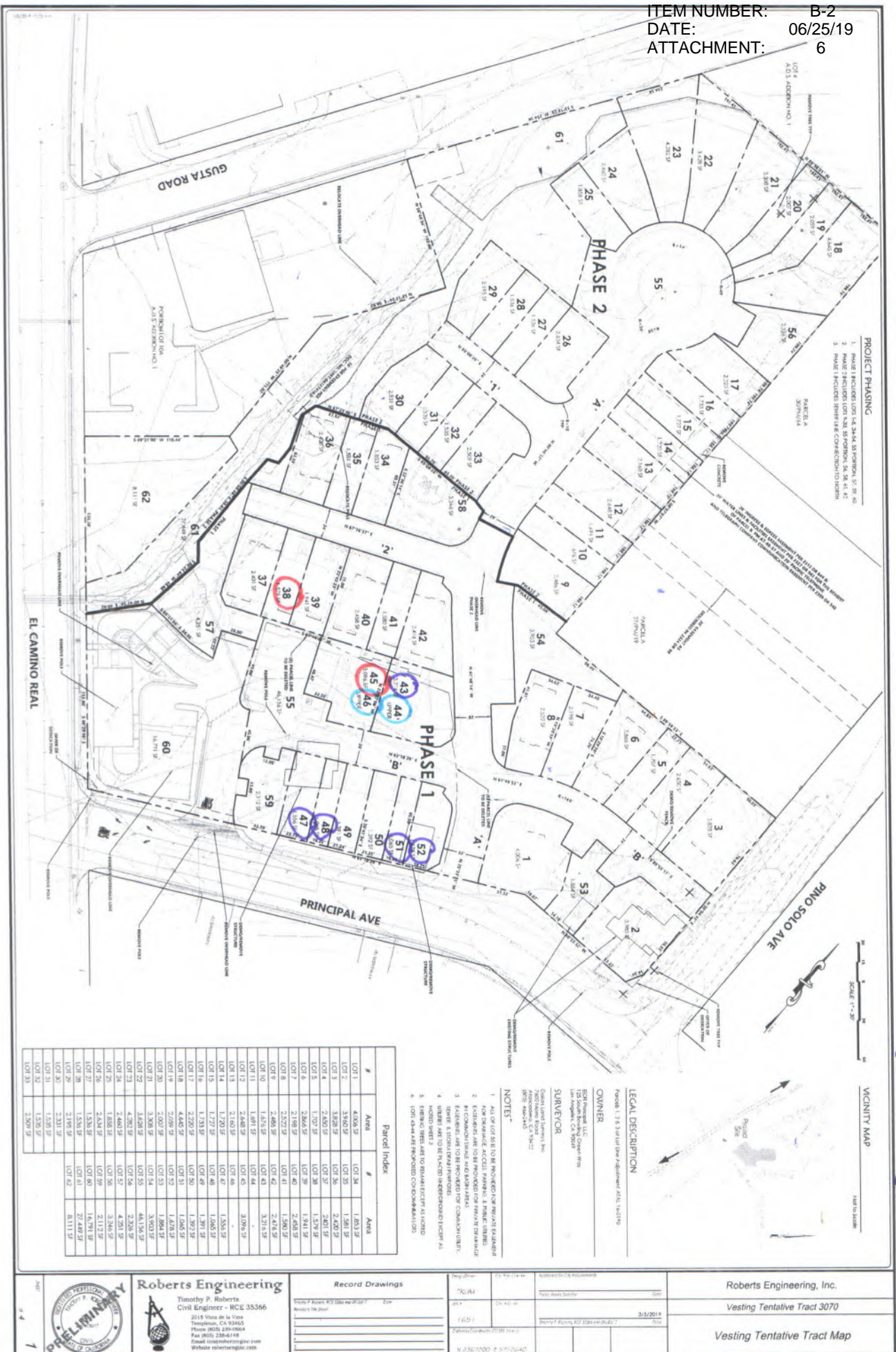
Developer Revised Proposal A  
Moderate  
Adequately by Design





ITEM NUMBER: B-2  
DATE: 06/25/19  
ATTACHMENT: 6

Develop Revised Proposal & Appendable by Design



**ATTACHMENT 7: City Council Inclusionary Housing Policy****Interim Inclusionary Housing Policy (Adopted)**

Adopted by City Council June 24, 2003

Amended by City Council November 25, 2003

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

**ATTACHMENT 7: State Density Bonus Law, Codified in Atascadero Zoning Ordinance in 2013**

**Atascadero Municipal Code**

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

**Article 30. Density Bonus**

**9-3.801 Purpose.**

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

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

**9-3.802 Applicability.**

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

- (a) At least ten (10) percent of the units are designated for low-income households.
- (b) At least five (5) percent of the units are designated for very low-income households.
- (c) One hundred (100) percent of the units are designated for senior citizens as defined in Sections 51.3 and 51.12 of the Civil Code or mobile home park that limits residency based on age requirements for housing for older persons pursuant to Section 798.76 or 799.5 of the Civil Code.
- (d) At least ten (10) percent of the units in a common interest development are designated for moderate-income households, provided that all units in the development are offered to the public for purchase. (Ord. 570 § 1, 2013)

**9-3.803 Calculating the density bonus.**

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

### Percentage of Affordable Units and Corresponding Density Bonus

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

<sup>1</sup> Density bonus is above the highest range of base density.

(Ord. 570 § 1, 2013)



**9-3.804 Developer incentives.**

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

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

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

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

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

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

**Number of Developer Incentives**

| Number of Developer Incentives | Set Aside Units       |                  |  |
|--------------------------------|-----------------------|------------------|--|
|                                | Very Low-Income Units | Low-Income Units | Moderate-Income Units in Common Interest Developments <sup>1</sup> |
| 1                              | 5%                    | 10%              | 10%  |
| 2                              | 10%                   | 20%              | 20%  |
| 3                              | 15%                   | 30%              | 30%  |

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

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

(1) Reduced site development standards;

(2) Modified zoning code;

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

(4) A reduction in setback requirements;

(5) Reduction of vehicular parking standards;

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

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

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

#### **9-3.805 Waivers and modifications of development standards.**

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

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

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

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

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

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

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

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

#### **9-3.806 Application procedure.**

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

- (a) Site plan;
- (b) Preliminary architectural elevations;
- (c) Preliminary floor plans;
- (d) Preliminary landscaping plan;
- (e) The total number of base units;

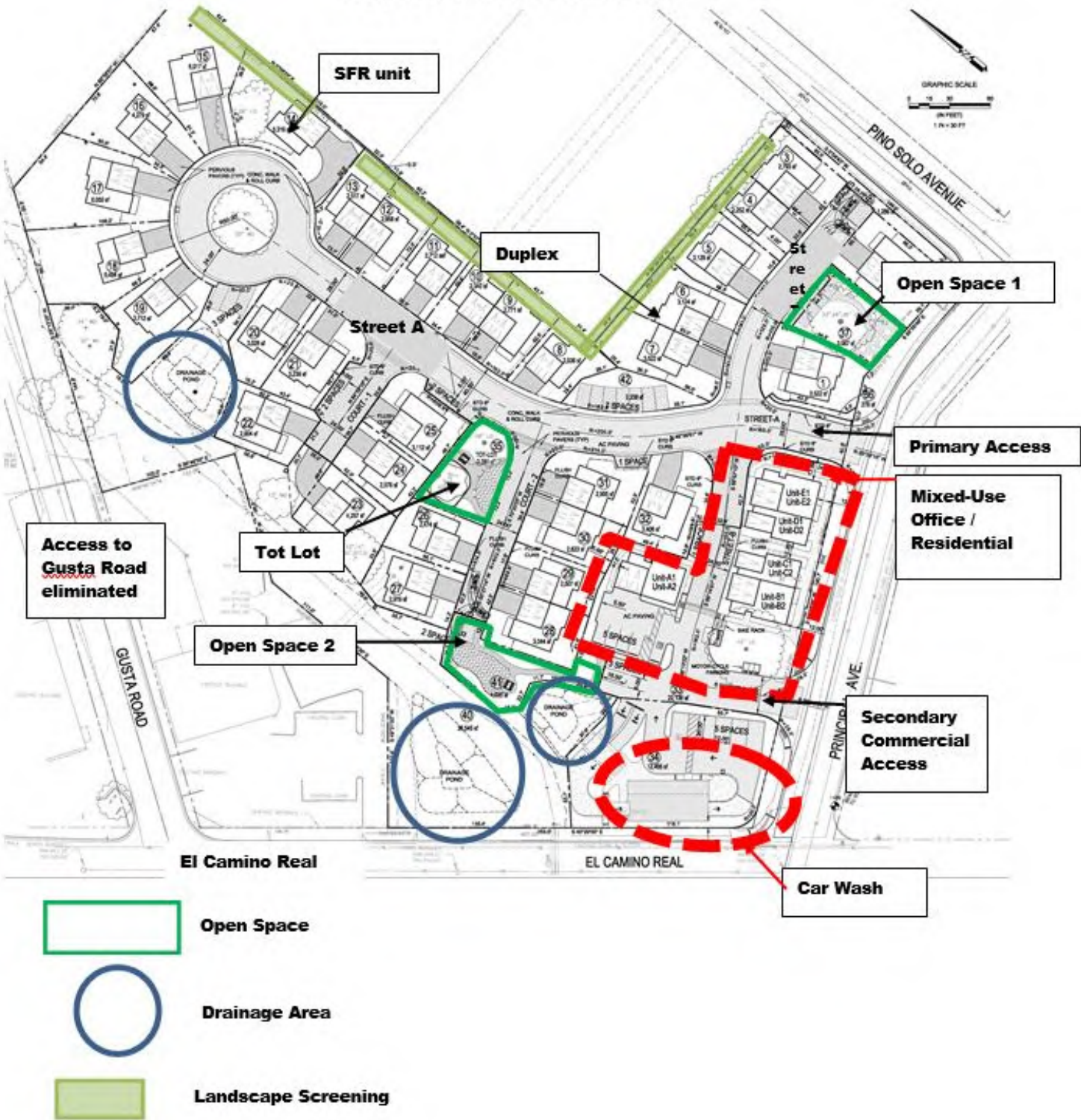


- (f) The number and location of proposed affordable housing units;
- (g) The specific developer incentive(s) sought, if any;
- (h) The specific waiver or modification to development standards sought, if any;
- (i) If seeking a developer incentive, documentation regarding the necessity of the developer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

ATTACHMENT 8: Previously Approved Project Exhibits (2015 – Current Approval)  
2015 Site Plan

DATE: 03/20/13

Approved 2015 Site Plan





ATTACHMENT 8: Previously Approved Project Exhibits (2015- Current Approval)  
2015 Landscape Plan





**ATTACHMENT 8: Previously Approved Project Exhibits (2015- Current Approval)  
2015 Mixed-Use Elevations (LIVE-WORK UNITS)**



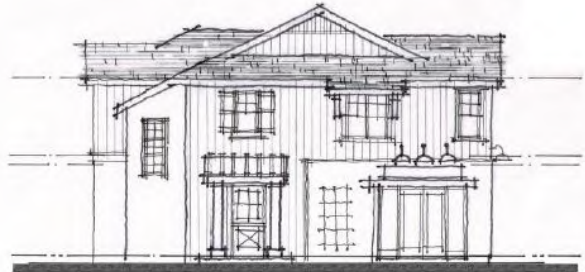
**PRINCIPAL AVE. ELEVATION**



**REAR ELEVATION**



**RIGHT ELEVATION**

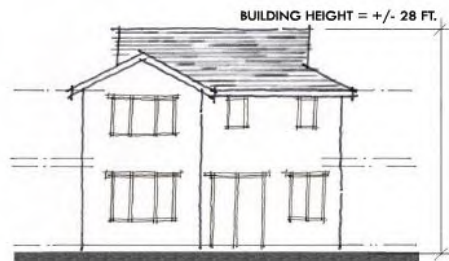


**LEFT ELEVATION**

**ATTACHMENT 8: Previously Approved Project Exhibits (2015 – Current Approval)**  
**2015 Detached SFR Elevations and Floor Plans**



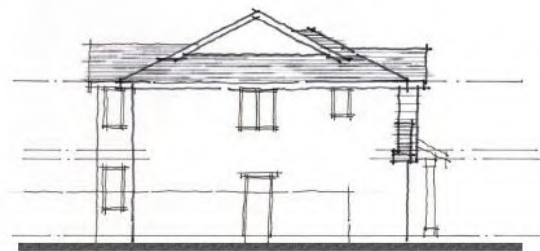
**FRONT**



**REAR ELEVATION**



**RIGHT ELEVATION**



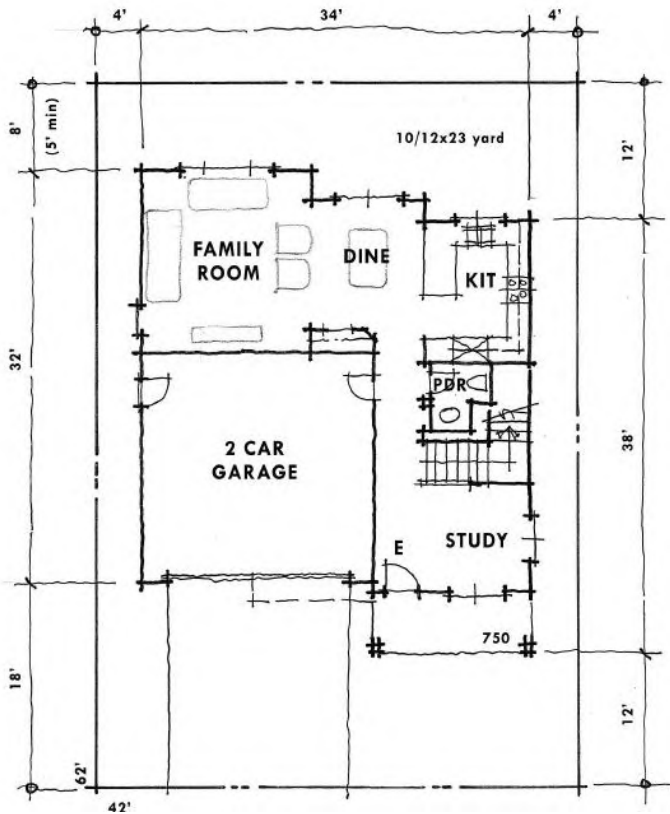
**LEFT ELEVATION**



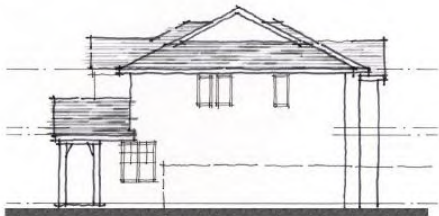
ATTACHMENT 8: Previously Approved Project Exhibits (2015 – Current Approval)  
2015 Detached SFR Elevations and Floor Plans



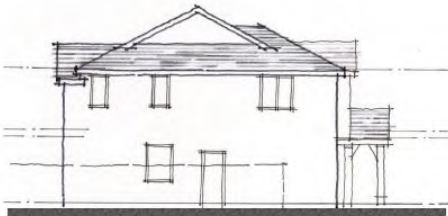
FRONT



REAR ELEVATION



RIGHT ELEVATION



LEFT ELEVATION



**ATTACHMENT 8: Previously Approved Project Exhibits (2015 – Current Approval)**  
**2015 Duplex Units**

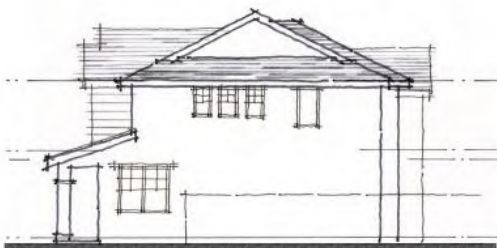


**FRONT**

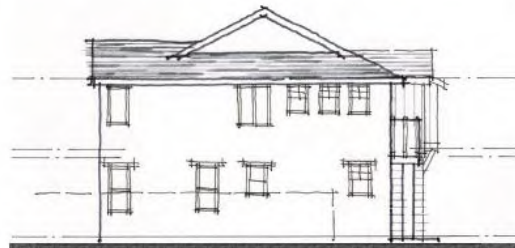


BUILDING HEIGHT = +/- 29 FT.

**REAR ELEVATION**



**RIGHT ELEVATION**



**LEFT ELEVATION**



# ***Atascadero City Council***

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

### **Del Rio Road / US 101 Interchange Traffic Sensitivity Analysis**

#### **RECOMMENDATIONS:**

Council:

1. Receive and file Traffic Sensitivity Analysis for the Del Rio Road Interchange Report.
2. Direct staff to pause work on the current roundabout design for the Del Rio Road Interchange Project and amend the current agreement with Wallace Group to evaluate alternative interchange and corridor improvements that are consistent with traffic needs from anticipated development in the vicinity.

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

This report discusses the traffic sensitivity analysis recently completed for the Del Rio Road/US 101 Interchange between Ramona Road and El Camino Real. This analysis evaluated eight different land use scenarios for four large undeveloped parcels that will influence future traffic demand on the corridor. This evolving land use has resulted from the cancellation of the Walmart project application and has influence on the transportation needs along the Del Rio Road corridor, including the US 101 interchange, to support future traffic demands. A background of the Del Rio Road/US 101 Interchange project is included, as well as a summary of the traffic analysis and conclusion.

#### **DISCUSSION:**

##### Background:

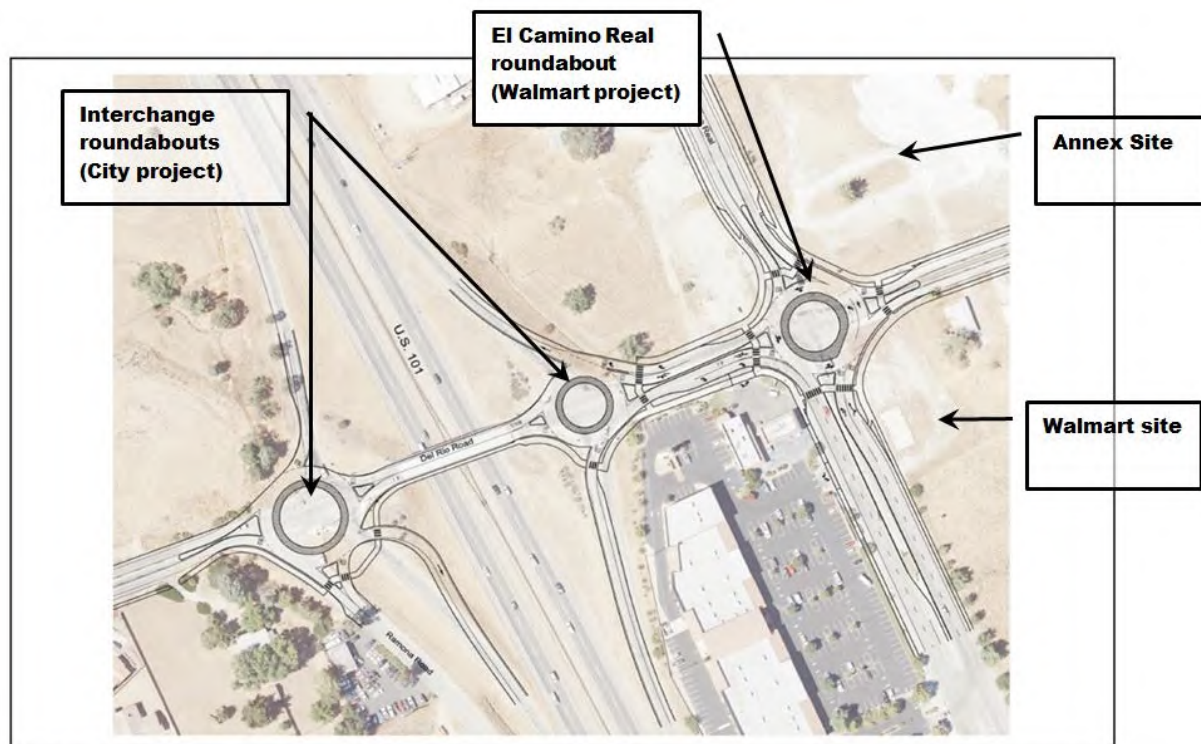
During the review phase for the Walmart/Annex Project in 2008, the City analyzed the project's impact on the Del Rio Road/US 101 Interchange. A traffic analysis study performed by the City's traffic consultant (W-Trans) indicated the traffic capacity of the interchange would need to be expanded to accommodate the Walmart and Annex projects at build out. The study analyzed options to increase capacity and recommended roundabouts at the ramp intersections based upon future performance and cost analysis. The Walmart/Annex project Environmental Impact Report (EIR) evaluated other traffic impacts that would result from the developments and found the

current interchange configuration could accommodate the Walmart development but would need to be improved to the roundabout configuration before any permit issuance for the Annex development. The study also determined that 53% of the projected traffic generated at the interchange would be generated by the Walmart and Annex projects, while 47% of the traffic would be generated by other future development.

The Walmart and Annex developments were conditioned to pay their fair share (53% of the estimated interchange roundabout costs) through traffic impact fees. These impact fees were calculated based upon a cost estimate of \$4.5 million at time of conditional approval (March 2012). This estimate was reviewed by several engineers and seemed on par with other estimates and other actual costs for similar roundabout projects provided to the City at that time.

In addition to these special roundabout mitigation fees, both Walmart and the Annex were further conditioned to pay the City's Standard Traffic Impact Fees (TIF) and to pay a maximum of \$200,000 each toward cost overruns if necessary. Overall, the Walmart and Annex are conditioned to pay about \$5.3 million in TIF to the City. This averages to about \$20.66 per square foot in Traffic Impact Fees.

The Walmart project is also responsible for constructing a third roundabout at El Camino Real (ECR)/Del Rio Road, installing a new signal light at ECR and San Anselmo Road, improving a half-mile of ECR as a 4-lane arterial, improving 1,000 feet of Del Rio Road, and installing amenities such as an enhanced transit stop, Class II bike lanes, street landscaping and sidewalks.



Source: w-trans, February 2012.



Exhibit 3.11-6  
Mitigation With Roundabouts



The City began the Caltrans process for the Del Rio Road/US 101 Interchange Project in November 2012 when Wallace Group was hired to perform the Project Initiation Document (PID) phase for \$562,400. This first phase involves preliminary engineering and initial environmental work that evaluates project components such as design alternatives, scoping, drainage, right-of-way, risks, schedule, funding, and costs in accordance with Caltrans policies and guidelines. A summary of the Caltrans project delivery process is shown as follows:



Wallace developed an updated current dollar project cost estimate of approximately \$12 million for the interchange project as part of the PID phase. This estimate was broken down into approximately \$9 million for construction and right of way costs and \$3 million for other “soft” costs such as planning, environmental documentation, final design, construction management, etc. This estimate was significantly higher than the \$4.5 million provided at the time of conditional approval. The major contributing factors to the higher construction costs were related to increases in soil import, land acquisition (right-of-way), construction contingencies, and the project addition of widening the bridge to accommodate sidewalk improvements. Also, the \$4.5 million estimate seems to underestimate appropriate “soft” costs required to deliver a project through the Caltrans project development process. This discrepancy in the cost estimate was discussed with the City Council at their September 23, 2014 meeting.

Funding for the interchange project was also discussed at the September 23, 2014 meeting. The \$5.3 million to be collected in Traffic Impact Fees was originally anticipated to go toward fully funding both the Walmart/Annex share of the estimated

\$4.5 million interchange improvements, but also the portion attributed to future development. In September 2014, with the new cost estimate of \$12 million, it was clear that the City would have to look for additional funding to fund the City's (future development's) fair share of the interchange improvements. The following cost sharing scenarios for regional SLOCOG funding levels were discussed at the September 23, 2014 meeting:

| 101 @ Del Rio Interchange Project            |                           |                                      |                                      |                                      |
|--|---------------------------|--------------------------------------|--------------------------------------|--------------------------------------|
|  | Current Project<br>Budget | SLOCOG 50% Match/<br>Local 50% Match | SLOCOG 45% Match/<br>Local 55% Match | SLOCOG 40% Match/<br>Local 60% Match |
| Walmart Traffic Impact Fees                  | \$ 2,474,876              | \$ 2,674,876                         | \$ 2,674,876                         | \$ 2,674,876                         |
| Walmart Outlier Building Traffic Impact Fees | 183,230                   | 183,230                              | 183,230                              | 183,230                              |
| Annex Traffic Impact Fees                    | 2,229,288                 | 2,429,288                            | 2,429,288                            | 2,429,288                            |
| Other Traffic Impact Fees                    | 268,126                   | 712,606                              | 1,312,606                            | 1,912,606                            |
| Local Match                                  | 5,155,520                 | 6,000,000                            | 6,600,000                            | 7,200,000                            |
| SLOCOG Contribution                          | -                         | 6,000,000                            | 5,400,000                            | 4,800,000                            |
| Capital Project Budgeted Amount              | \$ 5,155,520              | \$ 12,000,000                        | \$ 12,000,000                        | \$ 12,000,000                        |

Staff was directed by the City Council to continue moving the interchange project forward through the PID phase while working with SLOCOG on additional funding opportunities. Caltrans is required to assess the viability of proposed projects and available funding before expending oversight staff time on the project. The funding shortfall was a known issue and a funding source needed to be identified before processing could continue. Regional funding through a SLOCOG match was looking promising until July 2015 when the California Transportation Commission (CTC) notified SLOCOG that total programming capacity had decreased from an expected \$14 million to zero.

The City Council discussed the project shortfall on September 22, 2015 as part of the agenda item to approve \$798,500 in professional engineering and environmental services to Wallace Group for Phase 2 (PAED) of the project. Although the outlook for regional funding was unknown, it was recommended that project development for the interchange continue since funding is likely to occur if the project becomes "shovel ready". The Walmart project was in full gear at that time, and the City was aware that the Annex and other development (other than Walmart) could not proceed until the interchange was completed.

Walmart notified the City in February 2017 that they will no longer be pursuing the development of their Del Rio store in Atascadero. Walmart's decision was primarily based upon the change in retail shopping from "brick and mortar" to internet sales. The progress on the Del Rio Road/US 101 Interchange project has slowed since Walmart's announcement to a pace that allows the project status to remain in good-standing with Caltrans. The interchange project is also included on the 2019 Regional Transportation Plan (RTIP) that qualifies the project for regional funding.

Analysis:

The Del Rio Road Commercial Area Specific Plan, consisting of the Walmart site and Annex site, specifies the roundabout projects (US 101 ramps and El Camino Real) and other off-site public improvements as mitigation measures for unavoidable traffic impacts generated from these retail-intensive developments. Table 18 and 19 below summarize the added daily vehicle trips that the Walmart and Annex were anticipated to generate. It should be noted that these traffic counts did not include traffic from the residential portion of the Walmart site, the Church Site and portions of the Annex West included in the more recent traffic analysis.

**Table 18**  
**Existing and Baseline (2013) Project Weekday Trip Generation Summary**

| Land Use                          | Size       | Weekday |        | AM Peak Hour |       |     |     | PM Peak Hour |       |     |     |
|-----------------------------------|------------|---------|--------|--------------|-------|-----|-----|--------------|-------|-----|-----|
|                                   |            | Rate    | Trips  | Rate         | Trips | In  | Out | Rate         | Trips | In  | Out |
| Walmart Site                      |            |         |        |              |       |     |     |              |       |     |     |
| Free-Standing Discount Superstore | 123.1 ksf  | 53.13   | 6,542  | 1.67         | 206   | 116 | 90  | 4.61         | 567   | 278 | 289 |
| <i>Pass by</i>                    | -15%       |         | -981   |              | 0     | 0   | 0   |              | -85   | -42 | -43 |
| <i>Diverted Link</i>              | -25%       |         | -1,636 |              | 0     | 0   | 0   |              | -142  | -70 | -72 |
| Out-Parcels                       | 10.0 ksf   | 60.44   | 604    | 1.34         | 13    | 8   | 5   | 5.70         | 57    | 28  | 29  |
| <i>Pass by</i>                    | -15%       |         | -91    |              | 0     | 0   | 0   |              | -8    | -4  | -4  |
| <i>Diverted Link</i>              | -25%       |         | -151   |              | 0     | 0   | 0   |              | -14   | -7  | -7  |
| Subtotal (new trips)              |            |         | 4,287  |              | 219   | 124 | 95  |              | 375   | 183 | 192 |
| The Annex                         |            |         |        |              |       |     |     |              |       |     |     |
| Shopping Center (NE Area)         | 104.05 ksf | 66.97   | 6,969  | 1.52         | 159   | 97  | 62  | 6.28         | 653   | 320 | 333 |
| <i>Pass by</i>                    | -15%       |         | -1,045 |              | 0     | 0   | 0   |              | -89   | -48 | -50 |
| <i>Diverted Link</i>              | -25%       |         | -1,742 |              | 0     | 0   | 0   |              | -163  | -80 | -83 |
| Shopping Center (NW Area)         | 16.85 ksf  | 44.32   | 747    | 1.52         | 26    | 16  | 10  | 3.68         | 62    | 27  | 35  |
| Subtotal (new trips)              |            |         | 4,929  |              | 185   | 113 | 72  |              | 454   | 219 | 235 |
| Baseline Project New Trips Total  |            |         | 9,216  |              | 404   | 237 | 167 |              | 829   | 402 | 427 |

Note: ksf = thousand square feet; NE = Northeast; NW = Northwest.



**Table 19**  
**Existing and Baseline (2013) Project Saturday Trip Generation Summary**

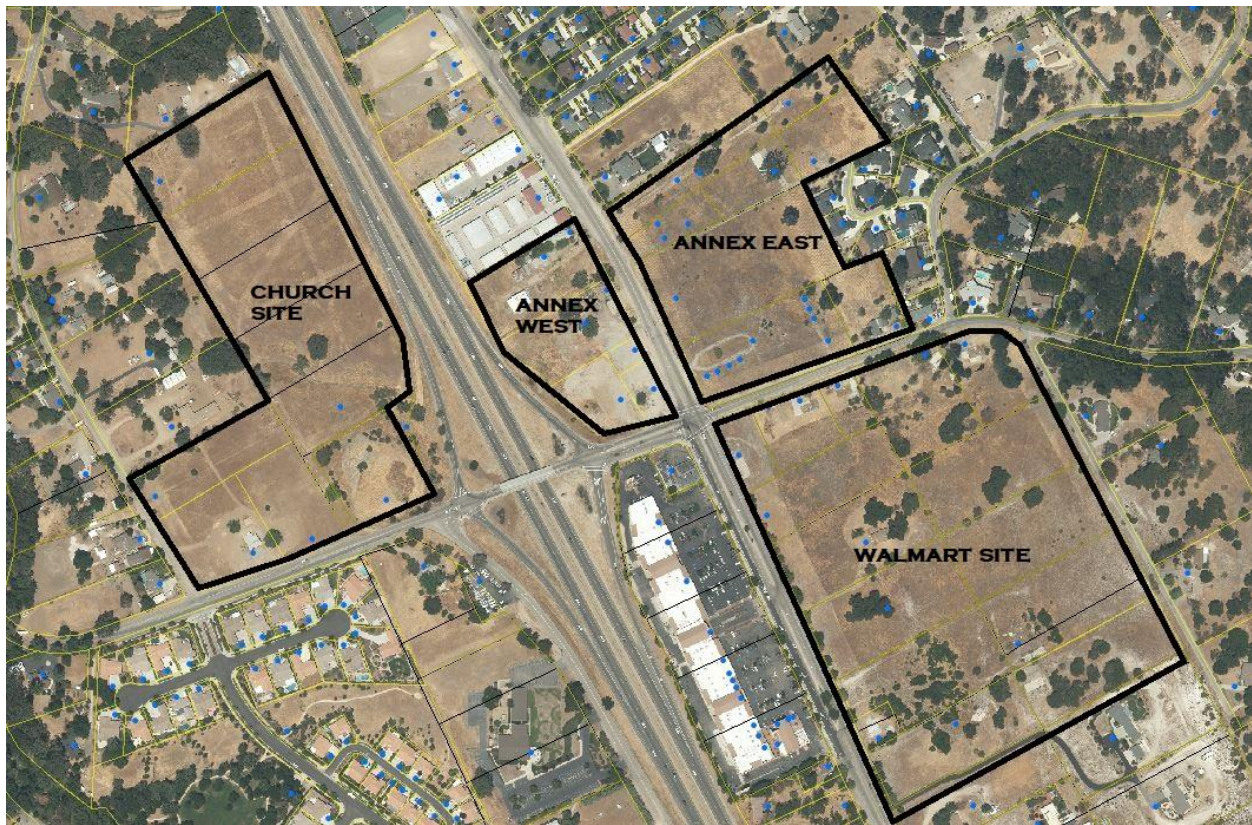
| Land Use                          | Size       | Saturday |        | Midday Peak Hour |       |      |      |
|-----------------------------------|------------|----------|--------|------------------|-------|------|------|
|                                   |            | Rate     | Trips  | Rate             | Trips | In   | Out  |
| Walmart Site                      |            |          |        |                  |       |      |      |
| Free-Standing Discount Superstore | 123.1 ksf  | 64.07    | 7,889  | 5.64             | 695   | 347  | 348  |
| <i>Pass by</i>                    | -15%       |          | -1,183 |                  | -104  | -52  | -52  |
| <i>Diverted Link</i>              | -25%       |          | -1,972 |                  | -174  | -87  | -87  |
| Out-Parcels                       | 10.0 ksf   | 49.97    | 500    | 7.63             | 76    | 40   | 36   |
| <i>Pass by</i>                    | -15%       |          | -75    |                  | -12   | -6   | -6   |
| <i>Diverted Link</i>              | -25%       |          | -125   |                  | -19   | -10  | -9   |
| Subtotal (new trips)              |            |          | 5,034  |                  | 462   | 232  | 230  |
| The Annex                         |            |          |        |                  |       |      |      |
| Shopping Center (NE Area)         | 104.05 ksf | 49.97    | 5199   | 8.45             | 879   | 457  | 422  |
| <i>Pass by</i>                    | -15%       |          | -780   |                  | -132  | -69  | -63  |
| <i>Diverted Link</i>              | -25%       |          | -1,300 |                  | -220  | -114 | -106 |
| Shopping Center (NW Area)         | 16.85 ksf  | 42.04    | 708    | 4.95             | 83    | 43   | 40   |
| Subtotal (new trips)              |            |          | 3,827  |                  | 610   | 317  | 293  |
| Baseline Project New Trips Total  |            |          | 8,861  |                  | 1,072 | 549  | 523  |

Note: ksf = thousand square feet; NE = Northeast; NW = Northwest.

Without the synergy from the Walmart project, the Annex site is highly unlikely to be a shopping center use as previously planned. The owner of the Annex has informed staff of this and it is further demonstrated by current construction of the Home 2 Suites hotel on the NW Area of the Annex. This change in land use also changes future traffic patterns and the associated scope of infrastructure improvements required to have acceptable traffic conditions.

Over the past year or so, staff has met and discussed potential land uses with the Annex owner and other property owners and potential developers of parcels in and around Del Rio Road/US 101. Staff has also discussed the Walmart site with its representatives, who indicate that any sale of their site will likely include deed restrictions of competing land use and operations.

The City recently hired W-Trans to complete a traffic sensitivity analysis of the Del Rio Road Interchange corridor to assess the intensity of development that can be accommodated in the vicinity of the Del Rio Road interchange while maintaining acceptable operations (see attached report). Staff identified four areas of undeveloped and developing parcels that will have the greatest impact with future traffic demand on the interchange and corridor. These areas include the previously studied Walmart and Annex areas, but include a large tract on the northwest quadrant of the interchange (Church Site). The parcels south of the NW Area of the Annex were also merged into the Annex West area. A map showing these areas in below.



Based upon the meetings and discussions with developers and owners of the four areas, staff developed additional scenarios for currently planned or anticipated future land uses in the four areas. Each land use is assumed to generate a certain amount of daily vehicle trips, and the combined land uses for each scenario will reflect the future traffic demand for that scenario. The table below summarizes the various scenarios with anticipated land uses on each site.

| Land Use Assumptions for Each Traffic Analysis |             |             |             |             |             |             |          |                        |
|--|-------------|-------------|-------------|-------------|-------------|-------------|----------|------------------------|
| Land Use Assumptions                           | Scenario #1 | Scenario #2 | Scenario #3 | Scenario #4 | Scenario #5 | Scenario #6 | Baseline | Del Rio Specific Plan* |
| Retail (Sq. Ft.)                               | -           | 80,000      | 20,000      | -           | 49,000      | 18,000      | -        | 254,000                |
| Grocery (Sq. Ft.)                              | -           | -           | 30,000      | -           | 60,000      | -           | -        | -                      |
| Business Park (Sq. Ft.)                        | 150,000     | 50,000      | 30,000      | 230,000     | 80,000      | 349,000     | 220,000  | -                      |
| Office (Sq. Ft.)                               | -           | 140,000     | 100,000     | 20,000      | 104,000     | -           | -        | -                      |
| Hotel/Motel (Rooms)                            | 210         | 120         | 120         | 145         | 120         | 240         | 220      | -                      |
| Restuarants (Sq. Ft.)                          | 6,000       | 8,000       | 7,500       | 5,000       | 5,500       | 5,000       | 8,000    | -                      |
| Micorbrewery (Sq. Ft.)                         | 20,000      | 20,000      | -           | -           | -           | -           | -        | -                      |
| Coffee Shop (Sq. Ft.)                          | 1,500       | 1,500       | 1,500       | 1,500       | 1,500       | -           | -        | -                      |
| Fast-Food/Drive-Through (Sq. Ft.)              | -           | -           | -           | 3,000       | 2,000       | 5,500       | 3,000    | -                      |
| Gas Station                                    | 1           | -           | 1           | -           | 1           | 2           | 1        | -                      |
| Residential (Units)                            | 35          | 70          | 100         | 80          | 90          | 211         | 35       | -                      |
| Rv Resort (Units)                              | 35          | -           | -           | -           | -           | -           | -        | -                      |

\* Does not include Church Site and portions of Annex West

Itemized daily vehicle trips for each land uses for each scenario are included in the report, and the table below summarizes the daily added vehicle trips generated for each land use scenarios (in addition to existing conditions).

| Total Daily Trips by Land Use       |              |              |               |              |               |               |              |                        |
|-------------------------------------|--------------|--------------|---------------|--------------|---------------|---------------|--------------|------------------------|
| Land Use Type                       | Scenario #1  | Scenario #2  | Scenario #3   | Scenario #4  | Scenario #5   | Scenario #6   | Baseline     | Del Rio Specific Plan* |
| Retail                              | -            | 2,162        | 755           | -            | 992           | 700           | -            | 12,745                 |
| Grocery                             | -            | -            | 3,203         | -            | 5,339         | -             | -            | -                      |
| Business Park                       | 1,866        | 622          | 373           | 2,861        | 995           | 4,342         | 2,737        | -                      |
| Office                              | -            | 1,497        | 1,082         | 223          | 1,129         | -             | -            | -                      |
| Hotel / Motel                       | 1,755        | 1,003        | 1,003         | 1,087        | 1,003         | 1,405         | 1,338        | -                      |
| Restuarants                         | 639          | 905          | 1,088         | 533          | 876           | 533           | 870          | -                      |
| Micorbrewery                        | 919          | 919          | -             | -            | -             | -             | -            | -                      |
| Coffee Shop                         | 1,108        | 1,108        | 1,108         | 1,108        | 1,108         | -             | -            | -                      |
| Fast-Food/<br>Drive-Through         | -            | -            | -             | 1,342        | 895           | 2,519         | 1,342        | -                      |
| Gas Station                         | 2,094        | -            | 2,094         | -            | 2,464         | 5,606         | 2,464        | -                      |
| Residential                         | 256          | 512          | 774           | 585          | 658           | 1,544         | 256          | -                      |
| Rv Resort                           | 95           | -            | -             | -            | -             | -             | -            | -                      |
| Internal Capture /<br>Diverted Link | (176)        | (246)        | (539)         | (204)        | (695)         | (511)         | (98)         | (3,529)                |
| <b>Total Trips</b>                  | <b>8,556</b> | <b>8,482</b> | <b>10,941</b> | <b>7,535</b> | <b>14,764</b> | <b>16,138</b> | <b>8,909</b> | <b>9,216</b>           |

\* Does not include Church Site and portions of Annex West

The additional traffic from all land use scenarios would result in unacceptable operations without mitigations in operational improvements. The traffic sensitivity analysis also evaluated mitigations of adding a dedicated westbound right-turn lane on Del Rio Road to northbound US 101 ramp, and updating timing of traffic signals. These mitigations were analyzed individually and in combination with each other. Scenarios #1-#4 would operate at an acceptable level with implementation of these mitigation measures. Added signal coordination between the two ramp intersections with the above mitigations would allow Scenario 6 to operate acceptably, while updating timing and phasing at the El Camino Real signals would have Scenario 5 operating acceptably.

While the conclusions of the traffic sensitivity analysis indicate that acceptable traffic conditions can be achieved for the each of the land use scenarios with operational improvements (left turn lane and signal upgrades), there are other factors that need to be considered prior to concluding that the roundabout design is no longer needed:

1. Caltrans owns and operates the two traffic signals at the ramp intersections of Del Rio and US 101. Caltrans priority will be mainline traffic operations on US 101 and ensuring exiting traffic does not queue onto the mainline traffic lanes from off ramps.
2. The traffic sensitivity analysis is a conceptual, high-altitude evaluation of the traffic generated by land uses and sensitivities to mitigation measures. More detailed analysis involving regional growth and 20 year forecast scenarios will be required for Caltrans to determine impacts to their facilities.



3. The traffic sensitivity analysis focused on delay time and queue lengths as to whether or not mitigation measures are appropriate. Further investigation of traffic signals configurations, roadway geometrics, and right-of-way needs to determine the reasonableness of proposed mitigation measures.
4. The land use scenarios were based upon discussions with property owners and developers, and anticipated land uses in the vicinity. Consideration should be given to restrict certain land uses or business types that create higher traffic levels (e.g. fast food restaurant with drive thru) prior to abandonment of the roundabout design.
5. The roundabout concept for the corridor, as well as other offsite public improvements and funding contributions by developers, are mitigations required by the Specific Plan. Alternative designs and prorated cost allocations should be developed in conjunction with any amendments or revisions to the Specific Plan.

Because of the change in anticipated land uses from a shopping center focus to the commercial, hotel, restaurant, business park, office, residential, and other uses shown on the various scenarios, staff recommends pausing the roundabout project and shifting efforts to alternative designs to accommodate reduced future traffic demands. Significant savings may be realized if mitigation measures evaluated in the traffic sensitivity analysis are determined to be appropriate for the anticipated lower traffic demand.

Next Steps:

The traffic sensitivity analysis supports the need to examine alternative designs for the Del Rio Road interchange and corridor improvements to find the “right fit” for future traffic demands. In addition, there has been a loss of continuity for phased improvements without Walmart’s off-site public improvements. Walmart is conditioned to construct the roundabout at the Del Rio Road/El Camino Real intersection prior to the US 101 ramp roundabouts being constructed. Not knowing who and when this condition will be met leaves timing of the interchange roundabout construction uncertain. Furthermore, the change in land use is an opportunity to re-examine if a \$12 to \$15 million roundabout interchange is still warranted. It is reasonable for the City to look at alternative improvement designs to the roundabout concept, and modify the project accordingly. If the roundabout concept is determined to still be warranted, the project would be phased with interim improvements first, then roundabouts at a future time when needed. Significant cost savings could be realized for the City and developers with this approach.

Staff recommends amending the agreement with Wallace Group, who is currently performing professional engineering and environmental services for the City’s interchange project, to evaluate alternative interchange and corridor improvement designs that are consistent with traffic needs from anticipated development in the vicinity. This work will involve additional traffic analysis, geometric layout, grading and drainage, traffic signal evaluation, right-of-way impacts, cost estimates, and coordination with Caltrans staff. Applicability of previously conditioned off-site public improvements (e.g., new traffic signal at K-Mart entrance) will also be re-evaluated.

Changes needed to amend the Specific Plan will occur simultaneous and in conjunction with the alternative transportation design work described above. Staff will work with developers and property owners to finalize anticipated land uses and look for



opportunities to keep future traffic demand within alternative design constraints, while encouraging those land uses that will meet the City goal of leveraging place-making in the commercial areas for long-term economic development.

It is anticipated that the Council will consider adopting amendments to the Del Rio Area Specific Plan to reflect these new land uses and future traffic demand. A plan line for Del Rio Road (and perhaps El Camino Real) will also be considered for adoption by the Council that identifies right-of-way areas needed for the alternative improvement design. Adopting the plan line will allow the City to enforce building setbacks to accommodate future right-of-way needs. Finally, a funding plan for the alternative improvement design will be prepared that sets a schedule for each development to pay a pro-rated “fair share” towards the alternative improvements, or assigns responsibilities to construct portions thereof.

### **FISCAL IMPACT:**

The current agreement with Wallace Group for Phase 2 (PAED) work has a remaining balance of approximately \$450,000. Staff will discuss a scope and fee with Wallace Group for the above-discussed work for pursuing alternative designs.

If alternative improvement designs are appropriate for future traffic demands, there is a potential savings exceeding \$10 million.

### **ALTERNATIVES:**

One alternative to modifying the project is to continue with the current roundabout interchange design and get the project “shovel ready”. Completing Phase 2 (PAED) and Phase 3 (PS&E) will make the project more favorable for regional and federal funding. However, it is estimated that an additional \$1.0 to \$1.5 million will be needed to bring the roundabout project to a “shovel ready” status, and a 50% matching local cost share will be likely for the estimated \$10 to \$12 million construction costs.

### **ATTACHMENT:**

Traffic Sensitivity Analysis Study for the Del Rio Road Interchange



May 15, 2019

Phil Dunsmore  
City of Atascadero  
Community Development Department  
6500 Palma Avenue  
Atascadero, CA 93422

## **DRAFT Traffic Sensitivity Analysis for the Del Rio Road Interchange**

Dear Mr. Dunsmore;

As requested, W-Trans has prepared a traffic sensitivity analysis for the Del Rio Road Interchange in the City of Atascadero. The purpose of this letter is to assess the intensity of development that can be accommodated in the vicinity of the Del Rio Road interchange while maintaining acceptable operations.

### **Existing Conditions**

The study area consists of Del Rio Road between El Camino Real and Ramona Road, including intersections with the US-101 Northbound Ramps and US-101 Southbound Ramps. The intersections of Del Rio Road/El Camino Real, Del Rio Road/US-101 Northbound Ramps, and Del Rio Road/US-101 Southbound Ramps are signalized, while the intersection of Del Rio Road/Ramona Road is stop-controlled on the Ramona Road approach and free-flowing on the Del Rio Road approaches. From Ramona Road to the US-101 Northbound Ramps, Del Rio Road is two lanes with no median or turn lanes. Between the US-101 Northbound Ramps and El Camino Real, Del Rio Road widens to include a median and an eastbound right-turn lane, for three lanes total.

Traffic counts were collected in April 2010 and again in June 2016, and the annual growth rate between these two counts was used to increase the traffic volumes to estimated 2018 volumes. The average daily traffic at each intersection ranges from around 4,000 vehicles per day at Del Rio Road/Ramona Road to around 10,000 vehicles per day at Del Rio Road/El Camino Real, with the majority of vehicles traveling eastbound and westbound.

### **Project Description**

To test the sensitivity of the Del Rio Road corridor, eight land use scenarios were assessed. These scenarios contain potential land uses for redevelopment of four vacant lots along the corridor:

1. Annex West: Lot on northwest quadrant of Del Rio Road/El Camino Real intersection;
2. Annex East: Lot on northeast quadrant of Del Rio Road/El Camino Real intersection;
3. Wal-Mart Site: Lot on southeast quadrant of Del Rio Road/El Camino Real intersection that was slated to be developed into a Wal-Mart store; and
4. Church Site: Lot north of Del Rio Road to the west of US-101.

The eight land use scenarios test a variety of land uses on these four lots, including hotels, restaurants, business parks, coffee/donut shops, microbreweries, apartments, houses, RV resorts, retail, and offices. Using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017, these various uses are anticipated to generate anywhere from 7,371 daily vehicle trips for the lowest intensity scenario, to 16,138 daily trips for the highest intensity scenario.

These generated trips were added to the existing traffic volumes to determine how they would affect the study corridor, and the metrics of delay and queue length were used to assess operations. Delay is how much travel time is added on average to each driver traveling through an intersection, by the presence of intersection itself, such as from stopping and waiting for a green light or for cross traffic to clear. Generally, Caltrans and the City of Atascadero maintain a delay threshold of 35 seconds or more per driver as unacceptable.

The reported queue length is the maximum combined length of vehicles that are stopped at the intersection for 95-percent of the peak hour signal cycles. The segment of the Del Rio Road overpass between the US-101 Southbound Ramps and US-101 Northbound Ramps is approximately 290 feet long, which means that a queue length greater than 290 feet would cause queuing to spill back into the upstream intersection and thus is considered unacceptable. The segment of Del Rio Road between the US-101 Northbound Ramps and El Camino Real is approximately 240 feet long, which means that a queue length greater than 240 feet would cause operational impacts and thus is considered unacceptable.

## Mitigation Measures

As part of this analysis, two mitigation measures to avoid these unacceptable operations were assessed. One mitigation measure is to use the excess lane and median width on Del Rio Road between the US-101 Northbound Ramps and El Camino Real to add a westbound right-turn lane within the existing paved right-of-way. By splitting westbound traffic into through and right-turn lanes, the queue length can be reduced by giving drivers two lanes to queue instead of one. Additionally, splitting through traffic and right-turn traffic will allow turning drivers to bypass through drivers who are waiting for a green light, reducing delay and improving operations at Del Rio Road/US-101 Northbound Ramps.

The other mitigation measure would be to update the signal timings to better serve the new traffic flows caused by the proposed development. For example, each land use scenario adds significant northbound left-turn traffic to Del Rio Road/El Camino Real. Without updating the timing of this signal to accommodate the added traffic, the drivers turning left would face major delays which would cause the intersection to operate unacceptably.

In addition to each mitigation measure being considered in isolation, a third application was assessed with both the added westbound right-turn lane at Del Rio Road/US-101 Northbound Ramps, and updated signal timings.

## Baseline Land Use Scenario

For the baseline scenario, the following land uses are proposed:

1. Annex West: 120-room hotel, fuel station with 12 pumps and a convenience store, a 3,000 square foot sit-down restaurant, and a 3,000 square foot fast-food restaurant;
2. Annex East: 100,000 square foot business park;
3. Wal-Mart Site: 120,000 square foot business park, 2,000 square foot restaurant, 35 apartments; and
4. Church Site: 100-room motel, and a 3,000 square foot restaurant.

The anticipated trip generation for the proposed project was estimated based on standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10<sup>th</sup> Edition, 2017 for "Hotel" (ITE LU 310), "Gasoline/Service Station with Convenience Market" (ITE LU 945), "High-Turnover (Sit-Down) Restaurant" (ITE LU 932), "Fast-Food Restaurant with Drive-Through Window" (ITE LU 934), "Business Park" (ITE LU 770), "Multifamily Housing (Low-Rise)" (ITE LU 220), and "Motel" (ITE LU 320).

## Internal Capture Trips

The *Trip Generation Manual* also includes data and methodologies that can be applied to determine the proportion of internal trips that may occur within a development area that includes a variety of land uses. Internal trips occur at mixed-use developments, and in the case of the Wal-Mart Site would consist of residents patronizing adjacent restaurant uses, as well as employees of nonresidential uses patronizing other nonresidential uses, such as employees of the business park eating at the restaurant. The majority of these trips would be made by walking, and the few that would be made by automobile would only travel on-site, so would not affect the adjacent street network.

### **Pass-by Trips**

Some portion of traffic associated with the restaurant and gas station uses is drawn from existing traffic on nearby streets. These vehicle trips are not considered "new," but are instead comprised of drivers who are already driving on the adjacent street system and choose to make an interim stop, and are referred to as "pass-by." The percentage of these pass-by trips was developed based on information provided in the *Trip Generation Manual*. This reference includes pass-by data collected at numerous locations for many land uses, such as the restaurant, coffee shop, and gas station uses applied in this traffic analysis. These rates were applied as a deduction to the overall trips generated by the project after deducting internally captured trips. At the proposed project, pass-by trips would in essence be "captured" from traffic on Del Rio Road.

### **Total Project Trip Generation**

The expected trip generation potential for the baseline scenario is indicated in Table 1, with deductions taken for pass-by and internal capture. The proposed land uses are expected to generate an average of 9,106 trips per day, including 549 trips during the a.m. peak hour and 566 during the p.m. peak hour. After deductions are taken into account, the project would be expected to generate 8,909 new trips on a daily basis, including 536 during the morning peak hour and 555 during the evening peak hour; these new trips represent the increase in traffic associated with the land uses compared to existing volumes.

**Table 1 – Trip Generation Summary for Baseline Land Use Scenario**

| Land Use             | Units     | Daily  |       | AM Peak Hour |       |     |     | PM Peak Hour |       |     |     |
|----------------------|-----------|--------|-------|--------------|-------|-----|-----|--------------|-------|-----|-----|
|                      |           | Rate   | Trips | Rate         | Trips | In  | Out | Rate         | Trips | In  | Out |
| Annex West           |           |        |       |              |       |     |     |              |       |     |     |
| Hotel                | 120 rooms | 8.36   | 1003  | 0.47         | 56    | 33  | 23  | 0.60         | 72    | 37  | 35  |
| Gas Station          | 12 fs     | 205.36 | 2464  | 12.5         | 150   | 77  | 73  | 14.00        | 168   | 86  | 82  |
| Sit-Down Restaurant  | 3 ksf     | 112.18 | 337   | 9.94         | 30    | 17  | 13  | 9.77         | 29    | 18  | 11  |
| Pass-by              |           | -5%    | -17   | -5%          | -2    | -1  | -1  | -5%          | -1    | -1  | 0   |
| Fast-Food Restaurant | 3 ksf     | 470.95 | 1413  | 40.2         | 121   | 62  | 59  | 32.7         | 98    | 51  | 47  |
| Pass-by              |           | -5%    | -71   | -5%          | -6    | -3  | -3  | -5%          | -5    | -3  | -2  |
| Annex East           |           |        |       |              |       |     |     |              |       |     |     |
| Business Park        | 100 ksf   | 12.44  | 1244  | 0.40         | 40    | 24  | 16  | 0.42         | 42    | 19  | 23  |
| Wal-Mart Site        |           |        |       |              |       |     |     |              |       |     |     |
| Business Park        | 120 ksf   | 12.44  | 1493  | 0.40         | 48    | 29  | 19  | 0.42         | 50    | 23  | 27  |
| Sit-Down Restaurant  | 2 ksf     | 112.18 | 224   | 9.94         | 20    | 11  | 9   | 9.77         | 20    | 12  | 8   |
| Pass-by              |           | -5%    | -11   | -5%          | -1    | -1  | 0   | -5%          | -1    | -1  | 0   |
| Apartments           | 35 du     | 7.32   | 256   | 0.46         | 16    | 4   | 12  | 0.56         | 20    | 13  | 7   |
| Internal Capture     |           | -5%    | -98   | -5%          | -4    | -2  | -2  | -5%          | -4    | -2  | -2  |
| Church Site          |           |        |       |              |       |     |     |              |       |     |     |
| Motel                | 100 rooms | 3.35   | 335   | 0.38         | 38    | 14  | 24  | 0.38         | 38    | 21  | 17  |
| Sit-Down Restaurant  | 3 ksf     | 112.18 | 337   | 9.94         | 30    | 17  | 13  | 9.77         | 29    | 18  | 11  |
| Subtotal             |           |        | 9,106 |              | 549   | 288 | 261 |              | 566   | 298 | 268 |
| Reductions           |           |        | -197  |              | -13   | -7  | -6  |              | -11   | -7  | -4  |
| Total                |           |        | 8,909 |              | 536   | 281 | 255 |              | 555   | 291 | 264 |

Note: du = dwelling unit; ksf = 1,000 square feet; fs = fuel stations

## Operational Analysis

The Del Rio Road corridor conditions were assessed with existing traffic volumes, as well as Existing plus Baseline Land Use Scenario volumes. Additionally, the Existing plus Baseline Land Use Scenario was assessed with the added westbound right-turn lane at Del Rio Road/US-101 Northbound Ramps, updated signal timing at the three signalized intersections, and with both of these mitigations combined. The results in terms of delay are summarized in Table 2.



**Table 2 – Existing and Existing plus Baseline Land Use Scenario Intersection Delay**

| Study Intersection<br><i>Approach</i>   | Existing Conditions |                  | Existing plus Baseline LU |                  |
|---|---------------------|------------------|---------------------------|------------------|
|   | AM Peak<br>Delay    | PM Peak<br>Delay | AM Peak<br>Delay          | PM Peak<br>Delay |
| 1. Del Rio Road/El Camino Real          | 17.7                | 20.7             | <b>66.7</b>               | <b>**</b>        |
| With Added Westbound Right-Turn Lane    |                     |                  | <b>66.7</b>               | <b>**</b>        |
| With Updated Signal Timing              |                     |                  | 15.9                      | 18.2             |
| With Both Mitigations                   |                     |                  | 15.9                      | 18.2             |
| 2. Del Rio Road/US-101 Northbound Ramps | 8.3                 | 8.8              | 13.1                      | 14.0             |
| With Added Westbound Right-Turn Lane    |                     |                  | 8.6                       | 8.9              |
| With Updated Signal Timing              |                     |                  | 10.8                      | 9.5              |
| With Both Mitigations                   |                     |                  | 8.5                       | 7.6              |
| 3. Del Rio Road/US-101 Southbound Ramps | 9.7                 | 9.7              | 9.9                       | 9.8              |
| With Added Westbound Right-Turn Lane    |                     |                  | 9.9                       | 9.8              |
| With Updated Signal Timing              |                     |                  | 9.9                       | 9.8              |
| With Both Mitigations                   |                     |                  | 9.9                       | 9.8              |
| 4. Del Rio Road/Ramona Road             | 0.7                 | 0.9              | 0.6                       | 0.7              |
| <i>Northbound Approach</i>              | 9.5                 | 9.2              | 9.7                       | 9.2              |

Notes: Delay is measured in average seconds per vehicle; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; \*\* = delay greater than 120 seconds; **Bold** text = deficient operation; **Shaded cells** = conditions with mitigations

In addition to delay, queue lengths were assessed using SimTraffic software to take an average of each of ten runs. Where there are multiple lanes on one approach, the lane with the greater queue length was used. These results are summarized in Table 3.

**Table 3 – Existing and Existing plus Baseline Land Use Scenario Queue Lengths**

| Study Intersection<br>Mitigation                        | Available<br>Storage | Existing Conditions |                  | Existing plus<br>Baseline LU |                  |
|---|----------------------|---------------------|------------------|------------------------------|------------------|
|   |                      | AM Peak<br>Queue    | PM Peak<br>Queue | AM Peak<br>Queue             | PM Peak<br>Queue |
| Del Rio Road/El Camino Real Eastbound Approach          | 240                  | 119                 | 123              | 194                          | 208              |
| With Added Westbound Right-Turn Lane                    |                      |                     |                  | 232                          | 208              |
| With Updated Signal Timing                              |                      |                     |                  | 215                          | 192              |
| With Both Mitigations                                   |                      |                     |                  | 219                          | 192              |
| Del Rio Road/US-101 Northbound Ramps Westbound Approach | 240                  | 157                 | 171              | 220                          | 222              |
| With Added Westbound Right-Turn Lane                    |                      |                     |                  | 136                          | 128              |
| With Updated Signal Timing                              |                      |                     |                  | 221                          | 228              |
| With Both Mitigations                                   |                      |                     |                  | 135                          | 143              |
| Del Rio Road/US-101 Northbound Ramps Eastbound Approach | 290                  | 127                 | 157              | 222                          | 211              |
| With Added Westbound Right-Turn Lane                    |                      |                     |                  | 179                          | 176              |
| With Updated Signal Timing                              |                      |                     |                  | 217                          | 186              |
| With Both Mitigations                                   |                      |                     |                  | 180                          | 139              |
| Del Rio Road/US-101 Northbound Ramps Westbound Approach | 290                  | 86                  | 112              | 142                          | 141              |

Notes: Maximum Queue based on the average of the 95<sup>th</sup>-percentile queue value from ten SimTraffic runs; all distances are measured in feet; Shaded cells = conditions with mitigations

As shown, the baseline land use scenario will cause the Del Rio Road corridor to operate unacceptably without mitigation, as the added northbound left-turn traffic at Del Rio Road/El Camino Road causes the p.m. peak hour delay to become unacceptable. Updating the signal timing to account for this added traffic improves operations to an acceptable level without degrading other operations to an unacceptable level.

## Alternative Land Use Scenarios

While the Baseline Land Use Scenario is described in full above, seven other land use scenarios were assessed to a similar extent. Land Use Scenarios 1 through 3 were generated to assess traffic impacts at various intensities, whereas Land Use Scenario 1A was created as a modification to Land Use Scenario 1 to reduce intensity. Land Use Scenario 4 was created to test a major reduction in p.m. peak hour trips. Land Use Scenario 5 was created to combine the most intense land uses into one scenario. Land Use 6 was created to test a recent proposal for land uses on the west side of US-101. The Baseline Land Use Scenario was created to test the most likely combination of land uses based on local history and permit applications. All eight scenarios are summarized in Table 4. Full trip generation details are enclosed.

**Table 4 – Trip Generation Summary for Each Land Use Scenario**

| Land Use Scenario | Daily<br>Trips | AM Peak Hour |     |     | PM Peak Hour |     |     |
|-------------------|----------------|--------------|-----|-----|--------------|-----|-----|
|                   |                | Trips        | In  | Out | Trips        | In  | Out |
| Scenario 1        | 8,556          | 515          | 281 | 234 | 608          | 317 | 291 |
| Scenario 2        | 8,482          | 592          | 377 | 215 | 826          | 371 | 455 |
| Scenario 3        | 10,941         | 670          | 395 | 275 | 856          | 411 | 445 |
| Scenario 1A       | 7,371          | 468          | 248 | 220 | 553          | 292 | 261 |
| Scenario 4        | 7,535          | 505          | 279 | 228 | 436          | 220 | 216 |
| Scenario 5        | 14,764         | 889          | 529 | 360 | 1,182        | 569 | 614 |
| Scenario 6        | 16,138         | 929          | 467 | 462 | 1,032        | 539 | 492 |
| Baseline Scenario | 8,909          | 536          | 281 | 255 | 555          | 291 | 264 |

Each of these land use scenarios were assessed for potential impacts to delay and queue lengths, with the same mitigation measures applied. Similar to the Baseline Land Use Scenario, it was found that every scenario failed in terms of delay during the p.m. peak hour at the Del Rio Road/El Camino Real intersection. Adding the westbound right-turn lane mitigation at Del Rio Road/US-101 Northbound Ramps did not improve operations at Del Rio Road/El Camino Real to an acceptable level. Therefore, no land use scenario can be applied without causing unacceptable operations. Additionally, no land use scenario can be applied with just the turn lane mitigation without causing unacceptable operations.

With updated signal timing, Land Use Scenarios 1, 1A, 4 and the Baseline Land Use Scenario all achieve acceptable operations, while Land Use Scenarios 2, 3, 5, and 6 would result in unacceptable queue lengths on Del Rio Road between the US-101 Northbound Ramps and El Camino Real. This is because better signal operations at the Del Rio Road/El Camino Real intersection allow more vehicles to enter the corridor, increasing the queue lengths within the corridor. Therefore, the Baseline Land Use Scenario is the most intense scenario that could be accommodated with just updated signal timing.

With both updated signal timing and the turn lane mitigations, seven of the eight scenarios would achieve acceptable operations, while Land Use Scenario 5 would result in unacceptable queue lengths on the eastbound approach to Del Rio Road/El Camino Real. It is noted that Land Use Scenario 6 would likely require signal coordination between the two ramp intersections to reduce queues to acceptable levels, as opposed to simple retiming as with the other scenarios. Therefore, Land Use Scenario 6 is the most intense scenario assessed that could be accommodated with both mitigations including signal coordination, and Land Use Scenario 3 is the most intense scenario assessed that could be accommodated with the additional turn lane and signal retiming mitigations, but not signal coordination.

A review of the signal operations at Del Rio Road/El Camino Real showed that the existing phasing hits a capacity hard limit for eastbound traffic somewhere between Land Use Scenarios 3 and 5, whereas excess capacity is provided for the northbound and southbound left-turn movements. Therefore, additional mitigation was tested in the form of converting the protected southbound left-turn phase into a permissive phase, and adding protected-permissive operation to the northbound left-turn phase, which is currently operating as protected only. These modifications allow the El Camino Real movements to clear more quickly, allowing time to be reallocated to Del Rio Road. With this mitigation, intersection operations are improved to an acceptable level. Therefore, all eight land use scenarios can be accommodated with the added right-turn lane at Del Rio Road/US-101 Northbound Ramps, updated signal timings, and signal modifications to Del Rio Road/El Camino Real.

Mr. Dunsmore

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May 15, 2019

One consideration with the operational analysis of these land use scenarios is the stochastic nature of the SimTraffic software application. What this means is that while several simulations averaged together shows a general trend, each individual simulation is somewhat random in nature and subject to variability. While the various mitigation measures were shown to improve operations to an acceptable level for every land use scenario, the most probable acceptable operations are with Scenarios 1, 1A, 2, 4, and the Baseline Scenario.

A table highlighting the impacts to operations of each of the seven land use scenarios is enclosed.

## Conclusions

- Eight land use scenarios were assessed, ranging in intensity from 7,371 daily added trips to 16,138 daily added trips, in addition to existing conditions with no added trips.
- With existing conditions, the corridor is operating acceptably in terms of delay and queue lengths along Del Rio Road.
- Without any mitigation, all eight scenarios would result in unacceptable operations.
- By using existing paved right-of-way to add a westbound right-turn lane to the intersection of Del Rio Road/US-101 Northbound, all eight scenarios would result in unacceptable operations.
- By updating the traffic signal timings at the signalized intersections to account for new trips, the most intensive land use scenario that can be accommodated while maintaining acceptable operations is the Baseline Land Use Scenario, with 8,909 daily added trips.
- By adding the turn lane and updating traffic signal timings, the most intensive land use scenario that can be accommodated while maintaining acceptable operations is the Land Use Scenario 3, with 10,941 daily trips. Adding coordination between the signals at the two ramp intersections would enable acceptable operations under Land Use Scenario 6, with 16,138 daily added trips.
- By adding the turn lane, updating the traffic signal timings, and modifying the phasing of Del Rio Road/El Camino Real to replace the protected southbound left-turn with permissive, and adding protected-permissive phasing to the northbound right turn (currently protected-only), all eight land use scenarios can be accommodated while maintaining acceptable operations.
- Given the limitations of the operational analysis, the most probable acceptable operations are with Scenarios 1, 1A, 2, 4, and the Baseline Scenario.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

Sincerely,

Kevin Carstens, PE, MBA  
Associate Traffic Engineer

Stephen J. Weinberger, PE  
Principal

SJW/krc/ATA031.L1

Enclosures: Trip Generation, Impact Summary

**Trip Generation Summary for Land Use Scenario 1**

| Land Use         | Units     | Daily  |       | AM Peak Hour |       |     |     | PM Peak Hour |       |     |     |
|------------------|-----------|--------|-------|--------------|-------|-----|-----|--------------|-------|-----|-----|
|                  |           | Rate   | Trips | Rate         | Trips | In  | Out | Rate         | Trips | In  | Out |
| Annex West       |           |        |       |              |       |     |     |              |       |     |     |
| Hotel            | 120 rooms | 8.36   | 1003  | 0.47         | 56    | 33  | 23  | 0.60         | 72    | 37  | 35  |
| Restaurant       | 6 ksf     | 112.18 | 673   | 9.94         | 60    | 33  | 27  | 9.77         | 59    | 37  | 22  |
| Pass-by          |           | -5%    | -34   | -5%          | -3    | -2  | -1  | -5%          | -3    | -2  | -1  |
| Annex East       |           |        |       |              |       |     |     |              |       |     |     |
| RV Resort        | 35 units  | 2.7    | 95    | 0.21         | 7     | 3   | 4   | 0.27         | 9     | 6   | 3   |
| Wal-Mart Site    |           |        |       |              |       |     |     |              |       |     |     |
| Business Park    | 100 ksf   | 12.44  | 1244  | 0.40         | 40    | 24  | 16  | 0.42         | 42    | 19  | 23  |
| Coffee Shop      | 1.5 ksf   | 820.38 | 1231  | 88.90        | 133   | 68  | 65  | 43.40        | 65    | 33  | 32  |
| Pass-by          |           | -10%   | -123  | -10%         | -13   | -7  | -6  | -10%         | -7    | -4  | -3  |
| Microbrewery     | 20 ksf    | 45.96  | 919   | 2.07         | 41    | 29  | 12  | 7.31         | 146   | 73  | 73  |
| Apartments       | 35 du     | 7.32   | 256   | 0.46         | 16    | 4   | 12  | 0.56         | 20    | 13  | 7   |
| Internal Capture |           | -5%    | -176  | -5%          | -11   | -6  | -5  | -5%          | -13   | -6  | -7  |
| Church Site      |           |        |       |              |       |     |     |              |       |     |     |
| Hotel            | 90 rooms  | 8.36   | 752   | 0.47         | 42    | 25  | 17  | 0.60         | 54    | 28  | 26  |
| Business Park    | 50 ksf    | 12.44  | 622   | 0.40         | 20    | 12  | 8   | 0.42         | 21    | 10  | 11  |
| Gas Station      | 12 fs     | 205.36 | 2464  | 12.5         | 150   | 77  | 73  | 14.00        | 168   | 86  | 82  |
| Pass-by          |           | -15%   | -370  | -15%         | -23   | -12 | -11 | -15%         | -25   | -13 | -12 |
| Subtotal         |           |        | 9,259 |              | 565   | 308 | 257 |              | 656   | 342 | 314 |
| Reductions       |           |        | -703  |              | -50   | -27 | -23 |              | -48   | -25 | -23 |
| Total            |           |        | 8,556 |              | 515   | 281 | 234 |              | 608   | 317 | 291 |

Note: du = dwelling unit; ksf = 1,000 square feet; fs = fuel stations



**Trip Generation Summary for Land Use Scenario 2**

| Land Use              | Units     | Daily  |       | AM Peak Hour |       |     |     | PM Peak Hour |       |     |     |
|-----------------------|-----------|--------|-------|--------------|-------|-----|-----|--------------|-------|-----|-----|
|                       |           | Rate   | Trips | Rate         | Trips | In  | Out | Rate         | Trips | In  | Out |
| Annex West            |           |        |       |              |       |     |     |              |       |     |     |
| Hotel                 | 120 rooms | 8.36   | 1003  | 0.47         | 56    | 33  | 23  | 0.60         | 72    | 37  | 35  |
| Restaurant            | 6 ksf     | 112.18 | 673   | 9.94         | 60    | 33  | 27  | 9.77         | 59    | 37  | 22  |
| Pass-by               |           | -5%    | -34   | -5%          | -3    | -2  | -1  | -5%          | -3    | -2  | -1  |
| Annex East            |           |        |       |              |       |     |     |              |       |     |     |
| Tractor Supply        | 30 ksf    | 9.14   | 274   | 1.08         | 32    | 17  | 15  | 2.68         | 80    | 38  | 42  |
| Retail/Services       | 50 ksf    | 37.75  | 1888  | 0.94         | 47    | 29  | 18  | 3.81         | 191   | 92  | 99  |
| Wal-Mart Site         |           |        |       |              |       |     |     |              |       |     |     |
| Office Building       | 100 ksf   | 10.61  | 1061  | 1.21         | 120   | 103 | 17  | 1.14         | 114   | 18  | 96  |
| Business Park         | 30 ksf    | 12.44  | 373   | 0.40         | 12    | 7   | 5   | 0.42         | 13    | 6   | 7   |
| Coffee Shop           | 1.5 ksf   | 820.38 | 1231  | 88.90        | 133   | 68  | 65  | 43.40        | 65    | 33  | 32  |
| Pass-by               |           | -10%   | -123  | -10%         | -13   | -7  | -6  | -10%         | -7    | -4  | -3  |
| Microbrewery          | 20 ksf    | 45.96  | 919   | 2.07         | 41    | 29  | 12  | 7.31         | 146   | 73  | 73  |
| Apartments            | 35 du     | 7.32   | 256   | 0.46         | 16    | 4   | 12  | 0.56         | 20    | 13  | 7   |
| Internal Capture      |           | -5%    | -186  | -5%          | -15   | -10 | -5  | -5%          | -18   | -7  | -11 |
| Church Site           |           |        |       |              |       |     |     |              |       |     |     |
| Mixed-Use Office      | 40 ksf    | 10.91  | 436   | 1.60         | 64    | 55  | 9   | 1.19         | 48    | 8   | 40  |
| Mixed-Use Residential | 35 du     | 7.32   | 256   | 0.46         | 16    | 4   | 12  | 0.56         | 20    | 13  | 7   |
| Restaurant            | 2.5 ksf   | 112.18 | 280   | 9.94         | 25    | 14  | 11  | 9.77         | 24    | 15  | 9   |
| Pass-by               |           | -5%    | -14   | -5%          | -1    | -1  | 0   | -5%          | -1    | -1  | 0   |
| Business Park         | 20 ksf    | 12.44  | 249   | 0.40         | 8     | 5   | 3   | 0.42         | 8     | 4   | 4   |
| Internal Capture      |           | -5%    | -60   | -5%          | -6    | -4  | -2  | -5%          | -5    | -2  | -3  |
| Subtotal              |           |        | 8,899 |              | 630   | 401 | 229 |              | 860   | 387 | 473 |
| Reductions            |           |        | -417  |              | -38   | -24 | -14 |              | -34   | -16 | -18 |
| Total                 |           |        | 8,482 |              | 592   | 377 | 215 |              | 826   | 371 | 455 |

Note: du = dwelling unit; ksf = 1,000 square feet

**Trip Generation Summary for Land Use Scenario 3**

| Land Use              | Units     | Daily  |        | AM Peak Hour |       |     |     | PM Peak Hour |       |     |     |
|-----------------------|-----------|--------|--------|--------------|-------|-----|-----|--------------|-------|-----|-----|
|                       |           | Rate   | Trips  | Rate         | Trips | In  | Out | Rate         | Trips | In  | Out |
| Annex West            |           |        |        |              |       |     |     |              |       |     |     |
| Hotel                 | 120 rooms | 8.36   | 1003   | 0.47         | 56    | 33  | 23  | 0.60         | 72    | 37  | 35  |
| Restaurant            | 6 ksf     | 112.18 | 673    | 9.94         | 60    | 33  | 27  | 9.77         | 59    | 37  | 22  |
| Pass-by               |           | -5%    | -34    | -5%          | -3    | -2  | -1  | -5%          | -3    | -2  | -1  |
| Annex East            |           |        |        |              |       |     |     |              |       |     |     |
| Grocery Store         | 30 ksf    | 106.78 | 3203   | 3.82         | 115   | 69  | 46  | 9.24         | 277   | 141 | 136 |
| Business Park         | 30 ksf    | 12.44  | 373    | 0.40         | 12    | 7   | 5   | 0.42         | 13    | 6   | 7   |
| Accessory Retail      | 20 ksf    | 37.75  | 755    | 0.94         | 19    | 12  | 7   | 3.81         | 76    | 36  | 40  |
| Internal Capture      |           | -5%    | -217   | -5%          | -7    | -4  | -3  | -5%          | -18   | -9  | -9  |
| Wal-Mart Site         |           |        |        |              |       |     |     |              |       |     |     |
| Office Building       | 60 ksf    | 10.77  | 646    | 1.38         | 83    | 71  | 12  | 1.17         | 70    | 11  | 59  |
| Mixed-Use Office      | 40 ksf    | 10.91  | 436    | 1.60         | 64    | 55  | 9   | 1.19         | 48    | 8   | 40  |
| Mixed-Use Residential | 45 du     | 7.32   | 329    | 0.46         | 21    | 5   | 16  | 0.56         | 25    | 16  | 9   |
| Coffee Shop           | 1.5 ksf   | 820.38 | 1231   | 88.90        | 133   | 68  | 65  | 43.40        | 65    | 33  | 32  |
| Pass-by               |           | -10%   | -123   | -10%         | -13   | -7  | -6  | -10%         | -7    | -4  | -3  |
| Sandwich Shop         | 1.5 ksf   | 315.17 | 473    | 2.07         | 3     | 2   | 1   | 14.13        | 21    | 12  | 9   |
| Pass-by               |           | -5%    | -24    | -5%          | 0     | 0   | 0   | -5%          | -1    | -1  | 0   |
| Apartments            | 35 du     | 7.32   | 256    | 0.46         | 16    | 4   | 12  | 0.56         | 20    | 13  | 7   |
| Internal Capture      |           | -5%    | -322   | -5%          | -31   | -20 | -11 | -5%          | -24   | -9  | -15 |
| Church Site           |           |        |        |              |       |     |     |              |       |     |     |
| Houses                | 20 du     | 9.44   | 189    | 0.74         | 15    | 4   | 11  | 0.99         | 20    | 13  | 7   |
| Gas Station           | 12 fs     | 205.36 | 2464   | 12.5         | 150   | 77  | 73  | 14.00        | 168   | 86  | 82  |
| Pass-by               |           | -15%   | -370   | -15%         | -23   | -12 | -11 | -15%         | -25   | -13 | -12 |
| Subtotal              |           |        | 12,031 |              | 747   | 440 | 307 |              | 934   | 449 | 485 |
| Reductions            |           |        | -1,090 |              | -77   | -45 | -32 |              | -78   | -38 | -40 |
| Total                 |           |        | 10,941 |              | 670   | 395 | 275 |              | 856   | 411 | 445 |

Note: du = dwelling unit; ksf = 1,000 square feet; fs = fuel stations

| Trip Generation Summary for Land Use Scenario 1A |           |        |       |              |       |     |     |              |       |     |     |
|--|-----------|--------|-------|--------------|-------|-----|-----|--------------|-------|-----|-----|
| Land Use   | Units     | Daily  |       | AM Peak Hour |       |     |     | PM Peak Hour |       |     |     |
|  |           | Rate   | Trips | Rate         | Trips | In  | Out | Rate         | Trips | In  | Out |
| Annex West                                       |           |        |       |              |       |     |     |              |       |     |     |
| Hotel  | 120 rooms | 8.36   | 1003  | 0.47         | 56    | 33  | 23  | 0.60         | 72    | 37  | 35  |
| Restaurant                                       | 6 ksf     | 112.18 | 673   | 9.94         | 60    | 33  | 27  | 9.77         | 59    | 37  | 22  |
| Pass-by  |           | -5%    | -34   | -5%          | -3    | -2  | -1  | -5%          | -3    | -2  | -1  |
| Annex East                                       |           |        |       |              |       |     |     |              |       |     |     |
| RV Resort  | 35 units  | 2.7    | 95    | 0.21         | 7     | 3   | 4   | 0.27         | 9     | 6   | 3   |
| Wal-Mart Site                                    |           |        |       |              |       |     |     |              |       |     |     |
| Business Park                                    | 100 ksf   | 12.44  | 1244  | 0.40         | 40    | 24  | 16  | 0.42         | 42    | 19  | 23  |
| Coffee Shop                                      | 1.5 ksf   | 820.38 | 1231  | 88.90        | 133   | 68  | 65  | 43.40        | 65    | 33  | 32  |
| Pass-by  |           | -10%   | -123  | -10%         | -13   | -7  | -6  | -10%         | -7    | -4  | -3  |
| Microbrewery                                     | 20 ksf    | 45.96  | 919   | 2.07         | 41    | 29  | 12  | 7.31         | 146   | 73  | 73  |
| Apartments                                       | 35 du     | 7.32   | 256   | 0.46         | 16    | 4   | 12  | 0.56         | 20    | 13  | 7   |
| Internal Capture                                 |           | -5%    | -176  | -5%          | -11   | -6  | -5  | -5%          | -13   | -6  | -7  |
| Church Site                                      |           |        |       |              |       |     |     |              |       |     |     |
| Houses   | 20 du     | 9.44   | 189   | 0.74         | 15    | 4   | 11  | 0.99         | 20    | 13  | 7   |
| Gas Station                                      | 12 fs     | 205.36 | 2464  | 12.5         | 150   | 77  | 73  | 14.00        | 168   | 86  | 82  |
| Pass-by  |           | -15%   | -370  | -15%         | -23   | -12 | -11 | -15%         | -25   | -13 | -12 |
| Subtotal   |           |        | 8,074 |              | 518   | 275 | 243 |              | 601   | 317 | 284 |
| Reductions                                       |           |        | -703  |              | -50   | -27 | -23 |              | -48   | -25 | -23 |
| Total  |           |        | 7,371 |              | 468   | 248 | 220 |              | 553   | 292 | 261 |

Note: du = dwelling unit; ksf = 1,000 square feet; fs = fuel stations

**Trip Generation Summary for Land Use Scenario 4**

| Land Use              | Units     | Daily  |       | AM Peak Hour |       |     |     | PM Peak Hour |       |     |     |
|-----------------------|-----------|--------|-------|--------------|-------|-----|-----|--------------|-------|-----|-----|
|                       |           | Rate   | Trips | Rate         | Trips | In  | Out | Rate         | Trips | In  | Out |
| Annex West            |           |        |       |              |       |     |     |              |       |     |     |
| Hotel                 | 120 rooms | 8.36   | 1003  | 0.47         | 56    | 33  | 23  | 0.60         | 72    | 37  | 35  |
| Restaurant            | 3 ksf     | 112.18 | 337   | 9.94         | 30    | 17  | 13  | 9.77         | 29    | 18  | 11  |
| Pass-by               |           | -5%    | -17   | -5%          | -2    | -1  | -1  | -5%          | -1    | -1  | 0   |
| Fast Food Restaurant  | 3 ksf     | 470.95 | 1413  | 40.19        | 121   | 62  | 59  | 32.67        | 98    | 51  | 47  |
| Pass-by               |           | -5%    | -71   | -5%          | -6    | -3  | -3  | -5%          | -5    | -2  | -3  |
| Annex East            |           |        |       |              |       |     |     |              |       |     |     |
| Business Park         | 80 ksf    | 12.44  | 995   | 0.40         | 32    | 20  | 12  | 0.42         | 34    | 16  | 18  |
| Wal-Mart Site         |           |        |       |              |       |     |     |              |       |     |     |
| Business Park         | 100 ksf   | 12.44  | 1244  | 0.40         | 40    | 24  | 16  | 0.42         | 42    | 19  | 23  |
| Coffee Shop           | 1.5 ksf   | 820.38 | 1231  | 88.90        | 133   | 68  | 65  | 43.40        | 65    | 33  | 32  |
| Pass-by               |           | -10%   | -123  | -10%         | -13   | -7  | -6  | -10%         | -7    | -4  | -3  |
| Restaurant            | 2 ksf     | 112.18 | 224   | 9.94         | 20    | 11  | 9   | 9.77         | 20    | 12  | 8   |
| Pass-by               |           | -5%    | -11   | -5%          | -1    | -1  | 0   | -5%          | -1    | -1  | 0   |
| Apartments            | 35 du     | 7.32   | 256   | 0.46         | 16    | 4   | 12  | 0.56         | 20    | 13  | 7   |
| Internal Capture      |           | -5%    | -141  | -5%          | -10   | -5  | -5  | -5%          | -7    | -4  | -3  |
| Church Site           |           |        |       |              |       |     |     |              |       |     |     |
| Mixed-Use Office      | 20 ksf    | 11.13  | 223   | 2.27         | 45    | 39  | 6   | 1.23         | 25    | 4   | 21  |
| Mixed-Use Residential | 45 du     | 7.32   | 329   | 0.46         | 21    | 5   | 16  | 0.56         | 25    | 16  | 9   |
| Business Park         | 50 ksf    | 12.44  | 622   | 0.40         | 20    | 12  | 8   | 0.42         | 21    | 10  | 11  |
| Motel                 | 25 rooms  | 3.35   | 84    | 0.38         | 10    | 4   | 6   | 0.38         | 10    | 5   | 5   |
| Internal Capture      |           | -5%    | -63   | -5%          | -5    | -3  | -2  | -5%          | -4    | -2  | -2  |
| Subtotal              |           |        | 7,961 |              | 542   | 299 | 245 |              | 461   | 234 | 227 |
| Reductions            |           |        | -426  |              | -37   | -20 | -17 |              | -25   | -14 | -11 |
| Total                 |           |        | 7,535 |              | 505   | 279 | 228 |              | 436   | 220 | 216 |

Note: du = dwelling unit; ksf = 1,000 square feet

| Trip Generation Summary for Land Use Scenario 5 |           |        |        |              |       |     |     |              |       |     |     |
|---|-----------|--------|--------|--------------|-------|-----|-----|--------------|-------|-----|-----|
| Land Use  | Units     | Daily  |        | AM Peak Hour |       |     |     | PM Peak Hour |       |     |     |
|   |           | Rate   | Trips  | Rate         | Trips | In  | Out | Rate         | Trips | In  | Out |
| Annex West                                      |           |        |        |              |       |     |     |              |       |     |     |
| Hotel   | 120 rooms | 8.36   | 1003   | 0.47         | 56    | 33  | 23  | 0.60         | 72    | 37  | 35  |
| Gas Station                                     | 12 fs     | 205.36 | 2464   | 12.5         | 150   | 77  | 73  | 14.00        | 168   | 86  | 82  |
| Restaurant                                      | 4 ksf     | 112.18 | 449    | 9.94         | 40    | 22  | 18  | 9.77         | 39    | 24  | 15  |
| Pass-by   |           | -5%    | -22    | -5%          | -2    | -1  | -1  | -5%          | -2    | -1  | -1  |
| Fast Food Restaurant                            | 2 ksf     | 470.95 | 942    | 40.19        | 80    | 41  | 39  | 32.67        | 65    | 34  | 31  |
| Pass-by   |           | -5%    | -47    | -5%          | -4    | -2  | -2  | -5%          | -3    | -2  | -1  |
| Annex East                                      |           |        |        |              |       |     |     |              |       |     |     |
| Grocery Store                                   | 20 ksf    | 106.78 | 2136   | 3.82         | 76    | 46  | 30  | 9.24         | 185   | 94  | 91  |
| Business Park                                   | 80 ksf    | 12.44  | 995    | 0.40         | 32    | 20  | 12  | 0.42         | 34    | 16  | 18  |
| Accessory Retail                                | 8 ksf     | 37.75  | 302    | 0.94         | 8     | 5   | 3   | 3.81         | 30    | 14  | 16  |
| Internal Capture                                |           | -5%    | -172   | -5%          | -6    | -4  | -2  | -5%          | -12   | -6  | -6  |
| Wal-Mart Site                                   |           |        |        |              |       |     |     |              |       |     |     |
| Office Building                                 | 60 ksf    | 10.77  | 646    | 1.38         | 83    | 71  | 12  | 1.17         | 70    | 11  | 59  |
| Mixed-Use Office                                | 40 ksf    | 10.91  | 436    | 1.60         | 64    | 55  | 9   | 1.19         | 48    | 8   | 40  |
| Mixed-Use Residential                           | 45 du     | 7.32   | 329    | 0.46         | 21    | 5   | 16  | 0.56         | 25    | 16  | 9   |
| Coffee Shop                                     | 1.5 ksf   | 820.38 | 1231   | 88.90        | 133   | 68  | 65  | 43.40        | 65    | 33  | 32  |
| Pass-by   |           | -10%   | -123   | -10%         | -13   | -7  | -6  | -10%         | -7    | -4  | -3  |
| Sandwich Shop                                   | 1.5 ksf   | 315.17 | 473    | 2.07         | 3     | 2   | 1   | 14.13        | 21    | 12  | 9   |
| Pass-by   |           | -5%    | -24    | -5%          | 0     | 0   | 0   | -5%          | -1    | -1  | 0   |
| Apartments                                      | 35 du     | 7.32   | 256    | 0.46         | 16    | 4   | 12  | 0.56         | 20    | 13  | 7   |
| Internal Capture                                |           | -5%    | -322   | -5%          | -31   | -20 | -11 | -5%          | -24   | -9  | -15 |
| Church Site                                     |           |        |        |              |       |     |     |              |       |     |     |
| Tractor Supply                                  | 30 ksf    | 9.14   | 274    | 1.08         | 32    | 17  | 15  | 2.68         | 80    | 38  | 42  |
| Grocery Store                                   | 30 ksf    | 106.78 | 3203   | 3.82         | 115   | 69  | 46  | 9.24         | 277   | 141 | 136 |
| Retail Pad 1                                    | 5 ksf     | 37.75  | 189    | 0.94         | 5     | 3   | 2   | 3.81         | 19    | 9   | 10  |
| Retail Pad 2                                    | 6 ksf     | 37.75  | 227    | 0.94         | 6     | 4   | 2   | 3.81         | 23    | 11  | 12  |
| Mixed-Use Office                                | 4 ksf     | 11.69  | 47     | 7.56         | 30    | 26  | 4   | 1.34         | 5     | 1   | 4   |
| Mixed-Use Residential                           | 10 du     | 7.32   | 73     | 0.46         | 5     | 1   | 4   | 0.56         | 6     | 4   | 2   |
| Internal Capture                                |           | -5%    | -201   | -5%          | -10   | -6  | -4  | -5%          | -21   | -10 | -10 |
| Subtotal  |           |        | 15,651 |              | 955   | 569 | 386 |              | 1,251 | 601 | 650 |
| Reductions                                      |           |        | -887   |              | -66   | -40 | -26 |              | -69   | -32 | -36 |
| Total   |           |        | 14,764 |              | 889   | 529 | 360 |              | 1,182 | 569 | 614 |

Note: du = dwelling unit; ksf = 1,000 square feet; fs = fuel stations



**Trip Generation Summary for Land Use Scenario 6**

| Land Use                             | Units     | Daily  |        | AM Peak Hour |       |     |     | PM Peak Hour |       |     |     |
|--------------------------------------|-----------|--------|--------|--------------|-------|-----|-----|--------------|-------|-----|-----|
|                                      |           | Rate   | Trips  | Rate         | Trips | In  | Out | Rate         | Trips | In  | Out |
| Annex West                           |           |        |        |              |       |     |     |              |       |     |     |
| Hotel                                | 120 rooms | 8.36   | 1003   | 0.47         | 56    | 33  | 23  | 0.60         | 72    | 37  | 35  |
| Gas Station                          | 12 fs     | 205.36 | 2464   | 12.5         | 150   | 77  | 73  | 14.00        | 168   | 86  | 82  |
| Sit-Down Restaurant                  | 3 ksf     | 112.18 | 337    | 9.94         | 30    | 17  | 13  | 9.77         | 29    | 18  | 11  |
| Pass-by                              |           | -5%    | -17    | -5%          | -2    | -1  | -1  | -5%          | -1    | -1  | 0   |
| Fast-Food Restaurant                 | 3 ksf     | 470.95 | 1413   | 40.2         | 121   | 62  | 59  | 32.7         | 98    | 51  | 47  |
| Pass-by                              |           | -5%    | -71    | -5%          | -6    | -3  | -3  | -5%          | -5    | -3  | -2  |
| Annex East                           |           |        |        |              |       |     |     |              |       |     |     |
| Business Park                        | 193 ksf   | 12.44  | 2401   | 0.40         | 77    | 47  | 30  | 0.42         | 81    | 37  | 44  |
| Wal-Mart Site                        |           |        |        |              |       |     |     |              |       |     |     |
| Business Park                        | 120 ksf   | 12.44  | 1493   | 0.40         | 48    | 29  | 19  | 0.42         | 50    | 23  | 27  |
| Sit-Down Restaurant                  | 2 ksf     | 112.18 | 224    | 9.94         | 20    | 11  | 9   | 9.77         | 20    | 12  | 8   |
| Pass-by                              |           | -5%    | -11    | -5%          | -1    | -1  | 0   | -5%          | -1    | -1  | 0   |
| Apartments                           | 35 du     | 7.32   | 256    | 0.46         | 16    | 4   | 12  | 0.56         | 20    | 13  | 7   |
| Internal Capture                     |           | -5%    | -98    | -5%          | -4    | -2  | -2  | -5%          | -4    | -2  | -2  |
| Church Site                          |           |        |        |              |       |     |     |              |       |     |     |
| Motel                                | 120 rooms | 3.35   | 402    | 0.38         | 46    | 17  | 29  | 0.38         | 46    | 25  | 21  |
| Apartments/Condos                    | 176 du    | 7.32   | 1,288  | 0.46         | 81    | 19  | 62  | 0.56         | 99    | 62  | 37  |
| Fuel Station w/<br>Convenience Store | 18 fs     | 205.36 | 3,696  | 12.47        | 224   | 114 | 110 | 13.99        | 252   | 129 | 123 |
| Pass-by                              |           | -15%   | -554   | -15%         | -34   | -17 | -17 | -15%         | -37   | -19 | -18 |
| Restaurant w/ Drive-<br>Thru         | 2.5 ksf   | 470.95 | 1,177  | 40.19        | 100   | 51  | 49  | 32.67        | 82    | 43  | 39  |
| Winery/Tasting Room                  | 2.6 ksf   | 45.96  | 119    | 2.07         | 5     | 4   | 1   | 7.31         | 19    | 10  | 9   |
| Commercial-Store<br>Fronts           | 15.4 ksf  | 37.75  | 581    | 0.94         | 14    | 9   | 5   | 3.81         | 59    | 28  | 31  |
| Commercial-Light<br>Industrial       | 36.0 ksf  | 12.44  | 448    | 0.4          | 14    | 9   | 5   | 0.42         | 15    | 7   | 8   |
| Internal Capture                     |           | -5%    | -413   | -5%          | -26   | -12 | -14 | -5%          | -30   | -16 | -14 |
| Subtotal                             |           |        | 17,302 |              | 1,002 | 503 | 499 |              | 1,110 | 581 | 529 |
| Reductions                           |           |        | -1,164 |              | -73   | -36 | -37 |              | -78   | -42 | -36 |
| Total                                |           |        | 16,138 |              | 929   | 467 | 462 |              | 1,032 | 539 | 493 |

Note: du = dwelling unit; ksf = 1,000 square feet; fs = fuel stations

| Trip Generation Summary for Baseline Land Use Scenario |           |        |       |              |       |     |     |              |       |     |     |
|--|-----------|--------|-------|--------------|-------|-----|-----|--------------|-------|-----|-----|
| Land Use   | Units     | Daily  |       | AM Peak Hour |       |     |     | PM Peak Hour |       |     |     |
|  |           | Rate   | Trips | Rate         | Trips | In  | Out | Rate         | Trips | In  | Out |
| Annex West   |           |        |       |              |       |     |     |              |       |     |     |
| Hotel  | 120 rooms | 8.36   | 1003  | 0.47         | 56    | 33  | 23  | 0.60         | 72    | 37  | 35  |
| Gas Station  | 12 fs     | 205.36 | 2464  | 12.5         | 150   | 77  | 73  | 14.00        | 168   | 86  | 82  |
| Sit-Down Restaurant                                    | 3 ksf     | 112.18 | 337   | 9.94         | 30    | 17  | 13  | 9.77         | 29    | 18  | 11  |
| Pass-by  |           | -5%    | -17   | -5%          | -2    | -1  | -1  | -5%          | -1    | -1  | 0   |
| Fast-Food Restaurant                                   | 3 ksf     | 470.95 | 1413  | 40.2         | 121   | 62  | 59  | 32.7         | 98    | 51  | 47  |
| Pass-by  |           | -5%    | -71   | -5%          | -6    | -3  | -3  | -5%          | -5    | -3  | -2  |
| Annex East   |           |        |       |              |       |     |     |              |       |     |     |
| Business Park  | 100 ksf   | 12.44  | 1244  | 0.40         | 40    | 24  | 16  | 0.42         | 42    | 19  | 23  |
| Wal-Mart Site  |           |        |       |              |       |     |     |              |       |     |     |
| Business Park  | 120 ksf   | 12.44  | 1493  | 0.40         | 48    | 29  | 19  | 0.42         | 50    | 23  | 27  |
| Sit-Down Restaurant                                    | 2 ksf     | 112.18 | 224   | 9.94         | 20    | 11  | 9   | 9.77         | 20    | 12  | 8   |
| Pass-by  |           | -5%    | -11   | -5%          | -1    | -1  | 0   | -5%          | -1    | -1  | 0   |
| Apartments   | 35 du     | 7.32   | 256   | 0.46         | 16    | 4   | 12  | 0.56         | 20    | 13  | 7   |
| Internal Capture                                       |           | -5%    | -98   | -5%          | -4    | -2  | -2  | -5%          | -4    | -2  | -2  |
| Church Site  |           |        |       |              |       |     |     |              |       |     |     |
| Motel  | 100 rooms | 3.35   | 335   | 0.38         | 38    | 14  | 24  | 0.38         | 38    | 21  | 17  |
| Sit-Down Restaurant                                    | 3 ksf     | 112.18 | 337   | 9.94         | 30    | 17  | 13  | 9.77         | 29    | 18  | 11  |
| Subtotal   |           |        | 9,106 |              | 549   | 288 | 261 |              | 566   | 298 | 268 |
| Reductions   |           |        | -197  |              | -13   | -7  | -6  |              | -11   | -7  | -4  |
| Total  |           |        | 8,909 |              | 536   | 281 | 255 |              | 555   | 291 | 264 |

Note: du = dwelling unit; ksf = 1,000 square feet; fs = fuel stations

## Delay Summary Table

| Land Use (LU)<br>Scenario | Del Rio Road &<br>El Camino Real |       | Del Rio Road &<br>US-101 Northbound<br>Ramps |       | Del Rio Road &<br>US-101 Southbound<br>Ramps |      | Del Rio Road &<br>Ramona Road |     | Del Rio Road &<br>Ramona Road<br>(Northbound) |      |
|---------------------------|----------------------------------|-------|--|-------|--|------|-------------------------------|-----|---|------|
|                           | AM                               | PM    | AM   | PM    | AM   | PM   | AM                            | PM  | AM  | PM   |
| Existing                  | 17.7                             | 20.7  | 8.3  | 8.8   | 9.7  | 9.7  | 0.7                           | 0.9 | 9.5   | 9.2  |
| LU 1                      | 33.1                             | 145.9 | 13.8   | 17.0  | 10.0   | 10.3 | 0.5                           | 0.6 | 10.0  | 9.6  |
| LU 2                      | 48.7                             | 167.5 | 13.4   | 53.5  | 10.1   | 10.9 | 0.6                           | 0.7 | 9.7   | 9.4  |
| LU 3                      | 52.6                             | 158.6 | 17.5   | 57.8  | 10.6   | 11.2 | 0.5                           | 0.6 | 10.0  | 9.5  |
| LU 4                      | 49.5                             | 113.9 | 12.5   | 12.1  | 10.5   | 9.7  | 0.6                           | 0.7 | 9.7   | 9.3  |
| LU 1A                     | 31.0                             | 142.6 | 12.5   | 14.4  | 9.9  | 10.0 | 0.5                           | 0.6 | 9.9   | 9.4  |
| Baseline LU               | 66.7                             | 123.9 | 13.1   | 14.0  | 9.9  | 9.8  | 0.6                           | 0.7 | 9.7   | 9.2  |
| LU 5                      | 101.9                            | 197.6 | 44.9   | 245.0 | 11.4   | 14.5 | 0.5                           | 0.5 | 10.0  | 10.1 |
| LU 6                      | 92.4                             | 159.7 | 97.5   | 160.5 | 13.5   | 13.0 | 0.4                           | 0.5 | 10.9  | 10.3 |

Mitigation: With added westbound right-turn lane at Del Rio Road/US-101 Northbound Ramps

|             |       |       |      |      |      |      |     |     |      |      |
|-------------|-------|-------|------|------|------|------|-----|-----|------|------|
| LU 1        | 33.1  | 145.9 | 8.9  | 9.6  | 10.0 | 10.3 | 0.5 | 0.6 | 10.0 | 9.6  |
| LU 2        | 48.7  | 167.5 | 8.9  | 10.0 | 10.1 | 10.9 | 0.6 | 0.7 | 9.7  | 9.4  |
| LU 3        | 52.6  | 158.6 | 9.5  | 10.3 | 10.6 | 11.2 | 0.5 | 0.6 | 10.0 | 9.5  |
| LU 4        | 49.5  | 113.9 | 8.5  | 8.7  | 10.5 | 9.7  | 0.6 | 0.7 | 9.7  | 9.3  |
| LU 1A       | 31.0  | 142.6 | 8.6  | 9.2  | 9.9  | 10.0 | 0.5 | 0.6 | 9.9  | 9.4  |
| Baseline LU | 66.7  | 123.9 | 8.6  | 8.9  | 9.9  | 9.8  | 0.6 | 0.7 | 9.7  | 9.2  |
| LU 5        | 101.9 | 197.6 | 11.0 | 27.3 | 11.4 | 14.5 | 0.5 | 0.5 | 10.0 | 10.1 |
| LU 6        | 92.4  | 159.7 | 23.0 | 27.1 | 13.5 | 13.0 | 0.4 | 0.5 | 10.9 | 10.3 |

Mitigation: With signal retimings

|             |      |      |      |      |      |      |     |     |      |      |
|-------------|------|------|------|------|------|------|-----|-----|------|------|
| LU 1        | 17.5 | 16.2 | 12.6 | 16.1 | 10.0 | 10.3 | 0.5 | 0.6 | 10.0 | 9.6  |
| LU 2        | 22.4 | 23.6 | 13.0 | 10.4 | 10.1 | 10.9 | 0.6 | 0.7 | 9.7  | 9.4  |
| LU 3        | 29.5 | 26.5 | 13.6 | 18.6 | 10.6 | 11.2 | 0.5 | 0.6 | 10.0 | 9.5  |
| LU 4        | 27.9 | 17.5 | 12.8 | 8.3  | 10.5 | 9.7  | 0.6 | 0.7 | 9.7  | 9.3  |
| LU 1A       | 17.1 | 16.1 | 12.3 | 9.1  | 9.9  | 10.0 | 0.5 | 0.6 | 9.9  | 9.4  |
| Baseline LU | 15.9 | 18.2 | 10.8 | 9.5  | 9.9  | 9.8  | 0.6 | 0.7 | 9.7  | 9.2  |
| LU 5        | 17.7 | 30.5 | 12.7 | 28.9 | 11.4 | 14.5 | 0.5 | 0.5 | 10.0 | 10.1 |
| LU 6        | 16.7 | 20.8 | 15.5 | 20.8 | 13.5 | 13.0 | 0.4 | 0.5 | 10.9 | 10.3 |

With Both Mitigations

|             |      |      |      |      |      |      |     |     |      |      |
|-------------|------|------|------|------|------|------|-----|-----|------|------|
| LU 1        | 15.7 | 16.3 | 7.3  | 7.9  | 10.0 | 10.3 | 0.5 | 0.6 | 10.0 | 9.6  |
| LU 2        | 16.0 | 21.8 | 7.4  | 7.9  | 10.1 | 10.9 | 0.6 | 0.7 | 9.7  | 9.4  |
| LU 3        | 16.1 | 21.3 | 7.6  | 8.1  | 10.6 | 11.2 | 0.5 | 0.6 | 10.0 | 9.5  |
| LU 4        | 15.7 | 15.9 | 7.2  | 7.5  | 10.5 | 9.7  | 0.6 | 0.7 | 9.7  | 9.3  |
| LU 1A       | 15.6 | 28.8 | 7.2  | 7.7  | 9.9  | 10.0 | 0.5 | 0.6 | 9.9  | 9.4  |
| Baseline LU | 15.9 | 18.2 | 8.5  | 7.6  | 9.9  | 9.8  | 0.6 | 0.7 | 9.7  | 9.2  |
| LU 5        | 17.7 | 30.5 | 9.8  | 10.9 | 11.4 | 15.2 | 0.5 | 0.5 | 10.0 | 10.1 |
| LU 6        | 16.7 | 20.8 | 12.8 | 12.9 | 17.9 | 15.7 | 0.4 | 0.5 | 10.9 | 10.3 |

With Both Mitigations, as well as signal modifications to Del Rio Road/El Camino Real

|      |      |      |     |      |      |      |     |     |      |      |
|------|------|------|-----|------|------|------|-----|-----|------|------|
| LU 5 | 12.6 | 28.7 | 9.8 | 10.6 | 11.4 | 15.2 | 0.5 | 0.5 | 10.0 | 10.1 |
|------|------|------|-----|------|------|------|-----|-----|------|------|

## Queue Length Summary Table

| Land Use (LU)<br>Scenario | Eastbound to<br>El Camino Real |     | Westbound to<br>US-101 Northbound<br>Ramps |     | Eastbound to<br>US-101 Northbound<br>Ramps |     | Westbound to<br>US-101 Southbound<br>Ramps |     |
|---------------------------|--------------------------------|-----|--|-----|--|-----|--|-----|
|                           | AM                             | PM  | AM   | PM  | AM   | PM  | AM   | PM  |
| Ex. Lengths               | 240                            | 240 | 240  | 240 | 290  | 290 | 290  | 290 |
| Existing                  | 119                            | 123 | 157  | 171 | 120  | 127 | 86   | 112 |
| LU 1                      | 168                            | 170 | 226  | 215 | 210  | 242 | 162  | 146 |
| LU 2                      | 207                            | 258 | 233  | 262 | 244  | 292 | 145  | 163 |
| LU 3                      | 235                            | 269 | 242  | 261 | 288  | 344 | 167  | 182 |
| LU 4                      | 208                            | 171 | 226  | 209 | 204  | 188 | 134  | 130 |
| LU 1A                     | 182                            | 168 | 214  | 206 | 227  | 212 | 153  | 150 |
| Baseline LU               | 194                            | 208 | 220  | 222 | 222  | 211 | 142  | 141 |
| LU 5                      | 290                            | 278 | 270  | 299 | 403  | 428 | 219  | 308 |
| LU 6                      | 250                            | 239 | 296  | 266 | 431  | 419 | 345  | 335 |

Mitigation: With added westbound right-turn lane at Del Rio Road/US-101 Northbound Ramps

|             |     |     |     |     |     |     |     |     |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|
| LU 1        | 170 | 170 | 139 | 132 | 173 | 190 | 165 | 165 |
| LU 2        | 220 | 234 | 153 | 145 | 206 | 236 | 180 | 159 |
| LU 3        | 224 | 256 | 147 | 150 | 217 | 241 | 171 | 197 |
| LU 4        | 197 | 170 | 132 | 118 | 178 | 174 | 153 | 137 |
| LU 1A       | 175 | 171 | 133 | 126 | 175 | 186 | 160 | 169 |
| Baseline LU | 232 | 208 | 136 | 128 | 179 | 176 | 149 | 147 |
| LU 5        | 293 | 284 | 157 | 178 | 316 | 387 | 232 | 335 |
| LU 6        | 262 | 242 | 190 | 169 | 340 | 320 | 369 | 327 |

Mitigation: With signal retimings

|             |     |     |     |     |     |     |     |     |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|
| LU 1        | 163 | 171 | 213 | 233 | 173 | 192 | 168 | 181 |
| LU 2        | 201 | 244 | 230 | 278 | 199 | 277 | 159 | 212 |
| LU 3        | 224 | 230 | 240 | 278 | 227 | 247 | 167 | 224 |
| LU 4        | 198 | 175 | 210 | 215 | 178 | 164 | 141 | 136 |
| LU 1A       | 159 | 159 | 207 | 222 | 163 | 178 | 145 | 166 |
| Baseline LU | 215 | 192 | 221 | 228 | 217 | 186 | 159 | 156 |
| LU 5        | 278 | 256 | 275 | 313 | 362 | 390 | 243 | 388 |
| LU 6        | 268 | 242 | 272 | 301 | 389 | 354 | 325 | 398 |

With Both Mitigations

|             |     |     |     |     |     |     |     |     |
|-------------|-----|-----|-----|-----|-----|-----|-----|-----|
| LU 1        | 165 | 163 | 131 | 137 | 133 | 141 | 172 | 180 |
| LU 2        | 208 | 228 | 126 | 162 | 135 | 171 | 159 | 220 |
| LU 3        | 217 | 226 | 128 | 150 | 173 | 184 | 178 | 232 |
| LU 4        | 206 | 168 | 125 | 127 | 147 | 134 | 161 | 156 |
| LU 1A       | 170 | 171 | 123 | 138 | 134 | 126 | 157 | 176 |
| Baseline LU | 219 | 192 | 135 | 143 | 180 | 139 | 162 | 158 |
| LU 5        | 270 | 250 | 157 | 197 | 228 | 249 | 228 | 276 |
| LU 6        | 240 | 203 | 158 | 149 | 285 | 218 | 215 | 271 |

With Both Mitigations, as well as signal modifications to Del Rio Road/El Camino Real

|      |     |     |     |     |     |     |     |     |
|------|-----|-----|-----|-----|-----|-----|-----|-----|
| LU 5 | 207 | 214 | 154 | 161 | 223 | 267 | 220 | 267 |
|------|-----|-----|-----|-----|-----|-----|-----|-----|



# CITY OF ATASCADERO

COMMUNITY DEVELOPMENT DEPARTMENT

## Notice of Intent to Adopt Mitigated Negative Declaration

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

### PROJECT DESCRIPTION:

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

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

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

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

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

**STATE CLEARING HOUSE REVIEW:** ☒ Yes ☐ NO

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

**PUBLIC HEARING REQUIRED:** ☐ No ☒ Yes Date to be determined

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



# CITY OF ATASCADERO

COMMUNITY DEVELOPMENT DEPARTMENT

## Initial Study Summary – Environmental Checklist

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

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

**Environmental Factors Potentially Affected:** The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

**DETERMINATION:** (To be completed by the Lead Agency)

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

- ☐ The proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ The proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ Although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

**Callie Taylor**

**Prepared by (Print)**

**Signature**

**Date**

**Phil Dunsmore**

**Reviewed by (Print)**

**Signature**

**Date**





### **PROJECT ENVIRONMENTAL ANALYSIS**

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

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

### **A. PROPOSED PROJECT**

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

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

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

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

**Latitude:** 35° 28' 9.83" N

**Longitude:** 120° 38' 59.67" W

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

### **B. EXISTING SETTING**

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

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

**Parcel size:** 5.25 acres

**Topography:** Mostly flat

**Average Slope:** 10%



**Vegetation:** Oaks, annual grasses, development located adjacent to drainage swale with riparian vegetation

**Existing use:** Carwash currently under construction, remaining parcel is vacant

**Surrounding land use:** Residential Single-Family (RSF-Y), Multi-family (RMF-20) & Commercial Retail (CR)

**Surrounding zoning:** Residential Single-Family, Multi-family, & Commercial Retail

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

### C. ENVIRONMENTAL ANALYSIS

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



## CITY OF ATASCADERO INITIAL STUDY CHECKLIST

### 1. AESTHETICS – Will the project:

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

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



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

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

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

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

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

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

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

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



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

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

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

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

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

## 2. AGRICULTURE AND FORESTRY RESOURCES – Will the project:

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



|   | Potentially<br>Significant | Impact<br>Requires<br>Mitigation | Insignificant<br>Impact  | Not<br>Applicable                   |
|---|----------------------------|----------------------------------|--------------------------|-------------------------------------|
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/>   | <input type="checkbox"/>         | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

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

### 3. AIR QUALITY – Will the project:

|   | Potentially<br>Significant | Impact<br>Requires<br>Mitigation    | Insignificant<br>Impact             | Not<br>Applicable        |
|---|----------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?   | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |



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

**EXISTING SETTING:** San Luis Obispo County is a nonattainment area for ozone and fine particulate matter (PM<sub>10</sub>) (SLO County Clean Air Plan, 2001). The site is located adjacent to single family, multifamily, and commercial properties. The site is currently vacant (with the exception of the carwash currently under construction) as the abandoned buildings which were previously located on site were removed in 2017.

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

The quantity of ozone and PM<sub>10</sub> that might be created by 55 residential units is not expected to exceed thresholds of significance established by the SLO County Air Pollution Control District. According to the Operational and Construction Screening Criteria for Project Air Quality Analysis (Table 1-1, SLOAPCD, 2017), Single Family Housing would have to be at or over 76 dwelling units in order to be expected to exceed the APCD GHG Numerical Threshold (operational and construction), and would have to be at or above 128 units to exceed the APCD Ozone Precursor Significance Threshold. Based on the overseeing agency's screening criteria for the residential portion of the proposed project, the impact is determined to be less than significant.

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

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

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

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





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

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

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

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



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

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

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

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

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

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

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



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

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

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

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

#### **4. BIOLOGICAL RESOURCES – Will the project:**

|   | Potentially<br>Significant | Impact<br>Requires<br>Mitigation    | Insignificant<br>Impact  | Not<br>Applicable        |
|---|----------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS)? | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or CDFW and USFWS?   | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?  | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |



|  | Potentially<br>Significant | Impact<br>Requires<br>Mitigation    | Insignificant<br>Impact  | Not<br>Applicable                   |
|--|----------------------------|-------------------------------------|--------------------------|-------------------------------------|
| e) Conflict with policies or ordinances protecting biological resources, such as the tree native tree ordinance?   | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

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

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

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



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

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

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

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

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

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

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



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

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

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

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

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





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

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

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

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

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



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

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

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

## 5. CULTURAL RESOURCES – Will the project:

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



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

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

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

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

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

## 6. GEOLOGY AND SOILS – Will the project:

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



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

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

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

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



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

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

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

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

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

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

## 7. GREENHOUSE GAS EMISSIONS – Will the project:

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

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

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



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

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

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

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

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

## 8. HAZARDS AND HAZARDOUS MATERIALS – Will the project:

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





|  | Potentially<br>Significant | Impact<br>Requires<br>Mitigation | Insignificant<br>Impact             | Not<br>Applicable                   |
|--|----------------------------|----------------------------------|-------------------------------------|-------------------------------------|
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?                                   | <input type="checkbox"/>   | <input type="checkbox"/>         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/>   | <input type="checkbox"/>         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?  | <input type="checkbox"/>   | <input type="checkbox"/>         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?  | <input type="checkbox"/>   | <input type="checkbox"/>         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?   | <input type="checkbox"/>   | <input type="checkbox"/>         | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

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

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

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

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

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



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

**9. HYDROLOGY / WATER QUALITY – Will the project:**

|  | Potentially<br>Significant | Impact<br>Requires<br>Mitigation    | Insignificant<br>Impact             | Not<br>Applicable                   |
|--|----------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements?  | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?   | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?  | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?  | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| f) Otherwise substantially degrade water quality?  | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?   | <input type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |



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

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

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

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

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

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



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

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

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

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

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

## 10. LAND USE & PLANNING – Will the project:

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

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



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

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

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

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

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

## 11. MINERAL RESOURCES – Will the project:

|   | Potentially Significant  | Impact Requires Mitigation | Insignificant Impact     | Not Applicable                      |
|---|--------------------------|----------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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

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

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



## 12. NOISE – Will the project result in:

|   | Potentially Significant  | Impact Requires Mitigation          | Insignificant Impact                | Not Applicable                      |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

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

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





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

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

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

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

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

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

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

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

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

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



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

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

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

### 13. POPULATION & HOUSING – Will the project:

|   | Potentially Significant  | Impact Requires Mitigation | Insignificant Impact                | Not Applicable                      |
|---|--------------------------|----------------------------|-------------------------------------|-------------------------------------|
| a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? | <input type="checkbox"/> | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |



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

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

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

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

#### 14. PUBLIC SERVICE:

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

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

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

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

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



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

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

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

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

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

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

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

## 15. RECREATION:

|                            |                                  |                         |                   |
|----------------------------|----------------------------------|-------------------------|-------------------|
| Potentially<br>Significant | Impact<br>Requires<br>Mitigation | Insignificant<br>Impact | Not<br>Applicable |
|----------------------------|----------------------------------|-------------------------|-------------------|



|  | Potentially<br>Significant | Impact<br>Requires<br>Mitigation    | Insignificant<br>Impact             | Not<br>Applicable        |
|--|----------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

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

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

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

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

## 16. TRANSPORTATION / TRAFFIC – Will the project:

| Potentially<br>Significant | Impact<br>Requires<br>Mitigation | Insignificant<br>Impact | Not<br>Applicable |
|----------------------------|----------------------------------|-------------------------|-------------------|
|----------------------------|----------------------------------|-------------------------|-------------------|



|   | Potentially<br>Significant | Impact<br>Requires<br>Mitigation    | Insignificant<br>Impact             | Not<br>Applicable                   |
|---|----------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?  | <input type="checkbox"/>   | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Result in inadequate emergency access?   | <input type="checkbox"/>   | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?  | <input type="checkbox"/>   | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

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

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





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

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

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

#### *US 101 Mainline Operations and Interchange – Santa Rosa Road*

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



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

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

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

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

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

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



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

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

## 17. TRIBAL CULTURAL RESOURCES – Will the project:

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

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

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

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



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

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

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

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

## 18. UTILITIES AND SERVICE SYSTEMS – Will the project:

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



|   | Potentially<br>Significant | Impact<br>Requires<br>Mitigation | Insignificant<br>Impact             | Not<br>Applicable                   |
|---|----------------------------|----------------------------------|-------------------------------------|-------------------------------------|
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/>   | <input type="checkbox"/>         | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/>   | <input type="checkbox"/>         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?   | <input type="checkbox"/>   | <input type="checkbox"/>         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

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

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

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

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

## 19. MANDATORY FINDINGS OF SIGNIFICANCE:

| Potentially<br>Significant | Impact<br>Requires<br>Mitigation | Insignificant<br>Impact | Not<br>Applicable |
|----------------------------|----------------------------------|-------------------------|-------------------|
|----------------------------|----------------------------------|-------------------------|-------------------|



|  | Potentially<br>Significant | Impact<br>Requires<br>Mitigation | Insignificant<br>Impact             | Not<br>Applicable                   |
|--|----------------------------|----------------------------------|-------------------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/>   | <input type="checkbox"/>         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)  | <input type="checkbox"/>   | <input type="checkbox"/>         | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?  | <input type="checkbox"/>   | <input type="checkbox"/>         | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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

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

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

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





## Exhibit A – Initial Study References & Outside Agency Contacts

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

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



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

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



## **EXHIBIT B – MITIGATION SUMMARY TABLE**

### **PLN 2014-1519 Amendment**

#### **Principal Mixed-Use Amendment, CUP, Tentative Tract Map, Zone Change Environmental Document No. 2019-0002**

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

#### **MITIGATION MEASURES**

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

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

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

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

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

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

402).

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

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



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

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

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

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

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

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

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

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

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



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

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

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

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

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

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





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

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

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

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

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



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

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

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

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

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

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

Mitigation Measure 6.c.3: The contractor will be responsible for the clean up of any mud or



debris that is tracked onto public streets by construction vehicles. An approved device must be in place prior to commencement of grading activities. This device shall be approved by the City Engineer.

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

Mitigation Measure 8.h.1: Construction will comply with section the California Building and Fire Codes. New residences in the City are required to install fire sprinklers. Fire protection measures shall include the use of non-combustible exterior construction and roofs and fire-resistant building materials.

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

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

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

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

Mitigation Measure 12.a.3: Following completion of the car wash phase of construction, noise levels shall be reassessed to determine the need for a noise barrier wall. If determined to be necessary to comply with City noise ordinance standards, the wall shall be constructed at the side of the exit drive, and shall be designed to be several feet higher than the height of the blower closest to the exit. A wall extending eight feet from the end of the tunnel would reduce sideline noise levels by six decibels.

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

- Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.
- Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.
- Exterior walls should be constructed of stucco 7/8" three coats over plywood 5/8" on exterior.
- Interior surfacing should be 5/8" for drywall interior. Additional acoustic insulation could be achieved by two layers of drywall or application over resilient furring channels.



- Glass in both windows and doors should not exceed twenty percent (20%) of the floor area in a room. This is for conventional windows. It is reasonable to permit an increased opening size if the window assembly conforms to the specifications providing a greater than 25 decibel NLR. The greatest improvement in the sound insulation of windows can be achieved by using thicker glass and a larger air space between panes in dual glazed windows. STC values may be used in estimating a window's sound blocking qualities by the newer, Outdoor-Indoor Transmission Class or OITC (ASTM E1332) value is preferred and more appropriate for units exposed to transportation noise.
- Voids around windows should be filled with insulation and wood blocking, and the perimeter of windows thoroughly caulked.
- Vents and openings should be minimized on the sides of the buildings exposed to the road and if vents are required, they should be designed with acoustical baffles.

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

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

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

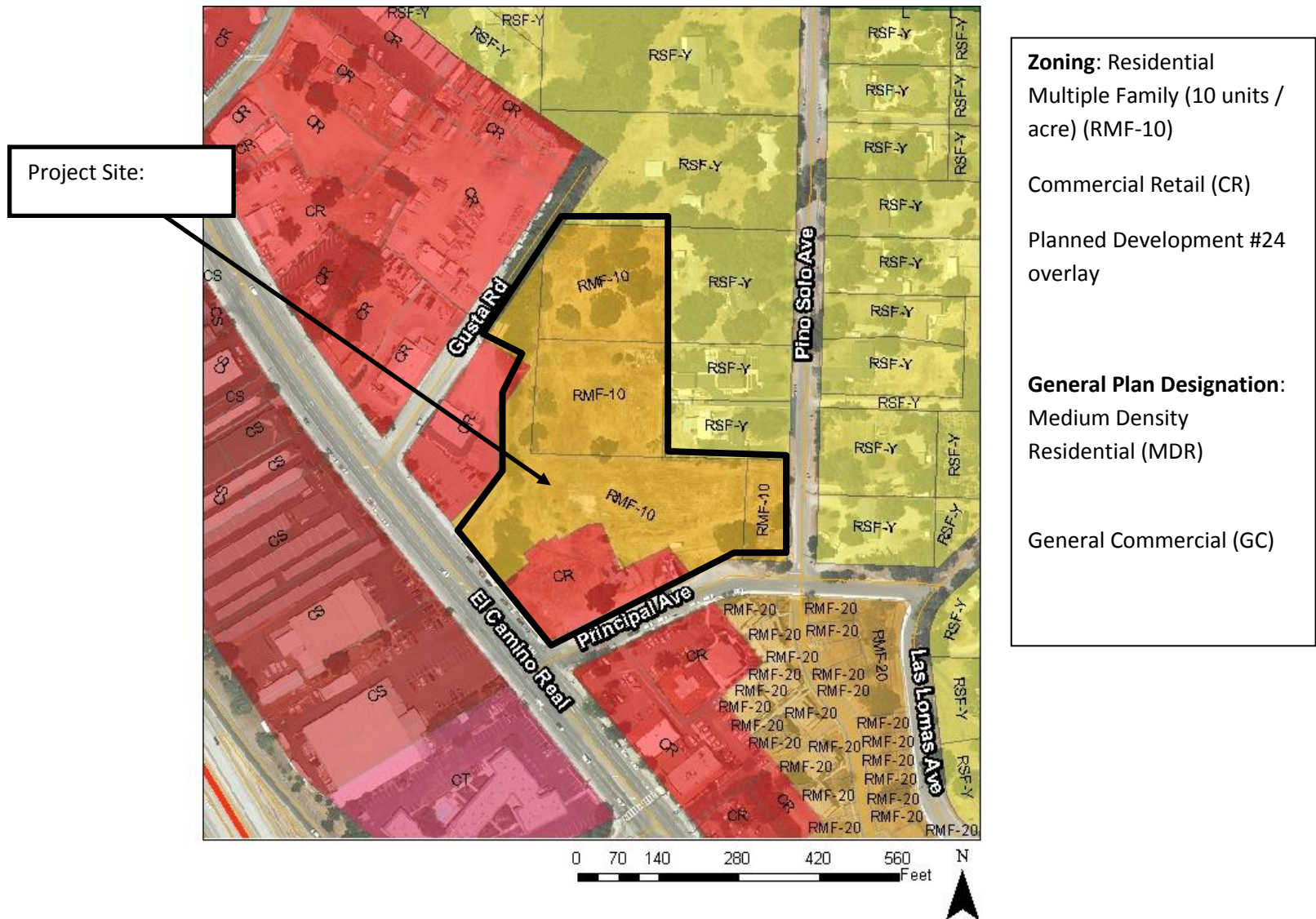
Mitigation Measure 16.a.b.3: Payment of Circulation System Fee (TIF) shall be made prior to the issuance of building permits for all residential and non-residential uses within the project. Fees shall be based on the Development Impact Fee schedule adopted by City Council.

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

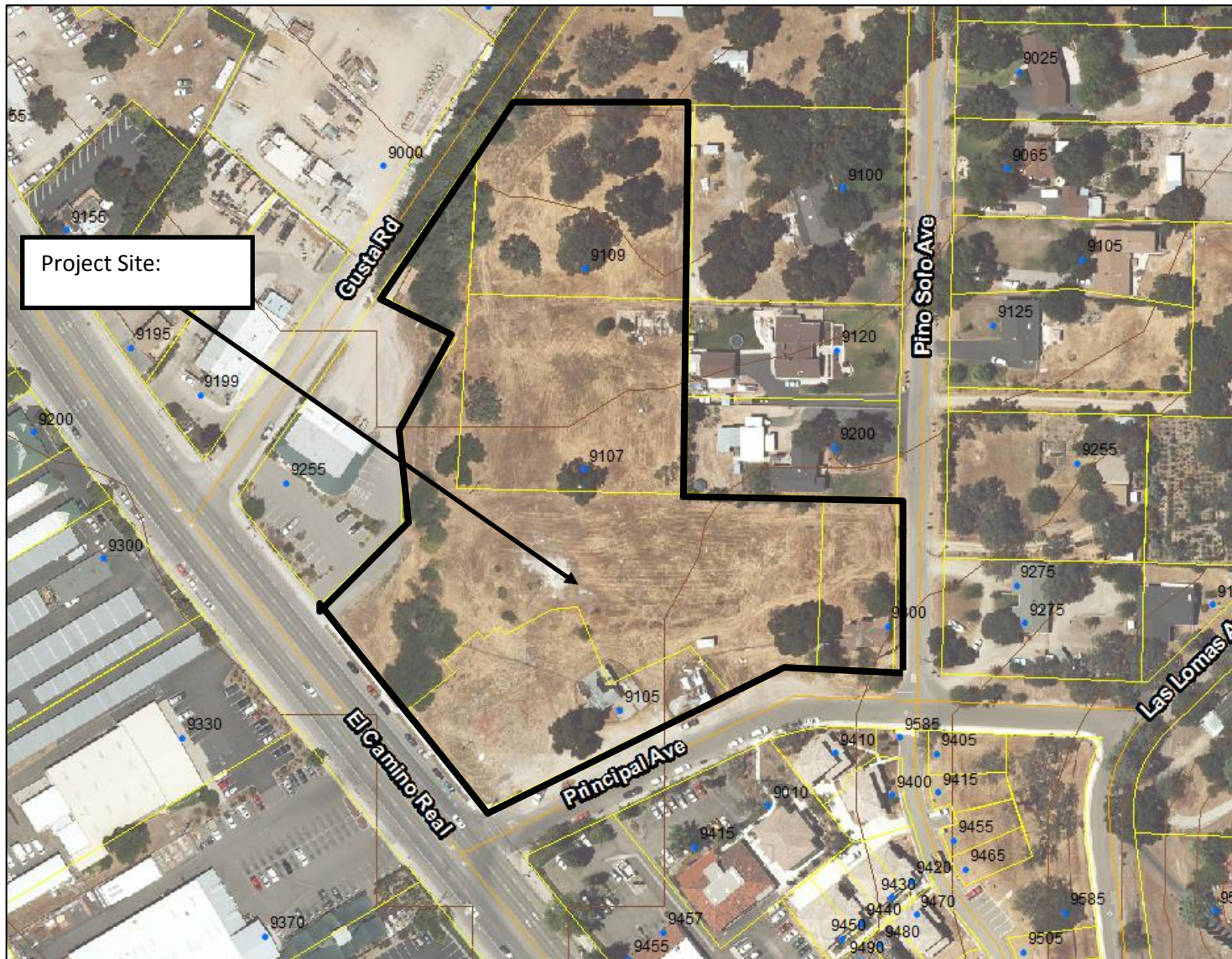
Mitigation Measure 17.a: Prior to the removal of native trees on the subject site, the developer shall contract with a cultural resource specialist from a local tribe to be onsite during all native oak tree removals. If any tribal cultural resources are discovered on-site, the City and the developer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



Attachment 1 – Location Map / General Plan & Zoning





**Attachment 2 – Aerial Image**



**Attachment 3 – Site Photos**









## Attachment 4 – Proposed Landscape and Site Plan



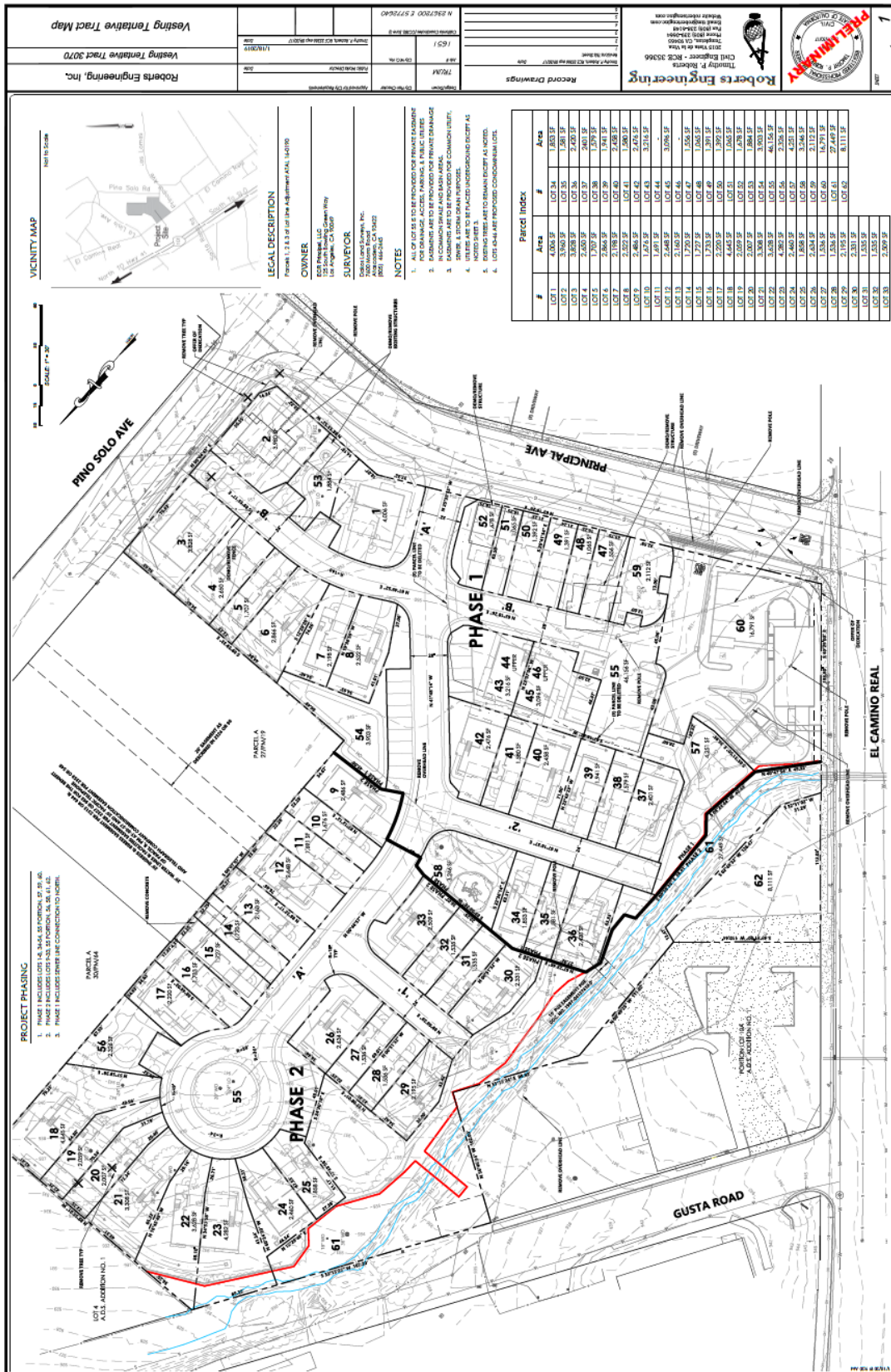
**Attachment 5 – Site Section & Perspective Drawings Exhibits**



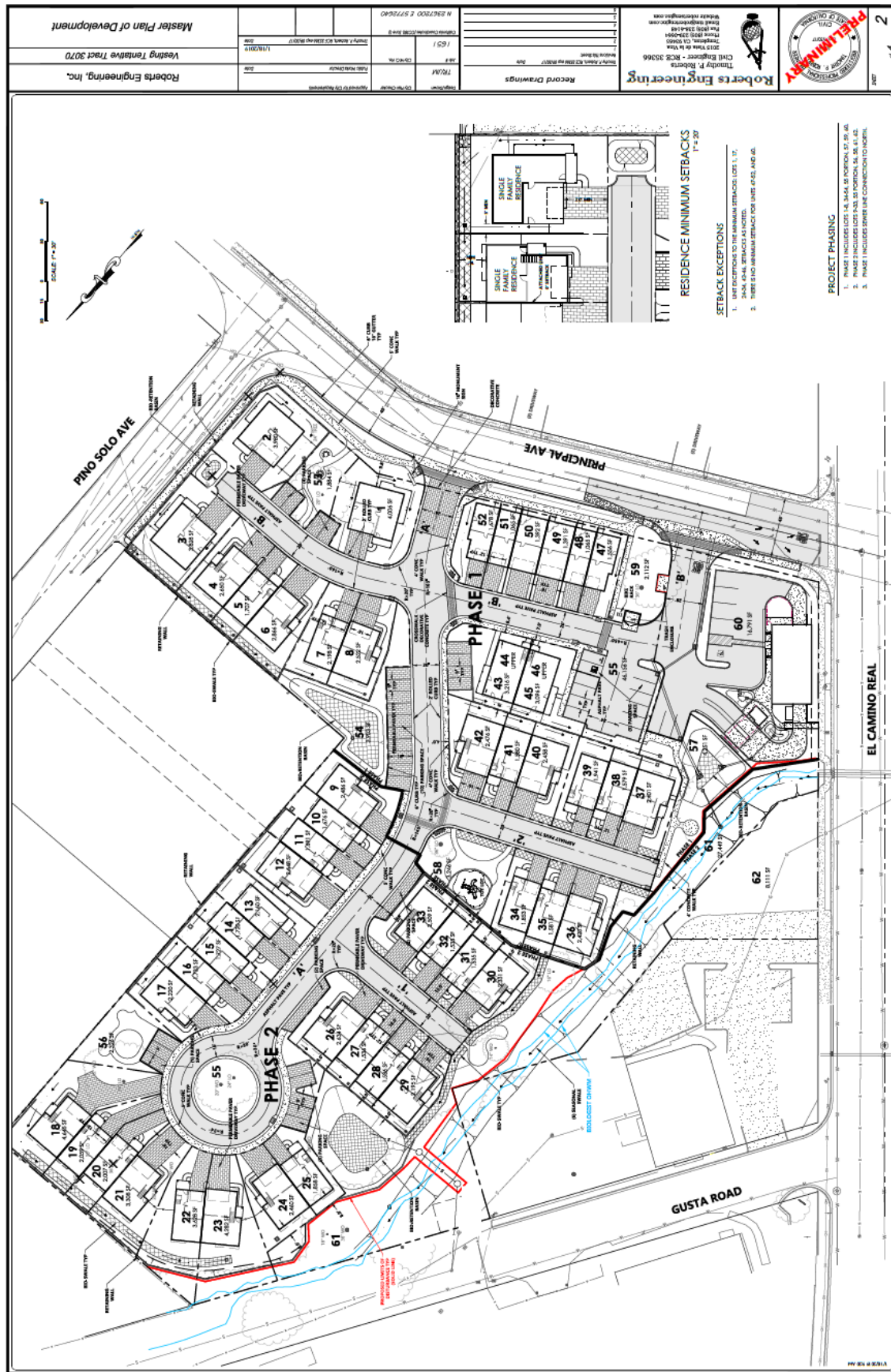


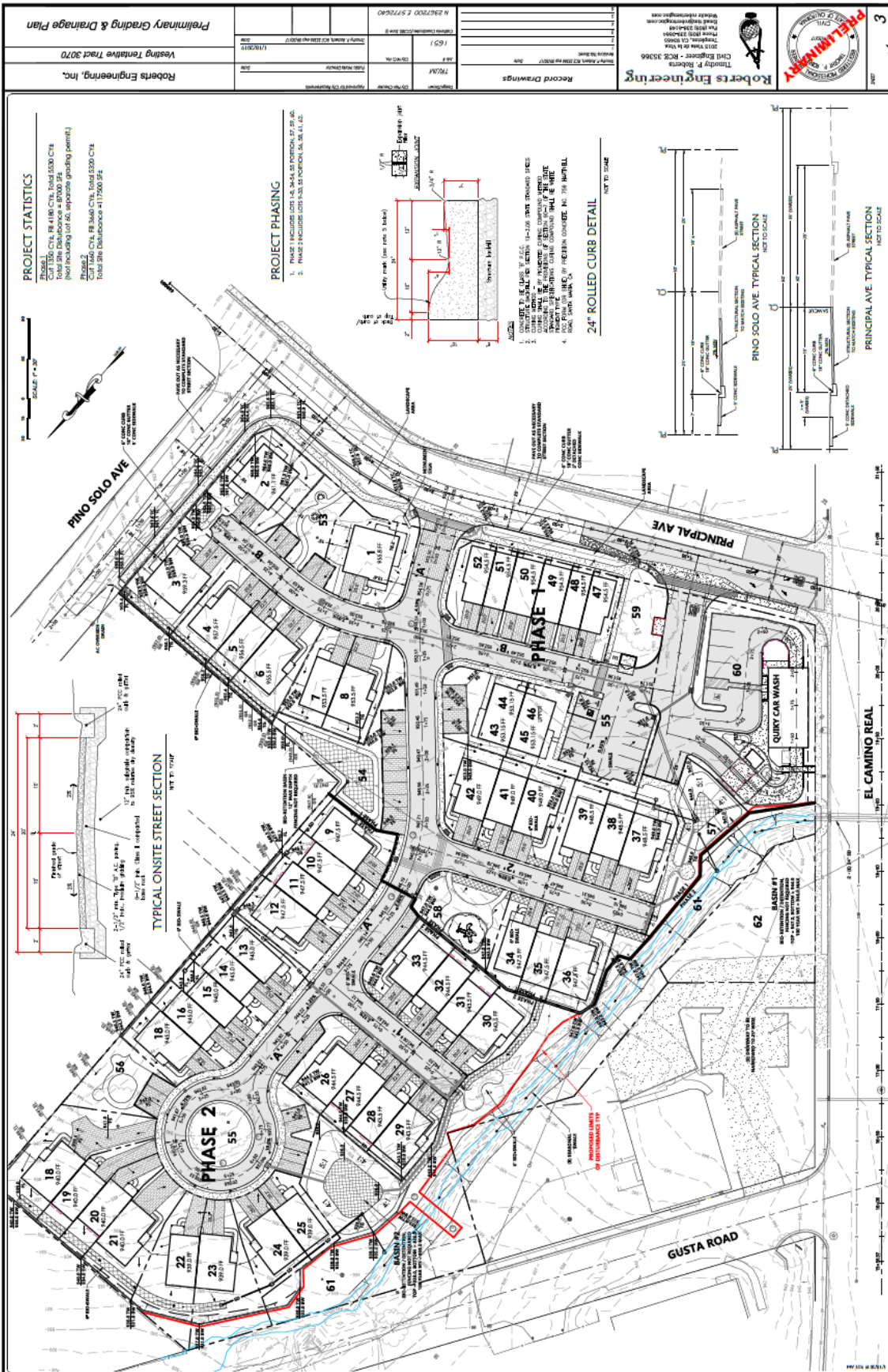


## Attachment 6 – Tentative Tract Map

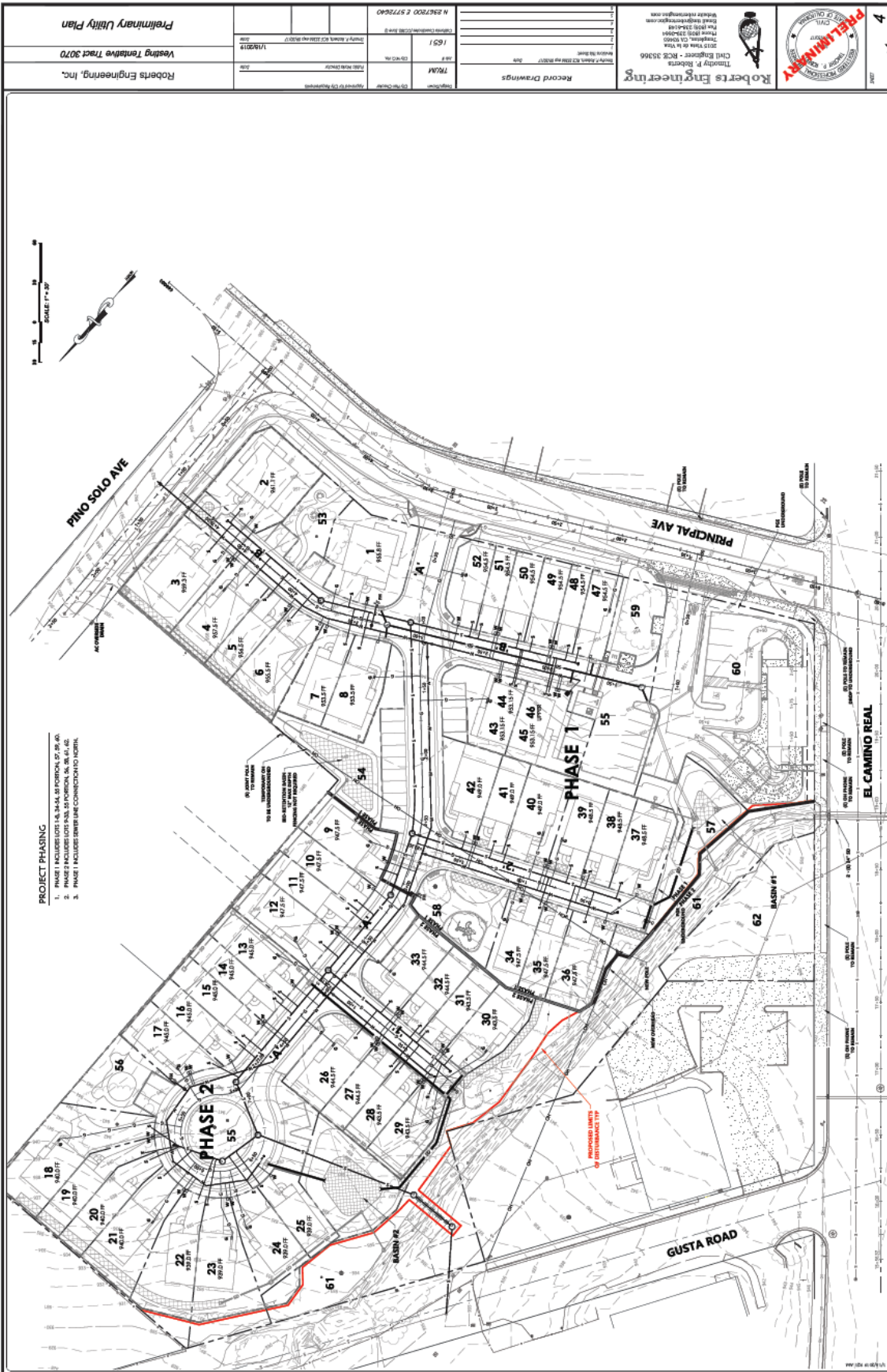












## Attachment 7 – Residential Elevations

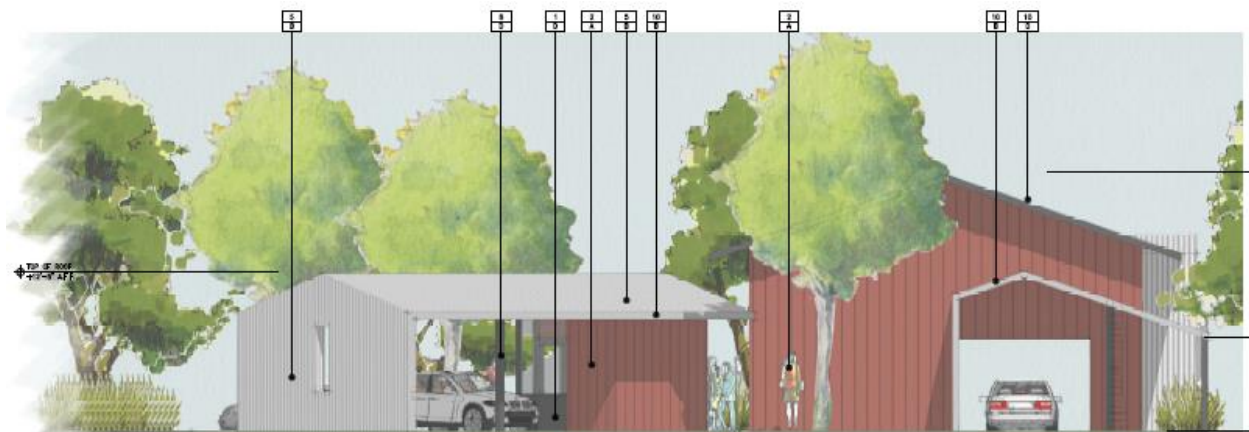




## Attachment 8 – Mixed-use, Live-work Elevations



**Attachment 9 – Elevations / Sections –Car Wash**





**Attachment 10 – Fault Map**



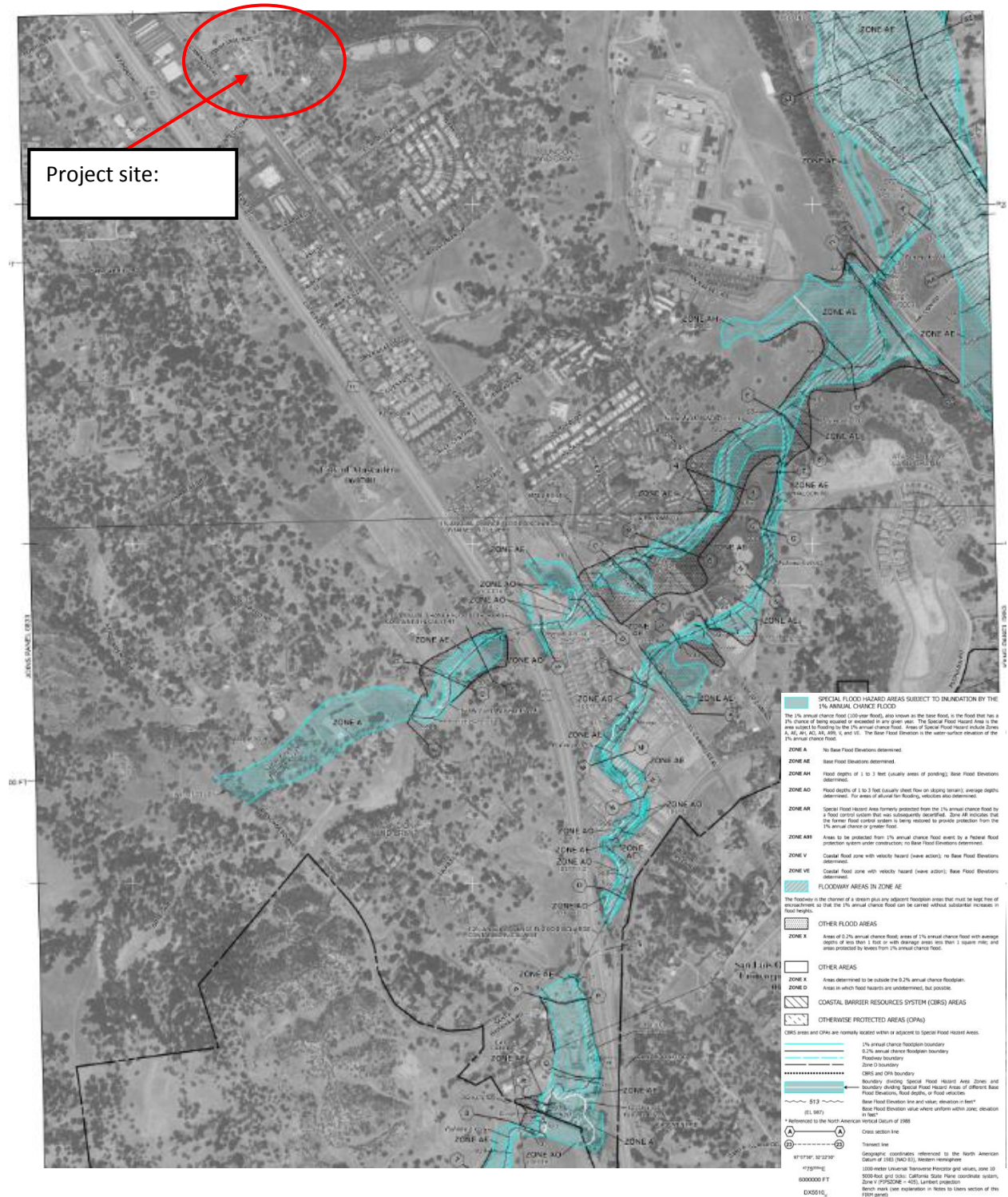
**Legend**

-  Creeks
-  Blue Line Creeks
-  Atascadero Lake
-  Highways
-  City Limits
-  Fault Lines





## Attachment 11 – FIRM Map



**Attachment 12 – National Wetlands Inventory Map**



**Attachment 13 – Acoustic Study**

**Acoustic Study**

For the  
**Quiky Car Wash, Atascadero**

Prepared by:



David Dubbink Associates  
864 Osos Street, Ste D  
San Luis Obispo, CA 93401

August 20, 2014



## Acoustic Study – Quiky Carwash, Atascadero

### Project Description

This report examines noise issues related to the construction of a car wash facility at the intersection of El Camino Real and Principal Avenue in Atascadero. Figure 1 shows the project site plan superimposed on an aerial photo. The blue area at the corner of El Camino Real and Principal Avenue is the location of the car wash. The yellow area shows individual residences. The tan color indicates an area of mixed uses with office space below residences.



Figure 1: Aerial View of the Project Site

### The Acoustic Setting

The car wash fronts onto El Camino Real which is the major commercial thorough of the City of Atascadero. Street traffic is the most significant source of noise. Traffic on Highway 101 is audible, but the freeway lanes are screened by topography and by the commercial buildings on the other side of El Camino Real. Measurements of the present sound level at location indicated by the red dot showed a Leq of 47 decibels at 11:10 AM, August 21, 2014<sup>12</sup>.

### The Regulatory Setting

The city sets standards for single event and hourly levels<sup>3</sup>. The standards are more stringent for nighttime noise (9 PM to 7 AM) than for daytime noise. The standards are:

|                      |       |           |
|----------------------|-------|-----------|
| Hourly Average (Leq) | 50/45 | Day/Night |
| Maximum              | 70/65 | Day/Night |

The ordinance specifies that 5 decibels are to be subtracted from the standard in the case of noise with voice or music content. The tightening of the standard for such sounds is typical for community noise regulations. The Noise Ordinance specifies that noise readings are to be taken at the property line, ideally, at 3-5 feet above the ground level.

<sup>1</sup> The Leq metric represents the average noise energy of a source measured over an interval of time.

<sup>2</sup> Noise readings were made using a Brüel & Kjaer Integrating Sound Level Meter, Model 2230. The meter was calibrated before and after the survey using a B&K Acoustic Calibrator Model 4231 and the meter readings were determined to be accurate.

<sup>3</sup> City of Atascadero, Noise Ordinance, 1992.

The noise ordinance applies to “residential development and other specified noise-sensitive land uses”<sup>4</sup>. The other specified uses include schools, hospitals, churches, or libraries<sup>5</sup>.

Presently there are no noise sensitive uses in the immediate vicinity of the project. The developments facing the project across El Camino Real and at either side are commercial uses that are not considered to be noise sensitive. The closest noise sensitive land uses will be the residences that are to be constructed within the Principal Avenue Mixed Use Development as shown on Figure 2. The blue rectangle shows the car wash tunnel. The yellow area shows the residential and mixed use areas. Cars enter the car wash from Principal Avenue and drive past the structure to the pay kiosk. They then loop back through the wash tunnel, in the direction of Principal Avenue. On leaving, cars turn into a vacuum and polishing area at the side of the building adjacent to the entry drive.

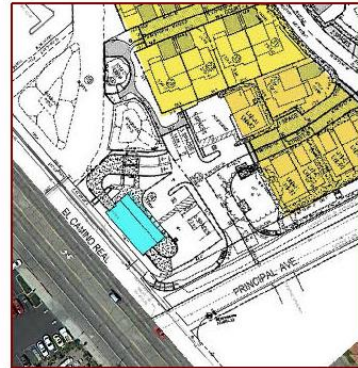


Figure 2: The Car Wash and the Closest Residences

### Analysis

The car wash operation includes several noise sources. Of these, the most significant is the drying blower at the exit of the wash tunnel. The vacuum units provided for customers are a secondary noise source.

Figure 3 illustrates the directionality of sound from the drying units at the end of a carwash tunnel. The darker gray rectangle at the center of the diagram represents the tunnel exit. The concentric circles represent sound levels at 20 decibel intervals. The lighter gray circle shows the 70 decibel level. The irregular outlines show the measured pattern of sound radiation at times the blowers were in operation<sup>6</sup>. All sound levels are measured 50 feet from the source. Two different brands of blowers have been tested in San Luis Obispo. The red line shows the pattern from a Proto-Vest blower and the blue line shows operation of Air-One blowers which are slightly louder.

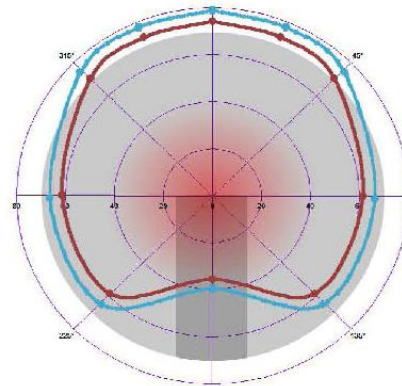


Figure 3: Sound Directionality

The sound from the louder Air-One blowers was measured at 77 decibels directly in alignment with the outlet, this reduced to 69 decibels at a 90 degree angle from center

<sup>4</sup> Atascadero, Noise Ordinance, Exhibit A, page 1.

<sup>5</sup> Ibid, page 4

<sup>6</sup> The data for this diagram is based on measurements made at the Quiky Broad Street facility. Measurements were made at 45 degree steps fifty feet from the end of the tunnel.

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line of the wash tunnel. The 90 degree angle represents the direction of the closest residence. The difference, due to directionality is an 8 decibel reduction.

In estimating the sound level that would be experienced at the closest residence, two further adjustments are required; one for distance and the other for the hourly averaging.

Sound, traveling over a paved surface, attenuates at around six decibels with each doubling of distance. The residential property line is about 140 feet from the tunnel exit. At this distance and at this angle, sound from the dryer blowers would be attenuated to 61 decibels for the operation of the noisier blowers.

The Leq metric, the basis for the City's noise standard, is based on the acoustical average of sound energy over time. The blowers operate only when a vehicle is present. Based on operations in San Luis Obispo, it is estimated that, during a busy hour, the blowers would be in operation only half the clock time<sup>7</sup>. The resulting "averaged" hourly Leq values are two to three decibels less than the measurement when the blowers are in operation. The hourly averaging would reduce the sound of the blowers to 58 decibels, as measured by the Leq metric.

The facility will make use of a central vacuum producing unit located adjacent to the car wash tunnel with the individual car-servicing units activated by the customers. The central unit produces sound levels of 45 dB heard 50 feet away<sup>8</sup>. The speed of the 40 hp unit varies depending on the number of users. It will only run at peak speed when multiple cars are being serviced.

The vacuum system intake nozzles are an additional source of noise and potentially significant because they will be closest to neighboring homes. The intakes produce sound at a 36 decibel level measured 100 feet from the inlet nozzle. (This approximates the distance from the vacuum units to the closest residences). However, this is just the inlet sound and does not include the occasional sounds made by objects being pulled into the vacuum nozzles. These random clicks and intake sounds will exceed this background level but, by the sound averaging Leq metric used in the City's standard, these momentary events will add marginally to the overall level.

### **Applying the City's Noise Standard and Other Standards**

The City applies two different metric standards in determining acceptable noise exposure. As noted, the Leq is based on the acoustical average of sound energy over time. The city's daytime limit for Leq exposure is 50 decibels and the maximum level permitted is 70 decibels.

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<sup>7</sup> During an average day, 300 vehicles go through the carwash. With eleven hours of operation, the hourly average is 28 vehicles. The dryer is activated at the end of the wash cycle and the blowers run for about 1.15 minutes which equates to 31 minutes of operation during an hour.

<sup>8</sup> Communication from Vacutech  
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The City's ordinance further provides that, in cases where existing ambient noise levels exceed standards, the standard is to be adjusted to equal the ambient level<sup>9</sup>. This is the case in this situation. The distance from the centerline of El Camino Real to the point where the ambient levels of 47 decibels was is 340 feet. The distance to the closest residential structure is 190 feet. At this distance the noise from roadway traffic increases to 50 decibels.<sup>10</sup> An additional adjustment is required. Peak hour traffic activity is conventionally used to characterize roadway noise sources. The monitoring was done at 11 AM while the peak typically occurs in the late afternoon, around 4 to 5 PM. Traffic flow data indicated that sound levels during that period would be two decibels greater. This suggests that ambient noise levels, measured at the boundary of the residential area during a peak traffic hour are at the 52 dB level.

The project which would produce a Leq level of 58 decibels, without special mitigation, generates noise at levels that are in excess of the City's adjusted noise standard of 52 Leq, at the property line of noise sensitive uses. The most impacted residences are the units in the mixed use area of the Principal Mixed Use Project. The single family units further back from Principal Avenue as close to the car wash facility but quite out of alignment with the exit tunnel. The directionality of the sound and the bulk of the carwash equipment room paralleling the wash tunnel will further block some of the noise exposure. Noise levels in this portion of the Mixed Use Project will not exceed City standards.

A noise level mitigation of 6 decibels is needed to bring the project into conformance with City standards. Appendix A, lists actions that can be taken to reduce exterior to interior noise transmission.

The City's Noise Ordinance also includes specification of noise levels within interior spaces. Levels are not to exceed a Leq of 40 decibels. Conventional construction reduces exterior to interior noise transmission by around 20 decibels. If the exterior standard of 50 decibels is met, the interior standard would also be met. Or in this case, even without mitigating an exterior noise level of 58 decibels, a 20 decibel reduction would lower the interior level to 38 decibels, meeting the City's interior noise standard.

It might be noted that mitigations will not make the sounds from carwash operations undetectable. When sounds are of a dissimilar nature, people can perceive the added sound even if the overall level is not changed. People will be able to hear the carwash equipment turn on and off and such things as the car doors closing or radios playing. There is no easy way to minimize these sources since they are, for the most part, random events that are outside of the control of the project management.

Noise will also be generated during the time the facility is under construction. Noise from construction activities is exempted by the Noise Ordinance as long as it occurs between the hours of 7 Am and 9 PM.<sup>11</sup>

<sup>9</sup> Ibid, page 5.

<sup>10</sup> This is based on computation using a "line source".

<sup>11</sup> Ibid. page 3.



## Recommendations

Some level of acoustical mitigation is required. The most effective mitigations take place at the source. One means of reducing the impact of blower noise is to place them deeper in the tunnel. Alternately, a noise barrier wall could be constructed at the side of the exit drive. It would be most effective if it were several feet higher than the height of the blower closest to the exit. A wall extending eight feet from the end of the tunnel would reduce sideline noise levels by the required six decibels.

Since the project is integrated into a larger mixed use development, it would also be workable to add additional levels of acoustical protection to the facades of the residences that face the car wash site. This has the additional benefit of reducing exposure to traffic noise from El Camino Real.

Appendix A, lists some actions that can be taken to reduce exterior to interior noise transmission from the typical 20 decibel Noise Level Reduction (NLR) to a 25 decibel reduction. There are alternate building techniques that can achieve this objective and alternative strategies can be applied that achieve the same objective.

## CEQA Determinations

The following four paragraphs address the relevant noise related questions on the Environmental Checklist in Appendix G of the CEQA Guidelines. In all cases, it is concluded that if the project includes the recommended design features and conditions, it will not have significant negative environmental effects with regard to noise or vibration issues.

- 1) With the recommended mitigations, the project will not result in significant exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The sound levels are reduced to less than significant levels by either the addition of a wing wall to the exit from the blower area or by increasing the level of acoustical isolation for the several residential units that are impacted.
- 2) People will not be exposed to excessive ground borne vibration or ground borne noise levels. The car wash will not produce vibrations at levels that would be detectable at the closest sensitive uses.
- 3) The project will not create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project. The area presently is exposed to noise from traffic on El Camino Real that is in excess of the limits permitted by City code. While the project will add to the noise levels the increment will not substantially change the present environment.

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4) During the construction phase of the project, there will be a temporary increase in ambient noise levels in the project vicinity above levels existing without the project. However the city allows construction activities that temporarily exceed standards if the work conforms to guidelines for construction activities. Project conditions should reflect the city's policies regarding the timing and nature of construction work.

There are several additional questions on the checklist related to noise produced by airports. Atascadero is not proximate to an airport or in a major flight path. There are no significant impacts.

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**Appendix A: Design and Structural specifications  
for achieving a 25 decibel Noise Reduction**

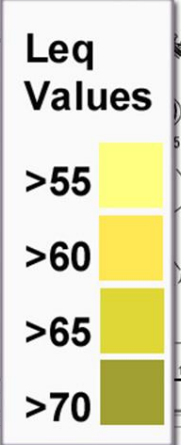
- Installation of an air conditioning or a mechanical ventilation system so that windows in rooms and office spaces facing east can remain closed.
- Exterior doors facing east should be solid core with sweeps and seals that make a positive closure.
- Exterior walls should be constructed of stucco 7/8"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

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**Attachment 14 – Arborist Report**

**Native Tree Protection Plan**

Tract 3070 at El Camino Real and Principle Ave

Prepared By

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Certified Hazard Risk Assessor #1209

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# A & T ARBORISTS

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As consulting arborists, we have been hired to inform and educate how to protect trees both during the design phase and construction. Different species can adapt to more impacts than others just as young trees can sustain more root disturbance than older trees. All individuals and firms involved in the planning stages should be made completely aware of the limitations regarding setbacks from drip lines that are recommended to protect the trees. When we are given a plan, it should show all possible disturbances within the drip line areas. This includes all cuts, fills, over-excavation limits, building clearances, and all utilities. We will suggest changes if we feel the impacts are too great and it is up to the owner to follow our recommendations. If the plan we receive is not complete with potential impacts, we will fairly assume any additions will fall completely out of the drip line areas. It is the burden of the property owner to inform us of any changes, omissions, or deletions that may impact the drip line area of the trees in any way.

It is the responsibility of the owner to provide a copy of this tree protection plan to any and all contractors and subs that work within the drip line of any native tree. We recommend making it mandatory that the grading/trenching operator have all of his/her employees sign that they have read these plans. It is highly recommended that all other contractors sign and acknowledge this tree protection plan. In addition, each their respective employees shall be made aware of this tree plan.

This tree evaluation and protection plan is in regard to the development of the property located at the confluence of El Camino Real and Principle Avenue in Atascadero into housing units. There are 20 native trees on site consisting of blue oaks (*Quercus douglasii*), coast live oaks (*Quercus agrifolia*), and valley oaks (*Quercus lobata*). Six trees are being proposed for removal. They consist of four live oaks 32, 24, 38, and 10 inches in diameter along with two blue oaks with diameters of 19 and 26 inches respectively. The 24" coast live oak is dead already. Most all the saved trees will require trimming for not only clearance from roads and driveways but also from buildings in a couple of instances. The trimming shall be done before any grading occurs. Post trimming, tree fencing shall be installed. At times during the course of the project, fencing may need to be adjusted to accommodate walkways and driveways at the direction of the project arborist. At no time shall any areas under the drip lines be for parking construction vehicles or for storage of any kind including porta potties. All trenching within any drip line shall be monitored during the digging phase. The owner shall be prepared to add supplemental irrigation both during and post construction for a period of one year to trees #6, 8, and 9 at a minimum. Trees #8 and 9 are in the middle of the roundabout. Irrigation shall be made available to these two trees before the road is paved. Required irrigation shall be placed at the inner edge of the roundabout with two gallon per hour emitters spaced three feet on center. They will need to be operated once per week for an hour throughout the summer months for the entire summer following project completion. Tree #7 is about 1.5 feet higher in elevation than the street and the building pad. In order to effectively place the driveway, a maximum of 8 inches of soil





can be removed under the drip line of this tree. The project arborist shall be present for any grading within the drip line. The utilities for this lot shall be routed outside the drip line and into the open space of lot #59 then travel along the property line north west to the home. The utilities for lot #20 shall be routed right at the edge of the drip line of tree 37. Tree #14 on lot #31 shall have the utilities travel along the north side of the driveway. All other utilities shall be routed outside any drip line unless approved by the project arborist.

Projects usually require an on-site pre-construction meeting with the city, owner, grading contractor and the arborist. Topics will include fencing, monitoring and requirements for a positive final occupancy letter. It is the owner's responsibility to adequately inform us prior to any meetings where we need to be present.

All trees potentially impacted by this project are numbered and identified on both the grading plan and the spreadsheet. Trees whose drip line edges are greater than 50 feet from site disturbance will generally not be tagged and inventoried. Trees that are inherently protected by other saved trees will also not be tagged. Trees are numbered on the grading plans and in the field with an aluminum tag. Tree protection fencing is shown on the grading plan. In the field, trees to be removed have red tape attached to the tag.

### **Tree Rating System**

A rating system of 1-10 was used for visually establishing the overall condition of each tree on the spreadsheet.

Determining factors include:

- Previous impacts to tree root zone
- Observation of cavities, conks or other structurally limiting factors
- Pest, fungal, or bacterial disorders
- Past failures
- Current growth habit

The rating system is defined as follows:

| <u>Rating</u> | <u>Condition</u>   |
|---------------|--|
| 0             | Deceased   |
| 1             | Evidence of massive past failures, extreme disease and is in severe decline.   |
| 2             | May be saved with attention to class 4 pruning, insect/pest eradication and future monitoring.                       |
| 3             | Some past failures, some pests or structural defects that may be mitigated by class IV pruning.                      |
| 4             | May have had minor past failures, excessive deadwood or minor structural defects that can be mitigated with pruning. |



- 5 Relatively healthy tree with little visual structural and or pest defects.
- 6 Healthy tree that probably can be left in its natural state. Future pruning may be required.
- 7-9 The tree has had proper arboricultural pruning and attention or have no apparent structural defects.
- 10 Specimen tree with perfect shape, structure and foliage in a protected setting (i.e. park, arboretum).

The following mitigation measures/methods must be fully understood and followed by anyone working within the drip line of any native tree. Any necessary clarification will be provided by us (the arborists) upon request.

**Fencing:** The proposed fencing shall be shown in orange ink on the grading plan. It must be a minimum of 4' high chain link, snow or safety fence staked at the edge of the drip line or line of encroachment for each tree or group of trees. The fence shall be up before any construction or earth moving begins. The owner or their designee shall be responsible for maintaining an erect fence throughout the construction period. The arborist(s), upon notification, will inspect the fence placement once it is erected. After this time, fencing shall not be moved without arborist inspection/approval. If the orange plastic fencing is used, a minimum of four zip ties shall be used on each stake to secure the fence. All efforts shall be made to maximize the distance from each saved tree. The fencing must be constructed prior to the city pre-construction meeting for inspection by the city and the arborists. Fence maintenance is an issue with many job sites. Windy conditions and other issues can cause the fence to sag and fall. Keeping it erect should be a part of any general contractor's bid for a project. Down fencing is one of the causes for a stop work notice to be placed on a project.

**Soil Aeration Methods:** Soils within the drip line that have been compacted by heavy equipment and/or construction activities must be returned to their original state before all work is completed. Methods include adding specialized soil conditioners, water jetting, adding organic matter, and boring small holes with an auger (18" deep, 2-3' apart with a 2-4" auger) and the application of moderate amounts of nitrogen fertilizer. The arborist(s) shall advise.

**Chip Mulch:** All areas within the drip line of the trees that cannot be fenced shall receive a 4-6" layer of chip mulch to retain moisture, soil structure and reduce the effects of soil compaction.

**Trenching Within Drip Line:** All trenching/excavation for foundations within the drip line of native trees shall be **hand dug**. All major roots shall be avoided whenever possible. All exposed roots larger than 1" in diameter shall be clean cut with sharp pruning tools and not left ragged. A **Mandatory** meeting between the arborists and grading/trenching contractor(s) shall take place prior to work start. This activity shall be monitored by the arborist(s) to insure proper root pruning is taking place. Any landscape architects and contractors involved shall not design any irrigation or other features within any drip line unless previously approved by the project arborist.

**Grading Within The Drip Line:** Grading shall not encroach within the drip line unless approved by the project arborist. Grading should not disrupt the normal





drainage pattern around the trees. Fills should not create a ponding condition and excavations should not leave the tree on a rapidly draining mound.

**Exposed Roots:** Any exposed roots shall be re-covered the same day they were exposed. If they cannot, they must be covered with burlap or another suitable material and wetted down 2x per day until re-buried.

**Paving Within The Drip Line:** The preferred method on paving within the drip line consists of placing base material on existing grade. Any grade lowering removes important surface roots. Pavers can be used with limitations. The base material must be above natural grade and the curbing to retain the pavers shall not be trenched any deeper than six inches into the natural grade.

**Equipment Operation:** Vehicles and all heavy equipment shall not be driven under the trees, as this will contribute to soil compaction. Also there is to be no parking of equipment or personal vehicles in these areas. All areas behind fencing are off limits unless pre-approved by the arborist. All soil compaction within drip line areas shall be mitigated as described previously.

**Existing Surfaces:** The existing ground surface within the drip line of all native trees shall not be cut, filled, compacted or pared, unless shown on the grading plans and approved by the arborist.

**Construction Materials And Waste:** No liquid or solid construction waste shall be dumped on the ground within the drip line of any native tree. The drip line areas are not for storage of materials either. Any violations shall be remedied through proper cleanup approved by the project arborist at the expense of the owner.

**Arborist Monitoring:** An arborist shall be present for selected activities (trees identified on spreadsheet and items bulleted below). The monitoring does not necessarily have to be continuous but observational at times during these activities. It is the responsibility of the owner(s) or their designee to inform us prior to these events so we can make arrangements to be present. It is the responsibility of the owner to contract (prior to construction) a locally licensed and insured arborist that will document all monitoring activities.

- pre-construction fence placement
- any utility or drainage trenching within any drip line
- All grading and trenching near trees requiring monitoring on the spreadsheet

**Pre-Construction Meeting:** An on-site pre-construction meeting with the Arborist(s), Owner(s), Planning Staff, and all contractors and subs is highly recommended prior to the start of any work. At a minimum, the grading contractor shall be present. It is the sole responsibility of the owner that all topics covered during the preconstruction meeting are appropriately passed on to non-present contractors. Prior to final occupancy, a letter from the arborist(s) shall be required verifying the health and condition of all impacted trees and providing any recommendations for any additional mitigation. The letter shall verify that the arborist(s) were on site for all grading and/or



trenching activity that encroached into the drip line of the selected native trees, and that all work done in these areas was completed to the standards set forth above.

**Pruning:** All native tree pruning shall be completed by a licensed and insured D49 tree trimming contractor that has a valid city business license. Class 4 pruning includes: Crown reduction pruning consisting of reduction of tops, sides or individual limbs. A trained arborist shall perform all pruning. No pruning shall take more than 25% of the live crown of any native tree. Any trees that may need pruning for road/home clearance shall be pruned prior to any grading activities to avoid any branch tearing.

**Landscape:** All landscape under the drip-line shall be drought tolerant or native varieties. Lawns shall be avoided. All irrigation trenching shall be routed around drip lines; otherwise above ground drip-irrigation shall be used. It is the owner's responsibility to notify the landscape architect and contractor regarding this mitigation.

**Utility Placement:** All utilities and sewer/storm drains shall be placed down the roads/driveways and when possible outside of the drip lines. If roads exist between two trees, the utilities shall be routed down the middle of the road or completely hand dug. The arborist shall supervise trenching within the drip line. All trenches in these areas shall be exposed by air spade or hand dug with utilities routed under/over the roots. Roots greater than 2 inches in diameter shall not be cut.

**Fertilization and Cultural Practices:** As the project moves toward completion, the arborist(s) may suggest fertilization, insecticide, fungicide, soil amendments, and/or mycorrhiza applications that will benefit tree health.

The included spreadsheet includes trees listed by number, species and multiple stems if applicable, diameter and breast height (4.5'), condition (scale from poor to excellent), status (avoided, impacted, removed, exempt), percent of drip line impacted, mitigation required (fencing, root pruning, monitoring), construction impact (trenching, grading), recommended pruning and individual tree notes.

If all the above mitigation measures are followed, we feel there will be no additional long-term significant impacts to the remaining native trees.

A & T Arborists strongly suggests that the responsible party (owner of their designee) make copies of this report. Any reproduction by A & T Arborists or changes to this original report will require an additional charge.

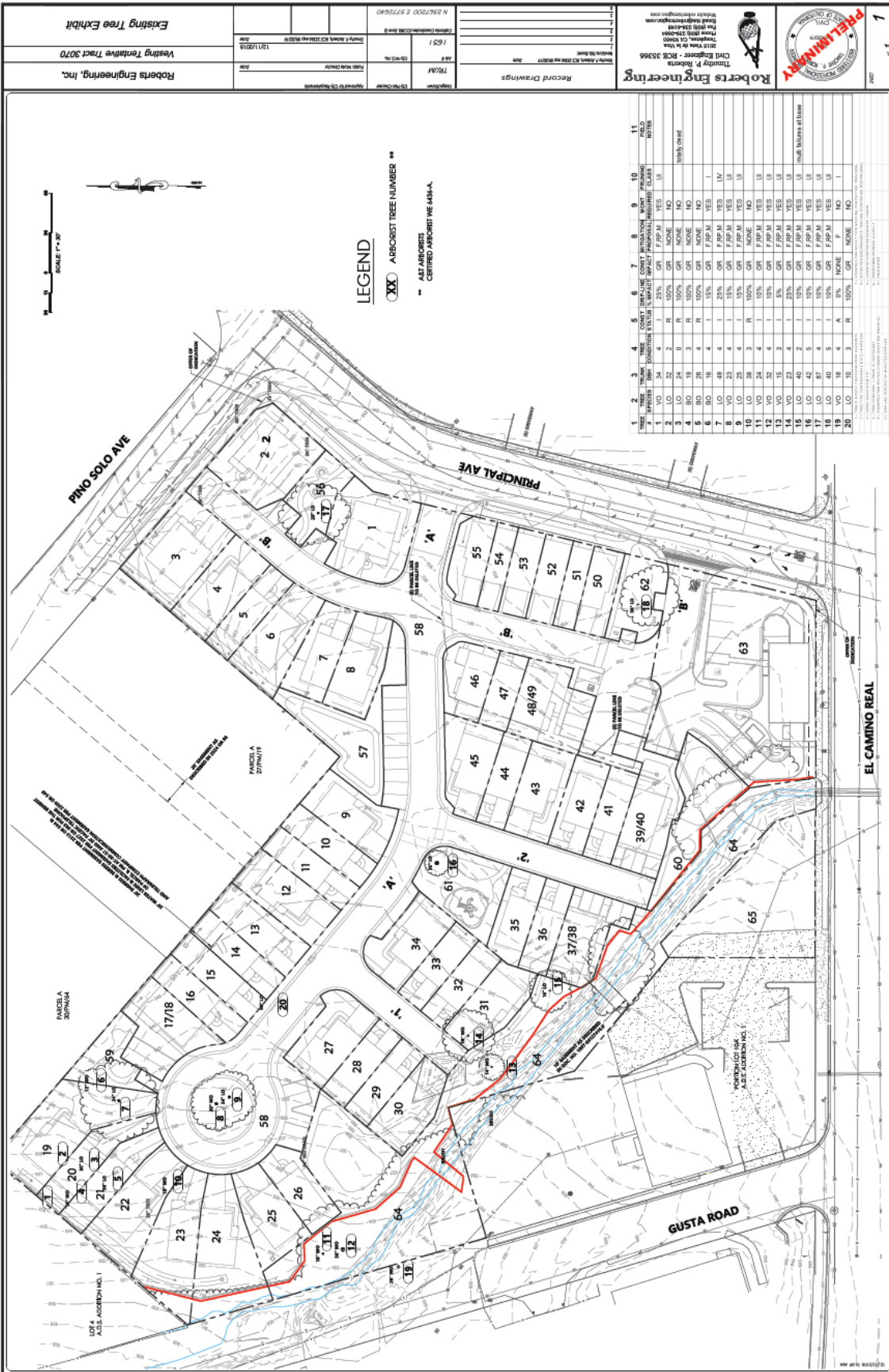
Please let us know if we can be of any future assistance to you for this project.

Steven G. Alvarez  
Certified Arborist #WC 0511

Chip Tamagni  
Certified Arborist #WE 6436-A









TREE PROTECTION SPREAD SHEET

| 1      | 2            | 3         | 4              | 5            | 6                  | 7            | 8                   | 9             | 10            | 11                     |
|--------|--------------|-----------|----------------|--------------|--------------------|--------------|---------------------|---------------|---------------|------------------------|
| TREE # | TREE SPECIES | TRUNK DBH | TREE CONDITION | CONST STATUS | DRIP-LINE % IMPACT | CONST IMPACT | MITIGATION PROPOSAL | MONT REQUIRED | PRUNING CLASS | FIELD NOTES            |
| 1      | VO           | 34        | 4              | I            | 25%                | GR           | F,RP,M              | YES           | I,II          |                        |
| 2      | LO           | 32        | 2              | R            | 100%               | GR           | NONE                | NO            |               |                        |
| 3      | LO           | 24        | 0              | R            | 100%               | GR           | NONE                | NO            |               | totally dead           |
| 4      | BO           | 19        | 3              | R            | 100%               | GR           | NONE                | NO            |               |                        |
| 5      | BO           | 26        | 4              | R            | 100%               | GR           | NONE                | NO            |               |                        |
| 6      | BO           | 16        | 4              | I            | 15%                | GR           | F,RP,M              | YES           | I             |                        |
| 7      | LO           | 49        | 4              | I            | 25%                | GR           | F,RP,M              | YES           | I,IV          |                        |
| 8      | VO           | 23        | 4              | I            | 15%                | GR           | F,RP,M              | YES           | I,II          |                        |
| 9      | LO           | 25        | 4              | I            | 15%                | GR           | F,RP,M              | YES           | I,II          |                        |
| 10     | LO           | 38        | 3              | R            | 100%               | GR           | NONE                | NO            |               |                        |
| 11     | VO           | 24        | 4              | I            | 10%                | GR           | F,RP,M              | YES           | I,II          |                        |
| 12     | VO           | 32        | 4              | I            | 10%                | GR           | F,RP,M              | YES           | I,II          |                        |
| 13     | VO           | 15        | 3              | I            | 5%                 | GR           | F,RP,M              | YES           | I,II          |                        |
| 14     | VO           | 23        | 4              | I            | 35%                | GR           | F,RP,M              | YES           | I,II          |                        |
| 15     | LO           | 40        | 2              | I            | 10%                | GR           | F,RP,M              | YES           | I,II          | multi failures at base |
| 16     | LO           | 42        | 5              | I            | 10%                | GR           | F,RP,M              | YES           | I,II          |                        |
| 17     | LO           | 87        | 4              | I            | 10%                | GR           | F,RP,M              | YES           | I,II          |                        |
| 18     | LO           | 40        | 5              | I            | 10%                | GR           | F,RP,M              | YES           | I,II          |                        |
| 19     | VO           | 18        | 4              | A            | 0%                 | NONE         | F                   | NO            | I             |                        |
| 20     | LO           | 10        | 3              | R            | 100%               | GR           | NONE                | NO            |               |                        |

1 = TREE # MOSTLY CLOCKWISE FROM DUE NORTH  
2 = TREE TYPE: COMMON NAME IE W.O. = WHITE OAK  
3 = TRUNK DIAMETER @ 4ft  
4 = TREE CONDITION: 1 = POOR, 10 = EXCELLENT  
5 = CONSTRUCTION STATUS: AVOIDED, IMPACTED, REMOVAL  
6 = DRIP-LINE: PERCENT OF IMPACTED DRIP-LINE  
7 = CONSTRUCTION IMPACT TYPE: GRADING, COMPACTION, TRENCHING  
8 = MITIGATION REQUIREMENTS: FENCING, MONITORING, ROOTPRUNING  
9 = ARBORIST MONITORING REQUIRED: YES/NO  
10 = PERSCRIBED PRUNING: CLASS 1-4  
11 = FIELD NOTES

12/12/2018

**Attachment 15 – Biological Report**

**See Attached**





**TRACT 3070  
MASTER PLAN OF DEVELOPMENT  
PROJECT**

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**BIOLOGICAL AND WETLAND  
RESOURCES ASSESSMENT**

Revised  
February 10, 2015



**sage institute**

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*Prepared for:*

**OASIS ASSOCIATES, INC.**

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## TRACT 3070 MASTER PLAN OF DEVELOPMENT PROJECT BIOLOGICAL AND WETLAND RESOURCES ASSESSMENT

### 1.0 INTRODUCTION AND PURPOSE

Sage Institute, Inc. (SII) has completed this biological and wetland resources assessment to describe and map the existing conditions within the approximately five-acre mostly undeveloped project site. The Tract 3070 proposed project includes development of four parcels for mix uses including site access from Principal Avenue.

- APN: 030-491-001: 0.30 acre
- APN: 030-491-013: 2.99 acre
- APN: 030-491-019: 1.01 acre
- APN: 030-491-020: 1.02 acre

The proposed project is located at 9105 Principal Avenue at the intersection with El Camino Real on the eastside of U.S. Highway 101 in the City of Atascadero, San Luis Obispo County. The property is directly surrounded on all sides by residential and commercial/industrial/urban development. Open space lands are to the northwest through the Chalk Mountain Golf Course that abuts the railroad tracks, with the wastewater treatment plant and the Salinas River corridor across the tracks approximately one mile to the east of the proposed project site.

The purpose of this biological assessment is to document existing conditions of the proposed project site and to evaluate the potential for any direct or indirect potentially significant impacts on biological or wetland resources or adverse effects on any rare, threatened, or endangered plant or wildlife species (special-status species). This report is intended to support the environmental review documentation process for the City of Atascadero. A Regional Location Map and Vicinity Aerial Photograph Map are provided as Figure 1 and Figure 2 in Appendix A.

### 2.0 EXISTING CONDITIONS

The Tract 3070 project site supports predominantly a disturbed non-native annual grassland habitat with scattered oaks, coyote brush shrubs, and non-native trees. The grassland habitat is dominated by mostly non-native annual grasses and herbaceous broadleaf species (forbs) with a few widely scattered native forbs. Native forbs may be more prevalent but were not observable during the late season field survey conducted for this study. There are nine coast live oaks, five valley oaks, and five blue oaks currently existing around and on the project site. (For more information on trees see Arborist Report, Solid Oak Tree Management, October 27, 2014.) There is one ephemeral drainage that runs along the western site boundary that supports a willow and cottonwood riparian habitat that appears to essentially flow into a City mapped blue line drainage. There are three remaining residential structures along Principal Avenue and a remnant foundation in the middle of the eastern project boundary. Review of aerial photography dating back to 1994 suggests the site is mostly unchanged over that time and does not appear to have been subject to intensive grazing or cultivation.

The USDA Natural Resources Conservation Service (NRCS) has identified two soil series with two mapping units on the study area. Onsite soils are mapped as San Andreas-Arujo complex and Botella

series. The following briefly describes the soil series and mapping units within the study area that are shown on Figure 3 of Appendix A. The surface layer and formation descriptions of soil types can be helpful in predicting suitability for certain plants, plant communities, and certain wildlife use.

**San Andreas-Arujo complex (9 to 15 percent slopes)** – The San Andreas-Arujo complex (9 to 15 percent slopes), mapping unit 193, consists of 30 percent San Andreas sandy loam and 25 percent Arujo sandy loam. Areas of these are too intricately mixed for separate mapping.

The San Andreas series consists of well drained soils with moderately rapid permeability formed over weathered sandstone. The San Andreas series representative profile is a dark gray sandy loam surface layer to about 12 inches, a light brownish gray and light gray sandy loam about 17 inches thick, and weathered sandstone to a depth of 29 inches or more.

The Arujo series consists of a well-drained soil with moderately slow permeability that formed in material weathered from sandstone. The Arujo series representative profile is a dark gray sandy loam surface layer to about 10 inches, a grayish brown and light grayish brown sandy clay loam about 21 inches thick, a light gray sandy loam substratum at a depth of 47 inches or more. Depth to the white weathered sandstone ranges from 40 to 60 inches.

**Botella sandy loam (2 to 9 percent slopes)** – The Botella series consists of very deep well drained soil with moderately slow permeability that forms in alluvial fans from sedimentary-derived rocks. The Botella series consists of a dark gray sandy loam surface layer to about 16 inches, a dark gray sandy loam about five inches thick, a dark grayish brown sandy clay loam about 25 inches thick, a light brownish gray sandy clay loam about 14 inches thick, and a light brownish gray sandy clay loam to a depth of about 60 inches.

### 3.0 METHODOLOGY

SII biologists conducted a review of the available background information including project plan maps, U.S. Geological Survey (USGS) Atascadero 7.5-minute topographic quadrangle map, several years of available aerial photography of the study area from Bing and Google Earth, the NRCS soil survey, and query results from the California Natural Diversity Data Base (CNDDDB) for information on special-status species recorded occurrences within an approximately five mile radius of the proposed project site. The five mile search radius was used as an alternative to the typical 10-mile CNDDDB search radius because it would have included other areas generally not relevant to this urbanized study area. The CNDDDB provided a list and mapped locations of special-status plants and wildlife species that have been recorded in the region of the project site. The CNDDDB records help to focus the field survey efforts and evaluation of potential project effects on specific species or habitats. It is noted that the CNDDDB does not necessarily include all potential special-status species occurring in the region, but rather only those that have been recorded by the CNDDDB.

SII Principal Ecologist David Wolff and SII Biologist Noel Fie conducted a field reconnaissance survey of the proposed project site on October 23, 2014, with Ms. Fie and Mr. Wolff conducting additional site surveys on October 28 and December 24, 2014 respectively. Field reconnaissance included walking the entirety of the proposed project site recording plant and wildlife species observed. The site survey was conducted between 1300 and 1600 hours under 75°F on October 23, 2014. The site was surveyed a second time on October 28<sup>th</sup> 2014 between 0900 and 1400 hours under clear skies and 71°F

temperatures and briefly a third time on December 24<sup>th</sup> between 1220 and 1330 hours under partly cloudy skies and 66°F. The purpose of the field surveys was to document existing conditions in terms of habitat for plant and wildlife species, suitability to support special-status species, and the potential to support wetland and/or riparian habitats. Plant and wildlife species observed in the field were recorded. The onsite habitat types were described by the aggregation of plants and wildlife based on the composition and structure of the dominant vegetation observed at the time field reconnaissance was conducted. SII Principal Ecologist David Wolff conducted a field survey and acted as primary editor and principal in charge of report preparation. The survey data collected on plant and wildlife species and conclusions presented in this biological assessment are based on the methods and field reconnaissance conducted over the project site as described above.

## 4.0 RESULTS

### 4.1 HABITAT TYPES AND PLANT COMMUNITIES

The plant communities within the study area are generally described by the assemblages of observed plant species that occur together in the same area forming habitat types. Plant community descriptions are generally based on *A Manual of California Vegetation, 2nd Edition* (Sawyer et al. 2009). Plant names used in this report follow *The Jepson Manual, Vascular Plants of California, Second Edition Thoroughly Revised and Expanded* (Baldwin et al. 2012). The following describes the plant communities and habitat characteristics observed within the project site. The project site supports the following distinct plant communities: 1) disturbed non-native annual grassland with scattered coyote brush shrubs; 2) remnant valley/live oak woodland alliance; and 3) arroyo willow riparian alliance associated with the drainage that runs along the western side of the site. Table B-1 in Appendix B provides a list of plant species observed during the SII field survey. Figure 4 in Appendix A provides a habitat map for the project site, and Figure 7 provides a set of representative photographs.

#### 4.1.1 DISTURBED NON-NATIVE ANNUAL GRASSLAND

The non-native annual grassland habitat, or semi-natural annual brome grassland alliance, is typically dominated by non-native annual grasses and herbaceous broadleaf plant species, along with native forbs and wildflowers. Annual grassland habitat occurs as the dominant habitat type within the proposed project site and occurs as the understory to the oak woodland. The non-native annual grassland within the project was observed to be relatively low in species diversity and dominated by grasses that are typical of areas that have been subject to previous disturbance. Dominant plant species observed in the non-native annual grassland habitat include oats (*Avena sativa*), rip gut brome (*Bromus diandrus*), fiddleneck (*Amsinckia menziesii*), red brome (*Bromus madritensis ssp. rubens*), yellow-star thistle (*Centaurea solstitialis*), foxtail barley (*Hordeum murinum ssp. leporinum*), and cheeseweed (*Malva parviflora*). Native species observed in low abundance include Salinas River tarweed (*Deinandra pentactis*), vinegarweed (*Trichostema lanceolatum*), and a few scattered purple needle grass (*Stipa pulchra*), soap plant (*Chlorogalum* sp.), and deer grass (*Muhlenbergia rigens*).

#### 4.1.2 COAST LIVE OAK WOODLAND

The project site supports a remnant coast live oak woodland that can be described by scattered coast live oaks (*Quercus agrifolia*), along with several valley oaks (*Quercus lobata*) and blue oaks (*Quercus douglassii*). The oak woodland onsite consists of nine coast live oaks, five valley oaks, and five blue oaks widely spaced throughout the site (See Figure 4). (For more information on trees see Arborist Report, Solid Oak Tree Management, October 27, 2014.) The understory was dominated by the non-native annual grassland habitat described above.



#### 4.1.3 ARROYO WILLOW RIPARIAN HABITAT

The arroyo willow riparian habitat occurs within and along the ephemeral drainage that runs approximately 630 feet along the northwest border of the project site (Figure 4). The riparian habitat is dominated by arroyo willow (*Salix lasiolepis*) with one large thicket occurring at the southwest corner of the study area. The riparian habitat along the drainage includes scattered Fremont cottonwood (*Populus fremontii*), red willow (*Salix laevigata*), non-native elm trees (*Ulmus parviflora*), oaks, and a small patch (25 sq. ft.) of red fescue (*Festuca rubra*) in the center of the drainage. The understory was dominated by the non-native annual grassland habitat described above.

#### 4.2 WILDLIFE

The annual grassland, oak woodland, and riparian habitat types on the proposed project site may provide habitat for common resident and migratory wildlife species typical in the region adapted to the urban environment. The grassland and trees can provide food, cover, and nesting habitat for birds. Wildlife species observed during the limited field reconnaissance included the scrub jay and California black-tailed deer. Additional resident, locally nomadic, and migratory, bird, mammal, reptile and amphibian species could occur on the project site that were not observed during the field visits. The site is connected at the north end to the open space of the golf course and the Salinas River corridor to the east. However, given that the site is surrounded by urban development, Highway 101 and El Camino Real, wildlife use is likely limited given it is essentially a “dead end” for the habitat area against the urbanization. Additionally, the small remnant of habitat on the project area does not support a significant amount of grassland and oak woodland habitat in the context of the great expanse of the interconnected and diverse habitat mosaic available to wildlife in the undeveloped areas in this region of San Luis Obispo County.

#### 4.3 WATERS OF THE U.S., WATERS OF THE STATE & WETLANDS

The study area is traversed by one ephemeral drainage which enters the property from the south through a pipe under El Camino Real and may capture runoff from the west side of the freeway. This drainage runs for 630 feet along the western property line and has a defined bed, bank, and channel supporting varied riparian, wetland, and upland plant species. As discussed above, the riparian habitat is dominated by arroyo willows stands with elm trees, red willows, valley oaks, and several Fremont cottonwoods. According to the City of Atascadero’s General Plan Land Use, Open Space and Conservation Element Figure II-8, the onsite ephemeral drainage leads to the start of a mapped blue line creek approximately 790 feet downstream of the project site. The City’s mapped blue line creek runs approximately 1.08 miles to the northeast where it appears to hit a culvert crossing of the railroad tracks near the Salinas River corridor (see Figure 5). Given the defined channel characteristics that continue as tributary to a mapped blue line creek, this drainage is likely considered waters of the U.S. and waters of the State subject to U.S. Army Corps of Engineers (Corps) and California Department of Fish and Wildlife (CDFW) jurisdiction respectively. In addition, the City’s General Plan requires a 20-foot setback from mapped blue line creeks in the General Plan and as shown on USGS maps.

#### 4.4 SPECIAL-STATUS SPECIES AND NATURAL COMMUNITIES OF SPECIAL CONCERN

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as threatened or endangered by the United States Fish and Wildlife Service (USFWS) under the federal Endangered Species Act (FESA); those considered “species of concern” by the USFWS; those listed or

candidates for listing as rare, threatened, or endangered by the CDFW under the California Endangered Species Act (CESA); animals designated as “Species of Special Concern” by the CDFW; and plants occurring on lists 1B, 2, and 4 of the CNPS *Inventory of Rare and Endangered Vascular Plants of California*. Natural Communities of Special Concern are habitat types considered rare and worthy of tracking in the CNDDDB by the CDFG because of their limited distribution or historic loss over time. Special-status species typically require specific soil or habitat types such as serpentine soils or aquatic resources.

The search and review of the CNDDDB revealed 12 special-status plant species and 13 special-status wildlife species with recorded occurrences in the five-mile search radius of the project site. The following briefly describes or summarizes the special-status species issues and potential for occurrence within the study area. While none of these species, or remnants thereof, were observed during the SII field survey, appropriately timed surveys for rare plants were not conducted as a part of this study. Table B-2 in Appendix B provides a list of special-status species recorded in the CNDDDB and includes scientific and common names, listing status, habitat requirements, and likelihood for occurrence within the project area.

#### 4.4.1 SPECIAL STATUS BOTANICAL RESOURCES

The CNDDDB revealed the recorded occurrences of 12 special-status plant species within a five mile radius of the project site. The special-status plant species occurrences recorded in the CNDDDB are commonly associated with a specific soil type, moisture regime, habitat, and/or elevation range that dictates the range or microhabitat of the species. No vernal pools or other seasonal wetlands were observed within the study area, and while the surveys were conducted late in the growing season, no rare, threatened, or endangered plant species or remnants thereof were observed within the project area. But these observations are based on fall plant growth with most of the site mowed leaving little identifiable herbaceous species plant material. While there is a low probability for these species, a chance remains for special-status plants associated with sandy soils given the site does not appear to have been subject to intensive grazing or cultivation dating back to 1994. As such, onsite a springtime floristic survey would be needed to confirm definitive negative findings for grassland and sandy soil associated annual plant species. The following provides a suitability analysis for special-status plant species with CNDDDB recorded occurrences in the region.

The special-status plant species associated with the grassland habitats occurring in the region associated with heavy clay soils are the Mile’s milk vetch (*Astragalus didymocarpus* var. *milesianus*) and the round-leaved filaree (*California macrophylla*). These species are typically restricted to semi-shaded areas along the margins and/or adjacent to cismontane woodland and chaparral and prefer soil types that contain a high content of clay. The existing soil types within the project area are mapped and observed with a sandy loam surface layer and therefore would not represent suitable habitat for these species. No remnants of these grassland species were observed during SII field reconnaissance of the project site.

The perennial woody species Santa Margarita manzanita *Arctostaphylos pilosula* and mesa horkelia (*Horkelia cuneata* var. *puberula*) would have been noticeable even during the late season survey. Neither species was observed during SII field reconnaissance of the project site. The special-status plant species known from vernal pool wetland habitat occurring in the region is the shining navarretia (*Navarretia nigeliformis*). The proposed project site does not support seasonal wetland areas or vernal pools and, therefore, does not represent suitable habitat for this plant species.

Special-status plants associated with serpentine soils include Eastwood's larkspur (*Delphinium parryi* ssp. *eastwoodiae*), the most beautiful jewelflower (*Streptanthus albidus* ssp. *peramoenus*), Brewer's spineflower (*Chorizanthe breweri*), and Palmer's monardella (*Monardella palmeri*). No serpentine soils are mapped or observed within the project area, therefore, the site does not represent suitable habitat for these plant species.

The special-status annual plant species associated with sandy soils in chaparral and oak woodland habitats are the La Panza mariposa lily (*Calochortus simulans*), yellow flowered eriastrum (*Eriastrum luteum*), and straight-awned spineflower (*Chorizanthe rectispina*). The existing soil type on the study area contains a high percentage of sand content with a sandy loam surface layer and could represent suitable habitat for these species. None of these species are formally listed under FESA or CESA but are CNPS List 1B species. While there is a low probability for these species within the project area, a springtime floristic survey would be needed to confirm definitive negative findings.

#### 4.4.2 SPECIAL STATUS WILDLIFE

The CNDDDB search revealed the recorded occurrences of 13 special-status wildlife species within the five-mile search radius of the project site. Special-status wildlife species known from the region evaluated for this study are discussed by groups based upon habitat preferences, specific habitat use requirements (i.e. terrestrial or aquatic), mobility, and migratory patterns.

**Aquatic Species** – The CNDDDB has recorded occurrences within the five-mile search range for the western pond turtle (*Emys marmorata*), Coast Range newt (*Taricha torosa*), California red-legged frog (*Rana draytonii*), and foothill yellow-legged frog (*Rana boylei*). These species are closely associated with perennial aquatic habitats of streams and ponds for most of their life cycle with the Coast Range newt seeking aquatic habitat for breeding from dense woodlands of upland habitats. California red-legged frogs were observed approximately 5.2 miles north of the study area in 2003 in a ponded area of Paso Robles Creek just upstream of the confluence with the Salinas River. The foothill yellow-legged frog is recorded from Santa Margarita well south of the project site. The Coast Range newt is recorded from western Atascadero in the Graves Creek area woodlands approximately 3.25 miles to the west. Occurrence data for the western pond turtle is suppressed by the CNDDDB to minimize capturing for pets or sale. Based on the review of aerial imagery back to 1994, the drainage that runs through the project area appears to have become more distinct from a swale to a defined channel over time with increased urbanization. Given the onsite drainage starts from a culvert at El Camino Real, does not represent an established historic creek with perennial or long term seasonal flows, and there is not a hydrologic connection to a perennial aquatic habitat, the project site drainage does not represent suitable habitat for any of these species.

The California linderiella (*Linderiella occidentalis*) a species of fairy shrimp, and western spadefoot (toad) (*Spea hammondi*) are closely associated with vernal pools or temporary pond/puddle habitats that are not subject to flowing water. No evidence of vernal pool or seasonal pond habitats were observed during SII field surveys. As such, the project site does not support suitable seasonal aquatic habitat for these species.

**Birds** – The CNDDDB includes occurrences for wide-ranging resident and migratory bird species known from the region of the project site. The golden eagle (*Aquila chrysaetos*) is known for using open grassland areas for foraging and large oaks or cliffs for nesting habitat. The ferruginous hawk (*Buteo regalis*) is a winter visitor known for using open expanses of grassland for foraging. The small project site in an urban setting is not suitable nesting habitat for the golden eagle or foraging habitat for either raptor species.

The grasshopper sparrow (*Ammodramus savannarum*) is typically found within grassland habitats, preferring drier sparse sites in tall grass prairies, with open or bare ground for feeding. The grassland and oak canopy on the project site represents suitable habitat for the grasshopper sparrow, however, the surrounding urbanization suggests this is a very low probability for occurrence.

The purple martin (*Progne subis*) is a cliff nesting species (or bridges and overpasses) preferably in open areas situated close to a water source including creeks, rivers, wetlands, swamps, and wet meadows. The nearest known purple martin CNDDDB occurrence is approximately 1.45 miles to the west in the Graves Creek area. The project site does not represent suitable habitat for the purple martin.

**Reptiles** – The silvery legless lizard is mostly associated with sandy soils in grassland, coastal scrub, oak woodland, or chaparral habitats. The sandy loam soils within the grassland and oak woodland on the project site represents suitable habitat for the silvery legless lizard.

**Mammals** – The Townsend's big-eared bat (*Corynorhinus townsendii*) habitat is strongly correlated with the availability of caves and crevices. No such habitat occurs within the study area.

## 5.0 IMPACT ASSESSMENT AND MITIGATION RECOMMENDATIONS

### 5.1 SUFFICIENCY OF BIOLOGICAL DATA

The SII field surveys on October 23 and 28, 2014 were sufficient to adequately document existing conditions of the project area for habitat types and generalized wildlife use. However, the surveys were not sufficient enough or conducted at the proper time of year to detect sandy soil grassland special-status plant species, the grasshopper sparrow use, or presence of the silvery legless lizard. Definitive surveys for annual grassland special-status species would need to be conducted in the springtime. Otherwise, the data collected as articulated in this report provide sufficient biological data to adequately address the potential significance of impacts on biological resources.

### 5.2 IMPACTS

The proposed project would convert the approximately five acres of grassland and oak woodland habitats to urban development while retaining some oak trees, and the drainage and most of the associated riparian tree habitat. Project plans show the removal of two live oaks, three valley oaks, two blue oaks, one non-native pine tree, and one non-native elm tree. The rest of the oaks would be retained within the development. The proposed project includes 30 replacement oak trees (11 live oaks, 13 valley oaks, 7 blue oaks) to be planted onsite with minimum 15-gallon size trees. For specific tree removal, retention, and replacement information see Oasis Associates, Inc. 10/29/2014 Sheet L-1 Conceptual Landscape Plan. Project plans illustrated on the Figure 4 habitat map show encroachment of project elements into the riparian canopy and 20-foot setback of the ephemeral drainage with retaining walls, building envelopes, and backyards. The project site supporting a mostly non-native annual grassland habitat with scattered oaks and an ephemeral drainage with patchy riparian habitat provides habitat for locally common wildlife accustomed to the urban environment. The project site is essentially an infill location and a “dead end” for habitat abutted against the urban development. As such, the conversion of the small plot of habitat may be considered a less than significant impact.

Construction of the proposed project and conversion to urban development could result in the loss of mortality and/or displacement of locally common wildlife, and potentially the silvery legless lizard and grasshopper sparrow should they occur. Further, three special-status plants, the La Panza mariposa lily,

yellow flowered eriastrum, and straight-awned spineflower, could occur and be lost to development. Given the small project size, urban surroundings, and none of the potentially occurring special-status plant or wildlife species are formally listed under FESA or CESA, impacts on biological resources could be considered to be less than significant. Vegetation, tree removal, and encroachment into the riparian canopy during the nesting season for birds could result in the destruction of active bird's nests and/or loss of nesting success. Destruction of active nests is prohibited by the Fish and Game Code of California Sections 3503 and 3503.1 (raptors specifically) and impacts on riparian habitat are subject to Fish and Game Code Section 1600 *et. seq.* As such, this could be considered a significant impacts. The following mitigation measures would avoid take or destruction of active nests and loss of riparian habitat thereby reducing this potentially significant impact to a less than significant level.

### 5.3 MITIGATION MEASURES

**To reduce any potentially significant impact on nesting birds from vegetation and tree removals, the following mitigation measures are recommended.**

- *Vegetation removal and initial site disturbance shall be conducted between September 1 and January 31 outside of the nesting season for birds. If vegetation and/or tree removal is planned for the bird nesting season (February 1 to August 31), then preconstruction nesting bird surveys shall be conducted by a qualified biologist to determine if any active nests would be impacted by project construction. If no active nests are found, then no further mitigation shall be required.*
- *If any active nests are found that would be impacted by construction, then the nest sites shall be avoided with the establishment of a non-disturbance buffer zone around active nests as determined by a qualified biologist. Nest sites shall be avoided and protected with the non-disturbance buffer zone until the adults and young of the year are no longer reliant on the nest site for survival as determined by a qualified biologist. As such, avoiding disturbance or take of an active nest would reduce potential impacts on nesting birds to a less-than-significant level.*

**To reduce any potentially significant impacts on waters of the U.S., waters of the State and riparian habitat, the following mitigation measures are recommended.**

- The applicant shall obtain Clean Water Act (CWA) regulatory compliance in the form of a permit from the Corps or written documentation from the Corps that no permit would be required for work in the ephemeral drainage. Should a permit be required, the applicant shall implement all the terms and conditions of the permit to the satisfaction of the Corps. Corps permits and authorizations require applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts on aquatic resources. Compliance with Corps permitting would also include obtaining and CWA 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB). In addition, the Corps and RWQCB may require compensatory mitigation for unavoidable permanent impacts on riparian/wetland habitat to achieve the goal of a no net loss of wetland values and functions. As such, regulatory compliance would reduce potential impacts on waters of the U.S. to a less-than-significant level.
- The applicant shall obtain compliance with Section 1600 *et. seq.* of the California Fish and Game Code (Streambed Alteration Agreements) in the form of a completed Streambed Alteration Agreement or written documentation from the CDFW that no agreement would be required for



work within the ephemeral drainage and riparian habitat (stream zone). Should an agreement be required, the applicant shall implement all the terms and conditions of the agreement to the satisfaction of the CDFW. The CDFW Streambed Alteration Agreement process encourages applicants to demonstrate that the proposed project has been designed and will be implemented in a manner that avoids and minimizes impacts in the stream zone. In addition, CDFW may require compensatory mitigation for unavoidable impacts on riparian habitat in the form of onsite riparian habitat restoration to the extent feasible. As such, regulatory compliance would reduce potential impacts on waters of the state to a less-than-significant level.

**To further reduce the less than significant impacts on non-listed special-status plants and wildlife potentially occurring on the site, the following mitigation measures are recommended if feasible.**

- *Conduct a springtime rare plant survey to determine the presence/absence of any special-status plants. Should any be discovered, implement a seed and/or plant salvage program and incorporate the salvaged material into the drainage setback and detention basin landscaped areas.*
- *A qualified biologist shall conduct a pre-construction survey within 30 days of initial site disturbance to identify whether silvery legless lizards are present. If silvery legless lizards are detected, a biological monitor shall be present during initial ground disturbing and vegetation removal activities to allow for a salvage and relocation effort for the lizard and other ground dwelling common wildlife that may be present.*

## 6.0 CONCLUSIONS

In conclusion, based on the findings described above establishing the existing conditions of biological resources within the study area, and incorporation of the recommended mitigation measures, implementation of the proposed project would not result in any substantial adverse effects or significant impacts to biological, botanical, wetland, or riparian habitat resources. Therefore, with mitigation measures incorporated into the project, direct and indirect (temporary) project impacts on biological resources would be considered to be at a less than significant level.

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## APPENDIX A

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### FIGURES

- FIGURE 1: REGIONAL LOCATION MAP
- FIGURE 2: VICINITY AERIAL PHOTOGRAPH MAP
- FIGURE 3: SOILS MAP
- FIGURE 4: HABITAT MAP
- FIGURE 5: GENERAL PLAN BLUE LINE DRAINAGE MAP
- FIGURE 6: CNDDDB OCCURRENCES MAP
- FIGURE 7: REPRESENTATIVE PHOTOGRAPHS

## APPENDIX B

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### TABLES

TABLE B-1: PLANT SPECIES OBSERVED

TABLE B-2: CNDDDB RECORDED OCCURRENCES (10 MILE SEARCH RADIUS)



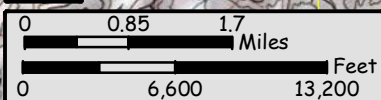
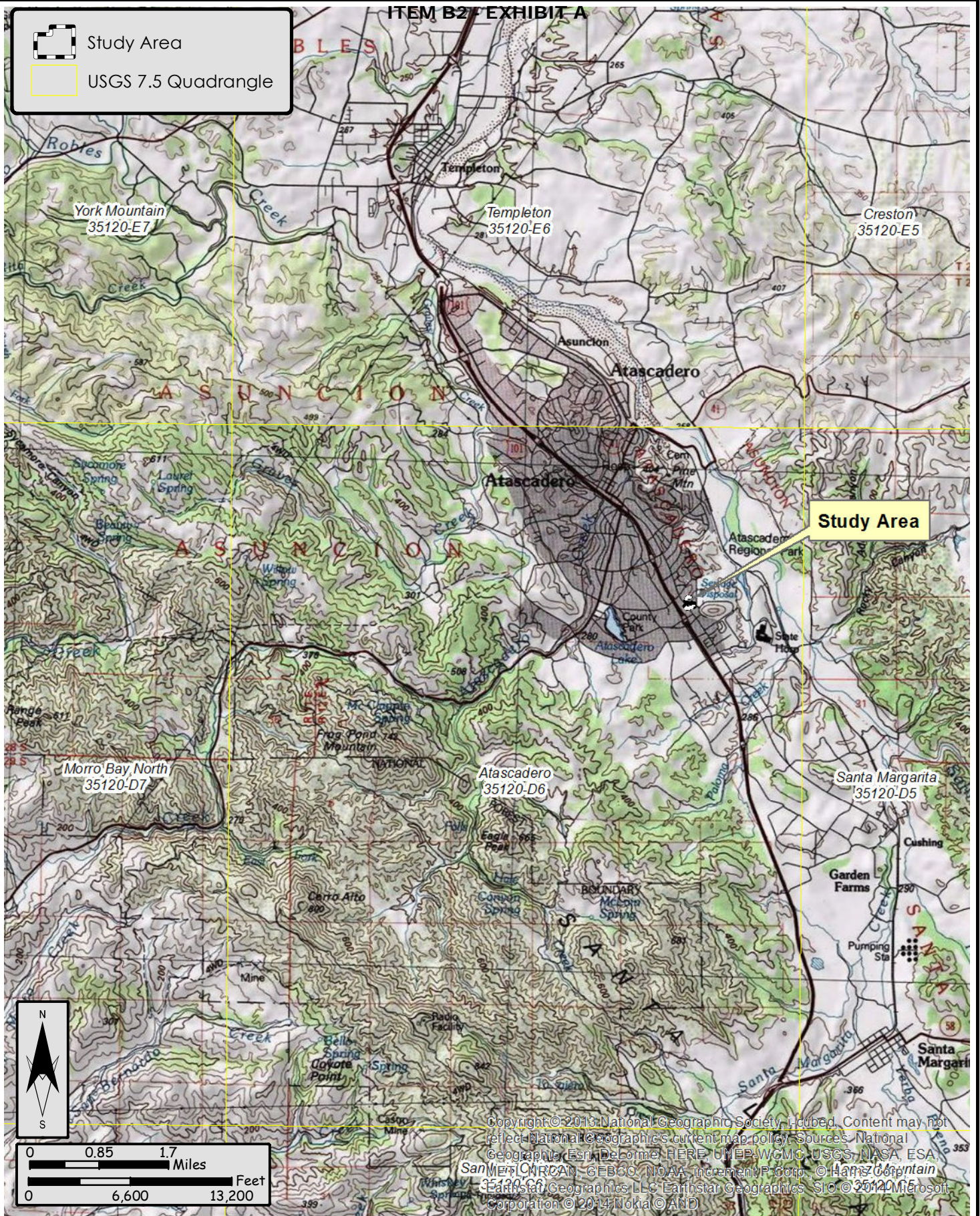
ITEM B2 EXHIBIT A



Study Area



USGS 7.5 Quadrangle



Data Source(s): CDFW, CNDDB, Oct. 2014.



**Tract 3070 Master Plan of Development Project**

Biological and Wetland Resources Assessment

**Figure 1**

**Regional Location Map**



# ITEM B2 - EXHIBIT A



Study Area



Approximate City of Atascadero Mapped Blue Line Creek



Observed Drainage Channel



Data Source(s): CDFW, CNDDB, Oct. 2014.



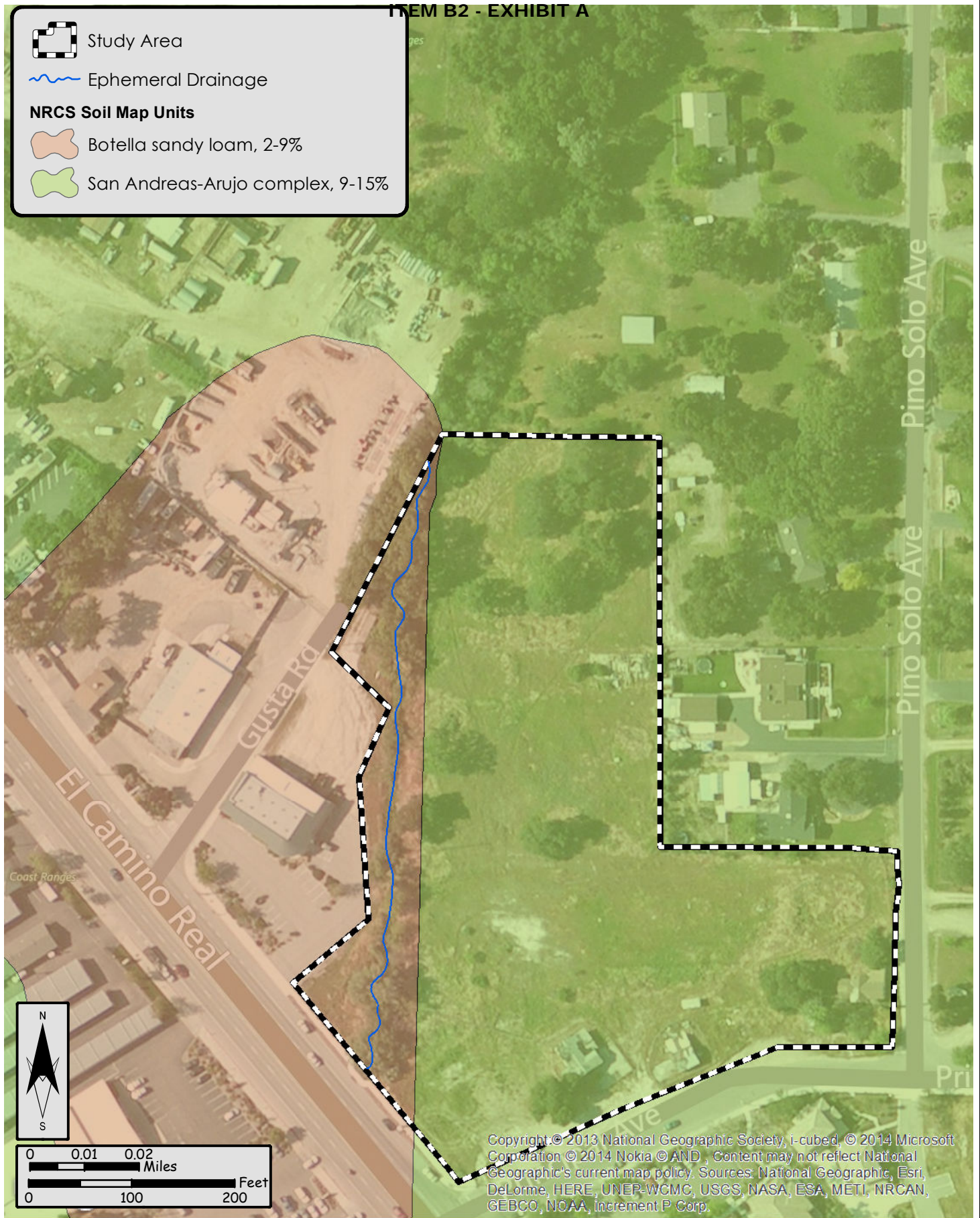
Tract 3070 Master Plan of Development Project

Figure 2

Biological and Wetland Resources Assessment

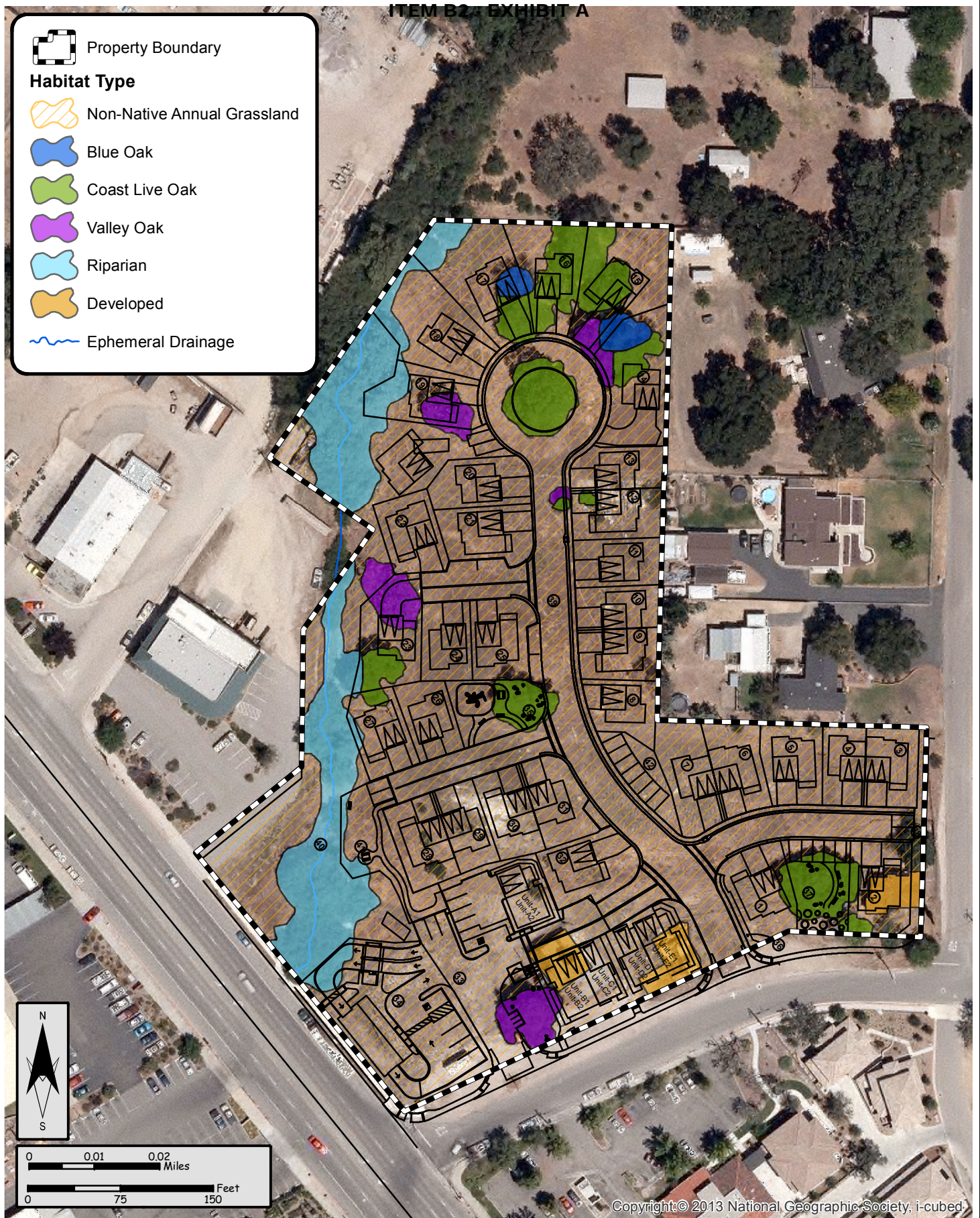
Vicinity Aerial Overview





Data Source(s): CDFW, CNDDb, Oct. 2014.





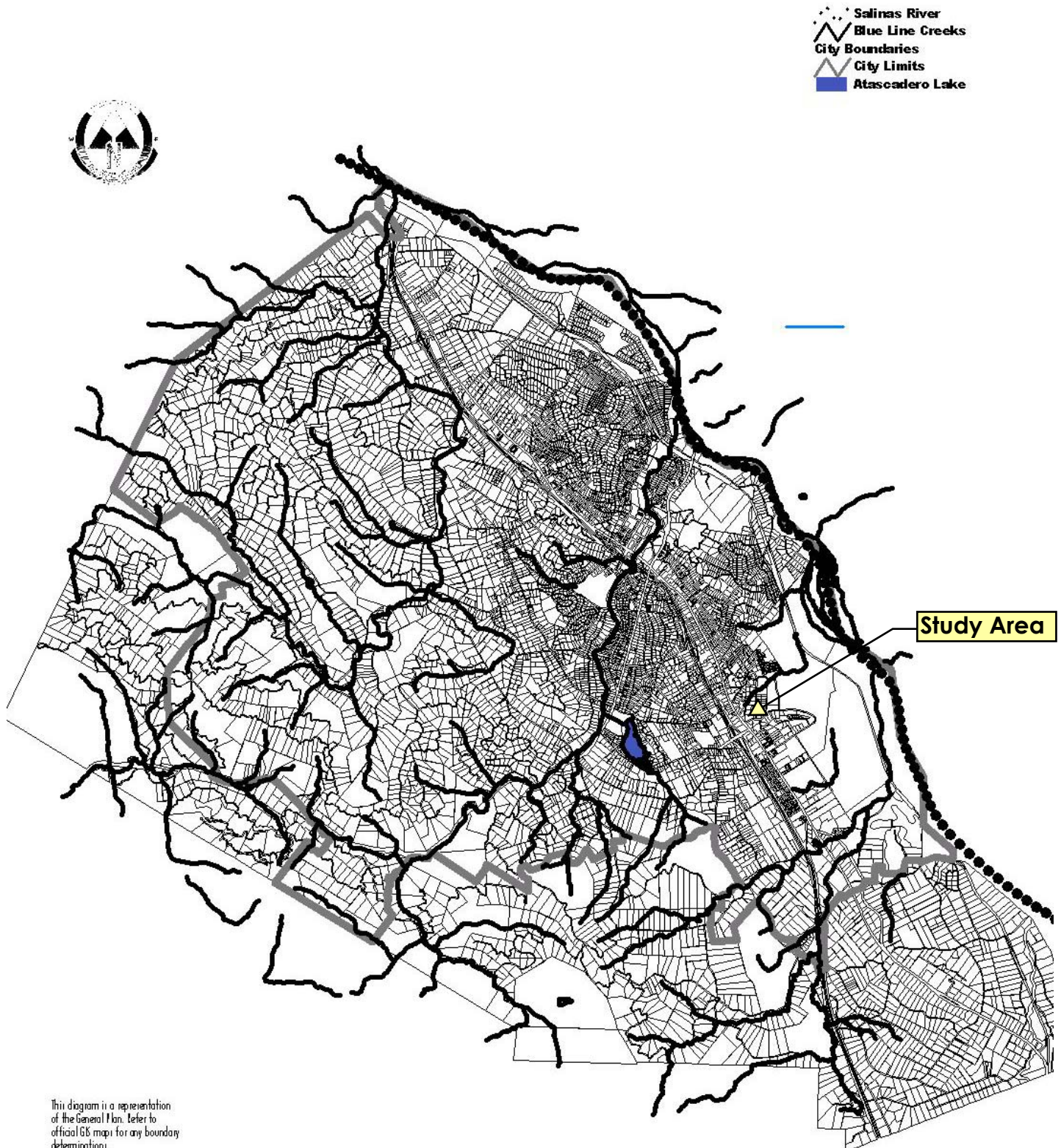


## ITEM B2 - EXHIBIT A

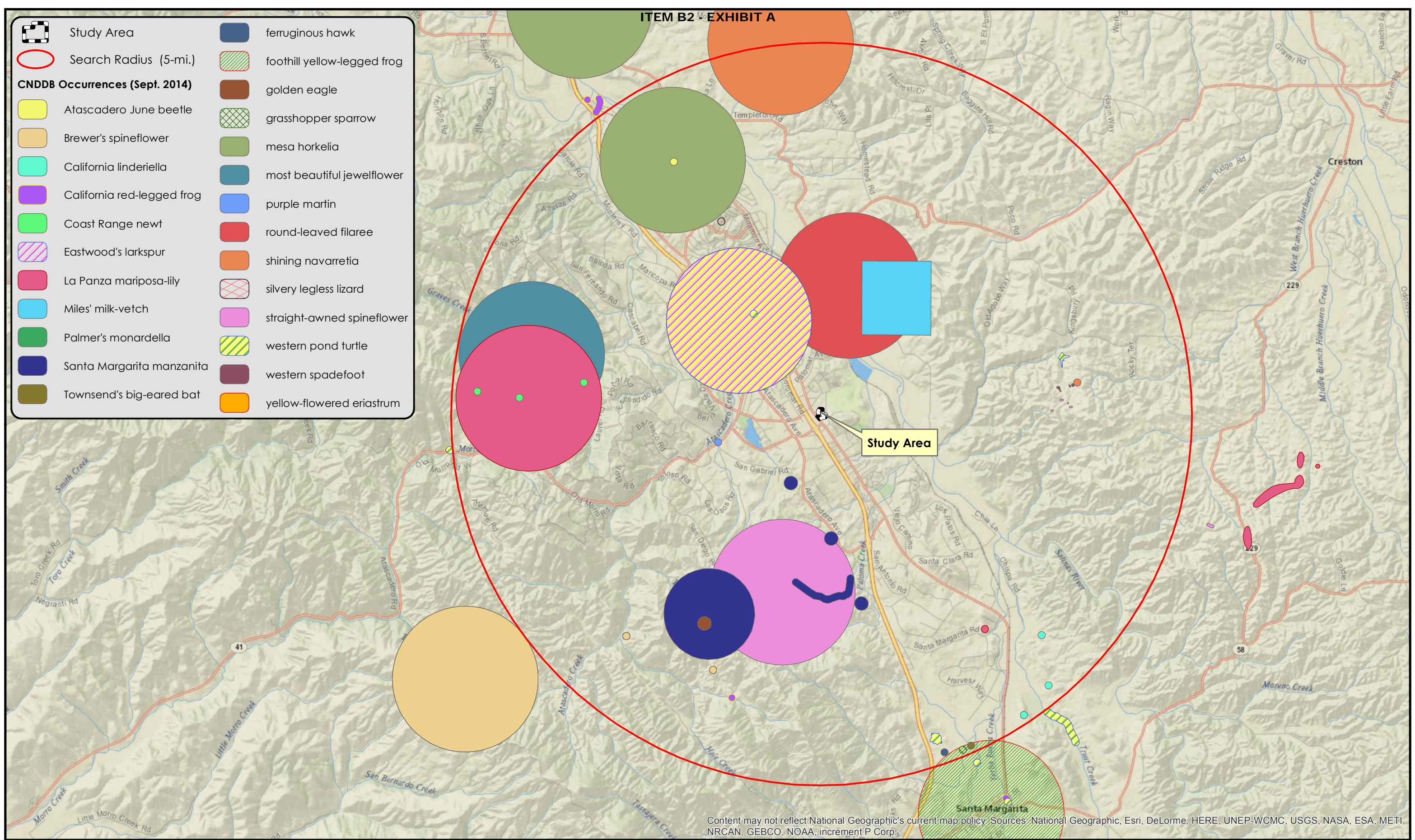
City of Atascadero

General Plan Land Use, Open Space and Conservation Element

Figure II-8: Blue Line Creek Diagram











**Photo 1** – View northwest of the ephemeral drainage culvert outfall along the west property line adjacent to El Camino Real. 10/23/2014



**Photo 2** – View northeast of the incised channel with a willow tree thicket along the lower reach of the ephemeral drainage. 10/28/2014



**Photo 3** – View north of the upper reach of the ephemeral drainage along west property line showing willow trees and herbaceous understory. 10/28/2014



**Photo 4** – View west along north property line showing non-native annual grassland habitat. 10/28/2014

**FIGURE 7 – REPRESENTATIVE PHOTOGRAPHS**





**Photo 5** –View south along east property line showing oak trees, non-native annual grassland, and sandy loam soils. **10/28/2014**



**Photo 6** – View south along east property line showing developed building (red arrow), pile of debris, and non-native annual grassland. **10/28/2014**



**Photo 7** – View west along south property line showing non-native annual grassland habitat with scattered oak trees. **10/28/2014**



**Photo 8** – View west along east property boundary. **10/28/2014**

**FIGURE 7 – REPRESENTATIVE PHOTOGRAPHS**

**TABLE B-1: PLANT SPECIES OBSERVED (10/24, 10/28, 12/24, 2014)**

| COMMON NAME          | SCIENTIFIC NAME(S)                           |
|----------------------|--|
| Blow-wives*          | <i>Achyranchaena mollis</i>                  |
| Fiddleneck*          | <i>Amsinkia</i> sp.                          |
| Oats                 | <i>Avena sativa</i>                          |
| Coyote brush*        | <i>Baccharis pilularis</i>                   |
| Rip gut brome*       | <i>Bromus diandrus</i>                       |
| Red brome            | <i>Bromus madritensis</i> ssp. <i>rubens</i> |
| Yellow-star thistle  | <i>Centaurea solstitialis</i>                |
| Soap plant*          | <i>Chlorogalum</i> sp.                       |
| Redstem filaree      | <i>Erodium cicutarium</i>                    |
| Red fescue           | <i>Festuca rubra</i>                         |
| Foxtail barley       | <i>Hordeum murinum</i> ssp. <i>leporinum</i> |
| Deer grass*          | <i>Muhlenbergia rigens</i>                   |
| Coast live oak*      | <i>Quercus agrifolia</i>                     |
| Valley oak*          | <i>Quercus lobata</i>                        |
| Fremont cottonwood   | <i>Populus fremontii</i>                     |
| Wild radish          | <i>Raphanus sativus</i>                      |
| Red willow*          | <i>Salix laevigata</i>                       |
| Arroyo willow*       | <i>Salix lasiolepis</i>                      |
| Purple needle grass* | <i>Stipa pulchra</i>                         |
| Wheat                | <i>Triticum</i> sp.                          |
| Chinese elm          | <i>Ulmus parvifolia</i>                      |
| Vetch                | <i>Vicia</i> sp.                             |
| Cocklebur*           | <i>Xanthium strumarium</i>                   |
| *=native species     |  |

| <b>TABLE B-2 CNDDB RECORDED OCCURRENCES (FIVE-MILE SEARCH RADIUS)</b>          |  |  |                                     |                                 |
|--|--|--|-------------------------------------|---------------------------------|
| <b>Common Name<br/>Scientific Name(s)</b>                                      | <b>Listing Status<br/>USFWS/CDFW/ CNPS</b> | <b>General Habitat Description</b>   | <b>Period of<br/>Identification</b> | <b>Potential<br/>Occurrence</b> |
| <b>Plants</b>  |  |  |                                     |                                 |
| Santa Margarita manzanita<br><i>Arctostaphylos pilosula</i>                    | --/--/1B.2                                 | Closed-cone coniferous forest and chaparral communities on decomposed granite and sandstone shale outcrops and slopes. 170-1100m.                          | Flowering:<br>December - March      | Not observed                    |
| Miles' milk-vetch<br><i>Astragalus didymocarpus</i> var. <i>milesianus</i>     | --/--/1B.2                                 | Grassy areas and coastal scrub typically on clay soils near coast, <400m. Central Coast.   | Flowering:<br>March - May           | Not suitable soils              |
| La Panza mariposa-lily<br><i>Calochortus simulans</i>                          | --/--/1B.3                                 | Chaparral, valley grassland, foothill woodland. Sand (often granitic), < 1100 m. se Outer South Coast Ranges (c San Luis Obispo Co.).                      | Flowering:<br>May - July            | Very low                        |
| Brewer's spineflower<br><i>Chorizanthe breweri</i>                             | --/--/1B.3                                 | Chaparral, foothill woodland, coastal sage scrub, closed-cone pine forest. Serpentine gravel or rocks; 60–800 m. Outer South Coast Ranges (SW SLO Co.).    | Flowering:<br>March - July          | Not suitable soils              |
| Straight-awned spineflower<br><i>Chorizanthe rectispina</i>                    | --/--/1B.3                                 | Chaparral, foothill woodland, northern coastal scrub, coastal sage scrub. Sand or gravel; 200-600 m. Outer south coast ranges.                             | Flowering:<br>May-July              | Very low                        |
| Eastwood's larkspur<br><i>Delphinium parryi</i> ssp. <i>eastwoodiae</i>        | --/--/1B.2                                 | Coastal chaparral, grassland, on serpentine; 100–500 m. s Central Coast, Outer South Coast Ranges (San Luis Obispo Co.).                                   | Flowering<br>March - May            | Not suitable soils              |
| Yellow-flowered eriastrum<br><i>Eriastrum luteum</i>                           | --/--/1B.2                                 | Chaparral, foothill woodland, mixed evergreen forest. Drying slopes in sandy gravelly soils; <1000 m. south coast ranges (Monterey, San Luis Obispo cos.). | Flowering:<br>May - July            | Very low                        |
| round-leaved filaree<br><i>Erodium macrophyllum</i> var. <i>californicum</i> ) | --/--/1B.1                                 | Cismontane woodland, scrubland, valley and foothill grassland with clay soils. 15-1200m.   | Flowering:<br>March - July          | Not suitable soils              |
| Mesa horkelia<br><i>Horkelia cuneata</i> var. <i>puberula</i>                  | --/--/1B.1                                 | Dry, sandy, coastal chaparral, outer south coast ranges.   | Flowering:<br>March - July          | Not observed                    |
| Palmer's monardella<br><i>Mondardella palmeri</i>                              | --/--/1B.2                                 | Chaparral, foothill woodland on serpentine; 200-800 m. north outer south coast ranges (Santa Lucia range).   | Flowering:<br>June - August         | Not suitable soils              |
| shining navarretia<br><i>Navarretia nigelliformis</i> ssp. <i>radians</i>      | --/--/1B.2                                 | Valley grassland, foothill woodland, usually occurs in vernal pool and wetlands, but occasionally found in non-wetlands.                                   | Flowering:<br>April - July          | No suitable wetland habitat     |



| TABLE B-2 CNDDB RECORDED OCCURRENCES (FIVE-MILE SEARCH RADIUS)                   |                                    |   |   |   |
|--|------------------------------------|---|---|---|
| Common Name<br>Scientific Name(s)  | Listing Status<br>USFWS/CDFW/ CNPS | General Habitat Description   | Period of<br>Identification   | Potential<br>Occurrence                     |
| Most beautiful jewelflower<br><i>Streptanthus albidus</i> ssp. <i>peramoenus</i> | --/--/1B.2                         | Chaparral, valley grassland, foothill woodland on serpentine.   | Flowering:<br>April - September                                       | Not suitable soils                          |
| <b>Invertebrates</b>   |                                    |   |   |   |
| California linderiella<br><i>Linderiella occidentalis</i>                        | --/ST/--                           | Prefers geologic formations and soil types supporting vernal pools in California, at altitudes as high as 1,150 meters (3,770 ft) above sea level.  | Breeding:<br>December - May   | No suitable wetland habitat onsite          |
| <b>Amphibians</b>  |                                    |   |   |   |
| California red-legged frog<br><i>Rana draytonii</i>                              | FT/SSC/--                          | Frequents perennial rocky streams and rivers with rocky substrate and open, sunny banks, in forests, chaparral, and woodlands. Sometimes found in isolated pools, vegetated backwaters, and deep, shaded, spring-fed pools.   | Breeding: April - June  | No suitable habitat onsite                  |
| Foothill yellow-legged frog<br><i>Rana boylei</i>                                | --/SSC/--                          | Found mainly near ponds in humid forests, woodlands, grasslands, coastal scrub, and streamsides with plant cover. Most common in lowlands or foothills.<br>Frequently found in woods adjacent to streams.   | Breeding:<br>November - April   | No suitable habitat onsite                  |
| Western spadefoot<br><i>Spea hammondi</i>  | --/SSC/--                          | Largely terrestrial; enters seasonal ponds only to breed. Prefers open areas with sandy or gravelly soils, in a variety of habitats including mixed woodlands, grasslands, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, foothills, and mountains. | Breeding: January to May, depending on development of seasonal ponds. | No suitable wetland breeding habitat onsite |
| Coast range newt<br><i>Taricha torosa</i>  | --/SSC/--                          | Found in wet forests, oak forests, chaparral, and rolling grasslands and aquatic habitats for breeding (creeks, ponds).   | Breeding: Fall through late spring.                                   | No suitable habitat onsite                  |
| <b>Reptiles</b>  |                                    |   |   |   |
| silvery legless lizard<br><i>Anniella pulchra pulchra</i>                        | --/SSC/--                          | Shows a preference for areas of leaf litter and loose sandy soil along washes, beach sand dunes, open scrub and woodland, and sandy benches along alluvial fans.  | Observable year round.  | Low   |
| Western pond turtle<br><i>Emys marmorata</i>                                     | --/SSC/--                          | Requires perennial aquatic habitat and constructs nests along edge of streams and ponds.  | Observable year round.  | No suitable aquatic habitat onsite          |



**TABLE B-2 CNDDB RECORDED OCCURRENCES (FIVE-MILE SEARCH RADIUS)**

| Common Name<br>Scientific Name(s)  | Listing Status<br>USFWS/CDFW/ CNPS  | General Habitat Description  | Period of<br>Identification                   | Potential<br>Occurrence    |
|--|---|--|---|----------------------------|
| <b>Birds</b>   |   |  |   |                            |
| grasshopper sparrow<br><i>Ammodramus savannarum</i>  | --/SSC/--   | typically found within intermediate grassland habitats, preferring drier sparse sites in tall grass prairies, with open or bare ground for feeding   | Observable year round.                        | Low                        |
| golden eagle<br><i>Aquila chrysaetos</i>   | MBTA,<br>BGEPA/SSC,CFP/--   | Breeds on cliffs, in large trees, or atop electrical towers; forages in open habitats.   | Nesting: January - June. Year round resident. | No suitable habitat onsite |
| Ferruginous hawk<br><i>Buteo regalis</i>   | --/--/--  | Open country, primarily prairies, plain and badlands, breeding in trees near streams or on steep slopes, sometimes on mounds in open desert.   | Observable year round.                        | No suitable habitat onsite |
| Purple martin<br><i>Progne subis</i>   | --/SSC/--   | Distributed in forest and woodland areas at low to intermediate elevations throughout much of California. Prefer open spaces that are situated close to any water source including wetlands, swamps, and wet meadows.  | March - September                             | No suitable habitat onsite |
| <b>Mammals</b>   |   |  |   |                            |
| Townsend's big-eared bat<br><i>Corynorhinus townsendii</i>   | --/SSC/--   | Sea level to 3,300 meters: coniferous forests, mixed meso-phytic forests, deserts, native prairies, riparian communities, active agricultural areas, and coastal habitat types. Distribution is strongly correlated with the availability of caves and cave-like roosting habitat.   | Breeding:<br>November - February              | No suitable habitat onsite |
| <b>Status Codes</b>  |   |  |   |                            |
| <b>Federal</b><br><b>FE</b> = Federally Endangered<br><b>FT</b> = Federally Threatened<br><b>FC</b> = Federal Candidate<br><br><b>CH</b> = Federal Critical Habitat<br><br><b>BGEPA</b> = Bald and Golden Eagle Protection Act<br><b>MBTA</b> = Protected by Federal Migratory Bird Treaty Act | <b>State</b><br><b>SE</b> = State Endangered<br><b>ST</b> = State Threatened<br><b>SR</b> = State Rare<br><br><b>CFP</b> = California Fully Protected<br><br><b>SSC</b> = State Species of Special Concern<br><br><b>SA</b> = Not formally listed but included in CDFG "Special Animal" list. | <b>California Native Plant Society</b><br><b>List 1</b> = Plants of Highest Priority (2 sub lists):<br><b>1A</b> = Plants Presumed Extinct in California<br><b>1B</b> = Plants Rare and Endangered in California and Elsewhere<br><b>List 2</b> = Plants Rare or Endangered in California, but More Common Elsewhere<br><b>List 3</b> = Plants about which More Information is needed<br><br><b>List 4</b> = Plants of Limited Distribution (A Watch List) |   |                            |

**Attachment 16 – Biological Report Addendum**



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June 28, 2016

Carol Florence, AICP  
Principal Planner, Oasis Associates  
3427 Miguelito Court  
San Luis Obispo, CA 93401

**SUBJECT:** Biological and Wetland Resources Assessment Addendum, Floristic Inventory and Rare Plant Survey Report for the Tract 3070 Master Plan of Development Project, City of Atascadero, CA

Dear Carol:

Sage Institute, Inc. (SII) is pleased to submit this Biological and Wetland Resources Assessment Addendum (BA Addendum) to the SII revised final February 10, 2015 *Biological & Wetland Resources Assessment* (2015 BA), prepared for the Tract 3070 Master Plan of Development Project in the City of Atascadero. This BA Addendum has been prepared to detail the methods and results of the 2016 floristic inventory and rare plant survey conducted over the project site.

**METHODS**

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

- ❑ Conducting the survey at the proper time of year when rare plants are both evident and identifiable. The survey was conducted throughout the peak 2016 springtime flowering and growing season including the late season survey in June.
- ❑ Surveys that are floristic in nature. All plant species noted in the field were identified to the level necessary to determine if it is rare, threatened, or endangered.
- ❑ Field surveys were conducting using systematic field techniques in all habitats of the project site that ensured a thorough visual coverage. The entire site was surveyed using meandering transects affording complete survey coverage for all plant species present.
- ❑ Multiple site visits were conducted to ensure that seasonal variations in the flowering period of the target species documented at a reference site are adequately covered. Surveys were conducted from April to June 2016.





## RESULTS

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

The springtime floristic inventory and rare plant survey conducted on the Tract 3070 project area confirmed the findings in the 2015 BA that the dominate habitat type of the project area was disturbed non-native annual grassland habitat. The site supports native and non-native grasses and broadleaf herbaceous species amidst the scattered oaks onsite, and willow riparian corridor along the drainage. All plant species observed were identifiable during the three field surveys conducted over the project area so there were no limitation in completing the rare plant survey for 2016 in accordance with accepted agency and industry standards. The winter rains along with the warm and mostly dry February and March 2016 manifested substantial grassland species growth to further support the adequacy of the survey.

No rare, threatened, or endangered plant species were observed within the project area during the SII field surveys. Table A-1 below provides a list of all plant species observed during the SII 2016 floristic inventory and rare plant survey documenting the negative findings. The attached Figure A-1 provides a set of representative photographs taken during the rare plant survey.

| TABLE A-1<br>TRACT 3070 FLORISTIC INVENTORY AND RARE PLANT SURVEY<br>PLANT SPECIES OBSERVED APRIL 18, MAY 3, AND JUNE 6, 2016<br>(* = NATIVE SPECIES) |                     |
|---|---------------------|
| SCIENTIFIC NAME   | COMMON NAME         |
| <i>Achyrachaena mollis</i>  | Blow wives *        |
| <i>Acmispon americanus (Lotus purshianus)</i>   | Spanish lotus *     |
| <i>Amsinckia menziesii</i>  | Fiddleneck *        |
| <i>Anagallis arvensis</i>   | Scarlet pimpernel   |
| <i>Andostoma fasciculatum</i>   | Chamise *           |
| <i>Asclepius fasciculatus</i>   | Slender milkweed *  |
| <i>Avena barbata</i>  | Slender wild oats   |
| <i>Baccharis pilularis</i>  | Coyote brush *      |
| <i>Brassica nigra</i>   | Black mustard       |
| <i>Bromus diandrus</i>  | Ripgut grass        |
| <i>Bromus hordeaceus</i>  | Soft chess brome    |
| <i>Bromus madritensis ssp. rubens</i>   | Red brome           |
| <i>Calandrinia ciliata</i>  | Redmaids *          |
| <i>Capsella bursa-pastoris</i>  | Shepard's purse     |
| <i>Carduus pycnocephalus</i>  | Italian thistle     |
| <i>Carex</i> sp.  | Sedge*              |
| <i>Centaurea melitensis</i>   | Star thistle        |
| <i>Centaurea solstitialis</i>   | Yellow star thistle |



| <p>TABLE A-1<br/>TRACT 3070 FLORISTIC INVENTORY AND RARE PLANT SURVEY<br/>PLANT SPECIES OBSERVED APRIL 18, MAY 3, AND JUNE 6, 2016<br/>(* = NATIVE SPECIES)</p> |                       |
|---|-----------------------|
| SCIENTIFIC NAME   | COMMON NAME           |
| <i>Centromadia pungens ssp. pungens</i>   | Common spikeweed*     |
| <i>Chenopodium album</i>  | Lamb's quarters       |
| <i>Chlorogalum sp NIF</i>   | Soap plant *          |
| <i>Cirsium vulgare</i>  | Bull thistle          |
| <i>Clarkia sp.</i>  | Clarkia sp. *         |
| <i>Claytonia perfoliata</i>   | Miner's lettuce *     |
| <i>Convolvulus arvensis</i>   | Field bindweed        |
| <i>Cotoneaster sp.</i>  | Cotoneaster           |
| <i>Crassula tillaea</i>   | Pygmy weed            |
| <i>Cupressus sempervirens</i>   | Mediterranean cypress |
| <i>Cynodon dactylon</i>   | Bermuda grass         |
| <i>Erodium botrys</i>   | Storksbill            |
| <i>Erodium cicutarium</i>   | Redstem filaree       |
| <i>Festuca arundinacea</i>  | Tall fescue           |
| <i>Festuca myuros</i>   | Rattail fescue        |
| <i>Festuca perennis (Lolium multiflorum)</i>  | Italian rye grass     |
| <i>Galium aparine</i>   | Common bedstraw*      |
| <i>Geranium dissectum</i>   | Cut-leaved geranium   |
| <i>Hirshfeldia incana</i>   | Short podded mustard  |
| <i>Hordeum murinum ssp. leporinum</i>   | Foxtail barley        |
| <i>Hordeum vulgare</i>  | Barley                |
| <i>Hypochaeris glabra</i>   | Smooth cat's ear      |
| <i>Juncus bufonius</i>  | Common toad rush *    |
| <i>Juncus xiphioides</i>  | Iris leaved juncus *  |
| <i>Lactuca serriola</i>   | Prickly lettuce       |
| <i>Lamium amplexicaule</i>  | Henbit                |
| <i>Lathyrus odoratus</i>  | Garden sweet pea      |
| <i>Lepidium nitidum</i>   | Shiny pepper-grass *  |
| <i>Logfia gallica (Filago gallica)</i>  | Narrowleaf cottonrose |
| <i>Lupinus bicolor</i>  | Miniature lupine *    |
| <i>Lupinus nanus</i>  | Sky lupine *          |
| <i>Malva parviflora</i>   | Cheeseweed            |
| <i>Matricaria discoidea</i>   | Pineapple weed        |
| <i>Medicago polymorpha</i>  | Bur clover            |
| <i>Melilotus indicus</i>  | Sweetclover           |
| <i>Muhlenbergia rigens</i>  | Deer grass *          |
| <i>Opuntia ficus-indica</i>   | Prickly pear          |
| <i>Pinus sp.</i>  | Pine tree             |

| <p>TABLE A-1<br/>TRACT 3070 FLORISTIC INVENTORY AND RARE PLANT SURVEY<br/>PLANT SPECIES OBSERVED APRIL 18, MAY 3, AND JUNE 6, 2016<br/>(* = NATIVE SPECIES)</p> |                        |
|---|------------------------|
| SCIENTIFIC NAME   | COMMON NAME            |
| <i>Plantago coronopus</i>   | Plantain               |
| <i>Plantago lanceolata</i>  | English plantain       |
| <i>Poa annua</i>  | Annual bluegrass *     |
| <i>Polygonum sp.</i>  | Knotweed               |
| <i>Polypogon monspeliensis</i>  | Rabbitsfoot grass      |
| <i>Populus fremontii</i>  | Fremont's cottonwood * |
| <i>Quercus agrifolia</i>  | Coast live oak *       |
| <i>Quercus douglasii</i>  | Blue oak *             |
| <i>Quercus lobata</i>   | Valley oak *           |
| <i>Raphanus sativus</i>   | Wild radish            |
| <i>Rubus armeniacus</i>   | Himalayan blackberry   |
| <i>Rumex crispus</i>  | Curly dock             |
| <i>Salix laevigata</i>  | Red willow *           |
| <i>Salix lasiolepis</i>   | Arroyo willow *        |
| <i>Senecio vulgaris</i>   | Common groundsel       |
| <i>Sidalcea malviflora</i>  | Checker mallow *       |
| <i>Silybum marianum</i>   | Milk thistle           |
| <i>Sisymbrium irio</i>  | London rocket          |
| <i>Sonchus asper</i>  | Prickly sowthistle     |
| <i>Sonchus oleraceus</i>  | Common sowthistle      |
| <i>Spergularia rubra</i>  | Rosey sand spurry      |
| <i>Stellaria media</i>  | Common chickweed       |
| <i>Stipa pulchra</i>  | Purple needlegrass *   |
| <i>Tricostema lanceolatum</i>   | Vinegar weed *         |
| <i>Ulmus parvifolia</i>   | Chinese elm            |
| <i>Vicia villosa</i>  | Winter vetch           |
| <i>Yucca sp.</i>  | Yucca (cultivar)       |

Thank you very much for continuing with SII for environmental consulting services. Please contact me directly if you have any questions or need any additional information.

Very truly yours,



David K. Wolff, Principal Ecologist

Attachment: Figure A-1 Representative Floristic Inventory and Rare Plant Survey Photographs





**FIGURE A-1 – REPRESENTATIVE FLORISTIC INVENTORY AND RARE PLANT SURVEY PHOTOGRAPHS**

**Attachment 17 – Traffic Impact Report**

**See Attached**





# Principal Mixed Use Atascadero

## Transportation Impact Study



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November 2014



## Executive Summary

This study evaluates the potential transportation impacts of the Principal Mixed Use project located on the northeast corner of El Camino Real and Principal Avenue in the City of Atascadero.

The project consists of 37 residential units, 3,215 square feet (s.f.) of office uses, and a single bay automated car wash. Project access would be provided via two driveways on Principal Avenue. The project would generate 633 new daily trips, 60 new AM peak hour trips, and 66 new PM peak hour trips.

The following intersections are analyzed during the weekday morning (7-9 AM) and evening (4-6 PM) time periods:

1. Principal Avenue/El Camino Real
2. Santa Rosa Road/US 101 Southbound Ramps
3. Santa Rosa Road/US 101 Northbound Ramps
4. Santa Rosa Road/El Camino Real

The study intersections are evaluated under these scenarios:

1. **Existing Conditions** reflect 2014 traffic counts and the existing transportation network.
2. **Existing Plus Project Conditions** add project generated traffic to Existing Conditions volumes.
3. **Cumulative Conditions** represent future traffic conditions reflective of buildout of land uses in the area.
4. **Cumulative Plus Project Conditions** add project traffic to Cumulative Conditions volumes.

All of the study intersections would operate acceptably at LOS B or better under all analysis scenarios.

On-site circulation is adequate as proposed. Site access would be improved by delineating a left and right turn lane for westbound Principal Avenue at El Camino Real. This may require the restriction of parking on the south side of Principal Avenue, eliminating three on-street parking spaces and improving sight lines for vehicles exiting the commercial driveway on the south side of Principal Avenue.



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## Introduction

This study evaluates the potential transportation impacts of the Principal Mixed Use project located on the northeast corner of El Camino Real and Principal Avenue in the City of Atascadero.

The project consists of 37 residential units, 3,215 square feet (s.f.) of office uses, and a single bay automated car wash. Project access would be provided via two driveways on Principal Avenue.

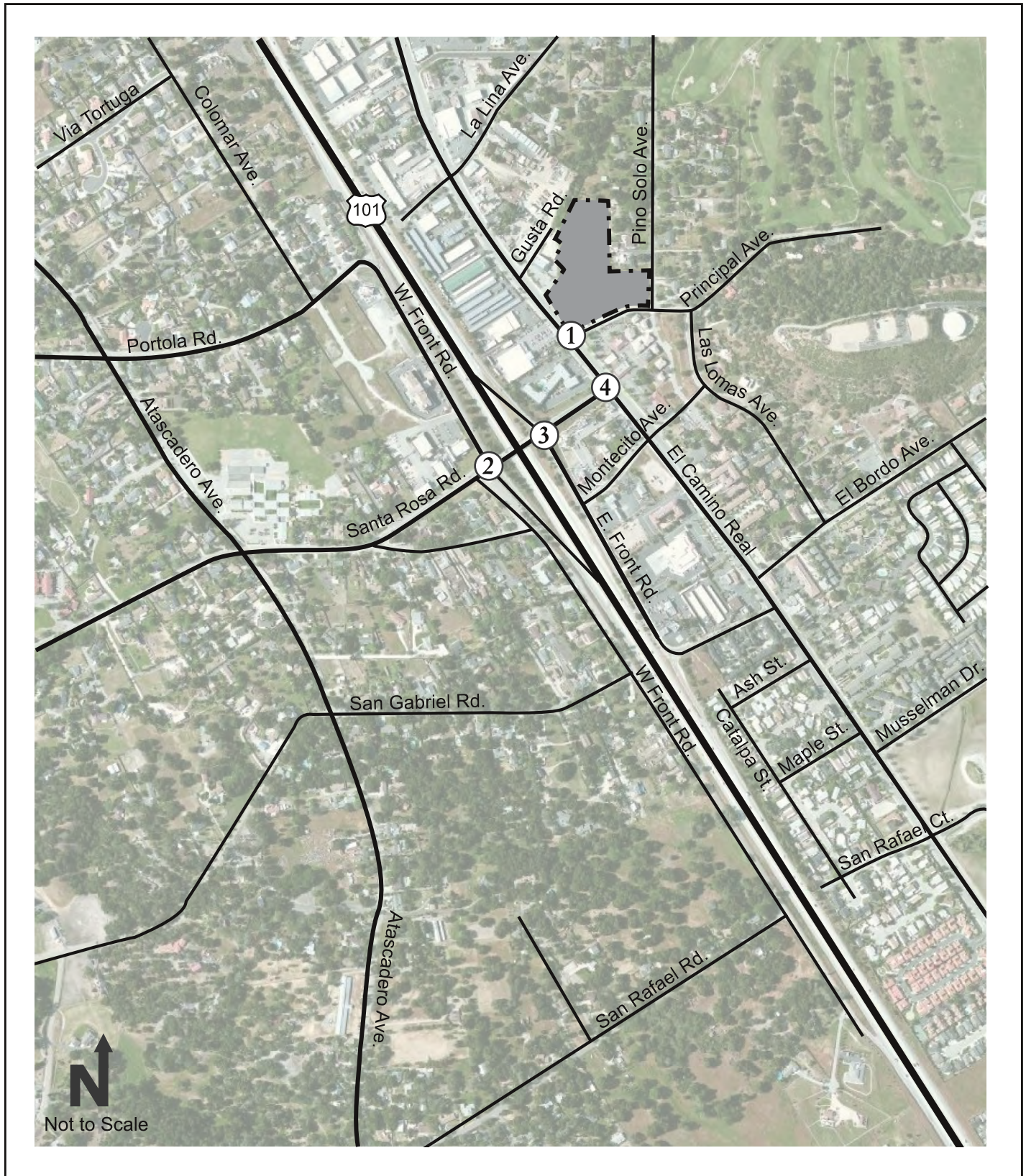
The project's location and study intersections are shown on **Figure 1**, while **Figure 2** shows the site plan. The following intersections are analyzed during the weekday morning (7-9 AM) and evening (4-6 PM) time periods:

5. Principal Avenue/El Camino Real
6. Santa Rosa Road/US 101 Southbound Ramps
7. Santa Rosa Road/US 101 Northbound Ramps
8. Santa Rosa Road/El Camino Real

The study intersections are evaluated under these scenarios:

5. **Existing Conditions** reflect 2014 traffic counts and the existing transportation network.
6. **Existing Plus Project Conditions** add project generated traffic to Existing Conditions volumes.
7. **Cumulative Conditions** represent future traffic conditions reflective of buildout of land uses in the area.
8. **Cumulative Plus Project Conditions** add project traffic to Cumulative Conditions volumes.

Figure 1: Project and Study Locations



November 2014

| Legend: |                      |
|---------|----------------------|
|         | - Project Site       |
|         | - Study Intersection |

Principal Mixed Use Atascadero



Figure 2: Site Plan

ITEM B2 - EXHIBIT A



Source: Oasis Associates



November 2014

Principal Mixed Use Atascadero

## Analysis Methods

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

### *City of Atascadero Facilities*

The Circulation Element of the City of Atascadero's General Plan includes a policy to maintain LOS C or better as the standard at all intersections and on all arterial and collector roads. LOS D is acceptable upon City Council approval where residences are not directly affected and improvements to meet the LOS C standard are not feasible.

### *Caltrans Facilities*

Caltrans operates the US 101 mainline and ramps. Caltrans strives to maintain operations at the LOS C/D threshold on state-operated facilities, where LOS C is acceptable but LOS D is not. If an existing State Highway facility is operating at LOS D, E, or F the existing service level should be maintained.

### *Level of Service Thresholds*

The level of service thresholds for intersections based on the 2010 Highway Capacity Manual (HCM) are presented in Table 1.

| Table 1: Intersection Level of Service Thresholds                              |                  |   |                  |
|--|------------------|---|------------------|
| Signalized Intersections <sup>1</sup>  |                  | Stop Sign Controlled Intersections <sup>2</sup> |                  |
| Control Delay (seconds/vehicle)  | Level of Service | Control Delay (seconds/vehicle)                 | Level of Service |
| ≤ 10   | A                | ≤ 10  | A                |
| > 10 - 20  | B                | > 10 - 15                                       | B                |
| > 20 - 35  | C                | > 15 - 25                                       | C                |
| > 35 - 55  | D                | > 25 - 35                                       | D                |
| > 55 - 80  | E                | > 35 - 50                                       | E                |
| > 80   | F                | > 50  | F                |
| 1. Source: Exhibit 18-4 of the 2010 <i>Highway Capacity Manual</i> .           |                  |   |                  |
| 2. Source: Exhibits 19-1 and 20-2 of the 2010 <i>Highway Capacity Manual</i> . |                  |   |                  |

The study intersections are analyzed with the Synchro 8 software package applying the 2010 HCM methods.

The 95<sup>th</sup> percentile queues represent the queue length that would not be exceeded 95 percent of the time. Queue lengths are discussed under each scenario, and are reported on the calculation sheets in Appendix B.

## Existing Conditions

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

### EXISTING ROADWAY NETWORK

*US Highway 101* is a north-south facility connecting Los Angeles to San Francisco. In the vicinity of the project it is a four-lane freeway with a grade separated full access interchange at Santa Rosa Road.

*El Camino Real* is a north-south major arterial with a varying cross-section of two to four lanes, with four lanes and a center two-way left-turn lane in the study area. It parallels US 101 through the City.

*Santa Rosa Road* is an east-west minor arterial with two travel lanes connecting State Route 41 to US 101 and El Camino Real.

*Principal Avenue* is an east-west roadway with two travel lanes. It is classified as a local road, serving nearby residential and commercial areas.

### EXISTING PEDESTRIAN AND BICYCLE FACILITIES

Pedestrian facilities include sidewalks, crosswalks, multi-use paths, and pedestrian signals at signalized intersections. Sidewalks are provided along the development frontage on El Camino Real, on El Camino Real toward Santa Rosa Road, and along the south side of the Santa Rosa Road overcrossing of US 101.

Bicycle facilities in the study area consist of multi-use paths separate from the roadway (Class I), on-street striped bike lanes (Class II), and signed bike routes (Class III). The City's Bike Plan identifies existing Class II bike lanes on Santa Rosa Road from US 101 to El Camino Real and on El Camino Real from Santa Rosa Road to the northern area of the City.

### EXISTING TRANSIT SERVICE

The Regional Transit Authority (RTA) provides fixed route transit service to the study area. Route 9 serves San Luis Obispo, Santa Margarita, Atascadero, Templeton, Paso Robles, and San Miguel with 20-60 minute headways on weekdays and 2-3 hour headways on weekends. There is a Route 9 bus stop on the project's frontage on El Camino Real near the Principal Avenue intersection. Atascadero Dial-A-Ride provides door-to-door service within the City limits on weekdays.

### EXISTING TRAFFIC CONDITIONS

Traffic counts for weekday AM and PM peak hour conditions were collected at the study intersections in 2014 while schools were in session. Traffic count sheets are provided in Appendix A.

**Figure 3** shows the existing peak hour traffic volumes. Table 2 presents the LOS for the study intersections based on the thresholds shown in Table 1, with detailed calculation sheets included in Appendix B.



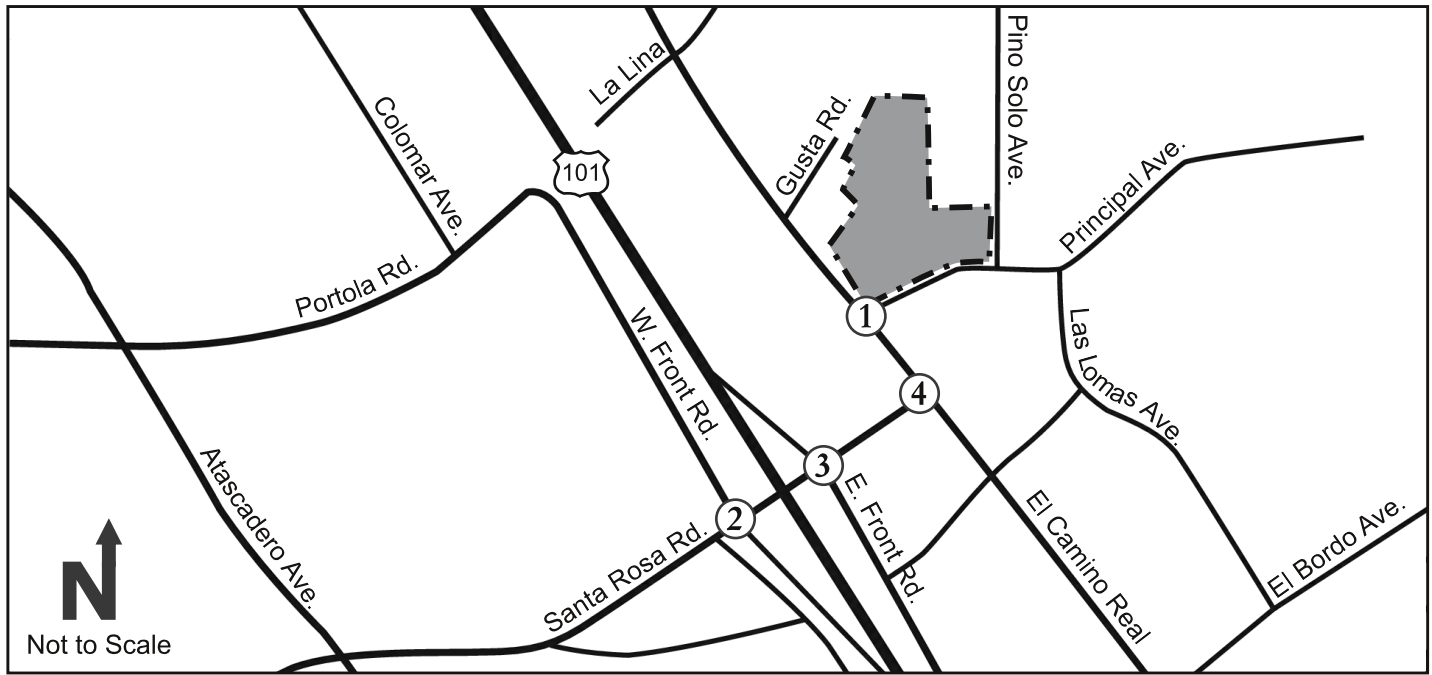
**Table 2: Existing Intersection Levels of Service**

| Intersection   | Peak Hour | Delay <sup>1</sup><br>(sec/veh) | LOS <sup>2</sup> | Queues Exceed<br>Storage? |
|--|-----------|---------------------------------|------------------|---------------------------|
| 1. Principal Ave/<br>El Camino Real  | AM        | 1.0 (11.7)                      | A (B)            | No                        |
|  | PM        | 0.7 (13.6)                      | A (B)            | No                        |
| 2. Santa Rosa Rd/<br>US 101 SB Ramps   | AM        | 9.8                             | A                | No                        |
|  | PM        | 7.2                             | A                | No                        |
| 3. Santa Rosa Rd/<br>US 101 NB   | AM        | 7.1                             | A                | No                        |
|  | PM        | 9.3                             | A                | <b>Yes</b>                |
| 4. Santa Rosa Rd/<br>El Camino Real  | AM        | 15.3                            | B                | No                        |
|  | PM        | 14.3                            | B                | No                        |
| 1. HCM 2010 average control delay in seconds per vehicle.  |           |                                 |                  |                           |
| 2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis next to the overall intersection delay. |           |                                 |                  |                           |

The study intersections operate acceptably at LOS B or better. Queue spillback on the eastbound approaches to the Santa Rosa Road/US 101 NB Ramps and Santa Rosa Road/El Camino Real intersection was noted during field observations. These queues generally cleared within one signal cycle and did not result in a breakdown of flow at adjacent intersections.

The northbound left turn movement at Santa Rosa Road/El Camino Real experiences long queues during peak hours, at times spilling out of the designated left-turn pocket into the two-way left-turn lane. They were not observed to reach Montecito Avenue. These observations are consistent with the analysis results.

Figure 3: Existing Peak Hour Volumes and Lane Configurations



Existing Peak Hour Volumes

|  |  |  |   |
|--|--|--|---|
| <p>1.</p> <p>El Camino Real<br/>Principal Ave.</p> <p>Volumes:<br/>         Northbound: 380(570)<br/>         Southbound: 26(19)<br/>         Eastbound: 17(21)<br/>         Westbound: 29(25)<br/>         Southbound (El Camino Real): 331(568)<br/>         Northbound (El Camino Real): 16(24)</p> | <p>2.</p> <p>W. Front Rd.<br/>Santa Rosa Rd.</p> <p>Volumes:<br/>         Northbound: 70(61)<br/>         Southbound: 38(19)<br/>         Eastbound: 322(302)<br/>         Westbound: 41(100)<br/>         Southbound (Santa Rosa Rd.): 82(69)<br/>         Northbound (Santa Rosa Rd.): 212(242)<br/>         Southbound (W. Front Rd.): 4(6)<br/>         Northbound (W. Front Rd.): 227(151)<br/>         Southbound (US 101 SB Ramp): 66(27)</p> | <p>3.</p> <p>US 101 NB Ramp<br/>Santa Rosa Rd.</p> <p>Volumes:<br/>         Northbound: 131(186)<br/>         Southbound: 234(201)<br/>         Eastbound: 6(6)<br/>         Westbound: 92(76)<br/>         Southbound (Santa Rosa Rd.): 369(279)<br/>         Northbound (Santa Rosa Rd.): 78(87)<br/>         Southbound (E. Front Rd.): 138(195)<br/>         Northbound (E. Front Rd.): 98(139)<br/>         Southbound (E. Front Rd.): 19(52)</p> | <p>4.</p> <p>El Camino Real<br/>Driveway</p> <p>Volumes:<br/>         Northbound: 110(133)<br/>         Southbound: 297(462)<br/>         Eastbound: 5(2)<br/>         Westbound: 1(9)<br/>         Southbound (Driveway): 3(18)<br/>         Northbound (Driveway): 1(3)<br/>         Southbound (Santa Rosa Rd.): 98(135)<br/>         Northbound (Santa Rosa Rd.): 12(4)<br/>         Southbound (El Camino Real): 325(200)<br/>         Northbound (El Camino Real): 277(238)<br/>         Southbound (El Camino Real): 258(420)<br/>         Northbound (El Camino Real): 7(1)</p> |
|--|--|--|---|

Existing Lane Configuration

|  |  |  |  |
|--|--|--|--|
| <p>1.</p> <p>El Camino Real<br/>Principal Ave.</p> | <p>2.</p> <p>W. Front Rd.<br/>Santa Rosa Rd.</p> | <p>3.</p> <p>US 101 NB Ramp<br/>Santa Rosa Rd.</p> | <p>4.</p> <p>El Camino Real<br/>Driveway</p> |
|--|--|--|--|

Legend:

- Traffic Signal
- Project Site
- Study Area Intersection
- Stop Sign
- xx(yy) - AM(PM) Peak Hour Traffic Volumes



## Existing Plus Project Conditions

This section evaluates the impacts of the proposed project on the surrounding transportation network. Existing Plus Project conditions reflect existing traffic levels plus the estimated traffic generated by the proposed project.

### PROJECT TRAFFIC ESTIMATES

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

#### *Trip Generation*

The project's trip generation estimate, shown in Table 3, was developed using data provided in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.

| Table 3: Project Trip Generation   |            |                 |           |           |           |           |           |           |
|--|------------|-----------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Land Use   | Size       | Number of Trips |           |           |           |           |           |           |
|  |            | Daily           | In        | AM Out    | Total     | In        | PM Out    | Total     |
| Single Family Residential <sup>1</sup>   | 20 units   | 190             | 4         | 11        | 15        | 13        | 7         | 20        |
| Residential Condo/Townhouse <sup>2</sup>   | 17 units   | 138             | 2         | 11        | 13        | 9         | 5         | 14        |
| General Office <sup>3</sup>  | 3215 sq ft | 35              | 4         | 1         | 5         | 1         | 4         | 5         |
| Automated Car Wash <sup>4</sup>  | 1945 sq ft | 270             | 14        | 13        | 27        | 14        | 13        | 27        |
| <b>Total Trips</b>   |            | <b>633</b>      | <b>24</b> | <b>36</b> | <b>60</b> | <b>37</b> | <b>29</b> | <b>66</b> |
| 1. ITE Land Use Code 210, Single-Family Detached Housing. Average rates used.<br>2. ITE Land Use Code 230, Single-Family Detached Housing. Average rates used.<br>3. ITE Land Use Code 710, General Office Building. Average rates used.<br>4. ITE Land Use Code 948, Automated Car Wash. Average rate used, with daily taken as ten times the PM peak hour, due to limited data. AM data taken to be equal to PM data.<br>Source: Trip Generation, 9th Edition, ITE (2012) and CCTC, 2014 |            |                 |           |           |           |           |           |           |

The project trip generation estimate shows 633 new daily trips, 60 new AM peak hour trips, and 66 new PM peak hour trips.

#### *Trip Distribution and Assignment*

The directions of approach and departure for project trips were estimated based on existing trip patterns and the locations of complementary land uses. Project trips were assigned to individual intersections based on the trip distribution percentages, and were then added to the existing traffic volumes for Existing Plus Project Conditions. **Figure 4** shows the trip distribution percentages, project trip assignment, and Existing Plus Project volumes.

### EXISTING PLUS PROJECT IMPACT ANALYSIS

Table 4 summarizes the operating conditions under Existing and Existing Plus Project conditions. All study intersections would operate acceptably at LOS B or better with the addition of project trips. No queuing issues are reported.

**Table 4: Existing & Existing Plus Project Intersection Levels of Service**

| Intersection   | Peak Hour | Existing                        |                  | Existing Plus Project           |                  |                           |
|--|-----------|---------------------------------|------------------|---------------------------------|------------------|---------------------------|
|  |           | Delay <sup>1</sup><br>(sec/veh) | LOS <sup>2</sup> | Delay <sup>1</sup><br>(sec/veh) | LOS <sup>2</sup> | Queues Exceed<br>Storage? |
| 1. Principal Ave/<br>El Camino Real  | AM        | 1.0 (11.7)                      | A (B)            | 1.6 (12.4)                      | A (B)            | No                        |
|  | PM        | 0.7 (13.6)                      | A (B)            | 1.2 (15.0)                      | A (C)            | No                        |
| 2. Santa Rosa Rd/<br>US 101 SB Ramps   | AM        | 9.8                             | A                | 17.0                            | B                | No                        |
|  | PM        | 7.2                             | A                | 12.9                            | B                | No                        |
| 3. Santa Rosa Rd/<br>US 101 NB   | AM        | 7.1                             | A                | 7.2                             | A                | No                        |
|  | PM        | 9.3                             | A                | 15.2                            | B                | <b>Yes</b>                |
| 4. Santa Rosa Rd/<br>El Camino Real  | AM        | 15.3                            | B                | 15.4                            | B                | No                        |
|  | PM        | 14.3                            | B                | 14.5                            | B                | No                        |
| 1. HCM 2010 average control delay in seconds per vehicle.  |           |                                 |                  |                                 |                  |                           |
| 2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis next to the overall intersection delay. |           |                                 |                  |                                 |                  |                           |

**Site Access and On-Site Circulation**

On-site circulation deficiencies would occur if project designs fail to meet appropriate standards, fail to provide adequate truck access, or would result in hazardous conditions.

The proposed site plan is shown on **Figure 2**. Two driveways on Principal Avenue provide access to the project. Curb ramps and sidewalks are proposed along the project frontages. On-site circulation is adequate as proposed.

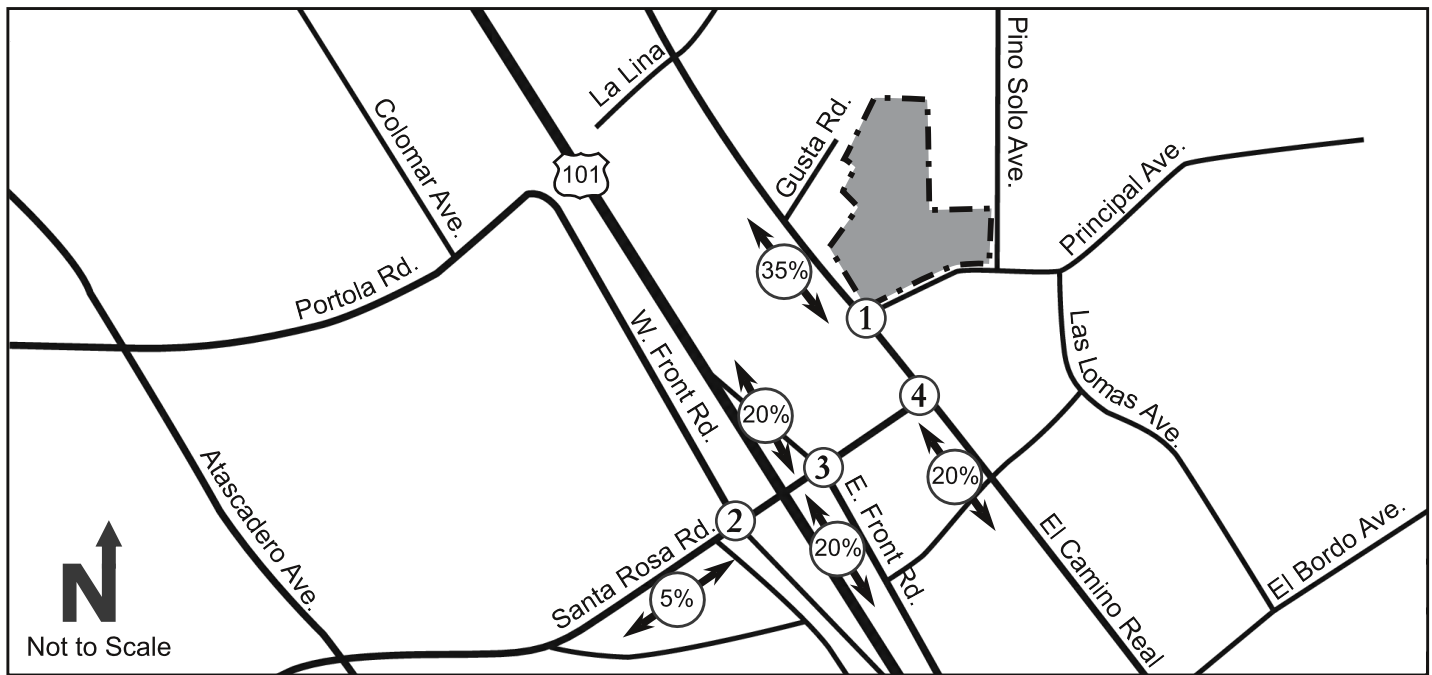
Principal Avenue is currently stop controlled at El Camino Real, which has a center two-way left-turn lane to separate turning traffic from through vehicles. The Principal Avenue approach was evaluated with a single shared left/right turn lane. The Principal Avenue/El Camino Real intersection is projected to operate acceptably under all studied scenarios with this configuration, and would not meet the peak hour signal warrant under any scenario.

The curb-to-curb width of Principal Avenue is proposed to be 40 feet near El Camino Real. Adding delineated right and left turn lanes to Principal Avenue would minimize the potential for confusion for drivers exiting the driveways on the west side of El Camino Real.

Striping Principal Avenue to provide a designated left and right turn lane between El Camino Real and the westerly project driveway is recommended. This may require on-street parking restrictions on the south side of Principal Avenue, resulting in the loss of approximately three parking spaces. Restricting parking would improve sight lines for vehicles exiting the commercial driveway on the south side of Principal Avenue.

# ITEM B2 - EXHIBIT A

## Figure 4: Project Trip Distribution, Assignment, and Existing Plus Project Volumes



### Project Trip Assignment

|           |           |           |           |
|-----------|-----------|-----------|-----------|
| <p>1.</p> | <p>2.</p> | <p>3.</p> | <p>4.</p> |
|-----------|-----------|-----------|-----------|

### Existing Plus Project Peak Hour Volumes

|           |           |           |           |
|-----------|-----------|-----------|-----------|
| <p>1.</p> | <p>2.</p> | <p>3.</p> | <p>4.</p> |
|-----------|-----------|-----------|-----------|



### Legend:

|                           |   |
|---------------------------|---|
| - Project Site            | - Project Trip Distribution Percentage    |
| - Study Area Intersection | xx(yy) - AM(PM) Peak Hour Traffic Volumes |



## Cumulative Conditions

Cumulative conditions represent build-out of the land uses in the region.

### CUMULATIVE ROADWAY NETWORK

The Cumulative roadway network was assumed to stay the same as the Existing conditions network. Various planning documents show the reconstruction of the Santa Rosa Road interchange, with roundabout traffic control at the ramp junctions. These improvements are not currently funded, so they were not assumed to be in place under Cumulative conditions.

### CUMULATIVE VOLUME FORECASTS

Cumulative traffic forecasts were developed using the most recent version of the SLOCOG Transportation Demand Model, which projects traffic growth throughout the region. The forecasts were compared to those developed as a part of the 2014 US 101 Corridor Mobility Study and were found to be consistent. Cumulative and Cumulative Plus Project volumes are shown on **Figure 5**.

### CUMULATIVE TRAFFIC CONDITIONS

Table 5 summarizes Cumulative traffic conditions with and without the project.

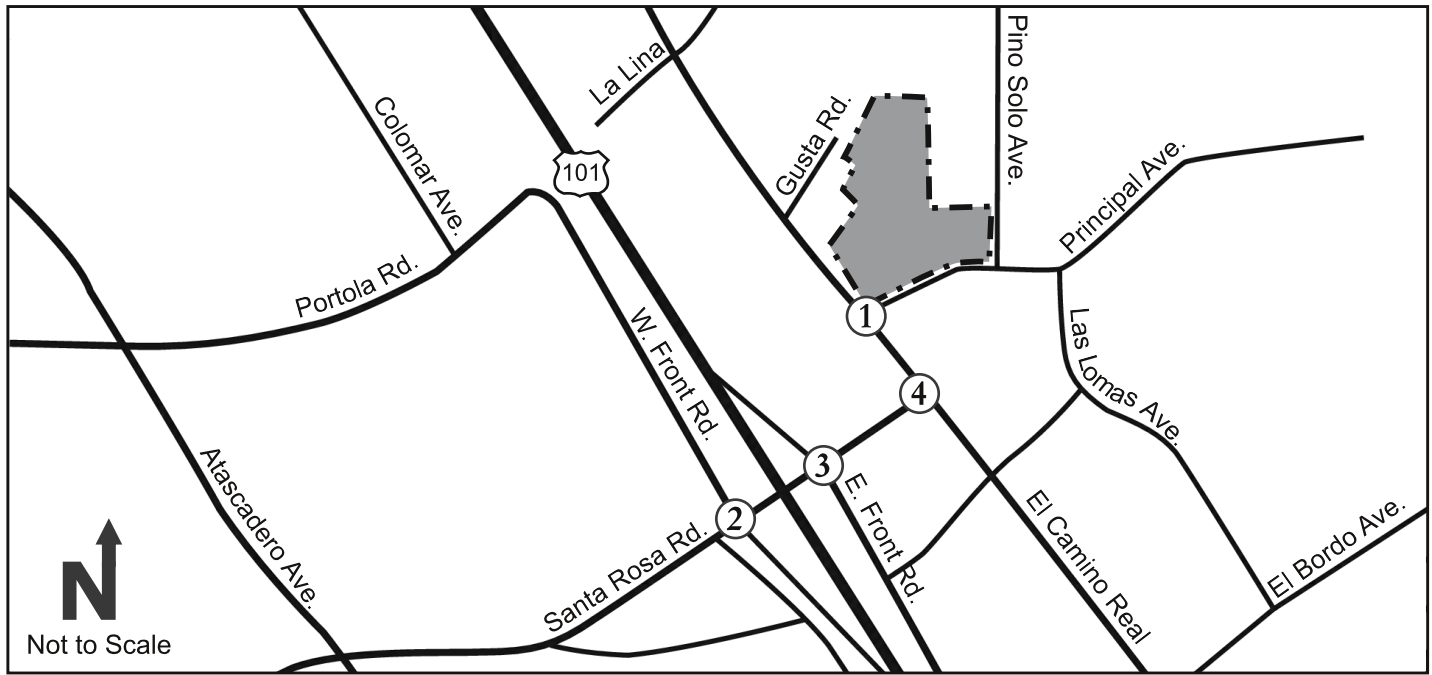
| Table 5: Cumulative & Cumulative Plus Project Intersection Levels of Service  |           |                                 |                  |                              |                  |                        |
|---|-----------|---------------------------------|------------------|------------------------------|------------------|------------------------|
| Intersection  | Peak Hour | Cumulative                      |                  | Cumulative Plus Project      |                  |                        |
|   |           | Delay <sup>1</sup><br>(sec/veh) | LOS <sup>2</sup> | Delay <sup>1</sup> (sec/veh) | LOS <sup>2</sup> | Queues Exceed Storage? |
| 1. Principal Ave/<br>El Camino Real   | AM        | 1.0 (12.2)                      | A (B)            | 1.5 (13.2)                   | A (B)            | No                     |
|   | PM        | 0.9 (15.0)                      | A (C)            | 1.3 (16.9)                   | A (C)            | No                     |
| 2. Santa Rosa Rd/<br>US 101 SB Ramps  | AM        | 17.6                            | B                | 17.8                         | B                | No                     |
|   | PM        | 14.9                            | B                | 15.1                         | B                | No                     |
| 3. Santa Rosa Rd/<br>US 101 NB  | AM        | 7.5                             | A                | 7.7                          | A                | No                     |
|   | PM        | 15.2                            | B                | 15.5                         | B                | <b>Yes</b>             |
| 4. Santa Rosa Rd/<br>El Camino Real   | AM        | 17.5                            | B                | 17.8                         | B                | No                     |
|   | PM        | 16.3                            | B                | 16.5                         | B                | No                     |
| 1. HCM 2010 average control delay in seconds per vehicle.<br>2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis next to the overall intersection delay. |           |                                 |                  |                              |                  |                        |

Under Cumulative and Cumulative Plus Project conditions all study intersections would operate acceptably at LOS B or better.

The eastbound 95<sup>th</sup> percentile queues at Santa Rosa Road/US 101 NB Ramps would continue to spill back across the overcrossing. These queues are projected to increase from 274 feet under Existing PM conditions to 317 feet under Cumulative PM conditions. Under Cumulative Plus Project PM conditions the queues are projected to be 322 feet. The project extends these queues by an insignificant amount.

The northbound left turn at Santa Rosa Road/El Camino Real spills out of the marked turn pocket and into the two-way left-turn lane under Existing conditions. Cumulative growth will extend the queues at this location, but not to the extent that they would block Montecito Avenue. Installation of a second left turn lane would reduce this queuing but would require a second receiving lane on Santa Rosa Road. The proposed project does not add traffic to this movement. The project's payment of traffic impact fees would constitute its fair share contribution to future improvements in the area.

Figure 5: Cumulative and Cumulative Plus Project Peak Hour Volumes



## Cumulative Peak Hour Volumes

|  |  |   |  |
|--|--|---|--|
| <p>1.</p> <p>← 450(670)<br/>→ 30(20)</p> <p>El Camino Real</p> <p>Principal Ave.</p> <p>↑ 20(30)<br/>↓ 30(30)</p> <p>360(640) →<br/>20(30) ↓</p> | <p>2.</p> <p>← 80(70)<br/>→ 50(20)</p> <p>W. Front Rd.</p> <p>Santa Rosa Rd.</p> <p>↑ 50(110)<br/>↓ 220(250)<br/>90(80)</p> <p>5(10) ↑<br/>260(160) →<br/>70(30) ↓</p> <p>US 101 SB Ramp</p> | <p>3.</p> <p>US 101 NB Ramp</p> <p>↑ 160(210)<br/>↓ 250(230)<br/>10(10)</p> <p>Santa Rosa Rd.</p> <p>100(80) ↑<br/>400(340) →<br/>80(100) ↓</p> <p>E. Front Rd.</p> <p>140(200) ←<br/>100(140) ↑<br/>30(60) →</p> | <p>4.</p> <p>← 130(150)<br/>→ 350(540)</p> <p>El Camino Real</p> <p>Driveway</p> <p>↑ 5(10)<br/>↓ 5(20)<br/>5(5)</p> <p>Santa Rosa Rd.</p> <p>110(160) ↑<br/>15(5) →<br/>360(240) ↓</p> <p>300(280) ←<br/>290(490) ↑<br/>10(5) ↓</p> |
|--|--|---|--|

## Cumulative Plus Project Peak Hour Volumes

|  |  |   |  |
|--|--|---|--|
| <p>1.</p> <p>← 450(670)<br/>→ 38(33)</p> <p>Principal Ave.</p> <p>↑ 33(40)<br/>↓ 53(49)</p> <p>360(640) →<br/>36(54) ↓</p> | <p>2.</p> <p>← 80(70)<br/>→ 50(20)</p> <p>W. Front Rd.</p> <p>Santa Rosa Rd.</p> <p>↑ 50(110)<br/>↓ 222(251)<br/>97(86)</p> <p>5(10) ↑<br/>261(162) →<br/>70(30) ↓</p> <p>US 101 SB Ramp</p> | <p>3.</p> <p>US 101 NB Ramp</p> <p>↑ 167(216)<br/>↓ 259(237)<br/>10(10)</p> <p>Santa Rosa Rd.</p> <p>100(80) ↑<br/>406(349) →<br/>80(100) ↓</p> <p>E. Front Rd.</p> <p>140(200) ←<br/>100(140) ↑<br/>35(67) →</p> | <p>4.</p> <p>← 146(163)<br/>→ 357(546)</p> <p>El Camino Real</p> <p>Driveway</p> <p>↑ 5(10)<br/>↓ 5(20)<br/>5(5)</p> <p>Santa Rosa Rd.</p> <p>121(177) ↑<br/>15(5) →<br/>360(240) ↓</p> <p>300(280) ←<br/>295(497) ↑<br/>10(5) ↓</p> |
|--|--|---|--|

## Legend:

- Project Site
 - Study Area Intersection
- xx(yy) - AM(PM) Peak Hour Traffic Volumes



## References

California Department of Transportation. 2002. Guide for the Preparation of Traffic Impact Studies.

\_\_\_\_\_. 2012. Highway Design Manual.

City of Atascadero. 2010. Bicycle Transportation Plan.

\_\_\_\_\_. 2004. General Plan 2025.

SLOCOG. 2014. US 101 Corridor Mobility Master Plan.

Transportation Research Board. 2010. Highway Capacity Manual.

W-Trans. 2008. Interchange Operational Improvement Study.

## **Appendix A: Traffic Count Sheets**

Project #: 14-1289-001

**TMC SUMMARY OF El Camino Real & Principal Ave.**

**El Camino Real**

---

**Principal Ave.**

---

| APPROACH LANES |   |     |    |
|----------------|---|-----|----|
|                | 0 | 2   | 0  |
| TOTAL          | 0 | 950 | 45 |
| PM             | 0 | 570 | 19 |
| MD             |   |     |    |
| AM             | 0 | 380 | 26 |

**N**

**Principal Ave.**

---

**APPROACH LANES**

|   | TOTAL | AM | MD | PM |
|---|-------|----|----|----|
| 0 | 0     | 0  |    | 0  |
| 0 | 0     | 0  |    | 0  |
| 0 | 0     | 0  |    | 0  |

**CONTROL**  
1-Way Stop  
WB

**APPROACH LANES**

|    | AM | MD | PM | TOTAL |
|----|----|----|----|-------|
| 17 |    | 21 |    | 38    |
| 0  |    | 0  |    | 0     |
| 29 |    | 25 |    | 54    |

**El Camino Real**

---

|   | TOTAL | AM  | MD | PM |
|---|-------|-----|----|----|
| 0 | 0     | 331 |    | 16 |
| 0 | 899   | 40  |    |    |
| 0 | 2     | 0   |    |    |

**APPROACH LANES**

|   | 0   | 2  | 0 |
|---|-----|----|---|
| 0 | 568 | 24 |   |

LOCATION #: 14-1289-001

**TURNING MOVEMENT COUNT**

**El Camino Real & Principal Ave.**  
(Intersection Name)

WEDNESDAY  
Day

10/08/14  
Date

**COUNT PERIODS**

|             |       |   |       |
|-------------|-------|---|-------|
| <b>AM</b>   | 700AM | - | 900AM |
| <b>NOON</b> |       | - |       |
| <b>PM</b>   | 400PM | - | 600PM |

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 430 PM



Project #: 14-1289-002

**TMC SUMMARY OF El Camino Real & Santa Rosa Rd.**

**El Camino Real**

---

**Santa Rosa Rd.**

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APPROACH LANES

|       |     |     |   |
|-------|-----|-----|---|
|       | 0   | 2   | 1 |
| TOTAL | 243 | 759 | 7 |
| PM    | 133 | 462 | 2 |
| MD    |     |     |   |
| AM    | 110 | 297 | 5 |

**N**

**Santa Rosa Rd.**

---

APPROACH LANES

|   |       |     |    |     |
|---|-------|-----|----|-----|
|   | TOTAL | AM  | MD | PM  |
| 1 | 233   | 98  |    | 135 |
| 1 | 16    | 12  |    | 4   |
| 1 | 525   | 325 |    | 200 |

CONTROL  
Signal

|   |    |    |    |       |
|---|----|----|----|-------|
|   | AM | MD | PM | TOTAL |
| 1 |    |    | 9  | 10    |
| 3 |    |    | 18 | 21    |
| 1 |    | 3  |    | 4     |

APPROACH LANES

|  |   |   |   |
|--|---|---|---|
|  | 0 | 1 | 0 |
|--|---|---|---|

**El Camino Real**

---

APPROACH LANES

|       |    |     |  |
|-------|----|-----|--|
|       | PM | 238 |  |
|       | MD |     |  |
|       | AM | 277 |  |
| TOTAL |    | 515 |  |
|       |    | 678 |  |
|       |    | 8   |  |

APPROACH LANES

|  |   |   |   |
|--|---|---|---|
|  | 1 | 2 | 0 |
|--|---|---|---|

LOCATION #: **14-1289-002**

TURNING MOVEMENT COUNT

**El Camino Real & Santa Rosa Rd.**  
(Intersection Name)

WEDNESDAY      10/08/14  
Day                      Date

COUNT PERIODS

|      |       |   |       |
|------|-------|---|-------|
| AM   | 700AM | - | 900AM |
| NOON |       | - |       |
| PM   | 400PM | - | 600PM |

AM PEAK HOUR 730 AM

NOON PEAK HOUR           

PM PEAK HOUR 430 PM

Project #: 14-1289-003

**TMC SUMMARY OF US 101 NB Ramps & Santa Rosa Rd.**

US 101 NB Ramps

Santa Rosa Rd.

APPROACH LANES

|       |   |   |   |
|-------|---|---|---|
|       | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 |
| PM    | 0 | 0 | 0 |
| MD    |   |   |   |
| AM    | 0 | 0 | 0 |

N  
↑

Santa Rosa Rd.

APPROACH LANES

|   |     |     |  |     |
|---|-----|-----|--|-----|
| 0 | 168 | 92  |  | 76  |
| 1 | 648 | 369 |  | 279 |
| 0 | 165 | 78  |  | 87  |

CONTROL  
Signal

|  |     |    |     |       |
|--|-----|----|-----|-------|
|  | AM  | MD | PM  | TOTAL |
|  | 131 |    | 186 | 317   |
|  | 234 |    | 201 | 435   |
|  | 6   |    | 6   | 12    |

APPROACH LANES

US 101 NB Ramps

APPROACH LANES

|       |    |     |     |    |
|-------|----|-----|-----|----|
|       | PM | 195 | 139 | 52 |
|       | MD |     |     |    |
|       | AM | 138 | 95  | 19 |
| TOTAL |    | 333 | 234 | 71 |
|       |    | 0   | 1   | 0  |

LOCATION #: **14-1289-003**

TURNING MOVEMENT COUNT

**US 101 NB Ramps & Santa Rosa Rd.**  
(Intersection Name)

WEDNESDAY      10/08/14  
Day      Date

COUNT PERIODS

|      |       |   |       |
|------|-------|---|-------|
| AM   | 700AM | - | 900AM |
| NOON |       | - |       |
| PM   | 400PM | - | 600PM |

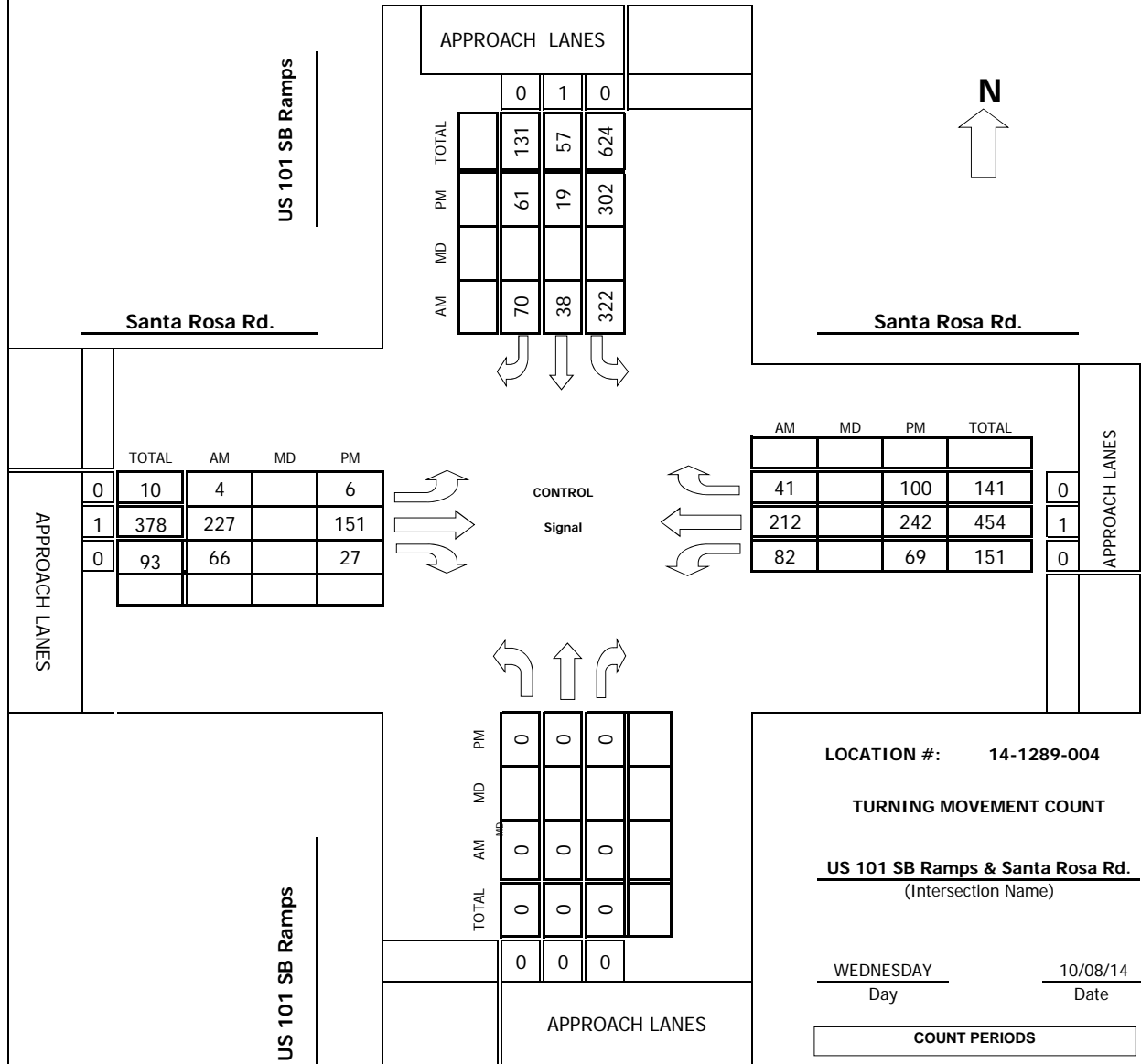
AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 445 PM

Project #: 14-1289-004

**TMC SUMMARY OF US 101 SB Ramps & Santa Rosa Rd.**



LOCATION #: **14-1289-004**

**TURNING MOVEMENT COUNT**

**US 101 SB Ramps & Santa Rosa Rd.**  
 (Intersection Name)

WEDNESDAY 10/08/14  
 Day Date

**COUNT PERIODS**

|      |       |   |       |
|------|-------|---|-------|
| AM   | 700AM | - | 900AM |
| NOON |       | - |       |
| PM   | 400PM | - | 600PM |

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 445 PM

**Appendix B: LOS/Queue Calculation Sheets**

## ITEM B2 - EXHIBIT A

Principal MU  
1: El Camino Real & Principal Ave

Existing AM  
11/3/2014

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 1      |      |        |       |        |      |
| Movement                 | WBL    | WBR  | NBT    | NBR   | SBL    | SBT  |
| Vol, veh/h               | 29     | 17   | 331    | 16    | 26     | 380  |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Stop   | Stop | Free   | Free  | Free   | Free |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | 0      | -    | -      | -     | -      | -    |
| Veh in Median Storage, # | 0      | -    | 0      | -     | -      | 0    |
| Grade, %                 | 0      | -    | 0      | -     | -      | 0    |
| Peak Hour Factor         | 93     | 93   | 93     | 93    | 93     | 93   |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2     | 2      | 2    |
| Mvmt Flow                | 31     | 18   | 356    | 17    | 28     | 409  |
| Major/Minor              | Minor1 |      | Major1 |       | Major2 |      |
| Conflicting Flow All     | 625    | 187  | 0      | 0     | 373    | 0    |
| Stage 1                  | 365    | -    | -      | -     | -      | -    |
| Stage 2                  | 260    | -    | -      | -     | -      | -    |
| Critical Hdwy            | 6.84   | 6.94 | -      | -     | 4.14   | -    |
| Critical Hdwy Stg 1      | 5.84   | -    | -      | -     | -      | -    |
| Critical Hdwy Stg 2      | 5.84   | -    | -      | -     | -      | -    |
| Follow-up Hdwy           | 3.52   | 3.32 | -      | -     | 2.22   | -    |
| Pot Cap-1 Maneuver       | 417    | 823  | -      | -     | 1182   | -    |
| Stage 1                  | 673    | -    | -      | -     | -      | -    |
| Stage 2                  | 760    | -    | -      | -     | -      | -    |
| Platoon blocked, %       | -      | -    | -      | -     | -      | -    |
| Mov Cap-1 Maneuver       | 404    | 823  | -      | -     | 1182   | -    |
| Mov Cap-2 Maneuver       | 504    | -    | -      | -     | -      | -    |
| Stage 1                  | 673    | -    | -      | -     | -      | -    |
| Stage 2                  | 736    | -    | -      | -     | -      | -    |
| Approach                 | WB     |      | NB     |       | SB     |      |
| HCM Control Delay, s     | 11.7   |      | 0      |       | 0.6    |      |
| HCM LOS                  | B      |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBT    | NBR  | WBLn1  | SBL   | SBT    |      |
| Capacity (veh/h)         | -      | -    | 588    | 1182  | -      |      |
| HCM Lane V/C Ratio       | -      | -    | 0.084  | 0.024 | -      |      |
| HCM Control Delay (s)    | -      | -    | 11.7   | 8.1   | 0.1    |      |
| HCM Lane LOS             | -      | -    | B      | A     | A      |      |
| HCM 95th %tile Q(veh)    | -      | -    | 0.3    | 0.1   | -      |      |

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Existing AM  
11/3/2014

| <div style="display: flex; justify-content: space-around; align-items: center;"> <span>→</span> <span>↘</span> <span>←</span> <span>↓</span> </div> |      |      |      |      |
|---|------|------|------|------|
| Lane Group  | EBT  | EBR  | WBT  | SBT  |
| Lane Group Flow (vph)   | 263  | 75   | 381  | 489  |
| v/c Ratio   | 0.27 | 0.09 | 0.45 | 0.78 |
| Control Delay   | 10.8 | 3.4  | 12.8 | 27.1 |
| Queue Delay   | 0.0  | 0.0  | 0.7  | 0.0  |
| Total Delay   | 10.8 | 3.4  | 13.5 | 27.1 |
| Queue Length 50th (ft)  | 53   | 0    | 83   | 162  |
| Queue Length 95th (ft)  | 111  | 19   | 172  | 220  |
| Internal Link Dist (ft)   | 445  |      | 235  | 842  |
| Turn Bay Length (ft)  |      | 100  |      |      |
| Base Capacity (vph)   | 983  | 875  | 848  | 771  |
| Starvation Cap Reductn  | 0    | 0    | 209  | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    |
| Storage Cap Reductn   | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio   | 0.27 | 0.09 | 0.60 | 0.63 |
| Intersection Summary  |      |      |      |      |



## ITEM B2 - EXHIBIT A

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Existing AM  
11/3/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL | NBT  | NBR | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|-----|------|-----|------|------|------|
| Movement                     |      |      |      |      |      |      |     |      |     |      |      |      |
| Lane Configurations          |      |      |      |      |      |      |     |      |     |      |      |      |
| Volume (veh/h)               | 4    | 227  | 66   | 82   | 212  | 41   | 0   | 0    | 0   | 322  | 38   | 70   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   |     |      |     | 1    | 6    | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |     |      |     | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |      |     | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |      |     | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h         | 5    | 258  | 75   | 93   | 241  | 47   |     |      |     | 366  | 43   | 80   |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    |     |      |     | 0    | 1    | 0    |
| Peak Hour Factor             | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |     |      |     | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |     |      |     | 0    | 2    | 0    |
| Cap, veh/h                   | 134  | 720  | 618  | 260  | 455  | 78   |     |      |     | 426  | 50   | 93   |
| Arrive On Green              | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 | 0.39 |     |      |     | 0.33 | 0.33 | 0.33 |
| Sat Flow, veh/h              | 9    | 1847 | 1583 | 258  | 1167 | 200  |     |      |     | 1308 | 154  | 286  |
| Grp Volume(v), veh/h         | 263  | 0    | 75   | 381  | 0    | 0    |     |      |     | 489  | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1856 | 0    | 1583 | 1625 | 0    | 0    |     |      |     | 1747 | 0    | 0    |
| Q Serve(g_s), s              | 0.0  | 0.0  | 0.9  | 1.4  | 0.0  | 0.0  |     |      |     | 7.4  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 2.8  | 0.0  | 0.9  | 4.8  | 0.0  | 0.0  |     |      |     | 7.4  | 0.0  | 0.0  |
| Prop In Lane                 | 0.02 |      | 1.00 | 0.24 |      | 0.12 |     |      |     | 0.75 |      | 0.16 |
| Lane Grp Cap(c), veh/h       | 854  | 0    | 618  | 793  | 0    | 0    |     |      |     | 569  | 0    | 0    |
| V/C Ratio(X)                 | 0.31 | 0.00 | 0.12 | 0.48 | 0.00 | 0.00 |     |      |     | 0.86 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 2031 | 0    | 1631 | 1775 | 0    | 0    |     |      |     | 1737 | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.97 | 0.00 | 0.00 |     |      |     | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 6.1  | 0.0  | 5.5  | 6.6  | 0.0  | 0.0  |     |      |     | 8.9  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 0.9  | 0.0  | 0.4  | 2.0  | 0.0  | 0.0  |     |      |     | 3.9  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |      |     | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 1.6  | 0.0  | 0.4  | 2.7  | 0.0  | 0.0  |     |      |     | 4.0  | 0.0  | 0.0  |
| LnGrp Delay(d), s/veh        | 7.0  | 0.0  | 5.9  | 8.7  | 0.0  | 0.0  |     |      |     | 12.8 | 0.0  | 0.0  |
| LnGrp LOS                    | A    |      | A    | A    |      |      |     |      |     | B    |      |      |
| Approach Vol, veh/h          |      | 338  |      |      | 381  |      |     |      |     |      | 489  |      |
| Approach Delay, s/veh        |      | 6.8  |      |      | 8.7  |      |     |      |     |      | 12.8 |      |
| Approach LOS                 |      | A    |      |      | A    |      |     |      |     |      | B    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7   | 8    |     |      |      |      |
| Assigned Phs                 |      |      |      | 4    |      | 6    |     | 8    |     |      |      |      |
| Phs Duration (G+Y+Rc), s     |      |      |      | 51.8 |      | 13.2 |     | 51.8 |     |      |      |      |
| Change Period (Y+Rc), s      |      |      |      | 4.0  |      | 4.0  |     | 4.0  |     |      |      |      |
| Max Green Setting (Gmax), s  |      |      |      | 29.0 |      | 28.0 |     | 29.0 |     |      |      |      |
| Max Q Clear Time (g_c+I1), s |      |      |      | 4.8  |      | 9.4  |     | 6.8  |     |      |      |      |
| Green Ext Time (p_c), s      |      |      |      | 4.3  |      | 0.0  |     | 4.2  |     |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |     |      |     |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 9.8  |      |      |     |      |     |      |      |      |
| HCM 2010 LOS                 |      |      |      | A    |      |      |     |      |     |      |      |      |

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Existing AM  
11/3/2014

|                         | EBT  | WBT  | WBR  | NBT  |
|-------------------------|------|------|------|------|
| Lane Group              |      |      |      |      |
| Lane Group Flow (vph)   | 592  | 264  | 144  | 281  |
| v/c Ratio               | 0.66 | 0.27 | 0.16 | 0.57 |
| Control Delay           | 11.5 | 6.6  | 1.8  | 19.5 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 11.5 | 6.6  | 1.8  | 19.5 |
| Queue Length 50th (ft)  | 80   | 28   | 0    | 50   |
| Queue Length 95th (ft)  | 204  | 73   | 18   | 147  |
| Internal Link Dist (ft) | 235  | 398  |      | 686  |
| Turn Bay Length (ft)    |      |      |      |      |
| Base Capacity (vph)     | 1492 | 1662 | 1445 | 736  |
| Starvation Cap Reductn  | 71   | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.42 | 0.16 | 0.10 | 0.38 |
| Intersection Summary    |      |      |      |      |

# ITEM B2 - EXHIBIT A

Principal MU

3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Existing AM

11/3/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| Movement                     |      |      |      |      |      |      |      |      |      |     |     |     |
| Lane Configurations          |      |      |      |      |      |      |      |      |      |     |     |     |
| Volume (veh/h)               | 92   | 369  | 78   | 6    | 234  | 131  | 138  | 98   | 19   | 0   | 0   | 0   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   |     |     |     |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1900 | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |     |     |
| Adj Flow Rate, veh/h         | 101  | 405  | 86   | 7    | 257  | 144  | 152  | 108  | 21   |     |     |     |
| Adj No. of Lanes             | 0    | 1    | 0    | 0    | 1    | 1    | 0    | 1    | 0    |     |     |     |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |     |     |     |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 0    |     |     |     |
| Cap, veh/h                   | 237  | 662  | 129  | 131  | 982  | 846  | 190  | 135  | 26   |     |     |     |
| Arrive On Green              | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.20 | 0.20 | 0.20 |     |     |     |
| Sat Flow, veh/h              | 178  | 1240 | 241  | 11   | 1840 | 1583 | 969  | 688  | 134  |     |     |     |
| Grp Volume(v), veh/h         | 592  | 0    | 0    | 264  | 0    | 144  | 281  | 0    | 0    |     |     |     |
| Grp Sat Flow(s), veh/h/ln    | 1660 | 0    | 0    | 1851 | 0    | 1583 | 1791 | 0    | 0    |     |     |     |
| Q Serve(g_s), s              | 1.6  | 0.0  | 0.0  | 0.0  | 0.0  | 1.4  | 4.4  | 0.0  | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 7.0  | 0.0  | 0.0  | 2.3  | 0.0  | 1.4  | 4.4  | 0.0  | 0.0  |     |     |     |
| Prop In Lane                 | 0.17 |      | 0.15 | 0.03 |      | 1.00 | 0.54 |      | 0.07 |     |     |     |
| Lane Grp Cap(c), veh/h       | 1029 | 0    | 0    | 1113 | 0    | 846  | 350  | 0    | 0    |     |     |     |
| V/C Ratio(X)                 | 0.58 | 0.00 | 0.00 | 0.24 | 0.00 | 0.17 | 0.80 | 0.00 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 2319 | 0    | 0    | 2593 | 0    | 2139 | 1028 | 0    | 0    |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 4.8  | 0.0  | 0.0  | 3.7  | 0.0  | 3.5  | 11.4 | 0.0  | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 0.5  | 0.0  | 0.0  | 0.1  | 0.0  | 0.1  | 4.3  | 0.0  | 0.0  |     |     |     |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(50%), veh/ln    | 3.4  | 0.0  | 0.0  | 1.1  | 0.0  | 0.6  | 2.6  | 0.0  | 0.0  |     |     |     |
| LnGrp Delay(d), s/veh        | 5.3  | 0.0  | 0.0  | 3.9  | 0.0  | 3.6  | 15.6 | 0.0  | 0.0  |     |     |     |
| LnGrp LOS                    | A    |      |      | A    |      | A    | B    |      |      |     |     |     |
| Approach Vol, veh/h          |      | 592  |      |      | 408  |      |      | 281  |      |     |     |     |
| Approach Delay, s/veh        |      | 5.3  |      |      | 3.8  |      |      | 15.6 |      |     |     |     |
| Approach LOS                 |      | A    |      |      | A    |      |      | B    |      |     |     |     |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 |      | 2    |      | 4    |      |      |      | 8    |      |     |     |     |
| Phs Duration (G+Y+Rc), s     |      | 9.8  |      | 19.8 |      |      |      | 19.8 |      |     |     |     |
| Change Period (Y+Rc), s      |      | 4.0  |      | 4.0  |      |      |      | 4.0  |      |     |     |     |
| Max Green Setting (Gmax), s  |      | 17.0 |      | 40.0 |      |      |      | 40.0 |      |     |     |     |
| Max O Clear Time (g_c+I1), s |      | 6.4  |      | 9.0  |      |      |      | 4.3  |      |     |     |     |
| Green Ext Time (p_c), s      |      | 0.0  |      | 6.8  |      |      |      | 7.0  |      |     |     |     |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      | 7.1  |      |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      | A    |      |      |      |      |      |     |     |     |

Principal MU

4: El Camino Real & Santa Rosa Rd/Driveway

Existing AM

11/3/2014

|                         | EBT  | EBR  | WBT  | NBL  | NBT  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              |      |      |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 132  | 392  | 6    | 334  | 319  | 6    | 358  | 133  |
| v/c Ratio               | 0.36 | 0.38 | 0.03 | 0.56 | 0.13 | 0.04 | 0.41 | 0.27 |
| Control Delay           | 26.2 | 1.8  | 28.2 | 20.9 | 5.8  | 32.2 | 21.0 | 6.7  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 26.2 | 1.8  | 28.2 | 20.9 | 5.8  | 32.2 | 21.0 | 6.7  |
| Queue Length 50th (ft)  | 32   | 0    | 1    | 77   | 14   | 2    | 45   | 0    |
| Queue Length 95th (ft)  | 105  | 17   | 13   | 201  | 60   | 14   | 115  | 34   |
| Internal Link Dist (ft) | 398  |      | 252  |      | 434  |      | 267  |      |
| Turn Bay Length (ft)    |      |      |      | 140  |      | 105  |      | 183  |
| Base Capacity (vph)     | 563  | 1362 | 1061 | 1084 | 3003 | 159  | 1678 | 821  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.23 | 0.29 | 0.01 | 0.31 | 0.11 | 0.04 | 0.21 | 0.16 |
| Intersection Summary    |      |      |      |      |      |      |      |      |

# ITEM B2 - EXHIBIT A

Principal MU  
4: El Camino Real & Santa Rosa Rd/Driveway

Existing AM  
11/3/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     |      |      |      |      |      |      |      |      |      |      |      |      |
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Volume (veh/h)               | 98   | 12   | 325  | 1    | 3    | 1    | 277  | 258  | 7    | 5    | 297  | 110  |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   | 1    | 6    | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h         | 118  | 14   | 392  | 1    | 4    | 1    | 334  | 311  | 8    | 6    | 358  | 133  |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 2    | 0    | 1    | 2    | 1    |
| Peak Hour Factor             | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 368  | 44   | 736  | 2    | 8    | 2    | 414  | 1530 | 39   | 11   | 731  | 327  |
| Arrive On Green              | 0.23 | 0.23 | 0.23 | 0.01 | 0.01 | 0.01 | 0.23 | 0.43 | 0.43 | 0.01 | 0.21 | 0.21 |
| Sat Flow, veh/h              | 1594 | 189  | 1583 | 299  | 1197 | 299  | 1774 | 3526 | 91   | 1774 | 3539 | 1583 |
| Grp Volume(v), veh/h         | 132  | 0    | 392  | 6    | 0    | 0    | 334  | 156  | 163  | 6    | 358  | 133  |
| Grp Sat Flow(s), veh/h/ln    | 1783 | 0    | 1583 | 1795 | 0    | 0    | 1774 | 1770 | 1847 | 1774 | 1770 | 1583 |
| Q Serve(g_s), s              | 3.1  | 0.0  | 8.7  | 0.2  | 0.0  | 0.0  | 8.8  | 2.7  | 2.7  | 0.2  | 4.4  | 3.6  |
| Cycle Q Clear(g_c), s        | 3.1  | 0.0  | 8.7  | 0.2  | 0.0  | 0.0  | 8.8  | 2.7  | 2.7  | 0.2  | 4.4  | 3.6  |
| Prop In Lane                 | 0.89 |      | 1.00 | 0.17 |      | 0.17 | 1.00 |      | 0.05 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 412  | 0    | 736  | 11   | 0    | 0    | 414  | 768  | 801  | 11   | 731  | 327  |
| V/C Ratio(X)                 | 0.32 | 0.00 | 0.53 | 0.52 | 0.00 | 0.00 | 0.81 | 0.20 | 0.20 | 0.53 | 0.49 | 0.41 |
| Avail Cap(c_a), veh/h        | 503  | 0    | 817  | 940  | 0    | 0    | 1001 | 1605 | 1675 | 143  | 1498 | 670  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 15.8 | 0.0  | 9.5  | 24.6 | 0.0  | 0.0  | 18.0 | 8.7  | 8.7  | 24.6 | 17.4 | 17.1 |
| Incr Delay (d2), s/veh       | 0.4  | 0.0  | 0.6  | 32.2 | 0.0  | 0.0  | 3.7  | 0.1  | 0.1  | 33.2 | 0.5  | 0.8  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 1.6  | 0.0  | 3.9  | 0.2  | 0.0  | 0.0  | 4.7  | 1.3  | 1.4  | 0.2  | 2.2  | 1.6  |
| LnGrp Delay(d), s/veh        | 16.3 | 0.0  | 10.1 | 56.8 | 0.0  | 0.0  | 21.7 | 8.9  | 8.8  | 57.8 | 17.9 | 17.9 |
| LnGrp LOS                    | B    |      | B    | E    |      |      | C    | A    | A    | E    | B    | B    |
| Approach Vol, veh/h          |      | 524  |      |      | 6    |      |      | 653  |      |      | 497  |      |
| Approach Delay, s/veh        |      | 11.6 |      |      | 56.8 |      |      | 15.4 |      |      | 18.4 |      |
| Approach LOS                 |      | B    |      |      | E    |      |      | B    |      |      | B    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                 | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.3  | 25.5 |      | 15.5 | 15.6 | 14.3 |      | 4.3  |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 4.0  | 45.0 |      | 14.0 | 28.0 | 21.0 |      | 26.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 2.2  | 4.7  |      | 10.7 | 10.8 | 6.4  |      | 2.2  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 4.9  |      | 0.7  | 0.9  | 3.8  |      | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay          |      |      | 15.3 |      |      |      |      |      |      |      |      |      |
| HCM 2010 LOS                 |      |      | B    |      |      |      |      |      |      |      |      |      |

Principal MU  
1: El Camino Real & Principal Ave

Existing PM  
11/3/2014

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         |        | 0.7  |        |       |        |      |
|                          |        |      |        |       |        |      |
| Movement                 | WBL    | WBR  | NBT    | NBR   | SBL    | SBT  |
| Vol, veh/h               | 25     | 21   | 568    | 24    | 19     | 570  |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Stop   | Stop | Free   | Free  | Free   | Free |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | 0      | -    | -      | -     | -      | -    |
| Veh in Median Storage, # | 0      | -    | 0      | -     | -      | 0    |
| Grade, %                 | 0      | -    | 0      | -     | -      | 0    |
| Peak Hour Factor         | 94     | 94   | 94     | 94    | 94     | 94   |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2     | 2      | 2    |
| Mvmt Flow                | 27     | 22   | 604    | 26    | 20     | 606  |
|                          |        |      |        |       |        |      |
| Major/Minor              | Minor1 |      | Major1 |       | Major2 |      |
| Conflicting Flow All     | 961    | 315  | 0      | 0     | 630    | 0    |
| Stage 1                  | 617    | -    | -      | -     | -      | -    |
| Stage 2                  | 344    | -    | -      | -     | -      | -    |
| Critical Hdwy            | 6.84   | 6.94 | -      | -     | 4.14   | -    |
| Critical Hdwy Stg 1      | 5.84   | -    | -      | -     | -      | -    |
| Critical Hdwy Stg 2      | 5.84   | -    | -      | -     | -      | -    |
| Follow-up Hdwy           | 3.52   | 3.32 | -      | -     | 2.22   | -    |
| Pot Cap-1 Maneuver       | 254    | 681  | -      | -     | 948    | -    |
| Stage 1                  | 501    | -    | -      | -     | -      | -    |
| Stage 2                  | 689    | -    | -      | -     | -      | -    |
| Platoon blocked, %       |        |      | -      | -     | -      | -    |
| Mov Cap-1 Maneuver       | 246    | 681  | -      | -     | 948    | -    |
| Mov Cap-2 Maneuver       | 370    | -    | -      | -     | -      | -    |
| Stage 1                  | 501    | -    | -      | -     | -      | -    |
| Stage 2                  | 667    | -    | -      | -     | -      | -    |
|                          |        |      |        |       |        |      |
| Approach                 | WB     |      | NB     |       | SB     |      |
| HCM Control Delay, s     | 13.6   |      | 0      |       | 0.4    |      |
| HCM LOS                  | B      |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBT    | NBR  | WBLn1  | SBL   | SBT    |      |
| Capacity (veh/h)         | -      | -    | 467    | 948   | -      |      |
| HCM Lane V/C Ratio       | -      | -    | 0.105  | 0.021 | -      |      |
| HCM Control Delay (s)    | -      | -    | 13.6   | 8.9   | 0.1    |      |
| HCM Lane LOS             | -      | -    | B      | A     | A      |      |
| HCM 95th %tile Q(veh)    | -      | -    | 0.3    | 0.1   | -      |      |

## ITEM B2 - EXHIBIT A

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Existing PM  
11/3/2014

|                         | →    | ↘    | ←    | ↓    |
|-------------------------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBT  | SBT  |
| Lane Group Flow (vph)   | 160  | 28   | 419  | 389  |
| v/c Ratio               | 0.15 | 0.03 | 0.42 | 0.74 |
| Control Delay           | 8.1  | 3.8  | 8.2  | 27.9 |
| Queue Delay             | 0.0  | 0.0  | 0.5  | 0.0  |
| Total Delay             | 8.1  | 3.8  | 8.6  | 27.9 |
| Queue Length 50th (ft)  | 26   | 0    | 94   | 131  |
| Queue Length 95th (ft)  | 65   | 11   | 151  | 186  |
| Internal Link Dist (ft) | 445  |      | 235  | 842  |
| Turn Bay Length (ft)    |      | 100  |      |      |
| Base Capacity (vph)     | 1077 | 938  | 995  | 689  |
| Starvation Cap Reductn  | 0    | 0    | 232  | 0    |
| Spillback Cap Reductn   | 165  | 0    | 0    | 1    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.18 | 0.03 | 0.55 | 0.57 |
| Intersection Summary    |      |      |      |      |

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Existing PM  
11/3/2014

|                              | ↖    | →    | ↘    | ↙    | ←    | ↖    | ↗   | ↑    | ↘   | ↙    | ↓    | ↖    |
|------------------------------|------|------|------|------|------|------|-----|------|-----|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL | NBT  | NBR | SBL  | SBT  | SBR  |
| Lane Configurations          |      | ↖    | ↗    |      | ↖    |      |     |      |     |      | ↖    |      |
| Volume (veh/h)               | 6    | 151  | 27   | 69   | 242  | 100  | 0   | 0    | 0   | 302  | 19   | 61   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   |     |      |     | 1    | 6    | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |     |      |     | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |      |     | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |      |     | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h         | 6    | 154  | 28   | 70   | 247  | 102  |     |      |     | 308  | 19   | 62   |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    |     |      |     | 0    | 1    | 0    |
| Peak Hour Factor             | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |     |      |     | 0.98 | 0.98 | 0.98 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |     |      |     | 0    | 2    | 0    |
| Cap, veh/h                   | 175  | 676  | 587  | 253  | 409  | 153  |     |      |     | 375  | 23   | 76   |
| Arrive On Green              | 0.37 | 0.37 | 0.37 | 0.74 | 0.74 | 0.74 |     |      |     | 0.27 | 0.27 | 0.27 |
| Sat Flow, veh/h              | 22   | 1823 | 1583 | 175  | 1105 | 412  |     |      |     | 1381 | 85   | 278  |
| Grp Volume(v), veh/h         | 160  | 0    | 28   | 419  | 0    | 0    |     |      |     | 389  | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1845 | 0    | 1583 | 1692 | 0    | 0    |     |      |     | 1745 | 0    | 0    |
| Q Serve(g_s), s              | 0.0  | 0.0  | 0.3  | 0.0  | 0.0  | 0.0  |     |      |     | 4.7  | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 1.3  | 0.0  | 0.3  | 2.6  | 0.0  | 0.0  |     |      |     | 4.7  | 0.0  | 0.0  |
| Prop In Lane                 | 0.04 |      | 1.00 | 0.17 |      | 0.24 |     |      |     | 0.79 |      | 0.16 |
| Lane Grp Cap(c), veh/h       | 851  | 0    | 587  | 815  | 0    | 0    |     |      |     | 474  | 0    | 0    |
| V/C Ratio(X)                 | 0.19 | 0.00 | 0.05 | 0.51 | 0.00 | 0.00 |     |      |     | 0.82 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 2767 | 0    | 2265 | 2554 | 0    | 0    |     |      |     | 1950 | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |     |      |     | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.99 | 0.00 | 0.00 |     |      |     | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 4.8  | 0.0  | 4.5  | 2.2  | 0.0  | 0.0  |     |      |     | 7.6  | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 0.5  | 0.0  | 0.2  | 2.3  | 0.0  | 0.0  |     |      |     | 3.6  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |      |     | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 0.8  | 0.0  | 0.1  | 1.4  | 0.0  | 0.0  |     |      |     | 2.6  | 0.0  | 0.0  |
| LnGrp Delay(d), s/veh        | 5.3  | 0.0  | 4.7  | 4.4  | 0.0  | 0.0  |     |      |     | 11.2 | 0.0  | 0.0  |
| LnGrp LOS                    | A    |      | A    | A    |      |      |     |      |     | B    |      |      |
| Approach Vol, veh/h          |      | 188  |      |      | 419  |      |     |      |     |      | 389  |      |
| Approach Delay, s/veh        |      | 5.2  |      |      | 4.4  |      |     |      |     |      | 11.2 |      |
| Approach LOS                 |      | A    |      |      | A    |      |     |      |     |      | B    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7   | 8    |     |      |      |      |
| Assigned Phs                 |      |      |      | 4    |      | 6    |     | 8    |     |      |      |      |
| Phs Duration (G+Y+Rc), s     |      |      |      | 54.9 |      | 10.1 |     | 54.9 |     |      |      |      |
| Change Period (Y+Rc), s      |      |      |      | 4.0  |      | 4.0  |     | 4.0  |     |      |      |      |
| Max Green Setting (Gmax), s  |      |      |      | 32.0 |      | 25.0 |     | 32.0 |     |      |      |      |
| Max Q Clear Time (g_c+I1), s |      |      |      | 3.3  |      | 6.7  |     | 4.6  |     |      |      |      |
| Green Ext Time (p_c), s      |      |      |      | 3.8  |      | 0.0  |     | 3.7  |     |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |     |      |     |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 7.2  |      |      |     |      |     |      |      |      |
| HCM 2010 LOS                 |      |      |      | A    |      |      |     |      |     |      |      |      |

## ITEM B2 - EXHIBIT A

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Existing PM  
11/3/2014

|                         | →    | ←    | ↖    | ↑    |
|-------------------------|------|------|------|------|
| Lane Group              | EBT  | WBT  | WBR  | NBT  |
| Lane Group Flow (vph)   | 476  | 222  | 200  | 415  |
| v/c Ratio               | 0.49 | 0.21 | 0.20 | 0.77 |
| Control Delay           | 19.0 | 8.3  | 2.1  | 29.7 |
| Queue Delay             | 1.1  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 20.1 | 8.3  | 2.1  | 29.7 |
| Queue Length 50th (ft)  | 169  | 38   | 0    | 142  |
| Queue Length 95th (ft)  | 274  | 84   | 28   | 210  |
| Internal Link Dist (ft) | 235  | 398  |      | 686  |
| Turn Bay Length (ft)    |      |      |      |      |
| Base Capacity (vph)     | 978  | 1076 | 1007 | 648  |
| Starvation Cap Reductn  | 276  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 12   | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.68 | 0.21 | 0.20 | 0.64 |
| Intersection Summary    |      |      |      |      |

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Existing PM  
11/3/2014

|                              | ↖    | →    | ↘    | ↙    | ←    | ↖    | ↗    | ↑    | ↘    | ↙   | ↓   | ↘   |
|------------------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
| Lane Configurations          |      | ↔    |      |      | ↔    | ↔    |      | ↔    |      |     |     |     |
| Volume (veh/h)               | 76   | 279  | 87   | 6    | 201  | 186  | 195  | 139  | 52   | 0   | 0   | 0   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   |     |     |     |
| Initial Q (Ob), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1900 | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |     |     |
| Adj Flow Rate, veh/h         | 82   | 300  | 94   | 6    | 216  | 200  | 210  | 149  | 56   |     |     |     |
| Adj No. of Lanes             | 0    | 1    | 0    | 0    | 1    | 1    | 0    | 1    | 0    |     |     |     |
| Peak Hour Factor             | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |     |     |     |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 0    |     |     |     |
| Cap, veh/h                   | 220  | 520  | 147  | 130  | 832  | 716  | 250  | 177  | 67   |     |     |     |
| Arrive On Green              | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.45 | 0.28 | 0.28 | 0.28 |     |     |     |
| Sat Flow, veh/h              | 171  | 1150 | 325  | 12   | 1840 | 1583 | 898  | 637  | 240  |     |     |     |
| Grp Volume(v), veh/h         | 476  | 0    | 0    | 222  | 0    | 200  | 415  | 0    | 0    |     |     |     |
| Grp Sat Flow(s),veh/h/ln     | 1646 | 0    | 0    | 1852 | 0    | 1583 | 1776 | 0    | 0    |     |     |     |
| Q Serve(g_s), s              | 1.2  | 0.0  | 0.0  | 0.0  | 0.0  | 2.4  | 6.5  | 0.0  | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 6.1  | 0.0  | 0.0  | 2.2  | 0.0  | 2.4  | 6.5  | 0.0  | 0.0  |     |     |     |
| Prop In Lane                 | 0.17 |      | 0.20 | 0.03 |      | 1.00 | 0.51 |      | 0.13 |     |     |     |
| Lane Grp Cap(c), veh/h       | 887  | 0    | 0    | 962  | 0    | 716  | 494  | 0    | 0    |     |     |     |
| V/C Ratio(X)                 | 0.54 | 0.00 | 0.00 | 0.23 | 0.00 | 0.28 | 0.84 | 0.00 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 1967 | 0    | 0    | 2222 | 0    | 1813 | 1375 | 0    | 0    |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 0.99 | 0.00 | 0.00 | 0.92 | 0.00 | 0.92 | 1.00 | 0.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 6.1  | 0.0  | 0.0  | 5.1  | 0.0  | 5.1  | 10.1 | 0.0  | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 2.3  | 0.0  | 0.0  | 0.5  | 0.0  | 0.9  | 3.9  | 0.0  | 0.0  |     |     |     |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(50%),veh/ln     | 3.3  | 0.0  | 0.0  | 1.2  | 0.0  | 1.2  | 3.7  | 0.0  | 0.0  |     |     |     |
| LnGrp Delay(d),s/veh         | 8.4  | 0.0  | 0.0  | 5.6  | 0.0  | 6.0  | 14.0 | 0.0  | 0.0  |     |     |     |
| LnGrp LOS                    | A    |      |      | A    |      | A    | B    |      |      |     |     |     |
| Approach Vol, veh/h          |      | 476  |      |      | 422  |      |      | 415  |      |     |     |     |
| Approach Delay, s/veh        |      | 8.4  |      |      | 5.8  |      |      | 14.0 |      |     |     |     |
| Approach LOS                 |      | A    |      |      | A    |      |      | B    |      |     |     |     |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 |      | 2    |      | 4    |      |      |      | 8    |      |     |     |     |
| Phs Duration (G+Y+Rc), s     |      | 12.3 |      | 52.7 |      |      |      | 52.7 |      |     |     |     |
| Change Period (Y+Rc), s      |      | 4.0  |      | 4.0  |      |      |      | 4.0  |      |     |     |     |
| Max Green Setting (Gmax), s  |      | 23.0 |      | 34.0 |      |      |      | 34.0 |      |     |     |     |
| Max Q Clear Time (g_c+I1), s |      | 8.5  |      | 8.1  |      |      |      | 4.4  |      |     |     |     |
| Green Ext Time (p_c), s      |      | 0.0  |      | 5.4  |      |      |      | 5.5  |      |     |     |     |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      |      | 9.3  |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      |      | A    |      |      |      |      |     |     |     |



# ITEM B2 - EXHIBIT A

Principal MU  
4: El Camino Real & Santa Rosa Rd/Driveway

Existing PM  
11/3/2014

|                         | →    | ↘    | ←    | ↙    | ↑    | ↘    | ↓    | ↙    |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBT  | SBL  | SBT  | SBR  |
| Lane Group Flow (vph)   | 148  | 213  | 32   | 253  | 448  | 2    | 491  | 141  |
| v/c Ratio               | 0.40 | 0.25 | 0.13 | 0.52 | 0.19 | 0.01 | 0.49 | 0.26 |
| Control Delay           | 29.2 | 2.0  | 26.5 | 25.8 | 7.8  | 36.0 | 22.0 | 6.4  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 29.2 | 2.0  | 26.5 | 25.8 | 7.8  | 36.0 | 22.0 | 6.4  |
| Queue Length 50th (ft)  | 42   | 0    | 7    | 68   | 24   | 1    | 67   | 0    |
| Queue Length 95th (ft)  | 128  | 21   | 37   | 191  | 103  | 8    | 168  | 43   |
| Internal Link Dist (ft) | 398  |      | 252  |      | 434  |      | 267  |      |
| Turn Bay Length (ft)    |      |      |      | 140  |      | 105  |      | 183  |
| Base Capacity (vph)     | 602  | 1197 | 975  | 937  | 2737 | 150  | 1649 | 813  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.25 | 0.18 | 0.03 | 0.27 | 0.16 | 0.01 | 0.30 | 0.17 |
| Intersection Summary    |      |      |      |      |      |      |      |      |

Principal MU  
4: El Camino Real & Santa Rosa Rd/Driveway

Existing PM  
11/3/2014

|                              | ↘    | →    | ↘    | ↙    | ←    | ↘    | ↙    | ↑    | ↘    | ↙     | ↓    | ↙    |
|------------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations          |      | ↘    | ↘    |      | ↘    |      | ↘    | ↘    |      | ↘     | ↘    | ↘    |
| Volume (veh/h)               | 135  | 4    | 200  | 3    | 18   | 9    | 238  | 420  | 1    | 2     | 462  | 133  |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   | 1     | 6    | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863  | 1863 | 1863 |
| Adj Flow Rate, veh/h         | 144  | 4    | 213  | 3    | 19   | 10   | 253  | 447  | 1    | 2     | 491  | 141  |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 2    | 0    | 1     | 2    | 1    |
| Peak Hour Factor             | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94  | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                   | 285  | 8    | 554  | 5    | 30   | 16   | 328  | 1657 | 4    | 4     | 972  | 435  |
| Arrive On Green              | 0.16 | 0.16 | 0.16 | 0.03 | 0.03 | 0.03 | 0.18 | 0.46 | 0.46 | 0.00  | 0.27 | 0.27 |
| Sat Flow, veh/h              | 1728 | 48   | 1583 | 165  | 1044 | 549  | 1774 | 3623 | 8    | 1774  | 3539 | 1583 |
| Grp Volume(v), veh/h         | 148  | 0    | 213  | 32   | 0    | 0    | 253  | 218  | 230  | 2     | 491  | 141  |
| Grp Sat Flow(s), veh/h/ln    | 1776 | 0    | 1583 | 1758 | 0    | 0    | 1774 | 1770 | 1861 | 1774  | 1770 | 1583 |
| Q Serve(g_s), s              | 3.5  | 0.0  | 4.7  | 0.8  | 0.0  | 0.0  | 6.3  | 3.5  | 3.5  | 0.1   | 5.4  | 3.3  |
| Cycle Q Clear(g_c), s        | 3.5  | 0.0  | 4.7  | 0.8  | 0.0  | 0.0  | 6.3  | 3.5  | 3.5  | 0.1   | 5.4  | 3.3  |
| Prop In Lane                 | 0.97 |      | 1.00 | 0.09 |      | 0.31 | 1.00 |      | 0.00 | 1.00  |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 293  | 0    | 554  | 51   | 0    | 0    | 328  | 810  | 851  | 4     | 972  | 435  |
| V/C Ratio(X)                 | 0.51 | 0.00 | 0.38 | 0.62 | 0.00 | 0.00 | 0.77 | 0.27 | 0.27 | 0.51  | 0.51 | 0.32 |
| Avail Cap(c_a), veh/h        | 615  | 0    | 841  | 989  | 0    | 0    | 960  | 1647 | 1733 | 154   | 1686 | 754  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 17.6 | 0.0  | 11.3 | 22.2 | 0.0  | 0.0  | 17.9 | 7.8  | 7.8  | 23.0  | 14.1 | 13.3 |
| Incr Delay (d2), s/veh       | 1.3  | 0.0  | 0.4  | 11.8 | 0.0  | 0.0  | 3.8  | 0.2  | 0.2  | 77.9  | 0.4  | 0.4  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| %ile BackOfQ(50%), veh/ln    | 1.8  | 0.0  | 2.1  | 0.6  | 0.0  | 0.0  | 3.4  | 1.7  | 1.8  | 0.1   | 2.6  | 1.5  |
| LnGrp Delay(d), s/veh        | 18.9 | 0.0  | 11.7 | 34.0 | 0.0  | 0.0  | 21.7 | 7.9  | 7.9  | 100.9 | 14.5 | 13.8 |
| LnGrp LOS                    | B    |      | B    | C    |      |      | C    | A    | A    | F     | B    | B    |
| Approach Vol, veh/h          |      | 361  |      |      | 32   |      |      | 701  |      |       | 634  |      |
| Approach Delay, s/veh        |      | 14.7 |      |      | 34.0 |      |      | 12.9 |      |       | 14.6 |      |
| Approach LOS                 |      | B    |      |      | C    |      |      | B    |      |       | B    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |       |      |      |
| Assigned Phs                 | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 25.1 |      | 11.6 | 12.5 | 16.7 |      | 5.3  |      |       |      |      |
| Change Period (Y+Rc), s      | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |      |       |      |      |
| Max Green Setting (Gmax), s  | 4.0  | 43.0 |      | 16.0 | 25.0 | 22.0 |      | 26.0 |      |       |      |      |
| Max Q Clear Time (g_c+I1), s | 2.1  | 5.5  |      | 6.7  | 8.3  | 7.4  |      | 2.8  |      |       |      |      |
| Green Ext Time (p_c), s      | 0.0  | 7.1  |      | 1.0  | 0.6  | 5.3  |      | 0.1  |      |       |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |       |      |      |
| HCM 2010 Ctrl Delay          |      |      |      |      | 14.3 |      |      |      |      |       |      |      |
| HCM 2010 LOS                 |      |      |      |      | B    |      |      |      |      |       |      |      |

## ITEM B2 - EXHIBIT A

Principal MU  
1: El Camino Real & Principal Ave

Ex+P AM  
11/4/2014

| Intersection             |        |          |        |      |        |      |
|--------------------------|--------|----------|--------|------|--------|------|
| Int Delay, s/veh         | 1.6    |          |        |      |        |      |
| Movement                 | WBL    | WBR      | NBT    | NBR  | SBL    | SBT  |
| Vol, veh/h               | 52     | 30       | 331    | 32   | 34     | 380  |
| Conflicting Peds, #/hr   | 0      | 0        | 0      | 0    | 0      | 0    |
| Sign Control             | Stop   | Stop     | Free   | Free | Free   | Free |
| RT Channelized           | -      | None     | -      | None | -      | None |
| Storage Length           | 0      | -        | -      | -    | -      | -    |
| Veh in Median Storage, # | 0      | -        | 0      | -    | -      | 0    |
| Grade, %                 | 0      | -        | 0      | -    | -      | 0    |
| Peak Hour Factor         | 93     | 93       | 93     | 93   | 93     | 93   |
| Heavy Vehicles, %        | 2      | 2        | 2      | 2    | 2      | 2    |
| Mvmt Flow                | 56     | 32       | 356    | 34   | 37     | 409  |
| Major/Minor              | Minor1 |          | Major1 |      | Major2 |      |
| Conflicting Flow All     | 650    | 195      | 0      | 0    | 390    | 0    |
| Stage 1                  | 373    | -        | -      | -    | -      | -    |
| Stage 2                  | 277    | -        | -      | -    | -      | -    |
| Critical Hdwy            | 6.84   | 6.94     | -      | -    | 4.14   | -    |
| Critical Hdwy Stg 1      | 5.84   | -        | -      | -    | -      | -    |
| Critical Hdwy Stg 2      | 5.84   | -        | -      | -    | -      | -    |
| Follow-up Hdwy           | 3.52   | 3.32     | -      | -    | 2.22   | -    |
| Pot Cap-1 Maneuver       | 402    | 814      | -      | -    | 1165   | -    |
| Stage 1                  | 666    | -        | -      | -    | -      | -    |
| Stage 2                  | 745    | -        | -      | -    | -      | -    |
| Platoon blocked, %       |        |          | -      | -    | -      | -    |
| Mov Cap-1 Maneuver       | 386    | 814      | -      | -    | 1165   | -    |
| Mov Cap-2 Maneuver       | 490    | -        | -      | -    | -      | -    |
| Stage 1                  | 666    | -        | -      | -    | -      | -    |
| Stage 2                  | 714    | -        | -      | -    | -      | -    |
| Approach                 | WB     |          | NB     |      | SB     |      |
| HCM Control Delay, s     | 12.4   |          | 0      |      | 0.8    |      |
| HCM LOS                  | B      |          |        |      |        |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT  |        |      |
| Capacity (veh/h)         | -      | - 574    | 1165   | -    |        |      |
| HCM Lane V/C Ratio       | -      | - 0.154  | 0.031  | -    |        |      |
| HCM Control Delay (s)    | -      | - 12.4   | 8.2    | 0.1  |        |      |
| HCM Lane LOS             | -      | - B      | A      | A    |        |      |
| HCM 95th %tile Q(veh)    | -      | - 0.5    | 0.1    | -    |        |      |

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Ex+P AM  
11/4/2014

| <div style="display: flex; justify-content: space-around; align-items: center;"> <span>→</span> <span>↘</span> <span>←</span> <span>↓</span> </div> |      |      |      |      |
|---|------|------|------|------|
| Lane Group  | EBT  | EBR  | WBT  | SBT  |
| Lane Group Flow (vph)   | 264  | 75   | 391  | 495  |
| v/c Ratio   | 0.27 | 0.09 | 0.47 | 0.79 |
| Control Delay   | 10.7 | 3.3  | 13.0 | 27.7 |
| Queue Delay   | 0.0  | 0.0  | 0.8  | 0.0  |
| Total Delay   | 10.7 | 3.3  | 13.7 | 27.7 |
| Queue Length 50th (ft)  | 54   | 0    | 87   | 164  |
| Queue Length 95th (ft)  | 109  | 19   | 175  | 227  |
| Internal Link Dist (ft)   | 445  |      | 235  | 842  |
| Turn Bay Length (ft)  |      | 100  |      |      |
| Base Capacity (vph)   | 979  | 872  | 835  | 767  |
| Starvation Cap Reductn  | 0    | 0    | 199  | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    |
| Storage Cap Reductn   | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio   | 0.27 | 0.09 | 0.61 | 0.65 |
| Intersection Summary  |      |      |      |      |

# ITEM B2 - EXHIBIT A

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Ex+P AM  
11/4/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL | NBT  | NBR | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|-----|------|-----|------|------|------|
| Movement                     |      |      |      |      |      |      |     |      |     |      |      |      |
| Lane Configurations          |      |      |      |      |      |      |     |      |     |      |      |      |
| Volume (veh/h)               | 4    | 228  | 66   | 89   | 214  | 41   | 0   | 0    | 0   | 327  | 38   | 70   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   |     |      |     | 1    | 6    | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |     |      |     | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |      |     | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |      |     | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h         | 5    | 259  | 75   | 101  | 243  | 47   |     |      |     | 372  | 43   | 80   |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    |     |      |     | 0    | 1    | 0    |
| Peak Hour Factor             | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |     |      |     | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |     |      |     | 0    | 2    | 0    |
| Cap, veh/h                   | 60   | 1017 | 870  | 251  | 578  | 104  |     |      |     | 430  | 50   | 92   |
| Arrive On Green              | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 |     |      |     | 0.33 | 0.33 | 0.33 |
| Sat Flow, veh/h              | 7    | 1851 | 1583 | 330  | 1051 | 189  |     |      |     | 1313 | 152  | 282  |
| Grp Volume(v), veh/h         | 264  | 0    | 75   | 391  | 0    | 0    |     |      |     | 495  | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1858 | 0    | 1583 | 1569 | 0    | 0    |     |      |     | 1747 | 0    | 0    |
| Q Serve(g_s), s              | 0.0  | 0.0  | 1.5  | 2.9  | 0.0  | 0.0  |     |      |     | 17.3 | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 4.8  | 0.0  | 1.5  | 8.6  | 0.0  | 0.0  |     |      |     | 17.3 | 0.0  | 0.0  |
| Prop In Lane                 | 0.02 |      | 1.00 | 0.26 |      | 0.12 |     |      |     | 0.75 |      | 0.16 |
| Lane Grp Cap(c), veh/h       | 1077 | 0    | 870  | 932  | 0    | 0    |     |      |     | 572  | 0    | 0    |
| V/C Ratio(X)                 | 0.25 | 0.00 | 0.09 | 0.42 | 0.00 | 0.00 |     |      |     | 0.87 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 1077 | 0    | 870  | 932  | 0    | 0    |     |      |     | 753  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.97 | 0.00 | 0.00 |     |      |     | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 7.7  | 0.0  | 6.9  | 8.4  | 0.0  | 0.0  |     |      |     | 20.5 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 0.5  | 0.0  | 0.2  | 1.3  | 0.0  | 0.0  |     |      |     | 8.3  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |      |     | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(-26165%),veh/ln | 2.6  | 0.0  | 0.7  | 4.4  | 0.0  | 0.0  |     |      |     | 9.6  | 0.0  | 0.0  |
| LnGrp Delay(d),s/veh         | 8.2  | 0.0  | 7.1  | 9.8  | 0.0  | 0.0  |     |      |     | 28.8 | 0.0  | 0.0  |
| LnGrp LOS                    | A    |      | A    | A    |      |      |     |      |     | C    |      |      |
| Approach Vol, veh/h          |      | 339  |      |      | 391  |      |     |      |     |      | 495  |      |
| Approach Delay, s/veh        |      | 8.0  |      |      | 9.8  |      |     |      |     |      | 28.8 |      |
| Approach LOS                 |      | A    |      |      | A    |      |     |      |     |      | C    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7   | 8    |     |      |      |      |
| Assigned Phs                 |      |      |      | 4    |      | 6    |     | 8    |     |      |      |      |
| Phs Duration (G+Y+Rc), s     |      |      |      | 39.7 |      | 25.3 |     | 39.7 |     |      |      |      |
| Change Period (Y+Rc), s      |      |      |      | 4.0  |      | 4.0  |     | 4.0  |     |      |      |      |
| Max Green Setting (Gmax), s  |      |      |      | 29.0 |      | 28.0 |     | 29.0 |     |      |      |      |
| Max Q Clear Time (g_c+I1), s |      |      |      | 6.8  |      | 19.3 |     | 10.6 |     |      |      |      |
| Green Ext Time (p_c), s      |      |      |      | 4.3  |      | 2.0  |     | 4.0  |     |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |     |      |     |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 17.0 |      |      |     |      |     |      |      |      |
| HCM 2010 LOS                 |      |      |      | B    |      |      |     |      |     |      |      |      |

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Ex+P AM  
11/4/2014

|                         | EBT  | WBT  | WBR  | NBT  |
|-------------------------|------|------|------|------|
| Lane Group              |      |      |      |      |
| Lane Group Flow (vph)   | 599  | 274  | 152  | 286  |
| v/c Ratio               | 0.67 | 0.28 | 0.17 | 0.58 |
| Control Delay           | 11.7 | 6.7  | 1.8  | 19.8 |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 11.7 | 6.7  | 1.8  | 19.8 |
| Queue Length 50th (ft)  | 83   | 30   | 0    | 51   |
| Queue Length 95th (ft)  | 207  | 76   | 18   | 151  |
| Internal Link Dist (ft) | 235  | 398  |      | 686  |
| Turn Bay Length (ft)    |      |      |      |      |
| Base Capacity (vph)     | 1488 | 1656 | 1440 | 733  |
| Starvation Cap Reductn  | 82   | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.43 | 0.17 | 0.11 | 0.39 |
| Intersection Summary    |      |      |      |      |

# ITEM B2 - EXHIBIT A

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Ex+P AM  
11/4/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| Movement                     |      |      |      |      |      |      |      |      |      |     |     |     |
| Lane Configurations          |      |      |      |      |      |      |      |      |      |     |     |     |
| Volume (veh/h)               | 92   | 375  | 78   | 6    | 243  | 138  | 138  | 98   | 24   | 0   | 0   | 0   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   |     |     |     |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1900 | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |     |     |
| Adj Flow Rate, veh/h         | 101  | 412  | 86   | 7    | 267  | 152  | 152  | 108  | 26   |     |     |     |
| Adj No. of Lanes             | 0    | 1    | 0    | 0    | 1    | 1    | 0    | 1    | 0    |     |     |     |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |     |     |     |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 0    |     |     |     |
| Cap, veh/h                   | 225  | 653  | 125  | 120  | 970  | 834  | 213  | 152  | 36   |     |     |     |
| Arrive On Green              | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.22 | 0.22 | 0.22 |     |     |     |
| Sat Flow, veh/h              | 178  | 1239 | 238  | 11   | 1840 | 1583 | 950  | 675  | 162  |     |     |     |
| Grp Volume(v), veh/h         | 599  | 0    | 0    | 274  | 0    | 152  | 286  | 0    | 0    |     |     |     |
| Grp Sat Flow(s), veh/h/ln    | 1654 | 0    | 0    | 1851 | 0    | 1583 | 1787 | 0    | 0    |     |     |     |
| Q Serve(g_s), s              | 2.4  | 0.0  | 0.0  | 0.0  | 0.0  | 1.6  | 4.8  | 0.0  | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 8.0  | 0.0  | 0.0  | 2.6  | 0.0  | 1.6  | 4.8  | 0.0  | 0.0  |     |     |     |
| Prop In Lane                 | 0.17 |      | 0.14 | 0.03 |      | 1.00 | 0.53 |      | 0.09 |     |     |     |
| Lane Grp Cap(c), veh/h       | 1002 | 0    | 0    | 1090 | 0    | 834  | 401  | 0    | 0    |     |     |     |
| V/C Ratio(X)                 | 0.60 | 0.00 | 0.00 | 0.25 | 0.00 | 0.18 | 0.71 | 0.00 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 2130 | 0    | 0    | 2387 | 0    | 1967 | 943  | 0    | 0    |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 5.4  | 0.0  | 0.0  | 4.2  | 0.0  | 4.0  | 11.5 | 0.0  | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 0.6  | 0.0  | 0.0  | 0.1  | 0.0  | 0.1  | 2.4  | 0.0  | 0.0  |     |     |     |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(-26165%),veh/ln | 3.8  | 0.0  | 0.0  | 1.3  | 0.0  | 0.7  | 2.6  | 0.0  | 0.0  |     |     |     |
| LnGrp Delay(d), s/veh        | 6.0  | 0.0  | 0.0  | 4.3  | 0.0  | 4.1  | 13.9 | 0.0  | 0.0  |     |     |     |
| LnGrp LOS                    | A    |      |      | A    |      | A    | B    |      |      |     |     |     |
| Approach Vol, veh/h          |      | 599  |      |      | 426  |      |      | 286  |      |     |     |     |
| Approach Delay, s/veh        |      | 6.0  |      |      | 4.3  |      |      | 13.9 |      |     |     |     |
| Approach LOS                 |      | A    |      |      | A    |      |      | B    |      |     |     |     |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 |      | 2    |      | 4    |      |      |      | 8    |      |     |     |     |
| Phs Duration (G+Y+Rc), s     |      | 11.2 |      | 21.0 |      |      |      | 21.0 |      |     |     |     |
| Change Period (Y+Rc), s      |      | 4.0  |      | 4.0  |      |      |      | 4.0  |      |     |     |     |
| Max Green Setting (Gmax), s  |      | 17.0 |      | 40.0 |      |      |      | 40.0 |      |     |     |     |
| Max Q Clear Time (g_c+I1), s |      | 6.8  |      | 10.0 |      |      |      | 4.6  |      |     |     |     |
| Green Ext Time (p_c), s      |      | 1.1  |      | 7.0  |      |      |      | 7.2  |      |     |     |     |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      | 7.1  |      |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      | A    |      |      |      |      |      |     |     |     |

Principal MU  
4: El Camino Real & Santa Rosa Rd/Driveway

Ex+P AM  
11/4/2014

|                         | EBT  | EBR  | WBT  | NBL  | NBT  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              |      |      |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 145  | 392  | 6    | 334  | 325  | 6    | 366  | 152  |
| v/c Ratio               | 0.39 | 0.38 | 0.03 | 0.57 | 0.14 | 0.04 | 0.42 | 0.30 |
| Control Delay           | 26.6 | 1.8  | 28.4 | 21.2 | 5.9  | 32.4 | 21.2 | 6.7  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 26.6 | 1.8  | 28.4 | 21.2 | 5.9  | 32.4 | 21.2 | 6.7  |
| Queue Length 50th (ft)  | 36   | 0    | 1    | 79   | 15   | 2    | 47   | 0    |
| Queue Length 95th (ft)  | 115  | 17   | 13   | 201  | 61   | 14   | 117  | 37   |
| Internal Link Dist (ft) | 398  |      | 252  |      | 434  |      | 267  |      |
| Turn Bay Length (ft)    |      |      |      | 140  |      | 105  |      | 183  |
| Base Capacity (vph)     | 556  | 1359 | 1051 | 1073 | 2979 | 157  | 1657 | 822  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.26 | 0.29 | 0.01 | 0.31 | 0.11 | 0.04 | 0.22 | 0.18 |
| Intersection Summary    |      |      |      |      |      |      |      |      |

# ITEM B2 - EXHIBIT A

Principal MU  
4: El Camino Real & Santa Rosa Rd/Driveway

Ex+P AM  
11/4/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     |      |      |      |      |      |      |      |      |      |      |      |      |
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Volume (veh/h)               | 109  | 12   | 325  | 1    | 3    | 1    | 277  | 263  | 7    | 5    | 304  | 126  |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   | 1    | 6    | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h         | 131  | 14   | 392  | 1    | 4    | 1    | 334  | 317  | 8    | 6    | 366  | 152  |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 2    | 0    | 1    | 2    | 1    |
| Peak Hour Factor             | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 372  | 40   | 735  | 2    | 8    | 2    | 414  | 1541 | 39   | 11   | 743  | 332  |
| Arrive On Green              | 0.23 | 0.23 | 0.23 | 0.01 | 0.01 | 0.01 | 0.23 | 0.44 | 0.44 | 0.01 | 0.21 | 0.21 |
| Sat Flow, veh/h              | 1610 | 172  | 1583 | 299  | 1197 | 299  | 1774 | 3528 | 89   | 1774 | 3539 | 1583 |
| Grp Volume(v), veh/h         | 145  | 0    | 392  | 6    | 0    | 0    | 334  | 159  | 166  | 6    | 366  | 152  |
| Grp Sat Flow(s), veh/h/ln    | 1782 | 0    | 1583 | 1795 | 0    | 0    | 1774 | 1770 | 1847 | 1774 | 1770 | 1583 |
| Q Serve(g_s), s              | 3.4  | 0.0  | 8.8  | 0.2  | 0.0  | 0.0  | 8.9  | 2.8  | 2.8  | 0.2  | 4.6  | 4.2  |
| Cycle Q Clear(g_c), s        | 3.4  | 0.0  | 8.8  | 0.2  | 0.0  | 0.0  | 8.9  | 2.8  | 2.8  | 0.2  | 4.6  | 4.2  |
| Prop In Lane                 | 0.90 |      | 1.00 | 0.17 |      | 0.17 | 1.00 |      | 0.05 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 411  | 0    | 735  | 11   | 0    | 0    | 414  | 773  | 807  | 11   | 743  | 332  |
| V/C Ratio(X)                 | 0.35 | 0.00 | 0.53 | 0.52 | 0.00 | 0.00 | 0.81 | 0.21 | 0.21 | 0.53 | 0.49 | 0.46 |
| Avail Cap(c_a), veh/h        | 498  | 0    | 812  | 932  | 0    | 0    | 992  | 1591 | 1660 | 142  | 1485 | 664  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 16.1 | 0.0  | 9.6  | 24.8 | 0.0  | 0.0  | 18.1 | 8.7  | 8.7  | 24.8 | 17.4 | 17.3 |
| Incr Delay (d2), s/veh       | 0.5  | 0.0  | 0.6  | 32.2 | 0.0  | 0.0  | 3.8  | 0.1  | 0.1  | 33.2 | 0.5  | 1.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(-26165%),veh/ln | 1.7  | 0.0  | 3.9  | 0.2  | 0.0  | 0.0  | 4.8  | 1.4  | 1.4  | 0.2  | 2.3  | 1.9  |
| LnGrp Delay(d), s/veh        | 16.6 | 0.0  | 10.2 | 57.0 | 0.0  | 0.0  | 21.9 | 8.9  | 8.9  | 58.0 | 17.9 | 18.3 |
| LnGrp LOS                    | B    |      | B    | E    |      |      | C    | A    | A    | E    | B    | B    |
| Approach Vol, veh/h          |      | 537  |      |      | 6    |      |      | 659  |      |      | 524  |      |
| Approach Delay, s/veh        |      | 11.9 |      |      | 57.0 |      |      | 15.5 |      |      | 18.5 |      |
| Approach LOS                 |      | B    |      |      | E    |      |      | B    |      |      | B    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                 | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.3  | 25.9 |      | 15.6 | 15.7 | 14.5 |      | 4.3  |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 4.0  | 45.0 |      | 14.0 | 28.0 | 21.0 |      | 26.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 2.2  | 4.8  |      | 10.8 | 10.9 | 6.6  |      | 2.2  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 5.1  |      | 0.7  | 0.9  | 3.9  |      | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay          |      |      | 15.4 |      |      |      |      |      |      |      |      |      |
| HCM 2010 LOS                 |      |      | B    |      |      |      |      |      |      |      |      |      |

Principal MU  
1: El Camino Real & Principal Ave

Ex+P PM  
11/4/2014

| Intersection             |        |          |        |       |        |      |
|--------------------------|--------|----------|--------|-------|--------|------|
| Int Delay, s/veh         | 1.2    |          |        |       |        |      |
|                          |        |          |        |       |        |      |
| Movement                 | WBL    | WBR      | NBT    | NBR   | SBL    | SBT  |
| Vol, veh/h               | 44     | 31       | 568    | 48    | 32     | 570  |
| Conflicting Peds, #/hr   | 0      | 0        | 0      | 0     | 0      | 0    |
| Sign Control             | Stop   | Stop     | Free   | Free  | Free   | Free |
| RT Channelized           | -      | None     | -      | None  | -      | None |
| Storage Length           | 0      | -        | -      | -     | -      | -    |
| Veh in Median Storage, # | 0      | -        | 0      | -     | -      | 0    |
| Grade, %                 | 0      | -        | 0      | -     | -      | 0    |
| Peak Hour Factor         | 94     | 94       | 94     | 94    | 94     | 94   |
| Heavy Vehicles, %        | 2      | 2        | 2      | 2     | 2      | 2    |
| Mvmt Flow                | 47     | 33       | 604    | 51    | 34     | 606  |
|                          |        |          |        |       |        |      |
| Major/Minor              | Minor1 |          | Major1 |       | Major2 |      |
| Conflicting Flow All     | 1001   | 328      | 0      | 0     | 655    | 0    |
| Stage 1                  | 630    | -        | -      | -     | -      | -    |
| Stage 2                  | 371    | -        | -      | -     | -      | -    |
| Critical Hdwy            | 6.84   | 6.94     | -      | -     | 4.14   | -    |
| Critical Hdwy Stg 1      | 5.84   | -        | -      | -     | -      | -    |
| Critical Hdwy Stg 2      | 5.84   | -        | -      | -     | -      | -    |
| Follow-up Hdwy           | 3.52   | 3.32     | -      | -     | 2.22   | -    |
| Pot Cap-1 Maneuver       | 239    | 668      | -      | -     | 928    | -    |
| Stage 1                  | 493    | -        | -      | -     | -      | -    |
| Stage 2                  | 668    | -        | -      | -     | -      | -    |
| Platoon blocked, %       |        |          | -      | -     | -      | -    |
| Mov Cap-1 Maneuver       | 226    | 668      | -      | -     | 928    | -    |
| Mov Cap-2 Maneuver       | 353    | -        | -      | -     | -      | -    |
| Stage 1                  | 493    | -        | -      | -     | -      | -    |
| Stage 2                  | 631    | -        | -      | -     | -      | -    |
|                          |        |          |        |       |        |      |
| Approach                 | WB     |          | NB     |       | SB     |      |
| HCM Control Delay, s     | 15     |          | 0      |       | 0.7    |      |
| HCM LOS                  | C      |          |        |       |        |      |
|                          |        |          |        |       |        |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT   |        |      |
| Capacity (veh/h)         | -      | -        | 438    | 928   | -      |      |
| HCM Lane V/C Ratio       | -      | -        | 0.182  | 0.037 | -      |      |
| HCM Control Delay (s)    | -      | -        | 15     | 9     | 0.2    |      |
| HCM Lane LOS             | -      | -        | C      | A     | A      |      |
| HCM 95th %tile Q(veh)    | -      | -        | 0.7    | 0.1   | -      |      |



## ITEM B2 - EXHIBIT A
















Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Ex+P PM  
11/4/2014

|                             | →    | ↘    | ←    | ↓    |
|-----------------------------|------|------|------|------|
| Lane Group                  | EBT  | EBR  | WBT  | SBT  |
| Lane Group Flow (vph)       | 162  | 28   | 427  | 396  |
| v/c Ratio                   | 0.15 | 0.03 | 0.44 | 0.74 |
| Control Delay               | 8.2  | 3.8  | 8.5  | 27.8 |
| Queue Delay                 | 0.0  | 0.0  | 0.5  | 0.0  |
| Total Delay                 | 8.2  | 3.8  | 9.0  | 27.8 |
| Queue Length 50th (ft)      | 26   | 0    | 95   | 133  |
| Queue Length 95th (ft)      | 66   | 11   | 152  | 189  |
| Internal Link Dist (ft)     | 445  |      | 235  | 842  |
| Turn Bay Length (ft)        |      | 100  |      |      |
| Base Capacity (vph)         | 1071 | 933  | 982  | 691  |
| Starvation Cap Reductn      | 0    | 0    | 214  | 0    |
| Spillback Cap Reductn       | 156  | 0    | 0    | 1    |
| Storage Cap Reductn         | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio           | 0.18 | 0.03 | 0.56 | 0.57 |
| <b>Intersection Summary</b> |      |      |      |      |

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Ex+P PM  
11/4/2014

|                              |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |   |   |   |
| Lane Configurations          |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| Volume (veh/h)               | 6   | 153   | 27  | 75  | 243   | 100   | 0   | 0   | 0   | 309   | 19  | 61  |   |   |   |
| Number                       | 7   | 4   | 14  | 3   | 8   | 18  |   |   |   | 1   | 6   | 16  |   |   |   |
| Initial Q (Ob), veh          | 0   | 0   | 0   | 0   | 0   | 0   |   |   |   | 0   | 0   | 0   |   |   |   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  |   |   |   | 1.00  |   | 1.00  |   |   |   |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   |   |   | 1.00  | 1.00  | 1.00  |   |   |   |
| Adj Sat Flow, veh/h/ln       | 1900  | 1863  | 1863  | 1900  | 1863  | 1900  |   |   |   | 1900  | 1863  | 1900  |   |   |   |
| Adj Flow Rate, veh/h         | 6   | 156   | 28  | 77  | 248   | 102   |   |   |   | 315   | 19  | 62  |   |   |   |
| Adj No. of Lanes             | 0   | 1   | 1   | 0   | 1   | 0   |   |   |   | 0   | 1   | 0   |   |   |   |
| Peak Hour Factor             | 0.98  | 0.98  | 0.98  | 0.98  | 0.98  | 0.98  |   |   |   | 0.98  | 0.98  | 0.98  |   |   |   |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   |   |   |   | 0   | 2   | 0   |   |   |   |
| Cap, veh/h                   | 70  | 1110  | 963   | 204   | 632   | 242   |   |   |   | 373   | 23  | 73  |   |   |   |
| Arrive On Green              | 0.61  | 0.61  | 0.61  | 1.00  | 1.00  | 1.00  |   |   |   | 0.27  | 0.27  | 0.27  |   |   |   |
| Sat Flow, veh/h              | 21  | 1825  | 1583  | 228   | 1040  | 398   |   |   |   | 1388  | 84  | 273   |   |   |   |
| Grp Volume(v), veh/h         | 162   | 0   | 28  | 427   | 0   | 0   |   |   |   | 396   | 0   | 0   |   |   |   |
| Grp Sat Flow(s),veh/h/ln     | 1846  | 0   | 1583  | 1665  | 0   | 0   |   |   |   | 1745  | 0   | 0   |   |   |   |
| Q Serve(g_s), s              | 0.0   | 0.0   | 0.5   | 0.0   | 0.0   | 0.0   |   |   |   | 13.9  | 0.0   | 0.0   |   |   |   |
| Cycle Q Clear(g_c), s        | 2.4   | 0.0   | 0.5   | 0.0   | 0.0   | 0.0   |   |   |   | 13.9  | 0.0   | 0.0   |   |   |   |
| Prop In Lane                 | 0.04  |   | 1.00  | 0.18  |   | 0.24  |   |   |   | 0.80  |   | 0.16  |   |   |   |
| Lane Grp Cap(c), veh/h       | 1180  | 0   | 963   | 1078  | 0   | 0   |   |   |   | 469   | 0   | 0   |   |   |   |
| V/C Ratio(X)                 | 0.14  | 0.00  | 0.03  | 0.40  | 0.00  | 0.00  |   |   |   | 0.84  | 0.00  | 0.00  |   |   |   |
| Avail Cap(c_a), veh/h        | 1180  | 0   | 963   | 1078  | 0   | 0   |   |   |   | 671   | 0   | 0   |   |   |   |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 2.00  | 2.00  | 2.00  |   |   |   | 1.00  | 1.00  | 1.00  |   |   |   |
| Upstream Filter(I)           | 1.00  | 0.00  | 1.00  | 0.99  | 0.00  | 0.00  |   |   |   | 1.00  | 0.00  | 0.00  |   |   |   |
| Uniform Delay (d), s/veh     | 5.5   | 0.0   | 5.1   | 0.0   | 0.0   | 0.0   |   |   |   | 22.5  | 0.0   | 0.0   |   |   |   |
| Incr Delay (d2), s/veh       | 0.2   | 0.0   | 0.1   | 1.1   | 0.0   | 0.0   |   |   |   | 6.8   | 0.0   | 0.0   |   |   |   |
| Initial Q Delay(d3),s/veh    | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |   |   | 0.0   | 0.0   | 0.0   |   |   |   |
| %ile BackOfQ(-26165%),veh/ln | 1.3   | 0.0   | 0.2   | 0.3   | 0.0   | 0.0   |   |   |   | 7.6   | 0.0   | 0.0   |   |   |   |
| LnGrp Delay(d),s/veh         | 5.7   | 0.0   | 5.1   | 1.1   | 0.0   | 0.0   |   |   |   | 29.2  | 0.0   | 0.0   |   |   |   |
| LnGrp LOS                    | A   |   | A   | A   |   |   |   |   |   | C   |   |   |   |   |   |
| Approach Vol, veh/h          | 190   |   |   |   | 427   |   |   |   | 396   |   |   |   |   |   |   |
| Approach Delay, s/veh        | 5.6   |   |   |   | 1.1   |   |   |   | 29.2  |   |   |   |   |   |   |
| Approach LOS                 | A   |   |   |   | A   |   |   |   | C   |   |   |   |   |   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |   |   |   |
| Assigned Phs                 |   |   |   | 4   | 6   |   |   | 8   |   |   |   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     |   |   |   | 43.5  | 21.5  |   |   | 43.5  |   |   |   |   |   |   |   |
| Change Period (Y+Rc), s      |   |   |   | 4.0   | 4.0   |   |   | 4.0   |   |   |   |   |   |   |   |
| Max Green Setting (Gmax), s  |   |   |   | 32.0  | 25.0  |   |   | 32.0  |   |   |   |   |   |   |   |
| Max Q Clear Time (g_c+I1), s |   |   |   | 4.4   | 15.9  |   |   | 2.0   |   |   |   |   |   |   |   |
| Green Ext Time (p_c), s      |   |   |   | 3.8   | 1.5   |   |   | 3.9   |   |   |   |   |   |   |   |
| Intersection Summary         |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   |   | 12.9  |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2010 LOS                 |   |   |   | B   |   |   |   |   |   |   |   |   |   |   |   |

# ITEM B2 - EXHIBIT A

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Ex+P PM  
11/4/2014

|                         | →    | ←    | ↖    | ↑    |
|-------------------------|------|------|------|------|
| Lane Group              | EBT  | WBT  | WBR  | NBT  |
| Lane Group Flow (vph)   | 486  | 230  | 206  | 422  |
| v/c Ratio               | 0.50 | 0.22 | 0.21 | 0.78 |
| Control Delay           | 19.0 | 8.3  | 2.1  | 30.0 |
| Queue Delay             | 1.1  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 20.1 | 8.3  | 2.1  | 30.0 |
| Queue Length 50th (ft)  | 179  | 40   | 0    | 144  |
| Queue Length 95th (ft)  | 277  | 86   | 28   | 215  |
| Internal Link Dist (ft) | 235  | 398  |      | 686  |
| Turn Bay Length (ft)    |      |      |      |      |
| Base Capacity (vph)     | 975  | 1073 | 1007 | 647  |
| Starvation Cap Reductn  | 270  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 25   | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.69 | 0.22 | 0.20 | 0.65 |
| Intersection Summary    |      |      |      |      |

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Ex+P PM  
11/4/2014

|                              | ↖    | →    | ↗    | ↖    | ←    | ↗    | ↖    | ↑    | ↗    | ↘   | ↓   | ↖   |
|------------------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
| Lane Configurations          |      | ↔    |      |      | ↔    | ↔    |      | ↔    |      |     |     |     |
| Volume (veh/h)               | 76   | 288  | 87   | 6    | 208  | 192  | 195  | 139  | 59   | 0   | 0   | 0   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   |     |     |     |
| Initial Q (Ob), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1900 | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |     |     |
| Adj Flow Rate, veh/h         | 82   | 310  | 94   | 6    | 224  | 206  | 210  | 149  | 63   |     |     |     |
| Adj No. of Lanes             | 0    | 1    | 0    | 0    | 1    | 1    | 0    | 1    | 0    |     |     |     |
| Peak Hour Factor             | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |     |     |     |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 0    |     |     |     |
| Cap, veh/h                   | 184  | 664  | 188  | 63   | 1106 | 950  | 244  | 173  | 73   |     |     |     |
| Arrive On Green              | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.28 | 0.28 | 0.28 |     |     |     |
| Sat Flow, veh/h              | 198  | 1107 | 313  | 11   | 1842 | 1583 | 882  | 626  | 265  |     |     |     |
| Grp Volume(v), veh/h         | 486  | 0    | 0    | 230  | 0    | 206  | 422  | 0    | 0    |     |     |     |
| Grp Sat Flow(s),veh/h/ln     | 1619 | 0    | 0    | 1853 | 0    | 1583 | 1772 | 0    | 0    |     |     |     |
| Q Serve(g_s), s              | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 3.9  | 14.7 | 0.0  | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 9.6  | 0.0  | 0.0  | 3.7  | 0.0  | 3.9  | 14.7 | 0.0  | 0.0  |     |     |     |
| Prop In Lane                 | 0.17 |      | 0.19 | 0.03 |      | 1.00 | 0.50 |      | 0.15 |     |     |     |
| Lane Grp Cap(c), veh/h       | 1036 | 0    | 0    | 1169 | 0    | 950  | 490  | 0    | 0    |     |     |     |
| V/C Ratio(X)                 | 0.47 | 0.00 | 0.00 | 0.20 | 0.00 | 0.22 | 0.86 | 0.00 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 1036 | 0    | 0    | 1169 | 0    | 950  | 627  | 0    | 0    |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 0.99 | 0.00 | 0.00 | 0.90 | 0.00 | 0.90 | 1.00 | 0.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 7.1  | 0.0  | 0.0  | 5.9  | 0.0  | 6.0  | 22.3 | 0.0  | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 1.5  | 0.0  | 0.0  | 0.3  | 0.0  | 0.5  | 9.6  | 0.0  | 0.0  |     |     |     |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(-26165%),veh/ln | 5.2  | 0.0  | 0.0  | 2.0  | 0.0  | 1.8  | 8.5  | 0.0  | 0.0  |     |     |     |
| LnGrp Delay(d),s/veh         | 8.6  | 0.0  | 0.0  | 6.3  | 0.0  | 6.4  | 31.9 | 0.0  | 0.0  |     |     |     |
| LnGrp LOS                    | A    |      |      | A    |      | A    | C    |      |      |     |     |     |
| Approach Vol, veh/h          |      | 486  |      |      | 436  |      |      | 422  |      |     |     |     |
| Approach Delay, s/veh        |      | 8.6  |      |      | 6.3  |      |      | 31.9 |      |     |     |     |
| Approach LOS                 |      | A    |      |      | A    |      |      | C    |      |     |     |     |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 |      | 2    |      | 4    |      |      |      | 8    |      |     |     |     |
| Phs Duration (G+Y+Rc), s     |      | 22.0 |      | 43.0 |      |      |      | 43.0 |      |     |     |     |
| Change Period (Y+Rc), s      |      | 4.0  |      | 4.0  |      |      |      | 4.0  |      |     |     |     |
| Max Green Setting (Gmax), s  |      | 23.0 |      | 34.0 |      |      |      | 34.0 |      |     |     |     |
| Max Q Clear Time (g_c+I1), s |      | 16.7 |      | 11.6 |      |      |      | 5.9  |      |     |     |     |
| Green Ext Time (p_c), s      |      | 1.3  |      | 5.3  |      |      |      | 5.6  |      |     |     |     |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      |      | 15.2 |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      |      | B    |      |      |      |      |     |     |     |

# ITEM B2 - EXHIBIT A

Principal MU

4: El Camino Real & Santa Rosa Rd/Driveway

Ex+P PM

11/4/2014

|                         | →    | ↘    | ←    | ↙    | ↑    | ↗    | ↓    | ↘    |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBT  | SBL  | SBT  | SBR  |
| Lane Group Flow (vph)   | 166  | 213  | 32   | 253  | 455  | 2    | 498  | 155  |
| v/c Ratio               | 0.47 | 0.23 | 0.15 | 0.56 | 0.22 | 0.02 | 0.53 | 0.29 |
| Control Delay           | 30.5 | 1.9  | 27.2 | 27.7 | 8.3  | 36.5 | 23.3 | 6.4  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 30.5 | 1.9  | 27.2 | 27.7 | 8.3  | 36.5 | 23.3 | 6.4  |
| Queue Length 50th (ft)  | 48   | 0    | 7    | 70   | 26   | 1    | 71   | 0    |
| Queue Length 95th (ft)  | 143  | 21   | 37   | 191  | 105  | 8    | 171  | 44   |
| Internal Link Dist (ft) | 398  |      | 252  |      | 434  |      | 267  |      |
| Turn Bay Length (ft)    |      |      |      | 140  |      | 105  |      | 183  |
| Base Capacity (vph)     | 523  | 1190 | 818  | 816  | 2687 | 130  | 1435 | 734  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.32 | 0.18 | 0.04 | 0.31 | 0.17 | 0.02 | 0.35 | 0.21 |
| Intersection Summary    |      |      |      |      |      |      |      |      |

Principal MU

4: El Camino Real & Santa Rosa Rd/Driveway

Ex+P PM

11/4/2014

|                              | ↘    | →    | ↗    | ↙    | ←    | ↖    | ↗    | ↑    | ↖    | ↗     | ↓    | ↘    |
|------------------------------|------|------|------|------|------|------|------|------|------|-------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL   | SBT  | SBR  |
| Lane Configurations          |      | ↘    | ↗    |      | ↘    |      | ↘    | ↗    |      | ↘     | ↗    | ↘    |
| Volume (veh/h)               | 152  | 4    | 200  | 3    | 18   | 9    | 238  | 427  | 1    | 2     | 468  | 146  |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   | 1     | 6    | 16   |
| Initial Q (Ob), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00  |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863  | 1863 | 1863 |
| Adj Flow Rate, veh/h         | 162  | 4    | 213  | 3    | 19   | 10   | 253  | 454  | 1    | 2     | 498  | 155  |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 2    | 0    | 1     | 2    | 1    |
| Peak Hour Factor             | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94  | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2     | 2    | 2    |
| Cap, veh/h                   | 288  | 7    | 555  | 5    | 30   | 16   | 328  | 1665 | 4    | 4     | 980  | 438  |
| Arrive On Green              | 0.17 | 0.17 | 0.17 | 0.03 | 0.03 | 0.03 | 0.18 | 0.46 | 0.46 | 0.00  | 0.28 | 0.28 |
| Sat Flow, veh/h              | 1733 | 43   | 1583 | 165  | 1044 | 549  | 1774 | 3623 | 8    | 1774  | 3539 | 1583 |
| Grp Volume(v), veh/h         | 166  | 0    | 213  | 32   | 0    | 0    | 253  | 222  | 233  | 2     | 498  | 155  |
| Grp Sat Flow(s),veh/h/ln     | 1776 | 0    | 1583 | 1758 | 0    | 0    | 1774 | 1770 | 1861 | 1774  | 1770 | 1583 |
| Q Serve(g_s), s              | 4.0  | 0.0  | 4.7  | 0.8  | 0.0  | 0.0  | 6.3  | 3.6  | 3.6  | 0.1   | 5.5  | 3.7  |
| Cycle Q Clear(g_c), s        | 4.0  | 0.0  | 4.7  | 0.8  | 0.0  | 0.0  | 6.3  | 3.6  | 3.6  | 0.1   | 5.5  | 3.7  |
| Prop In Lane                 | 0.98 |      | 1.00 | 0.09 |      | 0.31 | 1.00 |      | 0.00 | 1.00  |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 295  | 0    | 555  | 51   | 0    | 0    | 328  | 813  | 855  | 4     | 980  | 438  |
| V/C Ratio(X)                 | 0.56 | 0.00 | 0.38 | 0.63 | 0.00 | 0.00 | 0.77 | 0.27 | 0.27 | 0.51  | 0.51 | 0.35 |
| Avail Cap(c_a), veh/h        | 610  | 0    | 836  | 980  | 0    | 0    | 951  | 1632 | 1717 | 152   | 1670 | 747  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00  | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 17.9 | 0.0  | 11.4 | 22.4 | 0.0  | 0.0  | 18.1 | 7.8  | 7.8  | 23.2  | 14.2 | 13.5 |
| Incr Delay (d2), s/veh       | 1.7  | 0.0  | 0.4  | 11.9 | 0.0  | 0.0  | 3.9  | 0.2  | 0.2  | 77.9  | 0.4  | 0.5  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0   | 0.0  | 0.0  |
| %ile BackOfQ(-26165%),veh/ln | 2.1  | 0.0  | 2.1  | 0.6  | 0.0  | 0.0  | 3.4  | 1.8  | 1.9  | 0.1   | 2.8  | 1.7  |
| LnGrp Delay(d),s/veh         | 19.6 | 0.0  | 11.8 | 34.2 | 0.0  | 0.0  | 21.9 | 8.0  | 8.0  | 101.1 | 14.6 | 14.0 |
| LnGrp LOS                    | B    |      | B    | C    |      |      | C    | A    | A    | F     | B    | B    |
| Approach Vol, veh/h          |      | 379  |      |      | 32   |      |      | 708  |      |       | 655  |      |
| Approach Delay, s/veh        |      | 15.2 |      |      | 34.2 |      |      | 13.0 |      |       | 14.7 |      |
| Approach LOS                 |      | B    |      |      | C    |      |      | B    |      |       | B    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |       |      |      |
| Assigned Phs                 | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |       |      |      |
| Phs Duration (G+Y+Rc), s     | 4.1  | 25.4 |      | 11.7 | 12.6 | 16.9 |      | 5.4  |      |       |      |      |
| Change Period (Y+Rc), s      | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |      |       |      |      |
| Max Green Setting (Gmax), s  | 4.0  | 43.0 |      | 16.0 | 25.0 | 22.0 |      | 26.0 |      |       |      |      |
| Max Q Clear Time (g_c+I1), s | 2.1  | 5.6  |      | 6.7  | 8.3  | 7.5  |      | 2.8  |      |       |      |      |
| Green Ext Time (p_c), s      | 0.0  | 7.2  |      | 1.1  | 0.6  | 5.4  |      | 0.1  |      |       |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |       |      |      |
| HCM 2010 Ctrl Delay          |      |      |      |      | 14.5 |      |      |      |      |       |      |      |
| HCM 2010 LOS                 |      |      |      |      | B    |      |      |      |      |       |      |      |

## ITEM B2 - EXHIBIT A

Principal MU  
1: El Camino Real & Principal Ave

Cumulative AM  
11/6/2014

| Intersection             |        |          |        |      |        |      |
|--------------------------|--------|----------|--------|------|--------|------|
| Int Delay, s/veh         | 1      |          |        |      |        |      |
| Movement                 | WBL    | WBR      | NBT    | NBR  | SBL    | SBT  |
| Vol, veh/h               | 30     | 20       | 380    | 20   | 30     | 450  |
| Conflicting Peds, #/hr   | 0      | 0        | 0      | 0    | 0      | 0    |
| Sign Control             | Stop   | Stop     | Free   | Free | Free   | Free |
| RT Channelized           | -      | None     | -      | None | -      | None |
| Storage Length           | 0      | -        | -      | -    | -      | -    |
| Veh in Median Storage, # | 0      | -        | 0      | -    | -      | 0    |
| Grade, %                 | 0      | -        | 0      | -    | -      | 0    |
| Peak Hour Factor         | 93     | 93       | 93     | 93   | 93     | 93   |
| Heavy Vehicles, %        | 2      | 2        | 2      | 2    | 2      | 2    |
| Mvmt Flow                | 32     | 22       | 409    | 22   | 32     | 484  |
| Major/Minor              | Minor1 |          | Major1 |      | Major2 |      |
| Conflicting Flow All     | 725    | 215      | 0      | 0    | 430    | 0    |
| Stage 1                  | 419    | -        | -      | -    | -      | -    |
| Stage 2                  | 306    | -        | -      | -    | -      | -    |
| Critical Hdwy            | 6.84   | 6.94     | -      | -    | 4.14   | -    |
| Critical Hdwy Stg 1      | 5.84   | -        | -      | -    | -      | -    |
| Critical Hdwy Stg 2      | 5.84   | -        | -      | -    | -      | -    |
| Follow-up Hdwy           | 3.52   | 3.32     | -      | -    | 2.22   | -    |
| Pot Cap-1 Maneuver       | 360    | 790      | -      | -    | 1126   | -    |
| Stage 1                  | 632    | -        | -      | -    | -      | -    |
| Stage 2                  | 720    | -        | -      | -    | -      | -    |
| Platoon blocked, %       |        |          | -      | -    | -      | -    |
| Mov Cap-1 Maneuver       | 346    | 790      | -      | -    | 1126   | -    |
| Mov Cap-2 Maneuver       | 459    | -        | -      | -    | -      | -    |
| Stage 1                  | 632    | -        | -      | -    | -      | -    |
| Stage 2                  | 692    | -        | -      | -    | -      | -    |
| Approach                 | WB     |          | NB     |      | SB     |      |
| HCM Control Delay, s     | 12.2   |          | 0      |      | 0.6    |      |
| HCM LOS                  | B      |          |        |      |        |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT  |        |      |
| Capacity (veh/h)         | -      | - 551    | 1126   | -    |        |      |
| HCM Lane V/C Ratio       | -      | - 0.098  | 0.029  | -    |        |      |
| HCM Control Delay (s)    | -      | - 12.2   | 8.3    | 0.1  |        |      |
| HCM Lane LOS             | -      | - B      | A      | A    |        |      |
| HCM 95th %tile Q(veh)    | -      | - 0.3    | 0.1    | -    |        |      |

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Cumulative AM  
11/6/2014

|                         | →    | ↘    | ←    | ↓    |
|-------------------------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBT  | SBT  |
| Lane Group Flow (vph)   | 301  | 80   | 443  | 523  |
| v/c Ratio               | 0.31 | 0.09 | 0.54 | 0.81 |
| Control Delay           | 11.4 | 3.3  | 14.5 | 28.4 |
| Queue Delay             | 0.0  | 0.0  | 1.1  | 0.0  |
| Total Delay             | 11.4 | 3.3  | 15.7 | 28.4 |
| Queue Length 50th (ft)  | 65   | 0    | 108  | 172  |
| Queue Length 95th (ft)  | 124  | 19   | 206  | 247  |
| Internal Link Dist (ft) | 445  |      | 235  | 842  |
| Turn Bay Length (ft)    |      | 100  |      |      |
| Base Capacity (vph)     | 957  | 857  | 821  | 767  |
| Starvation Cap Reductn  | 0    | 0    | 181  | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.31 | 0.09 | 0.69 | 0.68 |
| Intersection Summary    |      |      |      |      |

# ITEM B2 - EXHIBIT A

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Cumulative AM  
11/6/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL | NBT  | NBR | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|-----|------|-----|------|------|------|
| Movement                     |      |      |      |      |      |      |     |      |     |      |      |      |
| Lane Configurations          |      |      |      |      |      |      |     |      |     |      |      |      |
| Volume (veh/h)               | 5    | 260  | 70   | 90   | 250  | 50   | 0   | 0    | 0   | 330  | 50   | 80   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   |     |      |     | 1    | 6    | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |     |      |     | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |      |     | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |      |     | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h         | 6    | 295  | 80   | 102  | 284  | 57   |     |      |     | 375  | 57   | 91   |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    |     |      |     | 0    | 1    | 0    |
| Peak Hour Factor             | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |     |      |     | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |     |      |     | 0    | 2    | 0    |
| Cap, veh/h                   | 61   | 988  | 847  | 220  | 585  | 109  |     |      |     | 429  | 65   | 104  |
| Arrive On Green              | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 |     |      |     | 0.34 | 0.34 | 0.34 |
| Sat Flow, veh/h              | 8    | 1848 | 1583 | 285  | 1095 | 204  |     |      |     | 1252 | 190  | 304  |
| Grp Volume(v), veh/h         | 301  | 0    | 80   | 443  | 0    | 0    |     |      |     | 523  | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1856 | 0    | 1583 | 1583 | 0    | 0    |     |      |     | 1747 | 0    | 0    |
| Q Serve(g_s), s              | 0.0  | 0.0  | 1.6  | 3.9  | 0.0  | 0.0  |     |      |     | 18.3 | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 5.8  | 0.0  | 1.6  | 10.6 | 0.0  | 0.0  |     |      |     | 18.3 | 0.0  | 0.0  |
| Prop In Lane                 | 0.02 |      | 1.00 | 0.23 |      | 0.13 |     |      |     | 0.72 |      | 0.17 |
| Lane Grp Cap(c), veh/h       | 1049 | 0    | 847  | 915  | 0    | 0    |     |      |     | 598  | 0    | 0    |
| V/C Ratio(X)                 | 0.29 | 0.00 | 0.09 | 0.48 | 0.00 | 0.00 |     |      |     | 0.87 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 1049 | 0    | 847  | 915  | 0    | 0    |     |      |     | 752  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.96 | 0.00 | 0.00 |     |      |     | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 8.4  | 0.0  | 7.4  | 9.4  | 0.0  | 0.0  |     |      |     | 20.1 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 0.7  | 0.0  | 0.2  | 1.8  | 0.0  | 0.0  |     |      |     | 9.4  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |      |     | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(-26165%),veh/ln | 3.1  | 0.0  | 0.7  | 5.4  | 0.0  | 0.0  |     |      |     | 10.3 | 0.0  | 0.0  |
| LnGrp Delay(d), s/veh        | 9.1  | 0.0  | 7.6  | 11.1 | 0.0  | 0.0  |     |      |     | 29.5 | 0.0  | 0.0  |
| LnGrp LOS                    | A    |      | A    | B    |      |      |     |      |     | C    |      |      |
| Approach Vol, veh/h          |      | 381  |      |      | 443  |      |     |      |     |      | 523  |      |
| Approach Delay, s/veh        |      | 8.8  |      |      | 11.1 |      |     |      |     |      | 29.5 |      |
| Approach LOS                 |      | A    |      |      | B    |      |     |      |     |      | C    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7   | 8    |     |      |      |      |
| Assigned Phs                 |      |      |      | 4    |      | 6    |     | 8    |     |      |      |      |
| Phs Duration (G+Y+Rc), s     |      |      |      | 38.8 |      | 26.2 |     | 38.8 |     |      |      |      |
| Change Period (Y+Rc), s      |      |      |      | 4.0  |      | 4.0  |     | 4.0  |     |      |      |      |
| Max Green Setting (Gmax), s  |      |      |      | 29.0 |      | 28.0 |     | 29.0 |     |      |      |      |
| Max Q Clear Time (g_c+I1), s |      |      |      | 7.8  |      | 20.3 |     | 12.6 |     |      |      |      |
| Green Ext Time (p_c), s      |      |      |      | 4.9  |      | 2.0  |     | 4.5  |     |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |     |      |     |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 17.6 |      |      |     |      |     |      |      |      |
| HCM 2010 LOS                 |      |      |      | B    |      |      |     |      |     |      |      |      |

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Cumulative AM  
11/6/2014

|                         | EBT  | WBT  | WBR  | NBT  |
|-------------------------|------|------|------|------|
| Lane Group              |      |      |      |      |
| Lane Group Flow (vph)   | 638  | 319  | 176  | 297  |
| v/c Ratio               | 0.70 | 0.32 | 0.18 | 0.62 |
| Control Delay           | 12.6 | 6.8  | 1.6  | 22.1 |
| Queue Delay             | 0.1  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 12.7 | 6.8  | 1.6  | 22.1 |
| Queue Length 50th (ft)  | 97   | 38   | 0    | 58   |
| Queue Length 95th (ft)  | 230  | 87   | 19   | 171  |
| Internal Link Dist (ft) | 235  | 398  |      | 686  |
| Turn Bay Length (ft)    |      |      |      |      |
| Base Capacity (vph)     | 1410 | 1580 | 1394 | 695  |
| Starvation Cap Reductn  | 111  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.49 | 0.20 | 0.13 | 0.43 |
| Intersection Summary    |      |      |      |      |



# ITEM B2 - EXHIBIT A

Principal MU

3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Cumulative AM

11/6/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| Movement                     |      |      |      |      |      |      |      |      |      |     |     |     |
| Lane Configurations          |      |      |      |      |      |      |      |      |      |     |     |     |
| Volume (veh/h)               | 100  | 400  | 80   | 10   | 280  | 160  | 140  | 100  | 30   | 0   | 0   | 0   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   |     |     |     |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1900 | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |     |     |
| Adj Flow Rate, veh/h         | 110  | 440  | 88   | 11   | 308  | 176  | 154  | 110  | 33   |     |     |     |
| Adj No. of Lanes             | 0    | 1    | 0    | 0    | 1    | 1    | 0    | 1    | 0    |     |     |     |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |     |     |     |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 0    |     |     |     |
| Cap, veh/h                   | 220  | 666  | 123  | 114  | 1000 | 867  | 211  | 151  | 45   |     |     |     |
| Arrive On Green              | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.23 | 0.23 | 0.23 |     |     |     |
| Sat Flow, veh/h              | 186  | 1217 | 224  | 17   | 1827 | 1583 | 924  | 660  | 198  |     |     |     |
| Grp Volume(v), veh/h         | 638  | 0    | 0    | 319  | 0    | 176  | 297  | 0    | 0    |     |     |     |
| Grp Sat Flow(s), veh/h/ln    | 1627 | 0    | 0    | 1844 | 0    | 1583 | 1782 | 0    | 0    |     |     |     |
| Q Serve(g_s), s              | 3.7  | 0.0  | 0.0  | 0.0  | 0.0  | 2.0  | 5.5  | 0.0  | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 9.6  | 0.0  | 0.0  | 3.3  | 0.0  | 2.0  | 5.5  | 0.0  | 0.0  |     |     |     |
| Prop In Lane                 | 0.17 |      | 0.14 | 0.03 |      | 1.00 | 0.52 |      | 0.11 |     |     |     |
| Lane Grp Cap(c), veh/h       | 1009 | 0    | 0    | 1114 | 0    | 867  | 407  | 0    | 0    |     |     |     |
| V/C Ratio(X)                 | 0.63 | 0.00 | 0.00 | 0.29 | 0.00 | 0.20 | 0.73 | 0.00 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 1897 | 0    | 0    | 2144 | 0    | 1777 | 850  | 0    | 0    |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 5.7  | 0.0  | 0.0  | 4.4  | 0.0  | 4.1  | 12.7 | 0.0  | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 0.7  | 0.0  | 0.0  | 0.1  | 0.0  | 0.1  | 2.5  | 0.0  | 0.0  |     |     |     |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(-26165%),veh/ln | 4.6  | 0.0  | 0.0  | 1.7  | 0.0  | 0.9  | 2.9  | 0.0  | 0.0  |     |     |     |
| LnGrp Delay(d), s/veh        | 6.4  | 0.0  | 0.0  | 4.5  | 0.0  | 4.2  | 15.3 | 0.0  | 0.0  |     |     |     |
| LnGrp LOS                    | A    |      |      | A    |      | A    | B    |      |      |     |     |     |
| Approach Vol, veh/h          |      | 638  |      |      | 495  |      |      | 297  |      |     |     |     |
| Approach Delay, s/veh        |      | 6.4  |      |      | 4.4  |      |      | 15.3 |      |     |     |     |
| Approach LOS                 |      | A    |      |      | A    |      |      | B    |      |     |     |     |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 |      | 2    |      | 4    |      |      |      | 8    |      |     |     |     |
| Phs Duration (G+Y+Rc), s     |      | 12.1 |      | 23.5 |      |      |      | 23.5 |      |     |     |     |
| Change Period (Y+Rc), s      |      | 4.0  |      | 4.0  |      |      |      | 4.0  |      |     |     |     |
| Max Green Setting (Gmax), s  |      | 17.0 |      | 40.0 |      |      |      | 40.0 |      |     |     |     |
| Max Q Clear Time (g_c+I1), s |      | 7.5  |      | 11.6 |      |      |      | 5.3  |      |     |     |     |
| Green Ext Time (p_c), s      |      | 1.1  |      | 7.9  |      |      |      | 8.3  |      |     |     |     |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      | 7.5  |      |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      | A    |      |      |      |      |      |     |     |     |

Principal MU

4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative AM

11/6/2014

|                         | EBT  | EBR  | WBT  | NBL  | NBT  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              |      |      |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 151  | 434  | 18   | 398  | 385  | 6    | 422  | 157  |
| v/c Ratio               | 0.48 | 0.40 | 0.09 | 0.67 | 0.18 | 0.05 | 0.52 | 0.33 |
| Control Delay           | 33.7 | 1.9  | 29.5 | 26.6 | 7.0  | 38.0 | 26.4 | 7.3  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 33.7 | 1.9  | 29.5 | 26.6 | 7.0  | 38.0 | 26.4 | 7.3  |
| Queue Length 50th (ft)  | 48   | 0    | 4    | 111  | 20   | 2    | 67   | 0    |
| Queue Length 95th (ft)  | 124  | 19   | 24   | 258  | 74   | 15   | 136  | 37   |
| Internal Link Dist (ft) | 398  |      | 252  |      | 771  |      | 267  |      |
| Turn Bay Length (ft)    |      |      |      | 140  |      | 105  |      | 183  |
| Base Capacity (vph)     | 427  | 1244 | 795  | 848  | 2677 | 121  | 1272 | 669  |
| Starvation Cap Reductn  | 0    | 34   | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.35 | 0.36 | 0.02 | 0.47 | 0.14 | 0.05 | 0.33 | 0.23 |
| Intersection Summary    |      |      |      |      |      |      |      |      |

# ITEM B2 - EXHIBIT A

Principal MU  
4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative AM  
11/6/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     |      |      |      |      |      |      |      |      |      |      |      |      |
| Lane Configurations          |      |      |      |      |      |      |      |      |      |      |      |      |
| Volume (veh/h)               | 110  | 15   | 360  | 5    | 5    | 5    | 330  | 310  | 10   | 5    | 350  | 130  |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   | 1    | 6    | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h         | 133  | 18   | 434  | 6    | 6    | 6    | 398  | 373  | 12   | 6    | 422  | 157  |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 2    | 0    | 1    | 2    | 1    |
| Peak Hour Factor             | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 361  | 49   | 782  | 10   | 10   | 10   | 469  | 1654 | 53   | 11   | 760  | 340  |
| Arrive On Green              | 0.23 | 0.23 | 0.23 | 0.02 | 0.02 | 0.02 | 0.26 | 0.47 | 0.47 | 0.01 | 0.21 | 0.21 |
| Sat Flow, veh/h              | 1571 | 213  | 1583 | 577  | 577  | 577  | 1774 | 3500 | 112  | 1774 | 3539 | 1583 |
| Grp Volume(v), veh/h         | 151  | 0    | 434  | 18   | 0    | 0    | 398  | 188  | 197  | 6    | 422  | 157  |
| Grp Sat Flow(s), veh/h/ln    | 1784 | 0    | 1583 | 1732 | 0    | 0    | 1774 | 1770 | 1843 | 1774 | 1770 | 1583 |
| Q Serve(g_s), s              | 4.2  | 0.0  | 11.2 | 0.6  | 0.0  | 0.0  | 12.4 | 3.7  | 3.7  | 0.2  | 6.2  | 5.0  |
| Cycle Q Clear(g_c), s        | 4.2  | 0.0  | 11.2 | 0.6  | 0.0  | 0.0  | 12.4 | 3.7  | 3.7  | 0.2  | 6.2  | 5.0  |
| Prop In Lane                 | 0.88 |      | 1.00 | 0.33 |      | 0.33 | 1.00 |      | 0.06 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 410  | 0    | 782  | 30   | 0    | 0    | 469  | 836  | 871  | 11   | 760  | 340  |
| V/C Ratio(X)                 | 0.37 | 0.00 | 0.56 | 0.60 | 0.00 | 0.00 | 0.85 | 0.23 | 0.23 | 0.53 | 0.56 | 0.46 |
| Avail Cap(c_a), veh/h        | 428  | 0    | 798  | 771  | 0    | 0    | 851  | 1364 | 1420 | 122  | 1273 | 570  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 18.9 | 0.0  | 10.3 | 28.5 | 0.0  | 0.0  | 20.4 | 9.1  | 9.1  | 28.9 | 20.4 | 20.0 |
| Incr Delay (d2), s/veh       | 0.6  | 0.0  | 0.8  | 17.6 | 0.0  | 0.0  | 4.4  | 0.1  | 0.1  | 33.8 | 0.6  | 1.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(-26165%),veh/ln | 2.1  | 0.0  | 4.9  | 0.4  | 0.0  | 0.0  | 6.7  | 1.8  | 1.9  | 0.2  | 3.1  | 2.3  |
| LnGrp Delay(d), s/veh        | 19.5 | 0.0  | 11.1 | 46.1 | 0.0  | 0.0  | 24.8 | 9.2  | 9.2  | 62.8 | 21.1 | 21.0 |
| LnGrp LOS                    | B    |      | B    | D    |      |      | C    | A    | A    | E    | C    | C    |
| Approach Vol, veh/h          |      | 585  |      |      | 18   |      |      | 783  |      |      | 585  |      |
| Approach Delay, s/veh        |      | 13.3 |      |      | 46.1 |      |      | 17.1 |      |      | 21.5 |      |
| Approach LOS                 |      | B    |      |      | D    |      |      | B    |      |      | C    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                 | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.4  | 31.6 |      | 17.4 | 19.4 | 16.5 |      | 5.0  |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 4.0  | 45.0 |      | 14.0 | 28.0 | 21.0 |      | 26.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 2.2  | 5.7  |      | 13.2 | 14.4 | 8.2  |      | 2.6  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 6.0  |      | 0.2  | 1.0  | 4.3  |      | 0.0  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 17.5 |      |      |      |      |      |      |      |      |
| HCM 2010 LOS                 |      |      |      | B    |      |      |      |      |      |      |      |      |

Principal MU  
1: El Camino Real & Principal Ave

Cumulative PM  
11/6/2014

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 0.9    |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Movement                 | WBL    | WBR  | NBT    | NBR   | SBL    | SBT  |
| Vol, veh/h               | 30     | 30   | 660    | 30    | 20     | 670  |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Stop   | Stop | Free   | Free  | Free   | Free |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | 0      | -    | -      | -     | -      | -    |
| Veh in Median Storage, # | 0      | -    | 0      | -     | -      | 0    |
| Grade, %                 | 0      | -    | 0      | -     | -      | 0    |
| Peak Hour Factor         | 94     | 94   | 94     | 94    | 94     | 94   |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2     | 2      | 2    |
| Mvmt Flow                | 32     | 32   | 702    | 32    | 21     | 713  |
|                          |        |      |        |       |        |      |
| Major/Minor              | Minor1 |      | Major1 |       | Major2 |      |
| Conflicting Flow All     | 1117   | 367  | 0      | 0     | 734    | 0    |
| Stage 1                  | 718    | -    | -      | -     | -      | -    |
| Stage 2                  | 399    | -    | -      | -     | -      | -    |
| Critical Hdwy            | 6.84   | 6.94 | -      | -     | 4.14   | -    |
| Critical Hdwy Stg 1      | 5.84   | -    | -      | -     | -      | -    |
| Critical Hdwy Stg 2      | 5.84   | -    | -      | -     | -      | -    |
| Follow-up Hdwy           | 3.52   | 3.32 | -      | -     | 2.22   | -    |
| Pot Cap-1 Maneuver       | 201    | 630  | -      | -     | 867    | -    |
| Stage 1                  | 444    | -    | -      | -     | -      | -    |
| Stage 2                  | 647    | -    | -      | -     | -      | -    |
| Platoon blocked, %       |        |      | -      | -     | -      | -    |
| Mov Cap-1 Maneuver       | 193    | 630  | -      | -     | 867    | -    |
| Mov Cap-2 Maneuver       | 321    | -    | -      | -     | -      | -    |
| Stage 1                  | 444    | -    | -      | -     | -      | -    |
| Stage 2                  | 621    | -    | -      | -     | -      | -    |
|                          |        |      |        |       |        |      |
| Approach                 | WB     |      | NB     |       | SB     |      |
| HCM Control Delay, s     | 15     |      | 0      |       | 0.5    |      |
| HCM LOS                  | C      |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBT    | NBR  | WBLn1  | SBL   | SBT    |      |
| Capacity (veh/h)         | -      | -    | 425    | 867   | -      |      |
| HCM Lane V/C Ratio       | -      | -    | 0.15   | 0.025 | -      |      |
| HCM Control Delay (s)    | -      | -    | 15     | 9.3   | 0.2    |      |
| HCM Lane LOS             | -      | -    | C      | A     | A      |      |
| HCM 95th %tile Q(veh)    | -      | -    | 0.5    | 0.1   | -      |      |

# ITEM B2 - EXHIBIT A

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Cumulative PM  
11/6/2014

|                         | →    | ↘    | ←    | ↓    |
|-------------------------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBT  | SBT  |
| Lane Group Flow (vph)   | 173  | 31   | 449  | 469  |
| v/c Ratio               | 0.17 | 0.04 | 0.49 | 0.80 |
| Control Delay           | 9.2  | 4.0  | 10.1 | 29.2 |
| Queue Delay             | 0.1  | 0.0  | 0.5  | 0.3  |
| Total Delay             | 9.3  | 4.0  | 10.6 | 29.5 |
| Queue Length 50th (ft)  | 32   | 0    | 101  | 158  |
| Queue Length 95th (ft)  | 71   | 12   | 150  | 233  |
| Internal Link Dist (ft) | 445  |      | 235  | 842  |
| Turn Bay Length (ft)    |      | 100  |      |      |
| Base Capacity (vph)     | 1003 | 887  | 926  | 693  |
| Starvation Cap Reductn  | 0    | 0    | 172  | 0    |
| Spillback Cap Reductn   | 158  | 0    | 0    | 26   |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.20 | 0.03 | 0.60 | 0.70 |
| Intersection Summary    |      |      |      |      |

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Cumulative PM  
11/6/2014

|                               | ↖    | →    | ↘    | ↙    | ←    | ↖    | ↗   | ↖    | ↗   | ↖    | ↗    | ↖    | ↗ | ↖ | ↗ |
|-------------------------------|------|------|------|------|------|------|-----|------|-----|------|------|------|---|---|---|
| Movement                      | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL | NBT  | NBR | SBL  | SBT  | SBR  |   |   |   |
| Lane Configurations           |      | ↖    | ↗    |      | ↖    | ↗    |     |      |     |      | ↖    | ↗    |   |   |   |
| Volume (veh/h)                | 10   | 160  | 30   | 80   | 250  | 110  | 0   | 0    | 0   | 370  | 20   | 70   |   |   |   |
| Number                        | 7    | 4    | 14   | 3    | 8    | 18   |     |      |     | 1    | 6    | 16   |   |   |   |
| Initial Q (Qb), veh           | 0    | 0    | 0    | 0    | 0    | 0    |     |      |     | 0    | 0    | 0    |   |   |   |
| Ped-Bike Adj(A_pbT)           | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |      |     | 1.00 |      | 1.00 |   |   |   |
| Parking Bus, Adj              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 |   |   |   |
| Adj Sat Flow, veh/h/ln        | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |      |     | 1900 | 1863 | 1900 |   |   |   |
| Adj Flow Rate, veh/h          | 10   | 163  | 31   | 82   | 255  | 112  |     |      |     | 378  | 20   | 71   |   |   |   |
| Adj No. of Lanes              | 0    | 1    | 1    | 0    | 1    | 0    |     |      |     | 0    | 1    | 0    |   |   |   |
| Peak Hour Factor              | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |     |      |     | 0.98 | 0.98 | 0.98 |   |   |   |
| Percent Heavy Veh, %          | 2    | 2    | 2    | 2    | 2    | 2    |     |      |     | 0    | 2    | 0    |   |   |   |
| Cap, veh/h                    | 83   | 1015 | 900  | 194  | 580  | 235  |     |      |     | 434  | 23   | 81   |   |   |   |
| Arrive On Green               | 0.57 | 0.57 | 0.57 | 1.00 | 1.00 | 1.00 |     |      |     | 0.31 | 0.31 | 0.31 |   |   |   |
| Sat Flow, veh/h               | 42   | 1785 | 1583 | 226  | 1020 | 414  |     |      |     | 1407 | 74   | 264  |   |   |   |
| Grp Volume(v), veh/h          | 173  | 0    | 31   | 449  | 0    | 0    |     |      |     | 469  | 0    | 0    |   |   |   |
| Grp Sat Flow(s), veh/h/ln     | 1827 | 0    | 1583 | 1660 | 0    | 0    |     |      |     | 1746 | 0    | 0    |   |   |   |
| Q Serve(g_s), s               | 0.0  | 0.0  | 0.6  | 0.0  | 0.0  | 0.0  |     |      |     | 16.5 | 0.0  | 0.0  |   |   |   |
| Cycle Q Clear(g_c), s         | 2.9  | 0.0  | 0.6  | 0.0  | 0.0  | 0.0  |     |      |     | 16.5 | 0.0  | 0.0  |   |   |   |
| Prop In Lane                  | 0.06 |      | 1.00 | 0.18 |      | 0.25 |     |      |     | 0.81 |      | 0.15 |   |   |   |
| Lane Grp Cap(c), veh/h        | 1098 | 0    | 900  | 1009 | 0    | 0    |     |      |     | 538  | 0    | 0    |   |   |   |
| V/C Ratio(X)                  | 0.16 | 0.00 | 0.03 | 0.44 | 0.00 | 0.00 |     |      |     | 0.87 | 0.00 | 0.00 |   |   |   |
| Avail Cap(c_a), veh/h         | 1098 | 0    | 900  | 1009 | 0    | 0    |     |      |     | 671  | 0    | 0    |   |   |   |
| HCM Platoon Ratio             | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 |     |      |     | 1.00 | 1.00 | 1.00 |   |   |   |
| Upstream Filter(I)            | 1.00 | 0.00 | 1.00 | 0.98 | 0.00 | 0.00 |     |      |     | 1.00 | 0.00 | 0.00 |   |   |   |
| Uniform Delay (d), s/veh      | 6.7  | 0.0  | 6.2  | 0.0  | 0.0  | 0.0  |     |      |     | 21.3 | 0.0  | 0.0  |   |   |   |
| Incr Delay (d2), s/veh        | 0.3  | 0.0  | 0.1  | 1.4  | 0.0  | 0.0  |     |      |     | 10.2 | 0.0  | 0.0  |   |   |   |
| Initial Q Delay(d3), s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |      |     | 0.0  | 0.0  | 0.0  |   |   |   |
| %ile BackOfQ(-26165%), veh/ln | 1.5  | 0.0  | 0.3  | 0.4  | 0.0  | 0.0  |     |      |     | 9.5  | 0.0  | 0.0  |   |   |   |
| LnGrp Delay(d), s/veh         | 7.0  | 0.0  | 6.2  | 1.4  | 0.0  | 0.0  |     |      |     | 31.4 | 0.0  | 0.0  |   |   |   |
| LnGrp LOS                     | A    |      | A    | A    |      |      |     |      |     | C    |      |      |   |   |   |
| Approach Vol, veh/h           |      | 204  |      |      | 449  |      |     |      |     |      | 469  |      |   |   |   |
| Approach Delay, s/veh         |      | 6.9  |      |      | 1.4  |      |     |      |     |      | 31.4 |      |   |   |   |
| Approach LOS                  |      | A    |      |      | A    |      |     |      |     |      | C    |      |   |   |   |
| Timer                         | 1    | 2    | 3    | 4    | 5    | 6    | 7   | 8    |     |      |      |      |   |   |   |
| Assigned Phs                  |      |      |      | 4    |      | 6    |     | 8    |     |      |      |      |   |   |   |
| Phs Duration (G+Y+Rc), s      |      |      |      | 41.0 |      | 24.0 |     | 41.0 |     |      |      |      |   |   |   |
| Change Period (Y+Rc), s       |      |      |      | 4.0  |      | 4.0  |     | 4.0  |     |      |      |      |   |   |   |
| Max Green Setting (Gmax), s   |      |      |      | 32.0 |      | 25.0 |     | 32.0 |     |      |      |      |   |   |   |
| Max Q Clear Time (g_c+I1), s  |      |      |      | 4.9  |      | 18.5 |     | 2.0  |     |      |      |      |   |   |   |
| Green Ext Time (p_c), s       |      |      |      | 4.1  |      | 1.5  |     | 4.2  |     |      |      |      |   |   |   |
| Intersection Summary          |      |      |      |      |      |      |     |      |     |      |      |      |   |   |   |
| HCM 2010 Ctrl Delay           |      |      |      | 14.9 |      |      |     |      |     |      |      |      |   |   |   |
| HCM 2010 LOS                  |      |      |      | B    |      |      |     |      |     |      |      |      |   |   |   |

## ITEM B2 - EXHIBIT A

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Cumulative PM  
11/6/2014

|                         | →    | ←    | ↖    | ↑    |
|-------------------------|------|------|------|------|
| Lane Group              | EBT  | WBT  | WBR  | NBT  |
| Lane Group Flow (vph)   | 560  | 258  | 247  | 431  |
| v/c Ratio               | 0.58 | 0.25 | 0.24 | 0.80 |
| Control Delay           | 20.2 | 8.4  | 2.0  | 31.4 |
| Queue Delay             | 2.1  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 22.3 | 8.4  | 2.0  | 31.4 |
| Queue Length 50th (ft)  | 217  | 47   | 0    | 147  |
| Queue Length 95th (ft)  | 317  | 92   | 28   | 230  |
| Internal Link Dist (ft) | 235  | 398  |      | 686  |
| Turn Bay Length (ft)    |      |      |      |      |
| Base Capacity (vph)     | 970  | 1053 | 1019 | 640  |
| Starvation Cap Reductn  | 266  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 52   | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.80 | 0.26 | 0.24 | 0.67 |

### Intersection Summary

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Cumulative PM  
11/6/2014

|                               | ↖    | →    | ↗    | ↖    | ←    | ↗    | ↖    | ↑    | ↗    | ↘   | ↓   | ↖   |
|-------------------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| Movement                      | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
| Lane Configurations           |      | ↔    |      |      | ↔    | ↔    |      | ↔    |      |     |     |     |
| Volume (veh/h)                | 80   | 340  | 100  | 10   | 230  | 230  | 200  | 140  | 60   | 0   | 0   | 0   |
| Number                        | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   |     |     |     |
| Initial Q (Ob), veh           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)           | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln        | 1900 | 1863 | 1900 | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |     |     |
| Adj Flow Rate, veh/h          | 86   | 366  | 108  | 11   | 247  | 247  | 215  | 151  | 65   |     |     |     |
| Adj No. of Lanes              | 0    | 1    | 0    | 0    | 1    | 1    | 0    | 1    | 0    |     |     |     |
| Peak Hour Factor              | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |     |     |     |
| Percent Heavy Veh, %          | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 0    |     |     |     |
| Cap, veh/h                    | 168  | 675  | 186  | 73   | 1078 | 943  | 249  | 175  | 75   |     |     |     |
| Arrive On Green               | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.60 | 0.28 | 0.28 | 0.28 |     |     |     |
| Sat Flow, veh/h               | 174  | 1134 | 313  | 26   | 1810 | 1583 | 884  | 621  | 267  |     |     |     |
| Grp Volume(v), veh/h          | 560  | 0    | 0    | 258  | 0    | 247  | 431  | 0    | 0    |     |     |     |
| Grp Sat Flow(s), veh/h/ln     | 1621 | 0    | 0    | 1836 | 0    | 1583 | 1771 | 0    | 0    |     |     |     |
| Q Serve(g_s), s               | 1.8  | 0.0  | 0.0  | 0.0  | 0.0  | 4.9  | 15.0 | 0.0  | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s         | 12.2 | 0.0  | 0.0  | 4.2  | 0.0  | 4.9  | 15.0 | 0.0  | 0.0  |     |     |     |
| Prop In Lane                  | 0.15 |      | 0.19 | 0.04 |      | 1.00 | 0.50 |      | 0.15 |     |     |     |
| Lane Grp Cap(c), veh/h        | 1029 | 0    | 0    | 1151 | 0    | 943  | 499  | 0    | 0    |     |     |     |
| V/C Ratio(X)                  | 0.54 | 0.00 | 0.00 | 0.22 | 0.00 | 0.26 | 0.86 | 0.00 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h         | 1029 | 0    | 0    | 1151 | 0    | 943  | 627  | 0    | 0    |     |     |     |
| HCM Platoon Ratio             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)            | 0.99 | 0.00 | 0.00 | 0.85 | 0.00 | 0.85 | 1.00 | 0.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh      | 7.7  | 0.0  | 0.0  | 6.2  | 0.0  | 6.3  | 22.2 | 0.0  | 0.0  |     |     |     |
| Incr Delay (d2), s/veh        | 2.0  | 0.0  | 0.0  | 0.4  | 0.0  | 0.6  | 10.1 | 0.0  | 0.0  |     |     |     |
| Initial Q Delay(d3), s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(-26165%), veh/ln | 6.3  | 0.0  | 0.0  | 2.3  | 0.0  | 2.2  | 8.7  | 0.0  | 0.0  |     |     |     |
| LnGrp Delay(d), s/veh         | 9.8  | 0.0  | 0.0  | 6.6  | 0.0  | 6.9  | 32.3 | 0.0  | 0.0  |     |     |     |
| LnGrp LOS                     | A    |      |      | A    |      | A    | C    |      |      |     |     |     |
| Approach Vol, veh/h           |      | 560  |      |      | 505  |      |      | 431  |      |     |     |     |
| Approach Delay, s/veh         |      | 9.8  |      |      | 6.7  |      |      | 32.3 |      |     |     |     |
| Approach LOS                  |      | A    |      |      | A    |      |      | C    |      |     |     |     |
| Timer                         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                  |      | 2    |      | 4    |      |      |      | 8    |      |     |     |     |
| Phs Duration (G+Y+Rc), s      |      | 22.3 |      | 42.7 |      |      |      | 42.7 |      |     |     |     |
| Change Period (Y+Rc), s       |      | 4.0  |      | 4.0  |      |      |      | 4.0  |      |     |     |     |
| Max Green Setting (Gmax), s   |      | 23.0 |      | 34.0 |      |      |      | 34.0 |      |     |     |     |
| Max Q Clear Time (g_c+I1), s  |      | 17.0 |      | 14.2 |      |      |      | 6.9  |      |     |     |     |
| Green Ext Time (p_c), s       |      | 1.3  |      | 6.1  |      |      |      | 6.8  |      |     |     |     |

### Intersection Summary

HCM 2010 Ctrl Delay  
15.2  
HCM 2010 LOS  
B

# ITEM B2 - EXHIBIT A

Principal MU

4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative PM

11/6/2014

|                         | →    | ↘    | ←    | ↙    | ↑    | ↗    | ↓    | ↘    |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBT  | SBL  | SBT  | SBR  |
| Lane Group Flow (vph)   | 175  | 255  | 37   | 319  | 548  | 5    | 574  | 160  |
| v/c Ratio               | 0.53 | 0.28 | 0.20 | 0.66 | 0.27 | 0.04 | 0.62 | 0.30 |
| Control Delay           | 36.0 | 1.9  | 30.3 | 32.1 | 9.1  | 39.8 | 27.5 | 6.6  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 36.0 | 1.9  | 30.3 | 32.1 | 9.1  | 39.8 | 27.5 | 6.6  |
| Queue Length 50th (ft)  | 76   | 0    | 12   | 135  | 61   | 2    | 124  | 0    |
| Queue Length 95th (ft)  | 154  | 23   | 43   | 243  | 127  | 14   | 206  | 46   |
| Internal Link Dist (ft) | 398  |      | 252  |      | 780  |      | 267  |      |
| Turn Bay Length (ft)    |      |      |      | 140  |      | 105  |      | 183  |
| Base Capacity (vph)     | 457  | 1082 | 694  | 712  | 2471 | 114  | 1254 | 664  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.38 | 0.24 | 0.05 | 0.45 | 0.22 | 0.04 | 0.46 | 0.24 |
| Intersection Summary    |      |      |      |      |      |      |      |      |

Principal MU

4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative PM

11/6/2014

|                              | ↘    | →    | ↘    | ↙    | ←    | ↗    | ↙    | ↑    | ↗    | ↘    | ↓    | ↘    |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations          |      | ↘    | ↘    |      | ↘    |      | ↘    | ↘    |      | ↘    | ↘    | ↘    |
| Volume (veh/h)               | 160  | 5    | 240  | 5    | 20   | 10   | 300  | 510  | 5    | 5    | 540  | 150  |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   | 1    | 6    | 16   |
| Initial Q (Ob), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h         | 170  | 5    | 255  | 5    | 21   | 11   | 319  | 543  | 5    | 5    | 574  | 160  |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 2    | 0    | 1    | 2    | 1    |
| Peak Hour Factor             | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 299  | 9    | 623  | 7    | 31   | 16   | 391  | 1784 | 16   | 9    | 997  | 446  |
| Arrive On Green              | 0.17 | 0.17 | 0.17 | 0.03 | 0.03 | 0.03 | 0.22 | 0.50 | 0.50 | 0.01 | 0.28 | 0.28 |
| Sat Flow, veh/h              | 1726 | 51   | 1583 | 238  | 998  | 523  | 1774 | 3593 | 33   | 1774 | 3539 | 1583 |
| Grp Volume(v), veh/h         | 175  | 0    | 255  | 37   | 0    | 0    | 319  | 267  | 281  | 5    | 574  | 160  |
| Grp Sat Flow(s),veh/h/ln     | 1776 | 0    | 1583 | 1759 | 0    | 0    | 1774 | 1770 | 1857 | 1774 | 1770 | 1583 |
| Q Serve(g_s), s              | 4.9  | 0.0  | 6.4  | 1.1  | 0.0  | 0.0  | 9.3  | 4.9  | 4.9  | 0.2  | 7.6  | 4.4  |
| Cycle Q Clear(g_c), s        | 4.9  | 0.0  | 6.4  | 1.1  | 0.0  | 0.0  | 9.3  | 4.9  | 4.9  | 0.2  | 7.6  | 4.4  |
| Prop In Lane                 | 0.97 |      | 1.00 | 0.14 |      | 0.30 | 1.00 |      | 0.02 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 308  | 0    | 623  | 55   | 0    | 0    | 391  | 879  | 922  | 9    | 997  | 446  |
| V/C Ratio(X)                 | 0.57 | 0.00 | 0.41 | 0.67 | 0.00 | 0.00 | 0.82 | 0.30 | 0.30 | 0.53 | 0.58 | 0.36 |
| Avail Cap(c_a), veh/h        | 521  | 0    | 813  | 838  | 0    | 0    | 813  | 1395 | 1463 | 130  | 1427 | 638  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 20.7 | 0.0  | 12.0 | 26.1 | 0.0  | 0.0  | 20.2 | 8.1  | 8.1  | 27.1 | 16.8 | 15.7 |
| Incr Delay (d2), s/veh       | 1.6  | 0.0  | 0.4  | 13.0 | 0.0  | 0.0  | 4.2  | 0.2  | 0.2  | 38.6 | 0.5  | 0.5  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(-26165%),veh/ln | 2.6  | 0.0  | 2.8  | 0.7  | 0.0  | 0.0  | 5.0  | 2.4  | 2.5  | 0.2  | 3.7  | 2.0  |
| LnGrp Delay(d),s/veh         | 22.3 | 0.0  | 12.4 | 39.2 | 0.0  | 0.0  | 24.5 | 8.3  | 8.3  | 65.7 | 17.3 | 16.1 |
| LnGrp LOS                    | C    |      | B    | D    |      |      | C    | A    | A    | E    | B    | B    |
| Approach Vol, veh/h          |      | 430  |      |      | 37   |      |      | 867  |      |      | 739  |      |
| Approach Delay, s/veh        |      | 16.4 |      |      | 39.2 |      |      | 14.3 |      |      | 17.4 |      |
| Approach LOS                 |      | B    |      |      | D    |      |      | B    |      |      | B    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                 | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.3  | 31.1 |      | 13.5 | 16.0 | 19.4 |      | 5.7  |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 4.0  | 43.0 |      | 16.0 | 25.0 | 22.0 |      | 26.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 2.2  | 6.9  |      | 8.4  | 11.3 | 9.6  |      | 3.1  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 8.8  |      | 1.1  | 0.8  | 5.8  |      | 0.1  |      |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      |      |      | 16.3 |      |      |      |      |      |      |
| HCM 2010 LOS                 |      |      |      |      |      | B    |      |      |      |      |      |      |



## ITEM B2 - EXHIBIT A

Principal MU  
1: El Camino Real & Principal Ave

Cumulative Plus Project AM  
11/6/2014

| Intersection             |        |          |        |      |        |      |
|--------------------------|--------|----------|--------|------|--------|------|
| Int Delay, s/veh         | 1.5    |          |        |      |        |      |
| Movement                 | WBL    | WBR      | NBT    | NBR  | SBL    | SBT  |
| Vol, veh/h               | 53     | 33       | 380    | 36   | 38     | 450  |
| Conflicting Peds, #/hr   | 0      | 0        | 0      | 0    | 0      | 0    |
| Sign Control             | Stop   | Stop     | Free   | Free | Free   | Free |
| RT Channelized           | -      | None     | -      | None | -      | None |
| Storage Length           | 0      | -        | -      | -    | -      | -    |
| Veh in Median Storage, # | 0      | -        | 0      | -    | -      | 0    |
| Grade, %                 | 0      | -        | 0      | -    | -      | 0    |
| Peak Hour Factor         | 93     | 93       | 93     | 93   | 93     | 93   |
| Heavy Vehicles, %        | 2      | 2        | 2      | 2    | 2      | 2    |
| Mvmt Flow                | 57     | 35       | 409    | 39   | 41     | 484  |
| Major/Minor              | Minor1 |          | Major1 |      | Major2 |      |
| Conflicting Flow All     | 752    | 224      | 0      | 0    | 447    | 0    |
| Stage 1                  | 428    | -        | -      | -    | -      | -    |
| Stage 2                  | 324    | -        | -      | -    | -      | -    |
| Critical Hdwy            | 6.84   | 6.94     | -      | -    | 4.14   | -    |
| Critical Hdwy Stg 1      | 5.84   | -        | -      | -    | -      | -    |
| Critical Hdwy Stg 2      | 5.84   | -        | -      | -    | -      | -    |
| Follow-up Hdwy           | 3.52   | 3.32     | -      | -    | 2.22   | -    |
| Pot Cap-1 Maneuver       | 346    | 779      | -      | -    | 1110   | -    |
| Stage 1                  | 625    | -        | -      | -    | -      | -    |
| Stage 2                  | 705    | -        | -      | -    | -      | -    |
| Platoon blocked, %       |        |          | -      | -    | -      | -    |
| Mov Cap-1 Maneuver       | 328    | 779      | -      | -    | 1110   | -    |
| Mov Cap-2 Maneuver       | 444    | -        | -      | -    | -      | -    |
| Stage 1                  | 625    | -        | -      | -    | -      | -    |
| Stage 2                  | 669    | -        | -      | -    | -      | -    |
| Approach                 | WB     |          | NB     |      | SB     |      |
| HCM Control Delay, s     | 13.2   |          | 0      |      | 0.8    |      |
| HCM LOS                  | B      |          |        |      |        |      |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1 | SBL    | SBT  |        |      |
| Capacity (veh/h)         | -      | - 532    | 1110   | -    |        |      |
| HCM Lane V/C Ratio       | -      | - 0.174  | 0.037  | -    |        |      |
| HCM Control Delay (s)    | -      | - 13.2   | 8.4    | 0.2  |        |      |
| HCM Lane LOS             | -      | - B      | A      | A    |        |      |
| HCM 95th %tile Q(veh)    | -      | - 0.6    | 0.1    | -    |        |      |

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Cumulative Plus Project AM  
11/6/2014

| <div style="display: flex; justify-content: space-around; align-items: center;"> <span>→</span> <span>↘</span> <span>←</span> <span>↓</span> </div> |      |      |      |      |
|---|------|------|------|------|
| Lane Group  | EBT  | EBR  | WBT  | SBT  |
| Lane Group Flow (vph)   | 303  | 80   | 453  | 529  |
| v/c Ratio   | 0.32 | 0.09 | 0.56 | 0.81 |
| Control Delay   | 11.6 | 3.3  | 15.2 | 28.2 |
| Queue Delay   | 0.0  | 0.0  | 1.1  | 0.0  |
| Total Delay   | 11.6 | 3.3  | 16.4 | 28.2 |
| Queue Length 50th (ft)  | 68   | 0    | 116  | 171  |
| Queue Length 95th (ft)  | 126  | 19   | 214  | 251  |
| Internal Link Dist (ft)   | 445  |      | 235  | 842  |
| Turn Bay Length (ft)  |      | 100  |      |      |
| Base Capacity (vph)   | 949  | 851  | 805  | 767  |
| Starvation Cap Reductn  | 0    | 0    | 164  | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    |
| Storage Cap Reductn   | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio   | 0.32 | 0.09 | 0.71 | 0.69 |
| Intersection Summary  |      |      |      |      |

## ITEM B2 - EXHIBIT A

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Cumulative Plus Project AM  
11/6/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL | NBT  | NBR | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|-----|------|-----|------|------|------|
| Movement                     |      |      |      |      |      |      |     |      |     |      |      |      |
| Lane Configurations          |      | ↔    | ↔    |      | ↔    |      |     |      |     |      | ↔    |      |
| Volume (veh/h)               | 5    | 261  | 70   | 97   | 252  | 50   | 0   | 0    | 0   | 335  | 50   | 80   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   |     |      |     | 1    | 6    | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    |     |      |     | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |      |     | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |      |     | 1900 | 1863 | 1900 |
| Adj Flow Rate, veh/h         | 6    | 297  | 80   | 110  | 286  | 57   |     |      |     | 381  | 57   | 91   |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    |     |      |     | 0    | 1    | 0    |
| Peak Hour Factor             | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 | 0.88 |     |      |     | 0.88 | 0.88 | 0.88 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    |     |      |     | 0    | 2    | 0    |
| Cap, veh/h                   | 61   | 983  | 842  | 229  | 569  | 105  |     |      |     | 434  | 65   | 104  |
| Arrive On Green              | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 | 0.53 |     |      |     | 0.35 | 0.35 | 0.35 |
| Sat Flow, veh/h              | 8    | 1848 | 1583 | 302  | 1070 | 197  |     |      |     | 1258 | 188  | 300  |
| Grp Volume(v), veh/h         | 303  | 0    | 80   | 453  | 0    | 0    |     |      |     | 529  | 0    | 0    |
| Grp Sat Flow(s), veh/h/ln    | 1856 | 0    | 1583 | 1569 | 0    | 0    |     |      |     | 1747 | 0    | 0    |
| Q Serve(g_s), s              | 0.0  | 0.0  | 1.6  | 5.0  | 0.0  | 0.0  |     |      |     | 18.5 | 0.0  | 0.0  |
| Cycle Q Clear(g_c), s        | 5.9  | 0.0  | 1.6  | 11.2 | 0.0  | 0.0  |     |      |     | 18.5 | 0.0  | 0.0  |
| Prop In Lane                 | 0.02 |      | 1.00 | 0.24 |      | 0.13 |     |      |     | 0.72 |      | 0.17 |
| Lane Grp Cap(c), veh/h       | 1043 | 0    | 842  | 903  | 0    | 0    |     |      |     | 603  | 0    | 0    |
| V/C Ratio(X)                 | 0.29 | 0.00 | 0.10 | 0.50 | 0.00 | 0.00 |     |      |     | 0.88 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h        | 1043 | 0    | 842  | 903  | 0    | 0    |     |      |     | 752  | 0    | 0    |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |      |     | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 0.95 | 0.00 | 0.00 |     |      |     | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh     | 8.5  | 0.0  | 7.5  | 9.6  | 0.0  | 0.0  |     |      |     | 20.0 | 0.0  | 0.0  |
| Incr Delay (d2), s/veh       | 0.7  | 0.0  | 0.2  | 1.9  | 0.0  | 0.0  |     |      |     | 9.7  | 0.0  | 0.0  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |      |     | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(-26165%),veh/ln | 3.2  | 0.0  | 0.8  | 5.6  | 0.0  | 0.0  |     |      |     | 10.4 | 0.0  | 0.0  |
| LnGrp Delay(d),s/veh         | 9.2  | 0.0  | 7.7  | 11.5 | 0.0  | 0.0  |     |      |     | 29.7 | 0.0  | 0.0  |
| LnGrp LOS                    | A    |      | A    | B    |      |      |     |      |     | C    |      |      |
| Approach Vol, veh/h          |      | 383  |      |      | 453  |      |     |      |     |      | 529  |      |
| Approach Delay, s/veh        |      | 8.9  |      |      | 11.5 |      |     |      |     |      | 29.7 |      |
| Approach LOS                 |      | A    |      |      | B    |      |     |      |     |      | C    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7   | 8    |     |      |      |      |
| Assigned Phs                 |      |      |      | 4    |      | 6    |     | 8    |     |      |      |      |
| Phs Duration (G+Y+Rc), s     |      |      |      | 38.6 |      | 26.4 |     | 38.6 |     |      |      |      |
| Change Period (Y+Rc), s      |      |      |      | 4.0  |      | 4.0  |     | 4.0  |     |      |      |      |
| Max Green Setting (Gmax), s  |      |      |      | 29.0 |      | 28.0 |     | 29.0 |     |      |      |      |
| Max Q Clear Time (g_c+I1), s |      |      |      | 7.9  |      | 20.5 |     | 13.2 |     |      |      |      |
| Green Ext Time (p_c), s      |      |      |      | 5.0  |      | 2.0  |     | 4.5  |     |      |      |      |
| Intersection Summary         |      |      |      |      |      |      |     |      |     |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 17.8 |      |      |     |      |     |      |      |      |
| HCM 2010 LOS                 |      |      |      | B    |      |      |     |      |     |      |      |      |

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Cumulative Plus Project AM  
11/6/2014

|                         | EBT  | WBT  | WBR  | NBT  |
|-------------------------|------|------|------|------|
| Lane Group              |      |      |      |      |
| Lane Group Flow (vph)   | 644  | 329  | 184  | 302  |
| v/c Ratio               | 0.71 | 0.33 | 0.19 | 0.63 |
| Control Delay           | 12.7 | 6.9  | 1.6  | 22.5 |
| Queue Delay             | 0.1  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 12.8 | 6.9  | 1.6  | 22.5 |
| Queue Length 50th (ft)  | 100  | 40   | 0    | 60   |
| Queue Length 95th (ft)  | 233  | 90   | 19   | 178  |
| Internal Link Dist (ft) | 235  | 398  |      | 686  |
| Turn Bay Length (ft)    |      |      |      |      |
| Base Capacity (vph)     | 1399 | 1569 | 1386 | 690  |
| Starvation Cap Reductn  | 117  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.50 | 0.21 | 0.13 | 0.44 |
| Intersection Summary    |      |      |      |      |

## ITEM B2 - EXHIBIT A

Principal MU  
3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Cumulative Plus Project AM  
11/6/2014

|                              | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
|------------------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| Movement                     |      |      |      |      |      |      |      |      |      |     |     |     |
| Lane Configurations          |      |      |      |      |      |      |      |      |      |     |     |     |
| Volume (veh/h)               | 100  | 406  | 80   | 10   | 289  | 167  | 140  | 100  | 35   | 0   | 0   | 0   |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   |     |     |     |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1900 | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |     |     |
| Adj Flow Rate, veh/h         | 110  | 446  | 88   | 11   | 318  | 184  | 154  | 110  | 38   |     |     |     |
| Adj No. of Lanes             | 0    | 1    | 0    | 0    | 1    | 1    | 0    | 1    | 0    |     |     |     |
| Peak Hour Factor             | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 | 0.91 |     |     |     |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 0    |     |     |     |
| Cap, veh/h                   | 217  | 669  | 122  | 111  | 1005 | 870  | 209  | 150  | 52   |     |     |     |
| Arrive On Green              | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.55 | 0.23 | 0.23 | 0.23 |     |     |     |
| Sat Flow, veh/h              | 185  | 1217 | 222  | 16   | 1828 | 1583 | 907  | 648  | 224  |     |     |     |
| Grp Volume(v), veh/h         | 644  | 0    | 0    | 329  | 0    | 184  | 302  | 0    | 0    |     |     |     |
| Grp Sat Flow(s), veh/h/ln    | 1623 | 0    | 0    | 1844 | 0    | 1583 | 1778 | 0    | 0    |     |     |     |
| Q Serve(g_s), s              | 4.0  | 0.0  | 0.0  | 0.0  | 0.0  | 2.2  | 5.7  | 0.0  | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s        | 9.9  | 0.0  | 0.0  | 3.5  | 0.0  | 2.2  | 5.7  | 0.0  | 0.0  |     |     |     |
| Prop In Lane                 | 0.17 |      | 0.14 | 0.03 |      | 1.00 | 0.51 |      | 0.13 |     |     |     |
| Lane Grp Cap(c), veh/h       | 1008 | 0    | 0    | 1116 | 0    | 870  | 411  | 0    | 0    |     |     |     |
| V/C Ratio(X)                 | 0.64 | 0.00 | 0.00 | 0.29 | 0.00 | 0.21 | 0.74 | 0.00 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h        | 1850 | 0    | 0    | 2097 | 0    | 1737 | 829  | 0    | 0    |     |     |     |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh     | 5.8  | 0.0  | 0.0  | 4.5  | 0.0  | 4.2  | 13.0 | 0.0  | 0.0  |     |     |     |
| Incr Delay (d2), s/veh       | 0.7  | 0.0  | 0.0  | 0.1  | 0.0  | 0.1  | 2.6  | 0.0  | 0.0  |     |     |     |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(-26165%),veh/ln | 4.7  | 0.0  | 0.0  | 1.8  | 0.0  | 0.9  | 3.1  | 0.0  | 0.0  |     |     |     |
| LnGrp Delay(d), s/veh        | 6.5  | 0.0  | 0.0  | 4.6  | 0.0  | 4.3  | 15.6 | 0.0  | 0.0  |     |     |     |
| LnGrp LOS                    | A    |      |      | A    |      | A    | B    |      |      |     |     |     |
| Approach Vol, veh/h          |      | 644  |      |      | 513  |      |      | 302  |      |     |     |     |
| Approach Delay, s/veh        |      | 6.5  |      |      | 4.5  |      |      | 15.6 |      |     |     |     |
| Approach LOS                 |      | A    |      |      | A    |      |      | B    |      |     |     |     |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                 |      | 2    |      | 4    |      |      |      | 8    |      |     |     |     |
| Phs Duration (G+Y+Rc), s     |      | 12.4 |      | 24.0 |      |      |      | 24.0 |      |     |     |     |
| Change Period (Y+Rc), s      |      | 4.0  |      | 4.0  |      |      |      | 4.0  |      |     |     |     |
| Max Green Setting (Gmax), s  |      | 17.0 |      | 40.0 |      |      |      | 40.0 |      |     |     |     |
| Max Q Clear Time (g_c+I1), s |      | 7.7  |      | 11.9 |      |      |      | 5.5  |      |     |     |     |
| Green Ext Time (p_c), s      |      | 1.1  |      | 8.1  |      |      |      | 8.5  |      |     |     |     |
| Intersection Summary         |      |      |      |      |      |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay          |      |      |      | 7.7  |      |      |      |      |      |     |     |     |
| HCM 2010 LOS                 |      |      |      | A    |      |      |      |      |      |     |     |     |

Principal MU  
4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative Plus Project AM  
11/6/2014

|                         | EBT  | EBR  | WBT  | NBL  | NBT  | SBL  | SBT  | SBR  |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              |      |      |      |      |      |      |      |      |
| Lane Group Flow (vph)   | 164  | 434  | 18   | 398  | 367  | 6    | 430  | 176  |
| v/c Ratio               | 0.50 | 0.40 | 0.10 | 0.67 | 0.17 | 0.05 | 0.53 | 0.35 |
| Control Delay           | 34.2 | 1.9  | 29.7 | 27.0 | 7.1  | 38.2 | 26.6 | 7.1  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 34.2 | 1.9  | 29.7 | 27.0 | 7.1  | 38.2 | 26.6 | 7.1  |
| Queue Length 50th (ft)  | 53   | 0    | 4    | 115  | 20   | 2    | 71   | 0    |
| Queue Length 95th (ft)  | 134  | 19   | 24   | 259  | 70   | 15   | 138  | 38   |
| Internal Link Dist (ft) | 398  |      | 252  |      | 771  |      | 267  |      |
| Turn Bay Length (ft)    |      |      |      | 140  |      | 105  |      | 183  |
| Base Capacity (vph)     | 419  | 1240 | 781  | 833  | 2648 | 119  | 1249 | 672  |
| Starvation Cap Reductn  | 0    | 46   | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.39 | 0.36 | 0.02 | 0.48 | 0.14 | 0.05 | 0.34 | 0.26 |
| Intersection Summary    |      |      |      |      |      |      |      |      |

# ITEM B2 - EXHIBIT A

Principal MU  
4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative Plus Project AM  
11/6/2014

| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      | ↗    | ↘    |      | ↖    | ↗    |      | ↖    | ↗    |      | ↖    | ↗    |
| Volume (veh/h)               | 121  | 15   | 360  | 5    | 5    | 5    | 330  | 295  | 10   | 5    | 357  | 146  |
| Number                       | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   | 1    | 6    | 16   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln       | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h         | 146  | 18   | 434  | 6    | 6    | 6    | 398  | 355  | 12   | 6    | 430  | 176  |
| Adj No. of Lanes             | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 2    | 0    | 1    | 2    | 1    |
| Peak Hour Factor             | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 | 0.83 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                   | 364  | 45   | 781  | 10   | 10   | 10   | 468  | 1656 | 56   | 11   | 765  | 342  |
| Arrive On Green              | 0.23 | 0.23 | 0.23 | 0.02 | 0.02 | 0.02 | 0.26 | 0.47 | 0.47 | 0.01 | 0.22 | 0.22 |
| Sat Flow, veh/h              | 1588 | 196  | 1583 | 577  | 577  | 577  | 1774 | 3494 | 118  | 1774 | 3539 | 1583 |
| Grp Volume(v), veh/h         | 164  | 0    | 434  | 18   | 0    | 0    | 398  | 179  | 188  | 6    | 430  | 176  |
| Grp Sat Flow(s), veh/h/ln    | 1783 | 0    | 1583 | 1732 | 0    | 0    | 1774 | 1770 | 1842 | 1774 | 1770 | 1583 |
| Q Serve(g_s), s              | 4.6  | 0.0  | 11.2 | 0.6  | 0.0  | 0.0  | 12.5 | 3.5  | 3.5  | 0.2  | 6.4  | 5.7  |
| Cycle Q Clear(g_c), s        | 4.6  | 0.0  | 11.2 | 0.6  | 0.0  | 0.0  | 12.5 | 3.5  | 3.5  | 0.2  | 6.4  | 5.7  |
| Prop In Lane                 | 0.89 |      | 1.00 | 0.33 |      | 0.33 | 1.00 |      | 0.06 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 409  | 0    | 781  | 30   | 0    | 0    | 468  | 839  | 873  | 11   | 765  | 342  |
| V/C Ratio(X)                 | 0.40 | 0.00 | 0.56 | 0.60 | 0.00 | 0.00 | 0.85 | 0.21 | 0.21 | 0.53 | 0.56 | 0.51 |
| Avail Cap(c_a), veh/h        | 426  | 0    | 796  | 768  | 0    | 0    | 847  | 1358 | 1414 | 121  | 1268 | 567  |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh     | 19.2 | 0.0  | 10.4 | 28.6 | 0.0  | 0.0  | 20.5 | 9.0  | 9.0  | 29.0 | 20.5 | 20.3 |
| Incr Delay (d2), s/veh       | 0.6  | 0.0  | 0.8  | 17.7 | 0.0  | 0.0  | 4.4  | 0.1  | 0.1  | 33.9 | 0.6  | 1.2  |
| Initial Q Delay(d3), s/veh   | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(-26165%),veh/ln | 2.3  | 0.0  | 5.0  | 0.4  | 0.0  | 0.0  | 6.7  | 1.7  | 1.8  | 0.2  | 3.2  | 2.6  |
| LnGrp Delay(d), s/veh        | 19.8 | 0.0  | 11.2 | 46.3 | 0.0  | 0.0  | 24.9 | 9.2  | 9.2  | 62.9 | 21.1 | 21.5 |
| LnGrp LOS                    | B    |      | B    | D    |      |      | C    | A    | A    | E    | C    | C    |
| Approach Vol, veh/h          |      | 598  |      |      | 18   |      |      | 765  |      |      | 612  |      |
| Approach Delay, s/veh        |      | 13.5 |      |      | 46.3 |      |      | 17.3 |      |      | 21.6 |      |
| Approach LOS                 |      | B    |      |      | D    |      |      | B    |      |      | C    |      |
| Timer                        | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                 | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 4.4  | 31.8 |      | 17.5 | 19.5 | 16.7 |      | 5.0  |      |      |      |      |
| Change Period (Y+Rc), s      | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |      |      |      |      |
| Max Green Setting (Gmax), s  | 4.0  | 45.0 |      | 14.0 | 28.0 | 21.0 |      | 26.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 2.2  | 5.5  |      | 13.2 | 14.5 | 8.4  |      | 2.6  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 6.0  |      | 0.2  | 1.0  | 4.3  |      | 0.0  |      |      |      |      |
| <b>Intersection Summary</b>  |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay          |      |      |      | 17.8 |      |      |      |      |      |      |      |      |
| HCM 2010 LOS                 |      |      |      | B    |      |      |      |      |      |      |      |      |

Principal MU  
1: El Camino Real & Principal Ave

Cumulative Plus Project PM  
11/6/2014

| Intersection             |        |      |        |       |        |      |
|--------------------------|--------|------|--------|-------|--------|------|
| Int Delay, s/veh         | 1.3    |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Movement                 | WBL    | WBR  | NBT    | NBR   | SBL    | SBT  |
| Vol, veh/h               | 49     | 40   | 660    | 54    | 33     | 670  |
| Conflicting Peds, #/hr   | 0      | 0    | 0      | 0     | 0      | 0    |
| Sign Control             | Stop   | Stop | Free   | Free  | Free   | Free |
| RT Channelized           | -      | None | -      | None  | -      | None |
| Storage Length           | 0      | -    | -      | -     | -      | -    |
| Veh in Median Storage, # | 0      | -    | 0      | -     | -      | 0    |
| Grade, %                 | 0      | -    | 0      | -     | -      | 0    |
| Peak Hour Factor         | 94     | 94   | 94     | 94    | 94     | 94   |
| Heavy Vehicles, %        | 2      | 2    | 2      | 2     | 2      | 2    |
| Mvmt Flow                | 52     | 43   | 702    | 57    | 35     | 713  |
|                          |        |      |        |       |        |      |
| Major/Minor              | Minor1 |      | Major1 |       | Major2 |      |
| Conflicting Flow All     | 1158   | 380  | 0      | 0     | 760    | 0    |
| Stage 1                  | 731    | -    | -      | -     | -      | -    |
| Stage 2                  | 427    | -    | -      | -     | -      | -    |
| Critical Hdwy            | 6.84   | 6.94 | -      | -     | 4.14   | -    |
| Critical Hdwy Stg 1      | 5.84   | -    | -      | -     | -      | -    |
| Critical Hdwy Stg 2      | 5.84   | -    | -      | -     | -      | -    |
| Follow-up Hdwy           | 3.52   | 3.32 | -      | -     | 2.22   | -    |
| Pot Cap-1 Maneuver       | 189    | 618  | -      | -     | 848    | -    |
| Stage 1                  | 437    | -    | -      | -     | -      | -    |
| Stage 2                  | 626    | -    | -      | -     | -      | -    |
| Platoon blocked, %       |        |      | -      | -     | -      | -    |
| Mov Cap-1 Maneuver       | 176    | 618  | -      | -     | 848    | -    |
| Mov Cap-2 Maneuver       | 306    | -    | -      | -     | -      | -    |
| Stage 1                  | 437    | -    | -      | -     | -      | -    |
| Stage 2                  | 583    | -    | -      | -     | -      | -    |
|                          |        |      |        |       |        |      |
| Approach                 | WB     |      | NB     |       | SB     |      |
| HCM Control Delay, s     | 16.9   |      | 0      |       | 0.7    |      |
| HCM LOS                  | C      |      |        |       |        |      |
|                          |        |      |        |       |        |      |
| Minor Lane/Major Mvmt    | NBT    | NBR  | WBLn1  | SBL   | SBT    |      |
| Capacity (veh/h)         | -      | -    | 396    | 848   | -      |      |
| HCM Lane V/C Ratio       | -      | -    | 0.239  | 0.041 | -      |      |
| HCM Control Delay (s)    | -      | -    | 16.9   | 9.4   | 0.3    |      |
| HCM Lane LOS             | -      | -    | C      | A     | A      |      |
| HCM 95th %tile Q(veh)    | -      | -    | 0.9    | 0.1   | -      |      |

## ITEM B2 - EXHIBIT A

















Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Cumulative Plus Project PM  
11/6/2014

|                             | →    | ↘    | ←    | ↓    |
|-----------------------------|------|------|------|------|
| Lane Group                  | EBT  | EBR  | WBT  | SBT  |
| Lane Group Flow (vph)       | 175  | 31   | 456  | 476  |
| v/c Ratio                   | 0.18 | 0.04 | 0.50 | 0.80 |
| Control Delay               | 9.3  | 3.9  | 10.1 | 29.7 |
| Queue Delay                 | 0.1  | 0.0  | 0.5  | 0.3  |
| Total Delay                 | 9.3  | 3.9  | 10.6 | 30.0 |
| Queue Length 50th (ft)      | 33   | 0    | 101  | 160  |
| Queue Length 95th (ft)      | 71   | 12   | 149  | 241  |
| Internal Link Dist (ft)     | 445  |      | 235  | 842  |
| Turn Bay Length (ft)        |      | 100  |      |      |
| Base Capacity (vph)         | 999  | 884  | 918  | 692  |
| Starvation Cap Reductn      | 0    | 0    | 162  | 0    |
| Spillback Cap Reductn       | 222  | 0    | 0    | 24   |
| Storage Cap Reductn         | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio           | 0.23 | 0.04 | 0.60 | 0.71 |
| <b>Intersection Summary</b> |      |      |      |      |

Principal MU  
2: US 101 SB Ramp/W Front Rd & Santa Rosa Rd

Cumulative Plus Project PM  
11/6/2014

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|
| Movement                     | EBL   | EBT   | EBR   | WBL   | WBT   | WBR   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
| Lane Configurations          |   |  |  |   |  |   |   |   |   |   |  |   |
| Volume (veh/h)               | 10  | 162   | 30  | 86  | 251   | 110   | 0   | 0   | 0   | 377   | 20  | 70  |
| Number                       | 7   | 4   | 14  | 3   | 8   | 18  |   |   |   | 1   | 6   | 16  |
| Initial Q (Qb), veh          | 0   | 0   | 0   | 0   | 0   | 0   |   |   |   | 0   | 0   | 0   |
| Ped-Bike Adj(A_pbT)          | 1.00  |   | 1.00  | 1.00  |   | 1.00  |   |   |   | 1.00  |   | 1.00  |
| Parking Bus, Adj             | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  | 1.00  |   |   |   | 1.00  | 1.00  | 1.00  |
| Adj Sat Flow, veh/h/ln       | 1900  | 1863  | 1863  | 1900  | 1863  | 1900  |   |   |   | 1900  | 1863  | 1900  |
| Adj Flow Rate, veh/h         | 10  | 165   | 31  | 88  | 256   | 112   |   |   |   | 385   | 20  | 71  |
| Adj No. of Lanes             | 0   | 1   | 1   | 0   | 1   | 0   |   |   |   | 0   | 1   | 0   |
| Peak Hour Factor             | 0.98  | 0.98  | 0.98  | 0.98  | 0.98  | 0.98  |   |   |   | 0.98  | 0.98  | 0.98  |
| Percent Heavy Veh, %         | 2   | 2   | 2   | 2   | 2   | 2   |   |   |   | 0   | 2   | 0   |
| Cap, veh/h                   | 82  | 1010  | 895   | 203   | 567   | 229   |   |   |   | 440   | 23  | 81  |
| Arrive On Green              | 0.57  | 0.57  | 0.57  | 1.00  | 1.00  | 1.00  |   |   |   | 0.31  | 0.31  | 0.31  |
| Sat Flow, veh/h              | 41  | 1787  | 1583  | 242   | 1004  | 406   |   |   |   | 1412  | 73  | 260   |
| Grp Volume(v), veh/h         | 175   | 0   | 31  | 456   | 0   | 0   |   |   |   | 476   | 0   | 0   |
| Grp Sat Flow(s), veh/h/ln    | 1828  | 0   | 1583  | 1652  | 0   | 0   |   |   |   | 1746  | 0   | 0   |
| Q Serve(g_s), s              | 0.0   | 0.0   | 0.6   | 0.0   | 0.0   | 0.0   |   |   |   | 16.8  | 0.0   | 0.0   |
| Cycle Q Clear(g_c), s        | 2.9   | 0.0   | 0.6   | 0.0   | 0.0   | 0.0   |   |   |   | 16.8  | 0.0   | 0.0   |
| Prop In Lane                 | 0.06  |   | 1.00  | 0.19  |   | 0.25  |   |   |   | 0.81  |   | 0.15  |
| Lane Grp Cap(c), veh/h       | 1091  | 0   | 895   | 999   | 0   | 0   |   |   |   | 545   | 0   | 0   |
| V/C Ratio(X)                 | 0.16  | 0.00  | 0.03  | 0.46  | 0.00  | 0.00  |   |   |   | 0.87  | 0.00  | 0.00  |
| Avail Cap(c_a), veh/h        | 1091  | 0   | 895   | 999   | 0   | 0   |   |   |   | 672   | 0   | 0   |
| HCM Platoon Ratio            | 1.00  | 1.00  | 1.00  | 2.00  | 2.00  | 2.00  |   |   |   | 1.00  | 1.00  | 1.00  |
| Upstream Filter(I)           | 1.00  | 0.00  | 1.00  | 0.98  | 0.00  | 0.00  |   |   |   | 1.00  | 0.00  | 0.00  |
| Uniform Delay (d), s/veh     | 6.8   | 0.0   | 6.3   | 0.0   | 0.0   | 0.0   |   |   |   | 21.2  | 0.0   | 0.0   |
| Incr Delay (d2), s/veh       | 0.3   | 0.0   | 0.1   | 1.5   | 0.0   | 0.0   |   |   |   | 10.5  | 0.0   | 0.0   |
| Initial Q Delay(d3), s/veh   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |   |   |   | 0.0   | 0.0   | 0.0   |
| %ile BackOfQ(-26165%),veh/ln | 1.6   | 0.0   | 0.3   | 0.4   | 0.0   | 0.0   |   |   |   | 9.7   | 0.0   | 0.0   |
| LnGrp Delay(d),s/veh         | 7.1   | 0.0   | 6.3   | 1.5   | 0.0   | 0.0   |   |   |   | 31.7  | 0.0   | 0.0   |
| LnGrp LOS                    | A   |   | A   | A   |   |   |   |   |   | C   |   |   |
| Approach Vol, veh/h          |   | 206   |   |   | 456   |   |   |   |   |   | 476   |   |
| Approach Delay, s/veh        |   | 7.0   |   |   | 1.5   |   |   |   |   |   | 31.7  |   |
| Approach LOS                 |   | A   |   |   | A   |   |   |   |   |   | C   |   |
| Timer                        | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |   |   |   |   |
| Assigned Phs                 |   |   |   | 4   |   | 6   |   | 8   |   |   |   |   |
| Phs Duration (G+Y+Rc), s     |   |   |   | 40.7  |   | 24.3  |   | 40.7  |   |   |   |   |
| Change Period (Y+Rc), s      |   |   |   | 4.0   |   | 4.0   |   | 4.0   |   |   |   |   |
| Max Green Setting (Gmax), s  |   |   |   | 32.0  |   | 25.0  |   | 32.0  |   |   |   |   |
| Max Q Clear Time (g_c+I1), s |   |   |   | 4.9   |   | 18.8  |   | 2.0   |   |   |   |   |
| Green Ext Time (p_c), s      |   |   |   | 4.2   |   | 1.5   |   | 4.2   |   |   |   |   |
| Intersection Summary         |   |   |   |   |   |   |   |   |   |   |   |   |
| HCM 2010 Ctrl Delay          |   |   |   | 15.1  |   |   |   |   |   |   |   |   |
| HCM 2010 LOS                 |   |   |   | B   |   |   |   |   |   |   |   |   |



## ITEM B2 - EXHIBIT A

Principal MU

3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Cumulative Plus Project PM

11/6/2014

|                         | →    | ←    | ↖    | ↑    |
|-------------------------|------|------|------|------|
| Lane Group              | EBT  | WBT  | WBR  | NBT  |
| Lane Group Flow (vph)   | 569  | 266  | 254  | 438  |
| v/c Ratio               | 0.59 | 0.25 | 0.25 | 0.80 |
| Control Delay           | 20.6 | 8.5  | 2.0  | 31.4 |
| Queue Delay             | 2.3  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 22.9 | 8.6  | 2.0  | 31.4 |
| Queue Length 50th (ft)  | 222  | 49   | 0    | 148  |
| Queue Length 95th (ft)  | 322  | 94   | 29   | 234  |
| Internal Link Dist (ft) | 235  | 398  |      | 686  |
| Turn Bay Length (ft)    |      |      |      |      |
| Base Capacity (vph)     | 967  | 1051 | 1020 | 641  |
| Starvation Cap Reductn  | 262  | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 52   | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.81 | 0.27 | 0.25 | 0.68 |
| Intersection Summary    |      |      |      |      |

Principal MU

3: US 101 NB Ramp/E Front St & Santa Rosa Rd

Cumulative Plus Project PM

11/6/2014

|                               | ↖    | →    | ↗    | ↖    | ←    | ↖    | ↖    | ↑    | ↗    | ↘   | ↓   | ↖   |
|-------------------------------|------|------|------|------|------|------|------|------|------|-----|-----|-----|
| Movement                      | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL | SBT | SBR |
| Lane Configurations           |      | ↔    |      |      | ↔    | ↔    |      | ↔    |      |     |     |     |
| Volume (veh/h)                | 80   | 349  | 100  | 10   | 237  | 236  | 200  | 140  | 67   | 0   | 0   | 0   |
| Number                        | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   |     |     |     |
| Initial Q (Ob), veh           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |     |     |     |
| Ped-Bike Adj(A_pbT)           | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |     |     |     |
| Parking Bus, Adj              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Adj Sat Flow, veh/h/ln        | 1900 | 1863 | 1900 | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 |     |     |     |
| Adj Flow Rate, veh/h          | 86   | 375  | 108  | 11   | 255  | 254  | 215  | 151  | 72   |     |     |     |
| Adj No. of Lanes              | 0    | 1    | 0    | 0    | 1    | 1    | 0    | 1    | 0    |     |     |     |
| Peak Hour Factor              | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 | 0.93 |     |     |     |
| Percent Heavy Veh, %          | 2    | 2    | 2    | 2    | 2    | 2    | 0    | 2    | 0    |     |     |     |
| Cap, veh/h                    | 165  | 675  | 182  | 72   | 1072 | 937  | 248  | 174  | 83   |     |     |     |
| Arrive On Green               | 0.59 | 0.59 | 0.59 | 0.59 | 0.59 | 0.59 | 0.29 | 0.29 | 0.29 |     |     |     |
| Sat Flow, veh/h               | 171  | 1141 | 307  | 24   | 1813 | 1583 | 868  | 610  | 291  |     |     |     |
| Grp Volume(v), veh/h          | 569  | 0    | 0    | 266  | 0    | 254  | 438  | 0    | 0    |     |     |     |
| Grp Sat Flow(s), veh/h/ln     | 1620 | 0    | 0    | 1837 | 0    | 1583 | 1768 | 0    | 0    |     |     |     |
| Q Serve(g_s), s               | 2.4  | 0.0  | 0.0  | 0.0  | 0.0  | 5.1  | 15.3 | 0.0  | 0.0  |     |     |     |
| Cycle Q Clear(g_c), s         | 12.7 | 0.0  | 0.0  | 4.4  | 0.0  | 5.1  | 15.3 | 0.0  | 0.0  |     |     |     |
| Prop In Lane                  | 0.15 |      | 0.19 | 0.04 |      | 1.00 | 0.49 |      | 0.16 |     |     |     |
| Lane Grp Cap(c), veh/h        | 1022 | 0    | 0    | 1144 | 0    | 937  | 505  | 0    | 0    |     |     |     |
| V/C Ratio(X)                  | 0.56 | 0.00 | 0.00 | 0.23 | 0.00 | 0.27 | 0.87 | 0.00 | 0.00 |     |     |     |
| Avail Cap(c_a), veh/h         | 1022 | 0    | 0    | 1144 | 0    | 937  | 626  | 0    | 0    |     |     |     |
| HCM Platoon Ratio             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |     |     |     |
| Upstream Filter(I)            | 0.99 | 0.00 | 0.00 | 0.84 | 0.00 | 0.84 | 1.00 | 0.00 | 0.00 |     |     |     |
| Uniform Delay (d), s/veh      | 7.9  | 0.0  | 0.0  | 6.3  | 0.0  | 6.5  | 22.1 | 0.0  | 0.0  |     |     |     |
| Incr Delay (d2), s/veh        | 2.2  | 0.0  | 0.0  | 0.4  | 0.0  | 0.6  | 10.5 | 0.0  | 0.0  |     |     |     |
| Initial Q Delay(d3), s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |     |     |     |
| %ile BackOfQ(-26165%), veh/ln | 6.6  | 0.0  | 0.0  | 2.3  | 0.0  | 2.3  | 8.9  | 0.0  | 0.0  |     |     |     |
| LnGrp Delay(d), s/veh         | 10.1 | 0.0  | 0.0  | 6.7  | 0.0  | 7.1  | 32.6 | 0.0  | 0.0  |     |     |     |
| LnGrp LOS                     | B    |      |      | A    |      | A    | C    |      |      |     |     |     |
| Approach Vol, veh/h           |      | 569  |      |      | 520  |      |      | 438  |      |     |     |     |
| Approach Delay, s/veh         |      | 10.1 |      |      | 6.9  |      |      | 32.6 |      |     |     |     |
| Approach LOS                  |      | B    |      |      | A    |      |      | C    |      |     |     |     |
| Timer                         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |     |     |     |
| Assigned Phs                  |      | 2    |      | 4    |      |      |      | 8    |      |     |     |     |
| Phs Duration (G+Y+Rc), s      |      | 22.6 |      | 42.4 |      |      |      | 42.4 |      |     |     |     |
| Change Period (Y+Rc), s       |      | 4.0  |      | 4.0  |      |      |      | 4.0  |      |     |     |     |
| Max Green Setting (Gmax), s   |      | 23.0 |      | 34.0 |      |      |      | 34.0 |      |     |     |     |
| Max Q Clear Time (g_c+I1), s  |      | 17.3 |      | 14.7 |      |      |      | 7.1  |      |     |     |     |
| Green Ext Time (p_c), s       |      | 1.3  |      | 6.2  |      |      |      | 7.0  |      |     |     |     |
| Intersection Summary          |      |      |      |      |      |      |      |      |      |     |     |     |
| HCM 2010 Ctrl Delay           |      |      |      |      | 15.5 |      |      |      |      |     |     |     |
| HCM 2010 LOS                  |      |      |      |      | B    |      |      |      |      |     |     |     |

# ITEM B2 - EXHIBIT A

Principal MU  
4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative Plus Project PM  
11/6/2014

|                         | →    | ↘    | ←    | ↙    | ↑    | ↗    | ↓    | ↘    |
|-------------------------|------|------|------|------|------|------|------|------|
| Lane Group              | EBT  | EBR  | WBT  | NBL  | NBT  | SBL  | SBT  | SBR  |
| Lane Group Flow (vph)   | 193  | 255  | 37   | 319  | 555  | 5    | 581  | 173  |
| v/c Ratio               | 0.56 | 0.28 | 0.21 | 0.67 | 0.27 | 0.05 | 0.62 | 0.32 |
| Control Delay           | 36.5 | 1.9  | 30.5 | 32.7 | 9.3  | 40.2 | 28.0 | 6.5  |
| Queue Delay             | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| Total Delay             | 36.5 | 1.9  | 30.5 | 32.7 | 9.3  | 40.2 | 28.0 | 6.5  |
| Queue Length 50th (ft)  | 86   | 0    | 12   | 140  | 65   | 2    | 130  | 0    |
| Queue Length 95th (ft)  | 169  | 23   | 43   | 243  | 129  | 14   | 209  | 48   |
| Internal Link Dist (ft) | 398  |      | 252  |      | 780  |      | 267  |      |
| Turn Bay Length (ft)    |      |      |      | 140  |      | 105  |      | 183  |
| Base Capacity (vph)     | 448  | 1080 | 677  | 698  | 2445 | 111  | 1228 | 662  |
| Starvation Cap Reductn  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Spillback Cap Reductn   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Storage Cap Reductn     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced v/c Ratio       | 0.43 | 0.24 | 0.05 | 0.46 | 0.23 | 0.05 | 0.47 | 0.26 |
| Intersection Summary    |      |      |      |      |      |      |      |      |

Principal MU  
4: El Camino Real & Santa Rosa Rd/Driveway

Cumulative Plus Project PM  
11/6/2014

|                               | ↘    | →    | ↘    | ↙    | ←    | ↗    | ↙    | ↑    | ↗    | ↘    | ↓    | ↘    |
|-------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Movement                      | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations           |      | ↘    | ↘    |      | ↘    |      | ↘    | ↘    |      | ↘    | ↘    | ↘    |
| Volume (veh/h)                | 177  | 5    | 240  | 5    | 20   | 10   | 300  | 517  | 5    | 5    | 546  | 163  |
| Number                        | 7    | 4    | 14   | 3    | 8    | 18   | 5    | 2    | 12   | 1    | 6    | 16   |
| Initial Q (Ob), veh           | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)           | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj              | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow, veh/h/ln        | 1900 | 1863 | 1863 | 1900 | 1863 | 1900 | 1863 | 1863 | 1900 | 1863 | 1863 | 1863 |
| Adj Flow Rate, veh/h          | 188  | 5    | 255  | 5    | 21   | 11   | 319  | 550  | 5    | 5    | 581  | 173  |
| Adj No. of Lanes              | 0    | 1    | 1    | 0    | 1    | 0    | 1    | 2    | 0    | 1    | 2    | 1    |
| Peak Hour Factor              | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 | 0.94 |
| Percent Heavy Veh, %          | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Cap, veh/h                    | 301  | 8    | 624  | 7    | 31   | 16   | 390  | 1790 | 16   | 9    | 1003 | 449  |
| Arrive On Green               | 0.17 | 0.17 | 0.17 | 0.03 | 0.03 | 0.03 | 0.22 | 0.50 | 0.50 | 0.01 | 0.28 | 0.28 |
| Sat Flow, veh/h               | 1730 | 46   | 1583 | 238  | 998  | 523  | 1774 | 3594 | 33   | 1774 | 3539 | 1583 |
| Grp Volume(v), veh/h          | 193  | 0    | 255  | 37   | 0    | 0    | 319  | 271  | 284  | 5    | 581  | 173  |
| Grp Sat Flow(s), veh/h/ln     | 1776 | 0    | 1583 | 1759 | 0    | 0    | 1774 | 1770 | 1857 | 1774 | 1770 | 1583 |
| Q Serve(g_s), s               | 5.5  | 0.0  | 6.4  | 1.1  | 0.0  | 0.0  | 9.4  | 5.0  | 5.0  | 0.2  | 7.7  | 4.8  |
| Cycle Q Clear(g_c), s         | 5.5  | 0.0  | 6.4  | 1.1  | 0.0  | 0.0  | 9.4  | 5.0  | 5.0  | 0.2  | 7.7  | 4.8  |
| Prop In Lane                  | 0.97 |      | 1.00 | 0.14 |      | 0.30 | 1.00 |      | 0.02 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h        | 309  | 0    | 624  | 55   | 0    | 0    | 390  | 881  | 925  | 9    | 1003 | 449  |
| V/C Ratio(X)                  | 0.62 | 0.00 | 0.41 | 0.67 | 0.00 | 0.00 | 0.82 | 0.31 | 0.31 | 0.53 | 0.58 | 0.39 |
| Avail Cap(c_a), veh/h         | 517  | 0    | 809  | 832  | 0    | 0    | 807  | 1384 | 1453 | 129  | 1417 | 634  |
| HCM Platoon Ratio             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)            | 1.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh      | 21.0 | 0.0  | 12.0 | 26.3 | 0.0  | 0.0  | 20.4 | 8.2  | 8.2  | 27.3 | 16.9 | 15.8 |
| Incr Delay (d2), s/veh        | 2.1  | 0.0  | 0.4  | 13.1 | 0.0  | 0.0  | 4.3  | 0.2  | 0.2  | 38.6 | 0.5  | 0.5  |
| Initial Q Delay(d3), s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(-26165%), veh/ln | 2.9  | 0.0  | 2.9  | 0.8  | 0.0  | 0.0  | 5.1  | 2.5  | 2.6  | 0.2  | 3.8  | 2.2  |
| LnGrp Delay(d), s/veh         | 23.1 | 0.0  | 12.5 | 39.5 | 0.0  | 0.0  | 24.7 | 8.4  | 8.4  | 65.9 | 17.4 | 16.4 |
| LnGrp LOS                     | C    |      | B    | D    |      |      | C    | A    | A    | E    | B    | B    |
| Approach Vol, veh/h           |      | 448  |      |      | 37   |      |      | 874  |      |      | 759  |      |
| Approach Delay, s/veh         |      | 17.0 |      |      | 39.5 |      |      | 14.3 |      |      | 17.5 |      |
| Approach LOS                  |      | B    |      |      | D    |      |      | B    |      |      | B    |      |
| Timer                         | 1    | 2    | 3    | 4    | 5    | 6    | 7    | 8    |      |      |      |      |
| Assigned Phs                  | 1    | 2    |      | 4    | 5    | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s      | 4.3  | 31.4 |      | 13.6 | 16.1 | 19.6 |      | 5.7  |      |      |      |      |
| Change Period (Y+Rc), s       | 4.0  | 4.0  |      | 4.0  | 4.0  | 4.0  |      | 4.0  |      |      |      |      |
| Max Green Setting (Gmax), s   | 4.0  | 43.0 |      | 16.0 | 25.0 | 22.0 |      | 26.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s  | 2.2  | 7.0  |      | 8.4  | 11.4 | 9.7  |      | 3.1  |      |      |      |      |
| Green Ext Time (p_c), s       | 0.0  | 9.1  |      | 1.2  | 0.8  | 5.8  |      | 0.1  |      |      |      |      |
| Intersection Summary          |      |      |      |      |      |      |      |      |      |      |      |      |
| HCM 2010 Ctrl Delay           |      |      |      |      |      | 16.5 |      |      |      |      |      |      |
| HCM 2010 LOS                  |      |      |      |      |      | B    |      |      |      |      |      |      |

## Attachment 18 – Traffic Impact Report Addendum



May 23, 2018

Barry Ephraim  
ECR Principal, LLC  
125 South Bowling Green Way  
Los Angeles, CA 90049

Re: Atascadero Principal Project Description Update

Mr. Ephraim:

Central Coast Transportation Consulting (CCTC) prepared a Transportation Impact Study (TIS) in 2014 for the Principal Mixed Use project in the City of Atascadero. At the time, the project included 37 residential units, 3,215 square feet of office uses, and an automated car wash. The project description has changed to reduce the number of single family homes to three, increase the townhomes to 52, and provide 1,193 s.f. of office space in live/work units. The current proposal includes a total of 55 residential units.

Table 1 shows the effects of the project description change on the trips generated by the project.

| Table 1: Project Trip Generation  |                       |                 |            |           |           |           |            |           |       |
|---|-----------------------|-----------------|------------|-----------|-----------|-----------|------------|-----------|-------|
| Land Use  | Size                  | Number of Trips |            |           |           |           |            |           |       |
|   |                       | Daily           | AM         |           |           | PM        |            |           | Total |
|   |                       |                 | In         | Out       | Total     | In        | Out        | Total     |       |
| Single Family Residential <sup>1</sup>  | 3 units               | 29              | 1          | 1         | 2         | 2         | 1          | 3         |       |
| Residential Condo/Townhouse <sup>2</sup>  | 52 units              | 364             | 5          | 26        | 31        | 23        | 12         | 35        |       |
| General Office <sup>3</sup>   | 1,193 ft <sup>2</sup> | 13              | 2          | 0         | 2         | 0         | 2          | 2         |       |
| Automated Car Wash <sup>4</sup>   | 1,945 ft <sup>2</sup> | 270             | 14         | 13        | 27        | 14        | 13         | 27        |       |
| <b>Total Trips</b>  |                       | <b>676</b>      | <b>22</b>  | <b>40</b> | <b>62</b> | <b>39</b> | <b>28</b>  | <b>67</b> |       |
| Previous Project Description  |                       | <b>633</b>      | <b>24</b>  | <b>36</b> | <b>60</b> | <b>37</b> | <b>29</b>  | <b>66</b> |       |
| <b>Change</b>   |                       | <b>43</b>       | <b>(2)</b> | <b>4</b>  | <b>2</b>  | <b>2</b>  | <b>(1)</b> | <b>1</b>  |       |
| <sup>1</sup> ITE Land Use Code 210, Single-Family Detached Housing. Average rates used.<br><sup>2</sup> ITE Land Use Code 230, Residential Condominium/Townhouse. Fitted curve equation used.<br><sup>3</sup> ITE Land Use Code 710, General Office Building. Average rates used.<br><sup>4</sup> ITE Land Use Code 948, Automated Car Wash. Average rate used, with daily taken as ten times the PM peak hour, due to limited data. AM data taken to be equal to PM data.<br>Source: Trip Generation, 9th Edition, ITE (2012) and CCTC, 2018 |                       |                 |            |           |           |           |            |           |       |

The revised project description would add 43 daily trips, two AM peak hour trips, and one PM peak hour trip when compared to the project evaluated in the 2014 TIS. This insubstantial increase in traffic would not degrade the level of service (LOS) of any of the 2014 TIS study intersections.

The findings and recommendations in the 2014 TIS are adequate for the current project description. No additional recommendations are warranted.

Sincerely,

Central Coast Transportation Consulting

Joe Fernandez, PE, AICP  
Principal

(805) 316-0101  
895 Napa Ave, Suite A-6, Morro Bay, CA 93442

**Attachment 19 – Response to Comments for MND 2019-0002**

| Author of Comments |                     | Organization Represented                                 | Date of Comments  |
|--------------------|---------------------|--|-------------------|
| A                  | Elizabeth Ann Gomez | Resident of Pino Ave                                     | February 20, 2019 |
| B                  | Patti Dunton        | Salinan Tribe of San Luis Obispo and Monterey            | March 08, 2019    |
| C                  | Stephanie Teaford   | Heal SLO Healthy Communities, Work Group                 | March 08, 2019    |
| D                  | Jackie Mansoor      | Air Pollution Control District of San Luis Obispo County | March 08, 2019    |
| E                  | Jenna Schudson      | California Department of Transportation, District 5      | March 14, 2019    |



## A - Comments and Response to Elizabeth Ann Gomez

### Comments on Draft CEQA Document

From: Elizabeth Ann Gomez <[REDACTED]> Sent: Wed 2/20/2019 10:06 AM  
To: Callie Taylor  
Cc:  
Subject: Principle mixed-use amendment

Whoever is in charge of this disaster plan please NOTE: Not ONE resident, that owns property on Pino Solo Ave 'approves' of this revision, or of the FIRST 'approved' plan. To no avail. Making ourselves heard at any public hearing was A TOTAL farce. You will bulldoze ahead with this stupid plan and none of us can stop this developer and the city OBVIOUSLY does not want to help the home owners. Removal of 6 precious old oak trees just shows how despicable your plan is. The car wash already destroyed enough. We have put up with all this construction and dirt mess for what? Now you want to increase more construction, noise, dirt and mess. So WRONG. This town has MANY empty business, just sitting there empty. Why in gods name would you think building more 'business' buildings would increase business. Being 'bought' is definitely what happened here. Enjoy your \$\$\$. All you are doing is covering your asses with this notice. CYA ! It proves that MONEY talks in the city planning department. May you all be REPLACED in the next election.

### Response to Comments

RESPONSE TO COMMENTS FOR MITIGATED NEGATIVE DECLARATION #2019-0002  
Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change  
(PLN 2014-1519)

Elizabeth Ann Gomez  
Local Resident  
Dated February 20, 2019

#### **Comments:**

See attached letter.

#### **Response:**

The City of Atascadero appreciates the comments provided and encourages participation in the CEQA document review process. The comments above are noted.





**B - Comments and Response to Salinan Tribe**

Comments on Draft CEQA Document

**Salinan Tribe**  
Of San Luis Obispo and Monterey Counties

Contemporary Lead  
Gary Pierce



Traditional CO-Leads  
Susan Latta  
Mary Rodgers

March 8, 2019

City of Atascadero  
Community Development Department  
Callie Tylor, Senior Planner  
6500 Palma Ave.  
Atascadero, Ca 93422

Subject: Principal Mixed Use-Amendment. APN: 030-491-001-013-019-020. DLN2014-1519.

Greetings Callie,

*I have reviewed the proposed amendment to the Housing portion of the project allowing more units to be added.*

*We are requesting that a cultural resource specialist from our tribe be on site during all tree removal activities. Oak Trees where, and still are a food source of the Salinan People. Cultural Item like stone grinding bowls, pestles and cutting tools were used during the acorn harvests and left on site, for the next harvest.*

*Hope you can help us with this, by adding our request to the mitigation measures.*

Xayatspanikan,  
*Patti Dunton*  
Patti Dunton, Tribal Administrator

Response to Comments

RESPONSE TO COMMENTS FOR MITIGATED NEGATIVE DECLARATION #2019-0002  
Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change  
(PLN 2014-1519)

Patti Dunton, Tribal Administrator  
Salinan Tribe of San Luis Obispo and Monterey Counties  
Dated March 08, 2019

**Comment #1:**

Cultural Resources

Request that a cultural resource specialist from Salinan Tribe be on site during all tree removals.

**Response:**

As identified in the letter from the Salinan Tribe, oak trees were a food source of the Salinan People, and often cultural items such as stone grinding bowls, pestles and cutting tools were used during the acorn harvests and left on site for the next harvest. A Mitigation Measure has been added to the MND to require a cultural resource specialist to be on site during tree removal in order to reduce the potential impacts to less than significant impact.

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



## C - Comments and Response to Heal SLO

### Comments on Draft CEQA Document



March 8, 2019

#### COALITION PARTNERS:

Bike SLO County  
Boys and Girls Club – South County  
Cal Poly State University  
Center for Sustainability  
Food Science & Nutrition Department  
Kinesiology Department  
CenCal Health  
City of San Luis Obispo Parks and Recreation  
Community Action Partnership of SLO  
Community Foundation of SLO County  
Dairy Council of California  
Dinger & Associates  
First 5 San Luis Obispo County  
Food Bank Coalition of SLO County  
French Hospital Medical Center  
HomeShare SLO  
Lucia Mar Unified School District  
One Cool Earth  
Rideshare – Safe Routes to School  
San Luis Sports Therapy  
SLO Council of Governments  
SLO County Departments:  
Board of Supervisors  
Health Commission  
Planning and Building  
Public Health  
SLO County Office of Education  
UC Cooperative Extension  
YMCA of SLO County

Callie Taylor, Senior Planner  
City of Atascadero: Community Development Department

RE: PLN 2014- 1519 Amendment

Dear Callie,

HEAL SLO is a coalition working to solve San Luis Obispo County's complex and overlapping health inequities by addressing the social determinants of health and developing integrated solutions. In carrying out that mission, since 2012, a subcommittee called the Healthy Communities Work Group has provided responses to County Planning staff from a healthy community's perspective on proposed land development projects, ordinance and general plan amendments. In recent years, the Work Group has also begun collaborating with local jurisdictions, providing comments on proposed projects and general plan updates.

The project at 9105, 9107, 9109 Principal Ave 9300 Pino Solo has come to the attention of the Healthy Communities Work Group. We are in favor of the amendment of this project to increase density of units. Increased density has the potential to improve public health outcomes through more walkable and connected neighborhoods, greater access to daily needs, and quality affordable housing<sup>1</sup>. While we commend this increase in density, we recognize a sacrifice of outdoor space. Because there is not a public park within a short walking distance of the project site (Heilmann Park is outside of ¼ mile radius), we recommend that outdoor space be incorporated into the project design, if at all possible.

The Healthy Communities Work Group is also concerned about the impact that the carwash blower noise will have on nearby residents. Mitigating noise levels as much as possible so residents can be outdoors and interact with neighbors will help to build a sense of community in this housing.

Sincerely,

Stephanie Teaford  
Chair

Healthy Communities Work Group

[http://www.changelabsolutions.org/sites/default/files/Building\\_In\\_Healthy\\_Infill-FINAL-20140731.pdf](http://www.changelabsolutions.org/sites/default/files/Building_In_Healthy_Infill-FINAL-20140731.pdf)

<sup>1</sup>Building In Healthy Infill. ChangeLab Solutions,

*HEAL-SLO is a community coalition addressing complex and overlapping health challenges through integrated solutions. In carrying out that mission, a subcommittee called the Healthy Communities Work Group provides responses to Planning staff from a healthy community's perspective on proposed land development projects, ordinance and general plan amendments, and special projects.*



Response to Comments

RESPONSE TO COMMENTS FOR MITIGATED NEGATIVE DECLARATION #2019-0002  
Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change  
(PLN 2014-1519)

Stephanie Teaford, Chair  
Heal SLO Healthy Communities, Work Group  
Dated March 08, 2019

**Comments:**

See attached letter.

**Response:**

The City of Atascadero appreciates the comments provided and encourages participation in the CEQA document review process.

In addition to the small private yards on each lot, the proposed development includes three (3) main outdoor open space and recreation areas. Open space is combined with landscaped drainage basins and located near the ephemeral drainage swale to further increase the green space areas of shared use at certain times of the year. A playground area with play equipment will be installed by the developer and owned and maintained by the HOA.

An acoustical analysis have been provided to assess the carwash use and includes recommendations to minimize the noise from the blowers. The acoustical engineer's recommendations have been incorporated into the MND as mitigation measures 12.a.1-3.

The comments in the above Heal SLO Healthy Communities, Work Group are noted. No additional mitigation measures are required.



**D - Comments and Response to Air Pollutant Control District**

Comments on Draft CEQA Document



Air Pollution Control District  
San Luis Obispo County

Via Email

March 8, 2019

Callie Taylor  
City of Atascadero, Community Development Department  
6500 Palma Avenue  
Atascadero, CA 93422  
ctaylor@atascadero.org

SUBJECT: APCD Comments Regarding the Principal Mixed-Use Amendment, CUP,  
Tentative Tract Map, Zone Change (2019-0002)

Dear Ms. Taylor:

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed project located at 9105 Principal Ave in Atascadero.

The project consists of an amendment to a previously approved Planned Development #24 mixed-use project. The applicant is proposing revisions to the approved master plan of the development and a new Tentative Tract Map to increase the unit count to 55 residential units, which includes a 10% density bonus for providing affordable housing. The master plan of Planned Development #24 includes 1,830 ft<sup>2</sup> of office area as a part of the live-work units on Principal Avenue, and a 1,645 ft<sup>2</sup> drive-thru carwash which is currently under construction as it was previously approved and analyzed through CEQA under the previous project approved in 2015. A 6,500 ft<sup>2</sup> area directly adjacent to El Camino Real is proposed to be changed from RMF-10 zoning to Commercial Retail to allow for future commercial development along the El Camino corridor. The project site is approximately 5.4-acres and six (6) native oak trees are proposed for removal as a part of the revised project. Project access will be provided at two driveways on Principal Avenue.

Mixed Use Support

APCD staff would like to commend the project proponents for this project's promotion of mixed used, urban infill development. When people can walk to nearby stores, parks and work, traffic is reduced and the potential for mass transit use increases. This is consistent with several of the APCD land use goals and policies in the Clean Air Plan.

*The following are APCD comments that are pertinent to this project.*





APCD Comments for the Principle Partners Project  
March 8, 2019  
Page 2 of 3

#### GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each.

#### **CONSTRUCTION PHASE**

##### Construction Phase Impacts - Below Threshold

The APCD evaluated the construction impacts of this project to assess potential air quality impacts from the proposed project. The construction phase impacts will likely be less than the APCD's significance threshold values identified in Table 2-1 of the [CEQA Air Quality Handbook](#) (April 2012).

The mitigated negative declaration stated five construction mitigation measures in Section 3 – Air Quality. These measures include the APCD's language for fugitive dust (3.b.1), naturally occurring asbestos (3.b.2), demolition and asbestos activities (3.b.3), developmental burning (3.b.4), and construction permit requirements (3.b.5). **These measures are consistent with the APCD's analysis of the proposed project and the APCD supports the inclusion of these measures in the conditions of approval for the construction phase.**

#### **OPERATIONAL PHASE**

##### Operational Phase Impacts - Below Threshold

The mitigated negative declaration evaluated the operational phase emission estimates using Table 1-1 in the [CEQA Air Quality Handbook](#) (April 2012) for estimating operational emissions related to the development of land uses. The screening results indicate that the operational phase would likely be less than the APCD's significance threshold values identified in Table 3-2 of the CEQA Air Quality Handbook.

The mitigated negative declaration stated one operational mitigation measure in Section 3 – Air Quality. The measure includes the APCD's language for wood burning devices in new dwelling units (3.b.6). **These measures are consistent with the APCD's analysis of the proposed project and the APCD supports the inclusion of these measures in the conditions of approval for the operational phase.**

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at (805) 781-5912.



APCD Comments for the Principle Partners Project  
March 8, 2019  
Page 3 of 3

Sincerely,



JACKIE MANSOOR  
Air Quality Specialist

JNM/jjh

cc: Barry Ephraim, Applicant

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#### Response to Comments

RESPONSE TO COMMENTS FOR MITIGATED NEGATIVE DECLARATION #2019-0002  
Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change  
(PLN 2014-1519)

Jackie Mansoor, Air Quality Specialist  
Air Pollution Control District of San Luis Obispo County  
Dated March 08, 2019

**Comments:**

See attached letter.

**Response:**

The City recognizes the support which the Air Pollution Control District provides in regard to the project's mixed-use, urban infill development. Comments have been noted.

The City recognizes APCD's analysis shows that both "Construction Phase Impacts" and "Operational Phase Impacts" are below impact thresholds with selected mitigations. All mitigation measures shall be implemented and followed during the course of the project.



**E - Comments and Response to California Department of Transportation**

Comments on Draft CEQA Document

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Gov. Newsom, Governor

**DEPARTMENT OF TRANSPORTATION**

CALTRANS DISTRICT 5  
50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3101  
FAX (805) 549-3329  
TTY 711  
[www.dot.ca.gov/dist05/](http://www.dot.ca.gov/dist05/)



Making Conservation  
a California Way of Life.

March 14, 2019

SLO 101 PM 44.00  
SCH# 2015041037

Callie Taylor, Senior Planner  
City of Atascadero  
6500 Palma Avenue  
Atascadero, CA 93422

**COMMENTS TO THE MITIGATED NEGATIVE DECLARATION (MND) FOR THE  
AMENDMENT TO THE PRINCIPAL MIXED-USE PROJECT**

Dear Ms. Taylor:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the MND for the Amendment to the Principal Mixed-Use Project. Caltrans has reviewed the project and offers the following comments:

Caltrans supports local planning efforts that are consistent with State planning priorities intended to promote equity, strengthen the economy, protect the environment, and promote public health and safety. We support infill projects that help to reduce the state-wide housing shortage and have the potential to reduce Green House Gas (GHG) emissions and Vehicle Miles Traveled (VMT).

We appreciate that the project will mitigate its impact to the Santa Rose Road / US 101 interchange through the City's Traffic Impact Fee (TIF) program. Please provide us with information on the City's TIF program, the document that the interchange project is listed in, and whether it is identified on the SLOCOG RTP project list.

Additionally, please provide us with the updated May 2018 traffic study mentioned in the MND, that analyzes the project with the increased number of residential units.

If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3432 or [Jenna.Schudson@dot.ca.gov](mailto:Jenna.Schudson@dot.ca.gov).

Sincerely,

Jenna Schudson  
Development Review Coordinator  
District 5, LD-IGR South Branch



Response to Comments

RESPONSE TO COMMENTS FOR MITIGATED NEGATIVE DECLARATION #2019-0002  
Principal Mixed-use Amendment, CUP, Tentative Tract Map, Zone Change  
(PLN 2014-1519)

Jenna Schudson, Development Review Coordinator  
California Department of Transportation, District 5  
Dated March 14, 2019

**Comment #1:**

Traffic Impact

Please provide information regarding the City's Traffic Impact Fee program, the document that the interchange project is listed in, and whether it is identified on the SLOCOG RTP project list.

**Comment #2:**

Please provide the updated May 2018 Traffic Study referenced in the Mitigated Negative Declaration document.

**Response:**

Comments have been noted, and informational documents provided to Caltrans. The May 2018 Traffic Study has been added as an attachment to the MND. No additional mitigation measures are required.

