



CITY OF ATASCADERO PLANNING COMMISSION AGENDA

**REGULAR MEETING
Tuesday, September 1, 2020
6:00 P.M.**

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

CALL TO ORDER

Pledge of Allegiance

Roll Call: Chairperson Mark Dariz
Vice Chairperson Jeff van den Eikhof
Commissioner Duane Anderson
Commissioner Tori Keen
Commissioner Michael Shaw
Commissioner Jan Wolff
Commissioner Tom Zirk

APPROVAL OF AGENDA

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

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

1. DRAFT MINUTES OF JULY 21, 2020

- Recommendation: Commission approve the July 21, 2020, Minutes.

COMMUNITY DEVELOPMENT STAFF REPORTS

None

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PUBLIC HEARINGS

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

DISCLOSURE OF EX PARTE COMMUNICATIONS:

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

2. Del Rio Commercial Area Specific Plan Amendment (1905 El Camino Real)

The proposed project consists of an Amendment to the Del Rio Commercial Area Specific Plan at 1905 El Camino Real and surrounding properties including, but not limited to 2055 El Camino Real. The Amendment proposes modifications to land uses, traffic mitigation, and minor edits for clarity. An addendum to the certified FEIR has been prepared in accordance with CEQA.

Ex-Parte Communications:

Recommendation: Approve the project with conditions. (AMND18-0079)

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

The next regular meeting will be held on September 15, 2020, at 6:00 p.m.

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

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CITY OF ATASCADERO PLANNING COMMISSION

DRAFT MINUTES

Regular Meeting – Tuesday, July 21, 2020 – 6:00 P.M.

City Hall (Teleconference)

6500 Palma Avenue, Atascadero, California

CALL TO ORDER - 6:00 p.m.

Chairperson Dariz called the meeting to order at 6:16 p.m. and Commissioner Wolff led the Pledge of Allegiance.

ROLL CALL

Present: Commissioners Anderson, Shaw, Wolff, Keen, Zirk, Vice Chairperson van den Eikhof and Chairperson Dariz

Absent: None

Others Present: Recording Secretary, Annette Manier

Staff Present: Community Development Director, Phil Dunsmore
Assistant Planner, Mariah Gasch
Senior Planner, Kelly Gleason
Associate Planner, John Holder

APPROVAL OF AGENDA

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

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

PUBLIC COMMENT

None.

Chairperson Dariz closed the Public Comment period.

CONSENT CALENDAR**1. DRAFT MINUTES OF JULY 7, 2020**

- Recommendation: Commission approve the July 7, 2020, Minutes.

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

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

COMMUNITY DEVELOPMENT STAFF REPORTS

None

PUBLIC HEARINGS

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

DISCLOSURE OF EX PARTE COMMUNICATIONS:

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

2. CONDITIONAL USE PERMIT AT 9005 EL CAMINO REAL

The proposed project consists of a proposal to allow a new Auto Repair and Storage use with accessory vehicle storage. The project is exempt from the California Environmental Quality Act (CEQA), under Categorical Exemption §15301, Class 1 Existing Facilities.

Ex-Parte Communications:

Recommendation: Approve the project with conditions. (USE18-0141-West Coast Auto)

EX-PARTE COMMUNICATIONS

Commissioner Anderson reviewed this project at the DRC.
Chairperson Dariz reviewed this project at the DRC.

Director Dunsmore gave a background on the project. Planner Gasch presented the staff report, and noted the following corrections to the published staff report:

Page 5 – Staff report published states the parcel is 2.1-acres, but the actual acreage is just under one acre (.9-acres).

Page 10, Landscaping – Staff report published states that the proposed landscaping will only cover 3% of the entire site, but the correct number should state 6%. Staff could not make the findings for the Commission to find this acceptable, so staff added a condition to add landscaping to meet 10%.

Page 23, Item 15 – Staff report published states August 4, 2020, but the correct date should be September 19, 2020.

Page 23, Item 16 and Item 17 – These items published in the staff report should be removed and replaced with this:

- Street trees planted within 10-ft of public improvements shall be planted with deep-root barriers, to the satisfaction of the City Engineer.

Planner Gasch and Director Dunsmore answered questions from the Commission. Commissioner Zirk suggested the Commission consider putting the landscaping continuing along the fence with the used car lot and into some of the area where the building is going to be torn down to get to 10%. It was confirmed that bio retention would be considered landscaping. It was also recommended that the City work with the applicant to achieve the 10%. It was also clarified that accessory storage for the mechanic's shop is an allowable use.

Director Dunsmore stated that the City is going to focus on this area for a General Plan Update next year.

PUBLIC COMMENT

The following members of the public spoke during public comment: Ryan Amborn. Mr. Amborn gave a presentation and background on the project.

Mr. Amborn responded to Commissioners' questions. Mr. Amborn said he would be in agreement with staff to add up to 10% landscaping.

Chairperson Dariz closed the Public Comment period.

MOTION: By Commissioner Zirk and seconded by Vice Chairperson van den Eikhof to approve Draft Resolution 2020 approving a Conditional Use Permit approving USE18-0141 on APN 30-502-032, 033, 034 at 9005 El Camino Real, allowing an Auto Repair and Accessory Vehicle Storage use in the Commercial Retail (CR) zone, based on findings and

subject to revised Conditions of Approval as stated above.

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

COMMISSIONER COMMENTS AND REPORTS

None

DIRECTOR'S REPORT

Director Dunsmore stated that currently there are no items ready for the next hearing.

Director Dunsmore stated that in late August or early September, we hope to hear the Del Rio Specific Plan Amendment (since Walmart is no longer a project). The owner (Madonna Enterprises) wishes to build a business park and this will affect the traffic analysis and CEQA.

ADJOURNMENT – 7:07 p.m.

The next regular meeting is scheduled for **August 4, 2020**, at City Hall, Council Chambers, 6500 Palma Avenue, Atascadero.

MINUTES PREPARED BY:

Annette Manier, Recording Secretary
Administrative Assistant



Atascadero Planning Commission

Staff Report – Community Development Department

Del Rio Rd Commercial Area Specific Plan Amendment AMND18-0079

RECOMMENDATIONS:

Planning Commission recommend City Council:

1. Adopt the Draft Resolution recommending the city council approve an addendum to the previously certified Final Environmental impact Report (EIR) for the Del Rio Road Commercial Area Specific Plan and determine that said addendum, together with the previously certified EIR, serves as the appropriate environmental documentation for the proposed Specific plan Amendments and recommend that the City Council approve amendments to the Del Rio Road Commercial Area Specific Plan.

DISCUSSION:

Background

In 2017, Walmart notified the City that they were cancelling their plans to build a retail store on the southeast corner of Del Rio Road and El Camino Real within the Del Rio Commercial Area Specific Plan. In 2019, an application was submitted by the owner of the property at the northeast corner of Del Rio Road and El Camino in the specific plan (Annex property) to replace the previously approved retail development with a business park. Entitlements for both properties expired in July of this year. Combined, these amendments remove the majority of the high traffic generating retail uses that were once envisioned in the specific plan. However, amendments to the specific plan are needed before the Annex property may move forward with their development plans. These amendments required the completion of a new traffic analysis and a review of alternatives to the approved traffic mitigation that currently requires roundabouts at the intersections of Del Rio, Highway 101, and El Camino Real.

During the March 10th 2020 City Council Meeting, the Council considered alternative options and revised traffic scenarios for the Del Rio/101 interchange. Based on the traffic analysis provided and the evolution of new development patterns proposed within the Specific Plan area in addition to the more significant regional shift away from large retail due to an internet based economy, the Council directed staff to amend the Del Rio Commercial Area Specific Plan and formally cancelled the proposed roundabout mitigation project. The proposed amendments would modify the list of allowable uses

within the Specific Plan area and update the EIR traffic mitigation and timing for the Del Rio Rd/101 interchange improvements as well as improvements at the Del Rio Rd/El Camino Real intersection.

Original Specific Plan

The Del Rio Road Commercial Area Specific Plan was approved by the City Council in June 2012. The Specific Plan consisted of two components. The first portion is a large retail site on the south-east corner of Del Rio Road/El Camino Real known as the “Walmart site”. The Walmart site is a total of 26 acres and contains space for a large retail use, 2 smaller commercial pads, and a multi-family residential site. The 2nd component, known as the “Annex site”, includes approximately 10 acres at the north-east corner of Del Rio Road and El Camino Real and roughly three acres on the west side of El Camino Real adjacent to Highway 101. Walmart still owns the Walmart site and Madonna Enterprises owns the Annex site. The 26-acre Walmart site is currently for sale.

Previous Specific Plan Amendments

In 2017, the City amended the Del Rio Specific Plan to accommodate a Hilton Hotel on the western side of the “Annex site” to allow for a hotel instead of retail development. That amendment recognized the reduction in vehicle trips and reduced environmental impacts associated with replacing several retail uses with a hotel. A four-story 120-room hotel north of Del Rio Road, between Hwy 101 and El Camino Real, has been recently completed as a result of that amendment.

The Walmart site

In 2017, Walmart officially cancelled their plans to develop their site and there are no current development plans for the property. On July 12th, 2020 the tentative parcel map for the project, along with the Master Plan of Development, expired. Regardless of these factors, the General Plan and Specific Plan designations for this site that allow for commercial development and some multi-family development remain in place. However, any new development proposal would need to apply for a new map and a new master plan of development and may be subject to further environmental review if inconsistent with the Del Rio Specific Plan.

It is important to note that no changes to the Walmart portion of the specific plan are proposed with this amendment with the exception of altering the list of allowed uses to eliminate drive through restaurants and service stations to assist in maintaining moderate traffic levels.

A new large retail commercial development could still be built in the future at the Walmart site if they can complete necessary traffic mitigation and acquire approvals of a new master plan of development and parcel map. Since alternative mitigation is now being proposed, the roundabout at Del Rio and El Camino Real that was the responsibility of the Walmart development is no longer proposed. The development of a large retail use at this site or similar uses that generate high traffic numbers during the evening peak traffic times are likely to result in the need to widen the Del Rio overpass.

ANALYSIS:

Specific Plan Amendment:

The Specific Plan, which acts like a mini zoning ordinance, needs to be amended to accommodate the proposed Annex business park development plan and revised land use patterns that reduce the overall traffic impacts (Attachments 2 & 3). These amendments also remove some of the detailed site-specific property development standards that were oriented solely towards retail development.

Amendments include:

1. Changing the project site identifiers from:
 - “Annex” to **“North End Project Site”**
 - Major Tenant (Walmart) to **“South-East Project Site”**
2. Modifying project site descriptions to allow for future flexibility of development.
3. Amending the allowable land use list to prohibit high traffic generating uses such as drive-through restaurants and service stations.
4. Revising the list of required traffic improvements based on new traffic modeling and revised mitigation measures.
5. Modify site specific development requirements in the Specific Plan to allow greater flexibility for future development.
 - All site specific entitlements for the former Walmart site will remain within the approved Master Plan of Development until entitlement expiration or until a new development plan is submitted.
 - All site specific development requirements for the former Annex site will be remain within the approved Master Plan of Development until it is amended.

EIR Addendum: Traffic Mitigation:

During the review phase for the Walmart/Annex Projects in 2008, the City analyzed the project's impact on the Del Rio Road/US 101 Interchange. A traffic analysis performed by the City's traffic consultant (W-Trans) indicated that the Del Rio Road intersection at the Highway 101 off-ramps and at El Camino Real would operate below accepted levels of service with commercial retail development dominating the specific plan area when all surrounding properties and regional growth were developed to their fullest extent under the General Plan. It was determined that traffic capacity of the interchange would need to be expanded to accommodate the buildout scenario, which includes assumptions of regional growth. The study analyzed options to increase capacity of the Del Rio and El Camino Real intersections at Highway 101. Roundabouts at the ramp intersections were included as a mitigation measure based upon future performance, cost analysis, and input from Caltrans.

The mitigation plan allowed Walmart to develop their site contingent upon the completion of several mitigation measures including the completion of one roundabout at the intersection of Del Rio Road and El Camino Real. However, the mitigation required that no development occur on the Annex site until the completion of the remaining two roundabouts at the Del Rio interchange. This scenario has kept the western Annex site from moving forward with any development until the Walmart site is developed and has completed all of the mitigation. With the Walmart project permanently cancelled, the Annex site has been unable to move forward.

New land use scenarios

With the shift in commercial development away from retail, and with growing interest in business park, tourism, and experience oriented development, the City consulted with W-Trans and Wallace group to explore interchange improvement alternatives based on new land use scenarios to determine if roundabouts remained warranted. Additionally, the City has been seeking options to amend the specific plan to allow either property to develop while implementing adequate traffic mitigation, regardless of which property develops first. The City developed a number of potential land use scenarios based on discussions with property owners within the Specific Plan and surrounding areas to ensure that long range and regional traffic impacts were included.

At the March 10th City Council meeting, a series of potential land use scenarios were presented. These scenarios took into account both Specific Plan area build out as well as General Plan build out and regional modeling to ensure that the City had a long term picture of traffic impacts at the Del Rio/101 interchange as well as the Del Rio/El Camino Real intersection. Based on the new anticipated development projects which include the hotel, a business park, some retail uses and a variety of other anticipated uses, the City Council directed staff to cancel the roundabout project and proceed with a complete analysis of alternative traffic mitigation. Now, the Specific Plan needs to be amended to allow alternative site developments, modify traffic mitigation, and eliminate high traffic generating land uses such as drive through restaurants and fuel stations from the list of allowable uses.

Because this amendment to the previously identified traffic mitigation reduces the environmental impacts that were analyzed with the original Specific Plan EIR, staff is proposing an “Addendum” to the EIR that identifies the development plan changes and outlines the reduction in environmental impacts. An addendum to an EIR can be accommodated when the project description changes and there are no new environmental impacts, such as in this scenario. In fact, the proposed project changes result in a reduction of both air quality and traffic impacts. The reduced environmental impacts are the result of reduced vehicle trips to the site with limitations on high traffic generating uses. Some regional retail uses will still be allowed, however if such uses exceed anticipated traffic numbers, new environmental analysis and/or implementation of later phase mitigation may be required.

Recent traffic analysis has been completed on each of the potential land use scenarios to determine appropriate traffic mitigation without constructing an extensive roundabout system. The new analysis has determined that three phases of traffic mitigation can be completed at future development thresholds to continue to maintain adequate levels of service. These phases of mitigation can accommodate development of all portions of the Specific Plan as well as regional development, and can even accommodate a large retail use on the Walmart site should that be desired in the future.

The three phases of traffic mitigation include the following:

Phase 1

Revised traffic signal timing and phasing at the intersection of Del Rio and El Camino Real.

This mitigation simply involves changing the timing of the signals and does not require any physical changes to the street or infrastructure except for that required with project frontage improvements. This change alone can increase traffic capacity, reducing queuing, and allow for the development of some of the business park at the North End commercial site, assuming regional development outside of the specific plan continues at anticipated levels.

Phase 2

Construct a new north bound right turn lane at Del Rio Road, between El Camino Real and Highway 101 in addition to signal modifications.

This mitigation will require the construction of a retaining wall on the property at the north-west corner of Del Rio and El Camino Real and Highway 101, widening of Del Rio Road, and new curb, gutter, and sidewalk at the northwest corner to accommodate the widening of the road and the addition of the turn lane. These improvements will also necessitate lane reconfiguration at, and approaching, the El Camino Real/Del Rio intersection. A new traffic signal arm would need to be installed to accommodate the new curb alignment at the northwest corner of Del Rio and El Camino Real. Signal timing modifications will be required to accommodate the traffic flows and revised intersection geometrics. This will also require that the City adjust the property boundary along the north side of Del Rio road between EL Camino and Hwy 101, and acquire private land for public right of way use. Upon completion, this mitigation will accommodate the entire development of the north east business park site and development of the former Walmart site, assuming a large regional retail use or other high intensity traffic generating use does not develop.

Phase 3

Reconstruct the Del Rio Road overpass to accommodate bridge widening and the addition of traffic lanes on Del Rio Road between EL Camino Real and Ramona Road, west of Highway 101.

This mitigation is a long term mitigation that involves the complete replacement and widening of the Del Rio Road overpass to accommodate additional lanes. Unless a traffic intensive use such as a large scale retail center or similar land use develops near the Del Rio intersection, this mitigation measure may not be needed in the near future. This mitigation is intended to be coordinated with the eventual planned replacement of the Del Rio Road overpass which could potentially occur within 25 years and to plan for a high traffic use, although not anticipated.

Proposed Mitigation Measure Language

Mitigation Measure 1c will be deleted and replaced with new language to reflect the “**Phase 1**” mitigation as follows:

Existing Mitigation Measure 1C:

***MM TRANS-1c:** Prior to issuance of the final certificate of occupancy for Walmart, the project applicant shall convert the intersection of Del Rio Road/El Camino Drive to a modern roundabout. The roundabout shall provide an inscribed diameter of a minimum of 160 feet and a combination of single and dual circulating lanes. Single-lane approaches shall be adequate on the southbound and westbound entrances. The northbound*

approach shall include a dual-lane entry with a left-only lane and a shared through/right-turn lane. The eastbound approach shall include a shared through/left-turn lane and a minimum 125-foot-long, right-turn lane. The City of Atascadero shall determine the financial obligation of the applicant for the cost of the improvement, and the applicant installing the improvement shall be eligible for a fee credit for the cost of these improvements in excess of the project's proportional-share contribution.

Proposed Mitigation Measure 1C:

MM TRANS-1C: Prior to occupancy of the first new building within the Specific Plan on the east side of El Camino Real, modifications to the traffic signal at Del Rio Road/El Camino Real shall be completed by the developer to more efficiently orchestrate the movement of conflicting traffic. This modification requires the replacement of the northbound left-turn protected phasing (green arrow) with protected-permissive phasing (green arrow that goes to green ball or flashing yellow arrow), and the southbound left-turn protected phasing with permissive phasing (green ball or flashing yellow arrow). The eastbound and westbound phases, which currently activate at the same time, shall be split to operate sequentially, or one direction and then the other. These changes shall require modification to the existing signal infrastructure to incorporate updated signal heads. In addition, this mitigation includes adjustment to the signal phasing in terms of recalls, phase lengths, and the overall cycle length.

The proposed mitigation language change for 1d will implement “**Phase Two**” mitigation as follows:

Existing Mitigation Measure 1D:

MM TRANS-1d – *Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional-share fees for the conversion of the intersection of Del Rio Road/US 101 Northbound Ramps to a single-lane modern roundabout with a minimum 150-foot-long, right-turn bypass lane on the westbound approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.*

Proposed Mitigation Measure 1D:

Prior to occupancy of the first use that exceeds 134 p.m. cumulative peak hour trips, a westbound right-turn lane shall be added to the intersection of Del Rio Road/US 101, such that there would be two westbound lanes on Del Rio Road from El Camino Real to the US 101 North ramp. This would require widening Del Rio Road, the construction of a retaining wall on the north side of Del Rio Road, and reconstruction of the curb return.

Concurrent with the addition of the right turn lane noted above, the intersection of Del Rio Road/El Camino Real shall be reconfigured at the eastbound approach from through/left-

turn and right-turn lanes, to left-turn lane and through/right-turn lanes, moving the through movement from the left lane to the right lane. This includes widening the eastbound departure (on the east leg of the intersection) to avoid excessive lateral shifting of through traffic. With a dedicated eastbound left-turn lane, the eastbound-westbound split phasing shall be required to be replaced with concurrent timing, as well as protected-permissive phasing for the eastbound left-turn movement. With protected left-turn phasing in the eastbound direction and a prohibition of eastbound U-turns, a southbound right-turn overlap shall be provided, which is a green arrow that enables southbound right-turning drivers to continue without stopping concurrently with the eastbound left-turn movement. Additionally, the signal at Del Rio Road/El Camino Real shall be coordinated with the signals at Del Rio Road/US 101 North Ramps and Del Rio Road/US 101 South Ramps. This will require extending the interconnect hardware between the ramp signals to Del Rio Road/El Camino Real, and potentially upgrading the signal hardware at Del Rio Road/El Camino Real to be compatible with interconnect technology if it is not already.

All development within the Specific Plan area shall be responsible for paying their fair share towards these improvements as a special impact fee. The special impact fee will be in addition to the Citywide impact fees in place at the time of development and shall be collected prior to issuance of any permit. Should a developer construct the improvements, any costs of the installed improvements in excess of the project's proportional share, may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other development within the Specific Plan area should improvements be installed prior to Specific Plan build-out.

Why Mitigation Phase Two is not the Final Future Solution

In addition to the above Phase I and II level mitigation, the City anticipates potential bridge widening of Del Rio Road upon Caltrans replacement of the bridge (currently estimated for 2045) or if a traffic intensive use develops at the South-East project site. A plan line setback can be established for the full extent of this improvement to ensure that land remains available for future construction and lane alignment. This development limit boundary would require some portion of private land near the intersection of Del Rio and El Camino Real be reserved. At this time, the Planning Commission is not taking action on the right of way needs or details of the required engineering for the traffic mitigation construction. The City Council will take action on the plan line setback, cost estimates, and cost sharing for the required mitigation at a later date. However, the proposed EIR Addendum does include mitigation that can accommodate intensive development of the former Walmart site so that a solution for future development is retained should the opportunity arise. This mitigation involves complete replacement of the Del Rio overpass and widening to accommodate additional lanes. The mitigation is a long term plan that is likely best done in concert with a planned bridge replacement by Caltrans.

Mitigation Measure 1e below is proposed to be modified to implement "Phase 3" of the mitigation:

Existing Mitigation Measure 1E:

MM TRANS-1e – Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional-share fees for the construction of a five-legged, single-lane modern roundabout at the intersection of Del Rio Road/US 101 Southbound Ramps that incorporates Ramona Road as the fifth approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share cost methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.

Proposed Mitigation Measure 1E:

Prior to issuance of building permits for any land use that exceeds 293 weekday p.m. trips within the Specific Plan area, the following improvements shall be completed:

- Widening the eastbound approach to Del Rio Road/El Camino Real to three lanes that extend upstream to Del Rio Road/US 101 North Ramps, with one lane each assigned to left turns, through lanes, and right turns.
- The westbound approach shall be widened to include a right-turn pocket.
- A second northbound left-turn lane shall be constructed to accommodate traffic leaving the commercial developments and heading toward the freeway.
- Overlaps shall be added to further improve traffic flow.
- The Del Rio Road overpass shall to be widened to four lanes, with a through/left-turn combined lane and through lane approaching eastbound to Del Rio Road/US 101 North Ramps and left-turn and through/left-turn combined lanes on the westbound approach to Del Rio Road/US 101 South Ramps.
- At Del Rio Road/US 101 South Ramps, the southbound approach shall be expanded to include an additional left-turn lane, and the phasing shall be modified to split the eastbound and westbound approaches.
- Interconnect shall be provided between all three signals to coordinate cycles.

Should a developer construct the improvements, any costs of the installed improvements in excess of the project's proportional share, may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other development within the Specific Plan area should improvements be installed prior to Specific Plan build-out.

Other Mitigation Measure Minor Edits

A number of additional mitigation measures are also proposed to be modified for consistency with new project site names and the revised traffic mitigation scenarios. Some mitigation measures have also been modified to respond to changes that may be proposed with future master plan of development amendments while maintaining the intent of the mitigation. For example, specifics regarding bike lane design have been

modified to allow the City Engineer to determine required improvements based on proposed development patterns. These edits are not substantive and do not result in changes to the environment or development options.

Timing of Traffic Improvements

Some development on either of the Specific Plan sites could occur prior to the physical traffic improvements being warranted. However, any development will be subject to transportation impact fees for both phase 1 and 2 of the proposed mitigation along with site frontage improvements. The amount of development allowed prior to completing any improvements at the interchange is dependent on the type of development that is proposed and the amount of vehicle trips that are generated. For example, if a new project is primarily office and warehousing, the impacts will be very low and a larger square-footage of development may be allowed to proceed. The draft mitigation assumes that up to **3,960** additional vehicle trips (amended specific plan minus approved and constructed Hotel) could be added to the interchange from development within the specific plan area with implementation of signal timing modifications and the addition of a westbound turn lane at Del Rio Rd and the 101 northbound on-ramp (Phase 2). The traffic analysis also identified a lesser peak hour trip threshold (134 weekday p.m. peak hour trips) that can be accommodated with signal timing modifications only (Phase 1).

The original traffic study developed for the EIR determined that 53% of the projected traffic generated at the interchange would be generated by the Walmart and Annex projects combined, while 47% of the traffic would be generated by other future development in the area or region. Since the revised projected development scenario reduces the number of vehicle trips, the new land use plan assumes that development within the Specific Plan is responsible for 34% of the area traffic impact, while development assumed by the existing General Plan buildout would be responsible for 66% of the traffic impact to the Del Rio and El Camino Real corridor. The remaining 66% portion of the construction cost will be funded by citywide development impact fees from development outside of the Specific Plan area.

Next Steps

Plan line setback

The future road improvements on Del Rio Road between El Camino and Highway 101 will require additional private land to be retained. Road widening, construction of a retaining wall, and access for construction and maintenance of any public improvements will need to be reserved. The northern edge of the road right of way will need to shift approximately 10 to 15 feet to the north to accommodate the proposed Phase 2 road widening while preserving some additional space for future additional improvements should the Del Rio road bridge be widened when replaced in the future. This new right of way boundary is termed a "Plan Line Setback" and will need to be recorded on any property impacted by the improvements so that new construction, such as the approved Taco Bell restaurant, can be developed in a way which accommodates the new road configuration. It is important to note that this new road configuration takes far less land than the previous roundabout configurations.

Engineering Cost Estimates

When the plans to accommodate the mitigation are complete, an estimate will need to be created to determine total cost of the improvements. This estimate will be used to develop a fair share cost for each development. The fair share cost will be added to standard traffic development impact fees based on the amount of vehicle trips that are anticipated from each new development within the specific plan. Preliminary cost estimates for the second phase of mitigation are approximately 4 million.

Allowing Specific Plan Development to proceed

The primary goal of the amendment to the specific plan and applicable mitigation is to allow development to proceed within the specific plan limits while planning for long term traffic mitigation. Once the City Council takes action on the amendments and approves the mitigation changes, any applicant in the specific plan may proceed with a development plan by simply applying for a conditional use permit to adopt a Master Plan of Development. The project would need review by the Design Review Committee and Planning Commission and then could proceed with construction permits.

Following City Council approval of the new mitigation plan, the Caltrans review and approval process will continue to evaluate the proposed road improvement plans for Del Rio. Additionally, the City will need to work with the property owner to acquire necessary right of way to complete the future northbound turn lane at Del Rio Road. As noted above, development can begin to take place within the Specific Plan, but will need to cease upon reaching the 134 weekday p.m. peak hour trip threshold until such a time as the additional turn lane at del Rio/Highway 101 is in place.

Conclusion

The Del Rio Road Commercial Area Specific Plan is a significant economic development opportunity. It has been identified in the City Council Action Plan as a priority. The proposed amendments continue to accomplish the Specific Plan's objectives including:

- Allowing some development to proceed while adopting phased mitigation that can accommodate increased traffic.
- Proposing mitigation that resolves long term traffic impacts.
- Broadening the City's tax base by providing local and regional tax generating uses along with local head of household job opportunities.
- Maximizing the economic viability of the vacant sites
- Providing adequate infrastructure and public amenities
- Locating a commercial project at the intersection of two major streets, consistent with the General Plan's urban form framework
- Ensuring consistent and rational development of the sites in accordance with established functional, environmental, and aesthetic standards

ALTERNATIVES:

1. The Planning Commission may recommend modifications to any or all portions of the proposed amendments. Any proposed modifications, including conditions of approval, should be clearly re-stated in any vote.

2. The Planning Commission may determine that more information is needed on some aspect of the project and may refer the item back to staff to develop the additional information. If more information is needed, the Commission should clearly state the type of information that is required. A motion, and approval of that motion, is required to continue the item to a future date is required.
3. The Planning Commission may recommend denial of the amendments. The Commission must specify what findings cannot be made, and provide a brief oral statement, based on the staff report, oral testimony, site visit, correspondence, or any other rational introduced and deliberated by the Commission. If denying the proposed amendments, all previous project approvals and requirements will remain in place.

ATTACHMENTS:

1. Draft Resolution
 - a. Exhibit A: EIR Addendum and Traffic Analysis
 - b. Exhibit B: Amended Specific Plan
2. Redlined Amended Del Rio Commercial Area Specific Plan

Attachment 1
PC Draft Resolution

DRAFT PC RESOLUTION

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF ATASCADERO, CALIFORNIA, RECOMMENDING THE CITY COUNCIL APPROVE AN ADDENDUM TO THE PREVIOUSLY CERTIFIED FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN AND DETERMINE THAT SAID ADDENDUM, TOGETHER WITH THE PREVIOUSLY-CERTIFIED EIR, SERVES AS THE APPROPRIATE ENVIRONMENTAL DOCUMENTATION FOR THE PROPOSED SPECIFIC PLAN AMENDMENTS

AND

RECOMMENDING THE CITY COUNCIL APPROVE AMENDMENTS TO THE DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN

AMND18-0079

**DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN
1800, 1829, 1831, 1843, 1905, 2005, 2055, 2115, 2205, 2325, 2375, 2405 EL
CAMINO REAL AND 4999, 5505, 5700, 5701, 5705 DEL RIO ROAD
APNS 049-131-070, 049-151-005, 049-151-036, 049-151-037, 049-151-040, 049-
151-041, 049-102-020, 049-102-031, 049-102-032, 049-102-045, 049-102-056,
049-112-002, 049-112-018, 049-112-019, 049-112-022, 049-112-036, 049-112-
039.**

WHEREAS, the City of Atascadero has initiated an amendment the Del Rio Road Commercial Area Specific Plan (DRCASP) to respond to changing economic demands and the formal cancellation of the proposed Walmart regional retail store project; and,

WHEREAS, the site's current General Plan Land Use Designation is General Commercial (GC), High-Density Residential (HDR), and Single-Family Residential (SFR-X); and,

WHEREAS, the site's current Zoning Designation is Commercial Retail (CR), Residential Multi-Family - 24 (RMF-24), and Residential Single-Family - X (RSF-X); and,

WHEREAS, the City Council adopted the Del Rio Road Commercial Area Specific Plan and associated entitlements on July 10, 2012

WHEREAS, in conjunction with the approval of the Del Rio Road Commercial Area Specific Plan and associated entitlements on a 39.3± acre site located on El Camino Real and Del Rio Road, Atascadero, CA 93422 (APN 049-112-002, 018, 019, 022, ,036, 039, 049-151-005,

036, 037, 040, 041, 049-102-020, 031, 032, 045, 048, 056 and 049-131-070) (herein referred to as the “Project”), the City Council of the City of Atascadero, on June 26, 2012, certified the Del Rio Road Commercial Area Specific Plan Final Environmental Impact Report (State Clearinghouse No. 2010051034) (herein referred to as the “DRCASP EIR”), adopted a Statement of Overriding Considerations and adopted a Mitigation Monitoring Program in compliance with the California Environmental Quality Act (herein referred to as “CEQA”); and

WHEREAS, a subsequent project amendment and EIR addendum was adopted by the City Council on July 11, 2017 in conjunction with the approval of a Hotel at 1800 El Camino Real; and

WHEREAS, entitlement for the Major Tenant (Walmart) project and Annex project sites including tentative map and master plan of development expired on July 12, 2020.

WHEREAS, W-Trans, a transportation engineering firm, provided the City with a detailed report and traffic evaluation which provided analysis and evidence in support of conclusions that there was sufficient capacity for the Del Rio Road / El Camino Real intersection and the Del Rio Road / US Highway 101 for land use modifications listed in the proposed language of the Amended Del Rio Road Commercial Area Specific Plan with modified mitigation measures, prior to the interchange becoming “unacceptable in operations” according to Caltrans; and,

WHEREAS, based on the W-Trans Report and proposed Specific plan amendments City staff prepared draft language amending Mitigation Measure TRANS – 1a, TRANS-1c and TRANS 1d and eliminating Mitigation Measure TRANS 1e of the DRCASP Final EIR that modifies mitigation measures to eliminate the roundabouts from the intersection of Del Rio and El Camino real and from the Del Rio/Highway 101 interchange, defines payment of in-lieu fees for the common required improvements, as well as timing and phasing of such improvements to ensure that traffic is mitigated throughout development of the Specific Plan area; and,

WHEREAS, Minor edits were made to other mitigation measures related to project name changes and elimination of Walmart specific language for consistency and clarity with the amended Del Rio Road Commercial Area Specific Plan.

WHEREAS, to assess potential environmental impacts associated with the proposed Specific Plan amendments relative to the DRCASP EIR, City staff prepared an addendum to the DRCASP EIR pursuant to CEQA (herein referred to as “Addendum”); and

WHEREAS, the Addendum concluded that the proposed amendments would not result in any new or substantially more severe impacts than disclosed in the original Del Rio Road Commercial Area Specific Plan; and

WHEREAS, Section 21000, *et seq.*, of the Public Recourses Code and Section 15000, *et seq.*, of Title 14 of the California Code of Regulations (herein referred to as the “CEQA Guidelines”), which govern the preparation, content, and processing of environmental impact reports, have been fully implemented in the preparation of the Del Rio Road Commercial Area Specific Plan and Addendum; 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, the Planning Commission has determined that it is in the best interest of the City to enact the Del Rio Road Commercial Area Specific Plan amendment to protect the health, safety and welfare of its citizens by applying orderly development and expanding commercial and job opportunities within the City; and,

WHEREAS, timely and properly noticed Public Hearings upon the subject Specific Plan amendment and EIR addendum was held by the Planning Commission of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said amendments; and,

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

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

SECTION 2. Public Hearing. The Planning Commission of the City of Atascadero, at a Public Hearing held on October 1, 2019 considered the proposed zoning text amendments.

SECTION 3. Facts and Findings. The Planning Commission makes the following findings, determinations and approvals with respect to the Municipal Code Text Amendments:

A. Findings for Approval of amendments to the Del Rio Road Commercial Area Specific Plan

1. The proposed project or use satisfies all applicable provisions of the Title (Zoning Ordinance) including the SP-2 Ordinance; and,
2. 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,
3. The proposed Specific Plan will be compatible with existing or desired conditions in surrounding neighborhoods and surrounding General Plan land uses and General Plan policies.

Fact: The proposed Plan amendments will be compatible with existing and desired conditions in surrounding neighborhoods. The Plan as proposed would allow the development of an efficient and attractive community employment, entertainment,

and retail hub in North Atascadero. The Plan area will serve the growing local demand for commercial and employment development, while at the same time revitalizing one of the City's larger and more visible properties located just off Highway 101. Approval of the Plan will allow for the development of a master planned commercial and office node consistent with General Plan policies.

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

4. Modification of zoning regulations, development standards, or processing requirements is warranted by the design and amenities incorporated.

Fact: The plan sets forth land use and development standards that will facilitate the transformation of a currently underutilized area into a vibrant commercial node in an ideal location. With incorporation of development standards required by the Specific Plan, future development will be compatible with existing development, neighborhoods and the environment. In addition to creating additional employment and business opportunities and attracting much needed tax revenue, the development of the Specific plan area will allow for uses that offer a broad array of convenient shopping, service, and restaurant options. Accordingly, modification of zoning regulations and development standards is warranted to ensure efficient and successful development of this commercial node.

5. The Specific Plan 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.

Fact: The proposed amendments to the Specific Plan would allow the development of a master-planned, vibrant and attractive and cohesive community hub in North Atascadero. Amendments focus on expanding use options within the development area while limiting high traffic generating uses and uses that may conflict with the surrounding neighborhood.

The purpose of the Del Rio Road Commercial Area Specific Plan is to assist in the development of the site in a manner that benefits residents, the general public, and the City of Atascadero. The Specific Plan accomplishes these purposes by providing for the efficient use of land, ensuring compatibility between existing and proposed land uses, and establishing environmental and development standards and procedures to be met in development of the Specific Plan area. The development regulations contained in the Specific Plan address the unique characteristics of the site and surrounding properties, as well as the needs of the commercial land uses envisioned for the site. These efforts are intended to foster greater economic development, employment opportunities, and design compatibility than could be achieved through the use of conventional zoning and development standards.

The Del Rio Road Commercial Area Specific Plan serves as the overlay zone

guiding document for the Plan area. The Specific Plan, together with the underlying zoning on the sites, establishes permitted uses and provides development regulations, requirements, and design guidelines for all development within the boundaries of the Specific Plan area. The Specific Plan specifies land use standards and policies for the site and establishes additional design guidelines as well as landscaping, lighting, signage, fencing and screening, on-site circulation, loading and outdoor storage standards that are not required in the Code and that ensure a high standard of design for the site. In addition, it facilitates design integrity between the variety of uses (i.e., achieves General Plan objective of a master planned commercial center).

6. Benefits derived from the Specific Plan cannot be reasonably achieved through existing development standards or processing requirements.

Fact: The Specific Plan amendments focus on expanding land use opportunities and encouraging jobs focused commercial development within the Plan area. The Specific Plan specifies land use standards and policies for the site and establishes additional design guidelines as well as landscaping, lighting, signage, fencing and screening, on-site circulation, loading and outdoor storage standards that are beyond the Municipal Code standard in order to ensure a high standard of design and compatibility for the site. In addition, it facilitates design integrity between the variety of uses (i.e. achieves General Plan objective of a master planned commercial center).

7. The Specific Plan development standards or processing requirements is warranted to promote orderly and harmonious development and offers certain redeeming features to compensate for requested modifications.

Fact: In addition to revitalizing one of the City's larger and more visible properties, the Plan serves as an example for the community in energy efficiency by incorporating a variety of sustainability features in the construction, design and operation of the store that would reduce its demand for resources, utilize non-toxic materials, and promote waste reduction. The revised Plan focuses on encouraging a variety of uses to be built throughout the plan area in a way that requires aesthetic compatibility and appropriate scale.

8. The Specific Plan development standards or processing requirements is warranted to promote orderly and harmonious development.

Fact: The Del Rio Road Commercial Area Specific Plan implements the goals and policies of the City of Atascadero General Plan within the Specific Plan area. The Specific Plan is generally consistent with the City of Atascadero Municipal Code, but provides additional development standards and guidelines that are customized to achieve the specific vision for the project area. The City's zoning standards are utilized for certain aspects, such as the minimum parking spaces required, while the

Specific Plan provides other standards and guidelines that are tailored to the specific development proposed for the Del Rio Road Commercial Area Specific Plan.

Development regulations and requirements contained in the Specific Plan supplement or replace those of the City of Atascadero Municipal Code as they might otherwise apply to lands within the Del Rio Road Commercial Area Specific Plan area. For projects within the Specific Plan area, policies and standards in the Del Rio Road Commercial Area Specific Plan take precedence over more general policies and standards applied through the rest of the City. To the extent the provisions of the Specific Plan and the Atascadero Municipal Code are in conflict, the provisions of the Specific Plan will prevail. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing policies and standards of the Atascadero Municipal Code shall continue to apply.

SECTION 4. CEQA. An addendum to the previously certified Del Rio Road Commercial Area Specific Plan Final Environmental Impact Report (SCH# 2010051034) was prepared for the proposed Specific Plan amendments as attached in EXHIBIT A.

SECTION 5. Approval. The Planning Commission of the City of Atascadero, in a regular session assembled on September 1, 2020 resolved to recommend the City Council approve an addendum to the previously certified EIR for the Del Rio Road Specific Plan and approve amendments to the Del Rio Road Commercial Area Specific Plan consistent with the following:

EXHIBIT A: Del Rio Road Commercial Area Specific Plan Final Environmental Impact Report Addendum dated August 2020 with revised mitigation monitoring program and traffic analysis

EXHIBIT B: Del Rio Road Commercial Area Specific Plan revised September 2020

BE IT FURTHER RESOLVED, that a copy of this Resolution be delivered forthwith by the Planning Commission Secretary to the City Council of the City of Atascadero.

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

AYES: 0

NOES: 0

ABSENT: 0

ABSTAINED: 0

ADOPTED:

CITY OF ATASCADERO, CA

Mark Dariz
Planning Commission Chairperson

ATTEST:

Phil Dunsmore
Planning Commission Secretary



EXHIBIT A
ADDENDUM TO FINAL ENVIRONMENTAL IMPACT REPORT –
Del Rio Road Commercial Area Specific Plan
(Certified by the Atascadero City Council on June 26, 2012)

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires public agencies to analyze and consider the environmental consequences of decisions to approve development projects that they exercise discretion over. CEQA achieves this objective by requiring agencies to prepare Environmental Impact Reports (EIR's) for projects with the potential to cause significant impacts on the physical environment. EIR's are public documents that analyze environmental effects related to the planning, construction, and operation of a project, and indicate ways to reduce or avoid possible environmental damage. An EIR also discloses growth-inducing impacts, effects found not to be significant, significant cumulative impacts, and significant impacts that cannot be avoided, if any. The purpose of an EIR is to inform. EIR's are not policy documents that recommend project approval or denial.

As a lead agency, the City of Atascadero prepared an Environmental Impact Report (EIR) for the Del Rio Road Commercial Area Specific Plan in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code, section 21000 *et seq.*) and the State CEQA Guidelines (California Code of Regulations, Section 15000 *et seq.*, as amended). The City Council certified the Final Environmental Impact Report (Final EIR) for the Del Rio Road Commercial Area Specific Plan at a public hearing on June 26, 2012. As noted in the Final EIR, the analysis in the Final EIR was at a "project" level of detail, which anticipated the potential impacts of future approvals to implement the project. Public Resources Code Section 21166 limits the ability of an agency to require an additional EIR, once one has been certified for a project. Section 21166 provides as follows:

§21166. Subsequent or Supplemental Impact Report; Conditions.

When an environmental impact report has been prepared for a project pursuant to this division, no subsequent or supplemental environmental impact report shall be required by the lead agency or by any responsible agency, unless one or more of the following events occurs:

- (a). Substantial changes are proposed in the project which will require major revisions of the environmental impact report.
- (b). Substantial changes occur with respect to the circumstances under which the project is being undertaken which will require major revisions in the environmental impact report.
- (c). New information, which was not known and could not have been known at the time the environmental impact report was certified as complete, becomes available.

The CEQA Guidelines further refine the circumstances under which a supplemental or subsequent EIR may be required. Guidelines Section 15162 provides as follows:

15162. Subsequent EIRs and Negative Declarations.

(a) When an EIR has been certified or negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- (1). Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2). Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3). New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:
 - (A). The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B). Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C). Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D). Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

In 2017, the City amended the Del Rio Specific Plan to accommodate the Hilton Hotel on the western portion of the “Annex” site of the Del Rio Specific Plan to allow for a hotel instead of retail development. That amendment recognized a reduction in vehicle trips and associated environmental impacts. A four-story, 120-room hotel, north of Del Rio Road, between Hwy 101 and El Camino Real has been recently completed as a result of that amendment.

In 2017, Walmart notified the City that they would no longer be pursuing the development of their Del Rio store in Atascadero. In 2019, development plans were officially withdrawn and the site is being marketed for sale. On July 12th, 2020, the tentative parcel map and associated Master Plan of Development for the project expired. Based on the current retail climate, it is anticipated that the local market will no longer support a large retailer for this site and that other land uses may be more appropriate. Regardless of the expiration of the project parcel map, the zoning of the site, which is Commercial Retail with a portion of Multi-Family Residential remains in place as the Specific Plan does not have an expiration date.

In 2019 the City also received an amendment to the Master Plan of Development for the eastern portion of the “Annex” retail site. The amendment proposed a change in the development pattern of the site shifting from a retail focused center to a business park and jobs centric development. All uses proposed with the amendment are allowed or conditionally allowed within the underlying Commercial Retail (CR) zoning designation, and are therefore, allowed to be developed within the Specific Plan area.

Based on these two changes within the boundaries of the Specific Plan, staff reviewed the adopted Specific Plan and certified Final EIR to determine the level of additional modification and CEQA analysis required. Before acting on the proposed amendments, the Planning Commission and the City Council must apply the standards outlined above to determine whether a subsequent or supplement EIR is required.

After reviewing the facts and analyzing the circumstances, City staff has determined that a new EIR is not required because none of the circumstances described in CEQA Section 21166, as implemented by CEQA Guidelines Section 15162, would occur. Staff has prepared an addendum to discuss these issues and the basis for this determination.

2.0 Del Rio Road / US 101 Interchange / Del Rio Road & El Camino Real

The certified Final EIR for the Del Rio Road Commercial Area Specific Plan included a traffic analysis originally completed in 2010 for the Specific Plan, and later updated in 2012. It was the 2012 traffic study to which mitigation measures were crafted and adopted as a part of the certified Final EIR. The Draft EIR contained mitigation measures that required intersection improvements at El Camino Real / Del Rio Road and improvements to the Del Rio Road / US 101 interchange. The Draft EIR analysis concluded the following:

- The Del Rio Road / US Highway 101 interchange would have acceptable levels of service following completion of a large retail store on the Wal-Mart site;
- The Del Rio Road / US Highway 101 interchange would have acceptable operations with baseline (existing traffic, plus entitled projects with construction time frames of 2-3 years circa 2012) plus large retailer;
- The Del Rio Road / US Highway 101 interchange would have unacceptable operations with existing traffic plus all proposed build-out of the Specific Plan uses (including Annex properties);
- The Del Rio Road / US Highway 101 interchange would have unacceptable operations with baseline traffic plus all proposed build-out of the Specific Plan.

The City received a comment letter from the Department of Transportation (Caltrans) in

However, what remains clear is that “the project” significantly degrades the interchange (Table 3.11-20), and the first sentence on page 3.11-27. In the absence of any other metric, it is Caltrans perspective that if “the project” is approved, it must be clearly understood and stipulated that all interchange improvements will be completed prior to the certificate of occupancy or “opening day” of any land use associated with the Annex portion (if Walmart is constructed first) of the specific plan.

regards to proposed mitigation in the Draft EIR. Caltrans' comments included the following:

Caltrans Letter to City – Del Rio Road Draft EIR 4/30/2012

Based on this comment letter received from Caltrans, the Final EIR included an errata to the identified mitigation measures with specific timing mechanisms for the completion of Del Rio Road / US Highway 101 interchange improvements. Therefore, the Final EIR contained mitigation measures that read as follows:

MM TRANS-1d – Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional-share fees for the conversion of the intersection of Del Rio Road/US 101 Northbound Ramps to a single-lane modern roundabout with a minimum 150-foot-long, right-turn bypass lane on the westbound approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.

MM TRANS-1e – Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional-share fees for the construction of a five-legged, single-lane modern roundabout at the intersection of Del Rio Road/US 101 Southbound Ramps that incorporates Ramona Road as the fifth approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share cost methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.

The City Council certified the Final EIR with this updated mitigation language. The mitigation was silent on the establishment of traffic thresholds (# of trips) for completion of improvements. The timing of the improvements was instead tied to specific development sites, therefore allowing Walmart to proceed and requiring the Annex to wait for completion of the complete interchange improvements, which included two roundabouts at both the northbound and southbound ramps.

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 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 was 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 (East), improving a half-mile of ECR as a 4-lane arterial road, 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.

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 with Caltrans.

With the mitigation measures as adopted, the EIR assumed construction and completion of the Walmart store prior to any other development within the Specific Plan area. However, this has not been the case. In 2017, an owner within the Annex portion of the Specific Plan area applied for the construction of a 120 room hotel. Analysis showed a decrease in traffic impacts and the development was permitted to proceed following an amendment to the Master Plan of Development and Addendum to the FEIR.

In 2019 and 2020, following Walmart's cancelation of the Atascadero store and submittal of the Annex site Master Plan of Development amendment, staff consulted with 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 and identify final buildout configurations. New future growth assumptions were factored in as well as updated regional modeling to ensure the most accurate impact analysis.

The July 2020 Analysis considered the following:

1. In addition to a higher-altitude evaluation of the traffic generated by predictive land use development scenarios completed in 2019, the 2020 analysis incorporated regional growth and 20-year forecast scenarios in order to allow Caltrans to determine long-range impacts to their facilities and ensure informed future planning efforts.
2. The analyses investigated the traffic signal configurations, roadway geometrics, and right-of-way impacts including delay time and queue length. The 2020 analysis concluded that the mitigation measures proposed (detailed below) are feasible and appropriate to the impacts.
3. 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. The analyses studied the timing of the traffic signals and ramp queuing in

preparation for coordinating with Caltrans on implementing the proposed mitigation measures.

Land Use Scenarios

The Annex-West hotel project has recently been completed, and staff has had further discussions with surrounding property owners, both within and outside the Specific Plan boundaries, to get better clarity on likely land uses. Two Specific Plan land use scenarios were developed and analyzed based on this information. Scenario 1 (Amended Specific Plan/Table 5) includes a realistic buildout of the Specific Plan and surrounding area that includes business park, small retail, and tourist based uses. Scenario 2 (Amended Specific Plan with Regional Shopping Center/Table9) maintains a large scale retail use on the former Walmart site to ensure informed planning for future improvements should a higher traffic generating use be constructed within the Specific Plan boundary. Below is a summary of the two land use scenarios and daily trip generation. Detailed traffic data for each scenario can be found in the attachments.

Table 1 – Trip Generation Summary for Amended Specific Plan

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Annex West											
Hotel	120 rms	8.36	1,003	0.47	56	33	23	0.60	72	37	35
Annex East											
Business Park	190 ksf	12.44	2,364	0.40	76	46	30	0.42	80	37	43
Walmart Site											
Warehousing	30 ksf	1.74	52	0.17	5	4	1	0.19	6	2	4
Sit-Down Restaurant	2 ksf	112.18	224	9.94	20	11	9	9.77	20	12	8
<i>Pass-by</i>		-5%	-11	-5%	-1	-1	0	-5%	-1	-1	0
Mixed Use Retail	15 ksf	37.75	566	0.94	14	9	5	3.81	57	27	30
Mixed Use Residential	10 du	7.32	73	0.46	5	1	4	0.56	6	4	2
Light Industrial	30 ksf	12.44	373	0.40	12	7	5	0.42	13	6	7
Apartments	55 du	7.32	403	0.46	25	6	19	0.56	31	20	11
<i>Internal Capture</i>		-5%	-84	-5%	-4	-2	-2	-5%	-7	-4	-3
Subtotal		5,058		213		117	96	285		145	140
Reductions		-95		-5		-3	-2	-8		-5	-3
Total		4,963		208		114	94	277		140	137

Note: rms = rooms; du = dwelling unit; ksf = 1,000 square feet

Table 2 – Trip Generation Summary for Amended Specific Plan with Regional Shopping Center

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Annex West											
Hotel	120 rms	8.36	1,003	0.47	56	33	23	0.60	72	37	35
Annex East											
Business Park	190 ksf	12.44	2,364	0.40	76	46	30	0.42	80	37	43
Walmart Site											
Regional Shopping Center	129.56 ksf	37.75	4,891	0.94	122	76	46	3.81	494	237	257
Sit-Down Restaurant	5 ksf	112.18	561	9.94	50	28	22	9.77	49	30	19
Pass-by		-5%	-28	-5%	-3	-2	-1	-5%	-2	-1	-1
Retail Pad	5 ksf	37.75	189	0.94	5	3	2	3.81	19	9	10
Apartments	55 du	7.32	403	0.46	25	6	19	0.56	31	20	11
Subtotal			9,411		334	192	142		745	370	375
Reductions			-28		-3	-2	-1		-2	-1	-1
Total			9,383		331	190	141		743	369	374

Note: rms = rooms; du = dwelling unit; ksf = 1,000 square feet

Level of Service and Queue Length

The traffic demand during peak hours sets a basis for how much delay can be expected at each intersection and how many vehicles queue (stack) in available queue length storage leading up to the intersections. Delay and overall intersection performance is measured in terms of Level of Service (LOS) from A through F based upon the number of seconds it takes to get through an intersection. The following table summarizes the LOS for traffic signalized intersections delay times.

LOS	Average Control Delay (sec./vehicle)	Type of Traffic Flow
A	0 to 10	Stable
B	>10 to 20	Stable
C	>20 to 35	Stable
D	> 35 to 55	Approaching Unstable
E	>55 to 80	Unstable
F	>80	Forced

It is important to note that State law changed in June 2020 and LOS is no longer the metric used to determine traffic impacts for CEQA analyses. The State has shifted to a focus on Vehicle Miles Traveled (VMT) as a more appropriate measure for traffic related impacts to more accurately address correlated impacts on Greenhouse Gas Emissions. While VMT has become the new standard for measuring impacts, the certified Final EIR and current addendum analysis used LOS as the metric for determining traffic related impacts and, under CEQA, that metric should be maintained for consistency and understanding new impacts relative to past thresholds. While LOS will remain central to the proposed amendments to the mitigation measures, qualitatively, VMT will be reduced

with the amended specific plan land use scenario, especially considering the scenario which eliminates the large regional retail use. A shift to head of household jobs and resident serving retail will reduce VMT compared to the regional draw of a large-scale retailer and regional based commercial center.

Queue length is more or less a pass/fail grade based upon whether there is enough stacking capacity for vehicles to wait to pass through an intersection without spilling into nearby lanes. Available queue lengths are measured for each intersection leg approach and compared to the combined length of vehicles waiting in each lane.

The City's General Plan Circulation Element Policy 1.3 addresses Level of Service as follows:

“Maintain LOC C or better as the standard at all intersections and on all arterial and collector roads. Upon City Council approval, accept LOS D where residences are not directly impacted and improvements to meet the City’s standard would be prohibitively costly or disruptive.”

W-Trans performed traffic analysis for each intersection to determine delay and queue for traffic demand of existing + future regional growth + Amended Specific Plan (expected development scenario) and Amended Specific plan with Regional Shopping Center (worst case development scenario). This traffic demand was performed with the following conditions:

- Existing layout (no mitigations).
- Mitigation 1 (M1) = Add westbound right-turn lane pocket to the intersection of Del Rio/US 101 North on-ramp.
- Mitigation 2 (M2) = signal modifications at Del Rio/ECR including:
 - a. Signal interconnect and coordination for all locations.
 - b. ECR/Del Rio northbound left-turn: Replace protected movement with protected + permissive movement
 - c. ECR/Del Rio southbound left-turn: Replace protected movement with permissive movement
 - d. Modify eastbound and westbound to operate sequentially rather than at the same time.
- Mitigation 3 (M3) = Mitigation 1 and 2 combined
- Mitigation 4 (M4) = Del Rio lane modifications to shift the coupling of the through traffic movement from the left turn lane to the right turn lane and complete any necessary lane realignments to accommodate the revised combination. In addition, signal modifications and extension of interconnect hardware at the 101 interchange to the Del Rio/ECR intersection would be required.
- Mitigation 5 (M5) = Widening of the Del Rio overpass and complete signal modifications

The following tables summarizes the delays and queuing for both land use scenarios:

Table 3 – Queuing Analysis (Amended Specific Plan)

Study Intersection Approach	Available Storage	PM Peak Maximum Queue Length						
		E	F	F + Amended Specific Plan				
				NM	M1	M2	M3	M4
1. Del Rio Rd/El Camino Real								
Northbound Left-Turn	280	155	286	397	374	250	256	221
Southbound Left-Turn	150	25	35	43	32	36	31	45
Southbound Right-Turn	-	-	76	91	81	92	94	111
Eastbound Approach	240	154	210	272	256	280	268	204
2. Del Rio Rd/US 101 N Ramps								
Westbound Approach	240	84	148	202	96	215	93	58
Eastbound Approach	290	99	195	279	210	263	208	213
Northbound Approach	470	88	97	115	118	128	130	128
3. Del Rio Rd/US 101 S Ramps								
Westbound Approach	290	98	132	132	138	127	137	284
Eastbound Approach – Exist	35	115	-	-	-	-	-	-
Eastbound Approach – Future	240	-	111	119	118	134	125	166
Southbound Approach	530	192	362	539	445	333	366	323
4. Del Rio Rd/Ramona Rd								
Westbound Approach – Exist	35	79	-	-	-	-	-	-
Westbound Approach – Future	240	-	27	30	27	31	38	40

Notes: Maximum Queue based on the average of the maximum value from five SIMTRAFFIC runs; all distances are measured in feet; E = existing conditions; F = future conditions; F+ASP = future plus Amended Specific Plan conditions; NM = no mitigation; M1 = Mitigation 1; M2 = Mitigation 2; M3 = Mitigation 3; M4 = Mitigation 4; Mitigations are described in the text above; **Bold** text = queue length exceeds available storage

Table 12 – Queuing Analysis (Amended Specific Plan plus Regional Shopping)

Study Intersection Approach	Available Storage	PM Peak Maximum Queue Length						
		E	F	F+ASP plus Regional Shopping				
				NM	M1	M2	M3	M5
1. Del Rio Rd/El Camino Real								
Northbound Left-Turn	280	155	286	330	330	330	396	181
Southbound Left-Turn	150	25	35	49	38	47	39	58
Southbound Right-Turn	-	-	76	91	97	90	117	97
Eastbound Approach	240	154	210	307	307	305	300	165
2. Del Rio Rd/US 101 N Ramps								
Westbound Approach	240	84	148	267	134	270	151	54
Eastbound Approach	290	99	195	436	447	430	367	129
Northbound Approach	470	88	97	225	326	110	202	145
3. Del Rio Rd/US 101 S Ramps								
Westbound Approach	290	98	132	157	163	154	188	116
Eastbound Approach – Exist	35	115	-	-	-	-	-	-
Eastbound Approach – Future	240	-	111	145	150	151	123	172
Southbound Approach	530	192	362	1119	1196	1115	1218	331
4. Del Rio Rd/Ramona Rd								
Westbound Approach – Exist	35	79	-	-	-	-	-	-
Westbound Approach – Future	240	-	27	26	30	28	32	43

Notes: Maximum Queue based on the average of the maximum value from five SIMTRAFFIC runs; all distances are measured in feet; E = existing conditions; F = future conditions; F+ASP = future plus Amended Specific Plan; NM = no mitigation; M1 = Mitigation 1; M2 = Mitigation 2; M3 = Mitigation 3; M4 = Mitigation 4; Mitigations are described in the text above; **Bold** text = queue length exceeds available storage

The above tables indicate that all intersections work acceptably with Mitigation 4 for the Amended Specific Plan scenario, both from a level of service and adequate queue length outcome. For the Amended Specific Plan plus Regional Shopping Center alternative, Mitigation 5 would be required, which includes bridge widening at the Del Rio /Highway 101 overpass and associated signal modifications and lane reconfigurations. Additional traffic information is included in Attachment 2.

Based on the supplemental traffic analysis findings, the addendum to the certified Final EIR for the Del Rio Road Commercial Area Specific Plan proposes the following traffic improvements modifications associated with the Del Rio/El Camino Real intersections as well as the Del Rio/Highway 101 interchange. All amended language, including minor changes for consistency, are included in Attachment 1.

Modifications to Del Rio Road Final EIR Mitigation Measures

Existing Mitigation Measure 1C:

MM TRANS-1c: Prior to issuance of the final certificate of occupancy for Walmart, the

project applicant shall convert the intersection of Del Rio Road/El Camino Drive to a modern roundabout. The roundabout shall provide an inscribed diameter of a minimum of 160 feet and a combination of single and dual circulating lanes. Single-lane approaches shall be adequate on the southbound and westbound entrances. The northbound approach shall include a dual-lane entry with a left-only lane and a shared through/right-turn lane. The eastbound approach shall include a shared through/left-turn lane and a minimum 125-foot-long, right-turn lane. The City of Atascadero shall determine the financial obligation of the applicant for the cost of the improvement, and the applicant installing the improvement shall be eligible for a fee credit for the cost of these improvements in excess of the project's proportional-share contribution.

Proposed Mitigation Measure 1C:

MM TRANS-1C: Prior to occupancy of the first new building within the Specific Plan on the east side of El Camino Real, modifications to the traffic signal at Del Rio Road/El Camino Real shall be completed by the developer to more efficiently orchestrate the movement of conflicting traffic. This modification requires the replacement of the northbound left-turn protected phasing (green arrow) with protected-permissive phasing (green arrow that goes to green ball or flashing yellow arrow), and the southbound left-turn protected phasing with permissive phasing (green ball or flashing yellow arrow). The eastbound and westbound phases, which currently activate at the same time, shall be split to operate sequentially, or one direction and then the other. These changes shall require modification to the existing signal infrastructure to incorporate updated signal heads. In addition, this mitigation includes adjustment to the signal phasing in terms of recalls, phase lengths, and the overall cycle length. ■

The proposed mitigation language change for 1d will implement “**Phase Two**” mitigation as follows:

Existing Mitigation Measure 1D:

***MM TRANS-1d** – Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional-share fees for the conversion of the intersection of Del Rio Road/US 101 Northbound Ramps to a single-lane modern roundabout with a minimum 150-foot-long, right-turn bypass lane on the westbound approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.*

Proposed Mitigation Measure 1D:

Prior to occupancy of the first use that exceeds 134 p.m. cumulative peak hour trips, a westbound right-turn lane shall be added to the intersection of Del Rio Road/US 101, such that there would be two westbound lanes on Del Rio Road from El Camino Real to

the US 101 North ramp. This would require widening Del Rio Road, the construction of a retaining wall on the north side of Del Rio Road, and reconstruction of the curb return.

Concurrent with the addition of the right turn lane noted above, the intersection of Del Rio Road/El Camino Real shall be reconfigured at the eastbound approach from through/left-turn and right-turn lanes, to left-turn lane and through/right-turn lanes, moving the through movement from the left lane to the right lane. This includes widening the eastbound departure (on the east leg of the intersection) to avoid excessive lateral shifting of through traffic. With a dedicated eastbound left-turn lane, the eastbound-westbound split phasing shall be required to be replaced with concurrent timing, as well as protected-permissive phasing for the eastbound left-turn movement. With protected left-turn phasing in the eastbound direction and a prohibition of eastbound U-turns, a southbound right-turn overlap shall be provided, which is a green arrow that enables southbound right-turning drivers to continue without stopping concurrently with the eastbound left-turn movement. Additionally, the signal at Del Rio Road/El Camino Real shall be coordinated with the signals at Del Rio Road/US 101 North Ramps and Del Rio Road/US 101 South Ramps. This will require extending the interconnect hardware between the ramp signals to Del Rio Road/El Camino Real, and potentially upgrading the signal hardware at Del Rio Road/El Camino Real to be compatible with interconnect technology if it is not already.

All development within the Specific Plan area shall be responsible for paying their fair share towards these improvements as a special impact fee. The special impact fee will be in addition to the Citywide impact fees in place at the time of development and shall be collected prior to issuance of any permit. Should a developer construct the improvements, any costs of the installed improvements in excess of the project's proportional share, may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other development within the Specific Plan area should improvements be installed prior to Specific Plan build-out.

Existing Mitigation Measure 1E:

***MM TRANS-1e** – Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional-share fees for the construction of a five-legged, single-lane modern roundabout at the intersection of Del Rio Road/US 101 Southbound Ramps that incorporates Ramona Road as the fifth approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share cost methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.*

Proposed Mitigation Measure 1E:

Prior to issuance of building permits for any land use that exceeds 293 weekday p.m. trips

within the Specific Plan area, the following improvements shall be completed:

- Widening the eastbound approach to Del Rio Road/El Camino Real to three lanes that extend upstream to Del Rio Road/US 101 North Ramps, with one lane each assigned to left turns, through lanes, and right turns.
- The westbound approach shall be widened to include a right-turn pocket.
- A second northbound left-turn lane shall be constructed to accommodate traffic leaving the commercial developments and heading toward the freeway.
- Overlaps shall be added to further improve traffic flow.
- The Del Rio Road overpass shall to be widened to four lanes, with a through/left-turn combined lane and through lane approaching eastbound to Del Rio Road/US 101 North Ramps and left-turn and through/left-turn combined lanes on the westbound approach to Del Rio Road/US 101 South Ramps.
- At Del Rio Road/US 101 South Ramps, the southbound approach shall be expanded to include an additional left-turn lane, and the phasing shall be modified to split the eastbound and westbound approaches.
- Interconnect shall be provided between all three signals to coordinate cycles.

Should a developer construct the improvements, any costs of the installed improvements in excess of the project's proportional share, may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other development within the Specific Plan area should improvements be installed prior to Specific Plan build-out.

Summary

The certified Final EIR, with the inclusion of mitigation measures in the certified Final EIR, modified with input from Caltrans, concluded that, in order to mitigate impacts created by the completion of the Del Rio Road Commercial Area Specific Plan, a new 5-legged roundabout would be needed at the US 101 / Del Rio Road interchange. With the revised land-use development scenarios including updated future regional impacts and future anticipated development within the City, the new 2020 traffic analysis concluded that construction of roundabouts is not warranted and that alternative mitigation strategies can be implemented that will maintain functionality of the overpass and intersections.

With the revised land-use development scenarios for the Specific Plan area and updated projections for local and regional growth, traffic impacts at the Del Rio / 101 interchange and at the Del Rio / El Camino Real intersection decrease. The supplemental traffic analyses show that there are no "new significant environmental effects or substantial increase in the severity of previously identified significant effects." (Section 15162(a)(1))

2.1 Application of CEQA Guideline Section 15612

Is there substantial evidence in the record revealing that there have been substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial

increase in the severity of previously identified significant effects as a result of the Master Plan of Development amendment and revised land use development scenarios?

No. The City has completed extensive analyses of the revised traffic impacts based on the modified land use development scenarios and the estimated foreseeable regional and local future impacts. Under the anticipated land use scenario, the modified development pattern will result in a decrease in traffic impacts, both at the interchange and local intersection. As noted above, the previous EIR analyzed the impacts of the Specific Plan Amendment with commercial retail uses throughout the majority of the project. The proposed master plan of development amendment would include a 190,000 square foot business park as opposed to the approved 120,900 sf of retail. With the supplemental traffic analysis identifying uses in both the Specific Plan area, as well as an update to the baseline and regional traffic modeling, impacts are decreased and mitigation is proposed that responds to these changes. The Specific Plan will be updated to reflect these changes as well as to restrict land-uses that fall outside of the assumed development pattern and are known to increase traffic impacts dramatically, such as drive-through restaurants and gas stations. The amendment to the mitigation measures responds to the modified land-use scenario and Master Plan of Development amendment, ensuring that development within the Specific Plan area does not degrade the interchange to unacceptable levels. The proposed modification allows for property development to proceed with construction of identified improvements and modifications to signal timing. Therefore, no new significant environmental effects or a substantial increase in the severity of previously identified significant effects has been identified with this analysis that would result in major changes to the FEIR. The proposed amendments, as has been shown, lessen the environmental impact resulting from development within the Specific Plan area.

Is there substantial evidence in the record revealing that there have been substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects as a result of the MP Annex LLC's proposed hotel use within the Specific Plan?

No, there is no evidence suggesting that there have been substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions to the previous EIR due to the involvement of new significant impacts or increases in the severity of previously identified impacts. While the development pattern and land-use projections within the Specific Plan area are proposed with the amendments, all uses proposed are allowed or conditionally allowed within the underlying Commercial Retail (CR) zoning designation. The additional traffic supplemental analysis reveals that no new significant environmental effects would result from the revisions and there will be no increase in the severity of any previously identified significant effects. It has been shown that the proposed amendments will in fact decrease the level of traffic impact to the Del Rio / 101 interchange as well as the Del Rio / El Camino Real intersection.

Is there substantial evidence in the record revealing that there is new information of substantial importance related to the proposed amendments, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified that shows: (1) the project will have one or more significant effects not discussed in the EIR, (2) significant effects previously shown will be substantially more severe than shown in the previous EIR, (3) mitigation measure or alternatives previously found to be infeasible would in fact be feasible, or (4) there are considerably different mitigation measure or alternatives from those analyzed in the previous EIR that would substantially reduce one or more significant effects?

No, there is no evidence suggesting that there is new information of substantial importance relating to new significant effects or the severity of previously identified significant effects, or new alternatives or mitigation measures or the efficacy of previously considered alternatives or mitigation measures. At the time of the certification of the previous EIR, traffic impacts and mitigations were identified based on the construction of a regional retail center on the Annex portion of the Specific Plan area and a Walmart store on the Major Tenant site. This analysis reveals that no new significant environmental effects would result from the amendments as proposed, and in fact there will be a decrease in the severity of previously identified impacts. As a consequence of this conclusion, it can be concluded that no new mitigation measures or alternatives need be analyzed.

3.0 BASIS FOR DECISION TO PREPARE AN ADDENDUM

CEQA Guidelines Section 15164 explains when an addendum to an EIR is required:

- (a) The lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision-making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's required findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Although the project description has been refined in response to changes in the retail sector and the major tenant's (Walmart) decision to cancel development plans in Atascadero, an addendum is appropriate because impacts have been shown to decrease from the previously certified FEIR and because none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

More specifically, the project will reduce the level of anticipated traffic intensive development, therefore reducing overall and peak hour vehicle trips. These occurrences do not constitute substantial changes to the project or the circumstances due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Similarly, neither subsequent considerations nor statutory changes constitute new information that would show new effects or substantially more severe effects. Likewise, there are no known mitigation measures that would in fact be infeasible or that the project proponents have declined to implement. Furthermore, there have been no other changes, evidence or new information which would require revisions to the previous EIR. Because none of the criterion in section 15162 has been met, an addendum is appropriate.

Attachments:

Attachment 1: Redlined Mitigation Measures and Monitoring Program

Attachment 2: 2020 Refined Traffic Analysis and Mitigation Identification

**PC Resolution
Exhibit A, Attachment 1**

**Redlined Mitigation Monitoring and Reporting Program
for the
2020 Addendum to the FINAL
Environmental Impact Report
Del Rio Road Commercial Area Specific Plan
City of Atascadero, San Luis Obispo County, California
State Clearinghouse No. 2010051034**

The attached Mitigation Monitoring Program excerpts represent measures modified for the 2020 Specific plan Update. The full Mitigation Monitoring Program is on file at the City of Atascadero.

Table 1: Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>MM AIR-2f: Prior to issuance of the first certificate of occupancy for the first commercial building, the project applicant shall submit a Transportation Demand Management (TDM) Program to the City of Atascadero for review and approval. The TDM program shall be prepared by a qualified transportation consultant/engineer and identify TDM measures for the Walmart and Annex commercial uses. The TDM program shall contain the following provisions:</p> <ul style="list-style-type: none"> • The TDM program shall establish a goal of reducing AM peak hour, PM peak hour, and Saturday midday peak hour trips associated with employee travel by a minimum of 10 percent. • The TDM program shall be reviewed annually (or more frequently if needed) to determine that it reflects the needs and priorities of project tenants and their employees. Changes shall be made on an as needed basis in order to ensure that the TDM program can readily attain the 10 percent reduction goal. • The TDM program may include, but not be limited to, the following measures: <ul style="list-style-type: none"> - Employer-sponsored vanpooling or carpooling, which may also involve provision of vehicles, staffed-ride matching services, and guaranteed ride home programs to increase participation. <p>- Incentives for non-single-occupant vehicle commute</p>	Approval of TDM Program	Prior to issuance of the first certificate of occupancy for the first commercial building	City of Atascadero		

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date Initial	
trips (i.e., carpooling/vanpooling, transit, bicycling, walking, etc.) - Flex time scheduling to avoid peak hour travel - Staggered work hours to avoid peak hour travel - Compressed work schedules to avoid peak hour travel - End of trip facilities such as lockers, showers, or storage facilities, as coordinated with Mitigation Measure TRANS-6f. - Provision of kiosks that provide information about the TDM program.					
6. Hazards and Hazardous Materials					
MM HAZ-1a: Prior to issuance of grading permits on the <u>South-East project site (formerly the Walmart site)</u> in areas where THP-D has been detected, the applicant shall conduct soil sampling using a Hollow Stem Auger to delineate the horizontal and vertical extent of the TPH-D in order to implement a soil remediation program. Soil remediation shall be conducted in accordance with California Department of Toxic Substances Control (DTSC) guidelines. Contaminated soil shall be excavated and disposed of at an approved disposal facility. Following excavation, confirmation sampling shall be conducted to confirm whether remaining soil meets acceptable applicable regulatory levels. The excavation shall be backfilled with clean soil. The soil remediation activities shall be completed prior to issuance of building permits. The applicant shall submit documentation to the City of Atascadero demonstrating that soil testing was performed and any necessary remediation was completed	Submittal of documentation	Prior to issuance of grading permits on the Walmart site in areas where THP-D has been detected	City of Atascadero		

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
as part of the grading permit application.					
MM HYD-3a: Prior to commencement of grading activities, the property owner shall consult with the Central Coast Regional Water Quality Control Board regarding further actions with the groundwater plume on the <u>South-East project site (formerly the Walmart site)</u> . Consultation shall consist of determining whether (1) further monitoring or remediation is necessary or (2) no further actions are necessary. If the Regional Water Quality Control Board determines that further monitoring or remediation is necessary, the project applicant shall incorporate provisions for such activities into the project plans and submit them, as necessary, to the agency for review and approval. If the Regional Water Quality Control Board determines that no further action is necessary, the groundwater monitoring wells may be removed with Central Coast Regional Water Quality Control Board approval.	Completion of consultation; submittal of documentation	Prior to commencement of grading activities for the Walmart site	City of Atascadero; Central Coast Regional Water Quality Control Board		

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
MM NOI-4b: Prior to issuance of building permits for the <u>North End project site (Formerly the Annex project)</u> , the project applicant shall prepare and submit plans to the City of Atascadero depicting minimum 3-foot-high parapet walls on the perimeter of all rooftops that have rooftop mechanical equipment.	Approval of plans	Prior to issuance of building permits for the Annex project	City of Atascadero		
MM NOI-4c: Prior to issuance of building permits for the <u>North end project site Annex project</u> , the project applicant shall prepare and submit plans to the City of Atascadero depicting two minimum 6-foot-high walls: one along the portion of the shared property line of the <u>Annex area commercial development</u> and the residence represented by Receiver 1 (east of El Camino Real and north of <u>Annex area the commercial development</u>), and the other along the portion of the shared property line of <u>the Annex commercial development</u> area and the residence represented by Receiver 15 (west of El Camino Real and south of <u>Annex area the commercial development site</u>). The length of both walls shall cover the area that is within 100 feet of the offsite residential structure. Since both residences are existing nonconforming uses, if either structure is no longer being used for residential or other sensitive receptor purposes at the time building permits are obtained, then the associated wall(s) shall not be constructed. The walls shall be of high-quality, wood-fence design and incorporate graffiti resistance measures (e.g., landscaping). The approved plans shall be incorporated into the project.	Approval of plans	Prior to issuance of building permits for the Annex project	City of Atascadero		

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date Initial	
MM NOI-4d: Prior to issuance of building permits for the North-End project's eastern site Annex project , the project applicant shall prepare and submit plans to the City of Atascadero depicting a minimum 8-foot high sound wall appropriate sound mitigation along the eastern edge of the truck loading docks for Pads B and C on the Annex portion the commercial area of the project area adjacent to existing residential uses . The wall sound mitigation may consist of walls, landscaping, and/or other construction methods and shall be of high-quality design and incorporate graffiti resistance measures (e.g., landscaping). The approved plans shall be incorporated into the project.	Approval of plans	Prior to issuance of building permits for the Annex project	City of Atascadero		
MM NOI-4f: Prior to issuance of building permits for the South-East project site Walmart project , the project applicant shall prepare and submit plans to the City of Atascadero depicting a minimum 4-foot high sound wall a sound barrier around the proposed Walmart trash compactor trash receptacles, loading docks and any other potential noise sources pad to attenuate noise. The wall Any sound walls shall be of high-quality design and incorporate graffiti resistance measures (e.g., landscaping). The approved plans shall be incorporated into the project.	Approval of plans	Prior to issuance of building permits for the Walmart project	City of Atascadero		
MM NOI-6: Prior to the final discretionary approval for the South-East project site component multiple-family residential units component , the project applicant shall retain a qualified acoustical consultant to evaluate potential noise impacts on the dwelling units. The analysis shall assess potential noise impacts to the proposed multiple-family residential units from both nearby transportation and stationary sources and, if required, provide mitigation to reduce the noise levels to within the City standards. Mitigation may include but is not limited to the installation of noise barriers, Sound Transmission Class-rated windows and door assemblies, building placement or implementation of other appropriate noise-reducing measures. The project plans shall reflect the noise attenuation recommendations from the noise evaluation, as necessary.	Approval of plans	Prior to the final discretionary approval for the Walmart component multiple-family residential units	City of Atascadero		

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
11. Transportation					
MM TRANS-1a: Prior to issuance of building permits for each use, the project applicants shall provide the City of Atascadero with all applicable traffic impact fees for their proportional-share impact on TIF funded Circulation System Facilities other than the Del Rio Road/US 101 interchange, which is subject to a separate TIF payment described in Mitigation Measures TRANS- 1d-1c and TRANS- 1e1d . The traffic impact fees for all uses shall be subject to the City's latest adopted fee schedule, with the exception of the Walmart Superstore, which will pay \$11.14/square foot in accordance with the proportional-share methodology prepared by RCS, based on the ITE land-use rate for "Free-Standing Discount Superstores."	Receipt of fees	Prior to issuance of building permits for each use	City of Atascadero		
MM TRANS-1b: Prior to issuance of the final certificate of occupancy for <u>a high traffic generating use (exceeding 4,963 total daily trips or 277 weekday p.m. peak hour trips) at the South-East project site Walmart</u> , the intersection of El Camino Real/San Anselmo Road (North) shall be improved with a signal. <u>Should a developer construct the improvements, any costs of the installed improvements in excess of the project's proportional share, may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The project applicant shall install the signal. The City of Atascadero shall determine the financial obligation of the applicant for the cost of the improvement, and the applicant installing the improvement shall be eligible for a fee credit for the cost of these improvements in excess of the project's proportional share contribution.</u>	Site inspection; acceptance of improvements	Prior to issuance of the final certificate of occupancy for Walmart	City of Atascadero		

City of Atascadero - Del Rio Road Commercial Area Specific Plan

Mitigation Monitoring and Reporting Program

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion Date Initial
<p>MM TRANS-1c: Prior to issuance of the final certificate of occupancy for Walmart, the project applicant shall convert the intersection of Del Rio Road/El Camino Drive to a modern roundabout. The roundabout shall provide an inscribed diameter of a minimum of 160 feet and a combination of single and dual circulating lanes. Single lane approaches shall be adequate on the southbound and westbound entrances. The northbound approach shall include a dual lane entry with a left only lane and a shared through/right turn lane. The eastbound approach shall include a shared through/left turn lane and a minimum 125 foot long, right turn lane. The City of Atascadero shall determine the financial obligation of the applicant for the cost of the improvement, and the applicant installing the improvement shall be eligible for a fee credit for the cost of these improvements in excess of the project's proportional share contribution.</p> <p>MM TRANS-1c: Prior to occupancy of the first new building within the Specific Plan on the east side of El Camino Real, modifications to the traffic signal at Del Rio Road/El Camino Real shall be completed by the developer to more efficiently orchestrate the movement of conflicting traffic. This modification requires the replacement of the northbound left-turn protected phasing (green arrow) with protected-permissive phasing (green arrow that goes to green ball or flashing yellow arrow), and the southbound left-turn protected phasing with permissive phasing (green ball or flashing yellow arrow). The eastbound and westbound phases, which currently activate at the same time, shall be split to operate sequentially, or one direction and then the other. These changes shall require modification to the existing signal infrastructure to incorporate updated signal heads. In addition, this mitigation includes adjustment to the signal phasing in terms of recalls, phase lengths, and the overall cycle length.</p>	<p>Site inspection; acceptance of improvements</p>	<p>Prior to issuance of the final certificate of occupancy for Walmart</p>	<p>City of Atascadero</p>	

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion Date Initial	
<p>MM TRANS 1-d: Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional share fees for the conversion of the intersection of Del Rio Road/US 101 Northbound Ramps to a single lane modern roundabout with a minimum 150-foot long, right turn bypass lane on the westbound approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share methodology prepared by RCS as described in the "TIF Collection Process" discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.</p> <p><u>MM TRANS 1-d</u> <u>Prior to occupancy of the first use that exceeds 134 p.m. cumulative peak hour trips, a westbound right-turn lane shall be added to the intersection of Del Rio Road/US 101, such that there would be two westbound lanes on Del Rio Road from El Camino Real to the US 101 North ramp. This would require widening Del Rio Road, the construction of a retaining wall on the north side of Del Rio Road, and reconstruction of the curb return.</u></p> <p><u>Concurrent with the addition of the right turn lane noted above, the intersection of Del Rio Road/El Camino Real shall be reconfigured at the eastbound approach from through/left-turn and right-turn lanes, to left-turn lane and through/right-turn lanes, moving the through movement from the left lane to the right lane. This includes widening the eastbound departure (on the east leg of the intersection) to avoid excessive lateral shifting of through traffic. With a dedicated eastbound left-turn lane, the eastbound-westbound split phasing shall be required to be replaced with concurrent timing, as well as protected-permissive phasing for the eastbound left-turn movement. With protected left-turn phasing in the eastbound direction and a prohibition of eastbound U-turns, a southbound right-turn overlap shall be provided, which is a green arrow that enables southbound right-turning drivers to continue without stopping concurrently with</u></p>	<p>Receipt of fees / <u>Site inspection; acceptance of improvements</u></p>	<p>Prior to issuance of each building permit for the project</p>	<p>City of Atascadero</p>		

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion Date Initial	
<p>the eastbound left-turn movement. Additionally, the signal at Del Rio Road/El Camino Real shall be coordinated with the signals at Del Rio Road/US 101 North Ramps and Del Rio Road/US 101 South Ramps. This will require extending the interconnect hardware between the ramp signals to Del Rio Road/El Camino Real, and potentially upgrading the signal hardware at Del Rio Road/El Camino Real to be compatible with interconnect technology if it is not already.</p> <p>All development within the Specific Plan area shall be responsible for paying their fair share towards these improvements as a special impact fee. The special impact fee will be in addition to the Citywide impact fees in place at the time of development and shall be collected prior to issuance of any permit. Should a developer construct the improvements, any costs of the installed improvements in excess of the project's proportional share, may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other development within the Specific Plan area should improvements be installed prior to Specific Plan build-out.</p>					
<p>MM TRANS 1e: Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional share fees for the construction of a five-legged, single-lane modern roundabout at the intersection of Del Rio Road/US 101 Southbound Ramps that incorporates Ramona Road as the fifth approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share cost methodology prepared by RCS as described in the "TIF Collection Process" discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.</p>	<p>Receipt of fees Site inspection; acceptance of improvements</p>	<p>Prior to issuance of each building permit</p>	<p>City of Atascadero</p>		

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion Date Initial	
<p><u>Prior to issuance of building permits for any land use that exceeds 293 weekday p.m. trips within the Specific Plan area, the following improvements shall be completed:</u></p> <ul style="list-style-type: none"> <u>• Widening the eastbound approach to Del Rio Road/El Camino Real to three lanes that extend upstream to Del Rio Road/US 101 North Ramps, with one lane each assigned to left turns, through lanes, and right turns.</u> <u>• The westbound approach shall be widened to include a right-turn pocket.</u> <u>• A second northbound left-turn lane shall be constructed to accommodate traffic leaving the commercial developments and heading toward the freeway.</u> <u>• Overlaps shall be added to further improve traffic flow.</u> <u>• The Del Rio Road overpass shall to be widened to four lanes, with a through/left-turn combined lane and through lane approaching eastbound to Del Rio Road/US 101 North Ramps and left-turn and through/left-turn combined lanes on the westbound approach to Del Rio Road/US 101 South Ramps.</u> <u>• At Del Rio Road/US 101 South Ramps, the southbound approach shall be expanded to include an additional left-turn lane, and the phasing shall be modified to split the eastbound and westbound approaches.</u> <u>• Interconnect shall be provided between all three signals to coordinate cycles.</u> <p><u>Should a developer construct the improvements, any costs of the installed improvements in excess of the project's proportional share, may be eligible for a TIF fee credit. Any potential TIF fee credit will be calculated by the City and will comply with any City resolution guiding TIF Fee credits in place at the time of construction of the improvements. The developer constructing the improvements may also be eligible for reimbursement from other development within the Specific Plan area should improvements be installed prior to Specific Plan build-out.</u></p>					
<p>MM TRANS-4: Prior to recordation of the final map for the South-East project site Walmart component, the project applicant shall revise the improvement plans to provide for a northbound left-turn lane on El Camino Real at the new intersection serving the Walmart site. The City shall review and approve the lane geometry.</p>	Approval of plan	Prior to recordation of the final map for the Walmart component	City of Atascadero		

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date Initial	
MM TRANS-6a: Prior to approval of the final map for the Walmart and Annex <u>either site components</u> , the applicant shall identify suitable locations for one or more bus stops as required by the City of Atascadero. Such stops may be located along street frontages or within the project site. The applicant shall consult with the Regional Transit Authority, Atascadero Transit, and the City of Atascadero about suitable locations and amenities. The bus stops <u>identified for each site</u> shall be installed and available for service prior to opening day of each project component.	Approval of plan; site inspection	Prior to issuance of the final certificate of occupancy for Walmart	City of Atascadero		
MM TRANS-6b: Prior to issuance of the final certificate of occupancy for the commercial uses, the applicant shall install bicycle facilities (racks or lockers) in convenient locations. Bicycle storage shall be provided at a ratio of no less than 1 bicycle space for each 20 vehicular spaces.	Site inspection	Prior to issuance of the final certificate of occupancy for the Walmart and Annex nonresidential uses	City of Atascadero		
MM TRANS-6c: Prior to issuance of building permits for the future multi-family residential uses on the Walmart-South-East development site, the applicant shall demonstrate that each dwelling unit provides enclosed space suitable for storage of at least two bicycles. Such enclosed space may consist of garages, storage rooms, closets, or other non-living area spaces that allow the occupant(s) to securely store a bicycle and avoid exposure to theft or adverse weather conditions.	Approval of plans	Prior to issuance of building permits for the future multi-family residential uses on the Walmart site	City of Atascadero		
MM TRANS-6d: Prior to acceptance of improvements to El Camino Real and Del Rio Road, the City of Atascadero shall verify that project frontage improvements on El Camino Real include Class II bicycle lanes <u>accommodate bicycle travel</u> and that bicycle loop detectors have been installed as a component of travel <u>will be a consideration at</u> the signal installation at El Camino Real/Proposed Public Street.	Site inspection; acceptance of improvements	Prior to acceptance of improvements to El Camino Real and Del Rio Road	City of Atascadero		

Table 1 (cont.): Del Rio Road Commercial Area Specific Plan Mitigation Monitoring and Reporting Program

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date Initial	
MM TRANS-6e: Prior to issuance of building permits for the heavy Walmart and Annex commercial buildings, the project applicant shall prepare and submit plans to the City of Atascadero for review and approval that demonstrate the provision of pedestrian facilities. Such facilities shall consist of sidewalks along the frontages with El Camino Real, Del Rio Road, and the new access road serving the Walmart South-East development site, and direct pedestrian connections between parking fields and building entrances. The former Walmart South-East project site shall provide a pedestrian connection from the store entrance <u>the front of commercial buildings at the front of the building</u> to Del Rio Road that generally parallels the a driveway connection to Del Rio Road. Pavement treatments or similar features shall be installed at locations where pedestrian facilities cross drive aisles. All pedestrian facilities shall comply with the applicable requirements of the Americans With Disabilities Act.	Approval of plans	Prior to issuance of building permits for the Walmart and Annex commercial buildings	City of Atascadero		
MM TRANS-6f: Prior to acceptance of improvements to El Camino Real, Del Rio Road, and the new public street serving the South-East Walmart development site, the City of Atascadero shall verify that crosswalk markings have been installed across all driveway access points leading to and from the project sites where sidewalks are constructed. Additionally, high visibility markings shall be installed across the southern driveway from "Proposed Public Street."	Site inspection; acceptance of improvements	Prior to acceptance of improvements to El Camino Real, Del Rio Road, and the new public street serving Walmart	City of Atascadero		
MM TRANS-7b: If improvements to During the closure of the US 101/Del Rio Road interchange have significant impacts to the interchange operations, the City of Atascadero shall station trained traffic control officers at the intersection of San Anselmo Road/US 101 Northbound Ramps shall be monitored during the peak hours to facilitate acceptable queuing operations	Monitoring	During closure of the US 101/Del Rio Road interchange	City of Atascadero		
MM TRANS-7c: If improvements to During closure of the US 101/Del Rio Road interchange have significant impacts to the interchange operations, the City of Atascadero shall station trained traffic control officers at the intersection of San Anselmo Road/US 101 Southbound Ramps shall be monitored during the peak hours to facilitate acceptable queuing operations.	Monitoring	During closure of the US 101/Del Rio Road interchange	City of Atascadero		

**PC Resolution
Exhibit A, Attachment 2**

**Revised 2020 Traffic Analysis
for the
2020 Addendum to the FINAL
Environmental Impact Report
Del Rio Road Commercial Area Specific Plan
City of Atascadero, San Luis Obispo County, California**

Prepared by W-Trans

August 26, 2020

Executive Summary

The Del Rio Road interchange with US 101 through to El Camino Real was evaluated against a variety of land use development scenarios in the Del Rio Specific Plan area to determine how the added traffic would affect delays and queues throughout the interchange under Existing and Future Conditions. The Amended Specific Plan scenario was developed as a likely mixture of land uses to be represented in an Amended Specific Plan for the area. The Amended Specific Plan Plus Regional Shopping scenario was developed based on the Amended Specific Plan scenario, but with a regional shopping center in place of several other potential developments.

Existing Conditions were assessed based on data collected in March 2018 and it was determined that all study intersections are operating acceptably at Level of Service (LOS) C or better. The only unacceptable queue lengths identified are between the intersections of Del Rio Road/US 101 South Ramps and Del Rio Road/Ramona Road, where only 35 feet of stacking distance is available.

Future (2035) Conditions were developed from San Luis Obispo Council of Governments (SLOCOG) model data, with trips anticipated to be generated by several potential developments around the interchange added to the model volumes. It was also assumed that a southbound right-turn lane would be added at Del Rio Road/El Camino Real, and that Del Rio Road/Ramona Road would be reconstructed to provide 240 feet of stacking to and from the Del Rio Road/US 101 South Ramps intersection. With these Future Conditions applied, all queue lengths would be acceptable except for a slight overage in the northbound left-turn lane at Del Rio Road/El Camino Real. For operations, this intersection would operate at LOS E during the p.m. peak hour while the other intersections would continue to operate at LOS C or better.

The trip generation for the Amended Specific Plan scenario is estimated at 4,963 trips per day, including 208 during the a.m. peak hour and 277 during the p.m. peak hour. With these volumes applied to the Future Conditions scenario, the intersection of Del Rio Road/El Camino Real would operate at LOS F and with unacceptable queues in the northbound left-turn lane and on the eastbound approach. Several mitigations were tested, but only extensive modifications to the signal at Del Rio Road/El Camino Real would improve queues and delays to an acceptable level.

For the Amended Specific Plan Plus Regional Shopping scenario, the trip generation is estimated at 9,383 trips per day, including 331 morning peak hour trips and 743 afternoon peak hour trips. When these trips are added to the Future Conditions scenario, all intersections except for Del Rio Road/Ramona Road would experience unacceptable queues and delays. Although several less-intensive mitigations were assessed, extensive interchange widening would be needed to achieve acceptable queues and delays. This includes two southbound left-turn lanes at Del Rio Road/US 101 South Ramps, four lanes across the Del Rio Road overpass, an added westbound right-turn lane to Del Rio Road/US 101 North Ramps, added eastbound, northbound, and westbound lanes approaching Del Rio Road/El Camino Real, and several signal modifications throughout the corridor. As an alternative, a series of roundabouts would result in acceptable operations while maintaining the existing overpass structure.

Introduction

This traffic analysis for the *Del Rio Specific Plan Amendment* presents an analysis of the potential traffic impacts associated with the various proposed development alternatives in the vicinity of the Del Rio Road interchange with US 101 in the City of Atascadero. The traffic study was completed in accordance with the criteria established by the City of Atascadero and is consistent with standard traffic engineering techniques.

Prelude

The purpose of this traffic analysis is to provide City staff and policy makers with data they can use to make an informed decision regarding the potential traffic impacts of proposed land use development, and any associated improvements that would be required to mitigate these impacts to a level of insignificance as defined by the City's General Plan or other policies. Adverse effects on vehicular traffic are typically evaluated by determining the number of new trips that the proposed use would be expected to generate, distributing these trips to the surrounding street system based on existing travel patterns or anticipated travel patterns specific to the proposed scenario, then analyzing the impact the new traffic would be expected to have on critical intersections or roadway segments.

Analysis Profile

The Del Rio Road Specific Plan Amendment analysis includes four intersections and four development sites in the vicinity of the Del Rio Road interchange, as shown in Figure 1.



Traffic Analysis for the Del Rio Interchange
Figure 1 – Vicinity Map

Transportation Setting

Operational Analysis

Study Area and Periods

The study area consists of the following intersections:

1. Del Rio Road/El Camino Real
2. Del Rio Road/US 101 N Ramps
3. Del Rio Road/US 101 S Ramps
4. Del Rio Road/Ramona Road

Operating conditions during the weekday p.m. peak period were evaluated as this time period reflects the highest traffic volumes areawide and for the potential developments. The evening peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion of the day during the homeward bound commute.

Study Intersections

Del Rio Road/El Camino Real is a signalized intersection with two approach lanes in the northbound direction and one approach lane in the other three directions. There are crosswalks on all four legs, protected left-turn phasing on El Camino Real, and permissive left-turn phasing on Del Rio Road. A bicycle lane is provided on the south leg.

Del Rio Road/US 101 North Ramps is a four-legged intersection with three approaches as the US 101 North on-ramp is one-way in the northbound direction. Each of the three approaches has one lane and there is a crosswalk on the south leg. The eastbound approach has protected-permissive left-turn phasing and the signal is coordinated with the traffic signal at Del Rio Road/US 101 South Ramps.

Del Rio Road/US 101 South Ramps is a signalized intersection that is coordinated with Del Rio Road/US 101 North Ramps and has protected-permissive left-turn phasing in the westbound direction. The US 101 South on-ramp is one-way in the southbound direction, and the other three approaches have one lane each. There is a crosswalk on the south leg.

Del Rio Road/Ramona Road is a tee intersection with stop controls on Ramona Road only. There is one approach lane in each direction.

The locations of the study intersections and the existing lane configurations and controls are shown in Figure 1.

Specific Plan Land Use

The Specific Plan study area consists of the following underdeveloped lots that will potentially be developed in the future:

1. Annex West: Lot in the northwest quadrant of the Del Rio Road/El Camino Real intersection;
2. Annex East: Lot in the northeast quadrant of the Del Rio Road/El Camino Real intersection;
3. Walmart Site: Lot in the southeast quadrant of the Del Rio Road/El Camino Real intersection that was slated to be developed into a Walmart store; and
4. Church Property: Lot north of Del Rio Road and to the west of US 101.

Traffic Operational Analysis

Intersection Level of Service Methodologies

Level of Service (LOS) is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, Level of Service A represents free flow conditions and Level of Service F represents forced flow or breakdown conditions. A unit of measure that indicates a level of delay generally accompanies the LOS designation.

The study intersections were analyzed using methodologies published in the *Highway Capacity Manual* (HCM), Transportation Research Board, 2010. This source contains methodologies for various types of intersection control, all of which are related to a measurement of delay in average number of seconds per vehicle.

The Levels of Service for the intersection with side street stop controls, Del Rio Road/Ramona Road, was analyzed using the "Two-Way Stop-Controlled" intersection capacity method from the HCM. This methodology determines a level of service for each minor turning movement by estimating the level of average delay in seconds per vehicle. Results are presented for individual movements together with the weighted overall average delay for the intersection.

The remaining study intersections are controlled by traffic signals and were evaluated using the signalized methodology from the HCM. This methodology is based on factors including traffic volumes, green time for each movement, phasing, whether the signals are coordinated or not, truck traffic, and pedestrian activity. Average stopped delay per vehicle in seconds is used as the basis for evaluation in this LOS methodology. For purposes of this study, delays were calculated using signal timing obtained from Caltrans and the City of Atascadero.

The ranges of delay associated with the various levels of service are indicated in Table 1.

Table 1 – Intersection Level of Service Criteria

LOS	Two-Way Stop-Controlled	Signalized
A	Delay of 0 to 10 seconds. Gaps in traffic are readily available for drivers exiting the minor street.	Delay of 0 to 10 seconds. Most vehicles arrive during the green phase, so do not stop at all.
B	Delay of 10 to 15 seconds. Gaps in traffic are somewhat less readily available than with LOS A, but no queuing occurs on the minor street.	Delay of 10 to 20 seconds. More vehicles stop than with LOS A, but many drivers still do not have to stop.
C	Delay of 15 to 25 seconds. Acceptable gaps in traffic are less frequent, and drivers may approach while another vehicle is already waiting to exit the side street.	Delay of 20 to 35 seconds. The number of vehicles stopping is significant, although many still pass through without stopping.
D	Delay of 25 to 35 seconds. There are fewer acceptable gaps in traffic, and drivers may enter a queue of one or two vehicles on the side street.	Delay of 35 to 55 seconds. The influence of congestion is noticeable, and most vehicles have to stop.
E	Delay of 35 to 50 seconds. Few acceptable gaps in traffic are available, and longer queues may form on the side street.	Delay of 55 to 80 seconds. Most, if not all, vehicles must stop and drivers consider the delay excessive.
F	Delay of more than 50 seconds. Drivers may wait for long periods before there is an acceptable gap in traffic for exiting the side streets, creating long queues.	Delay of more than 80 seconds. Vehicles may wait through more than one cycle to clear the intersection.

Reference: *Highway Capacity Manual*, Transportation Research Board, 2010

Analysis of Interchange Area Queuing

Adverse queuing conditions can result in traffic impacts at closely spaced intersections, particularly at freeway interchanges where queues can potentially affect mainline freeway operation. For these reasons, an analysis of queuing was performed for the Del Rio Road corridor between the US 101 South Ramps intersection and El Camino Real Road, including the intersection of US 101 North Ramps. The analysis was focused on the weekday p.m. peak hour as this time period has the highest delays and traffic volumes, as well as the greatest potential for queuing impacts to occur.

The projected vehicle queues were determined using the applied timing schemes in SIMTRAFFIC, which is a traffic simulation extension of SYNCHRO. SIMTRAFFIC generates random “seeding” of vehicles on the street network and then simulates how vehicles will flow through the system using the actual volumes, phasing, and timing developed in SYNCHRO. Because each SIMTRAFFIC run is unique, a series of five separate “runs” was used to develop queuing estimates. The maximum queues projected for each lane in the five SIMTRAFFIC runs were averaged and are reported as the maximum queue.

Traffic Operation Standards

Caltrans indicates that they endeavor to maintain operation at the transition from LOS C to LOS D, per their *Guide for the Preparation of Traffic Impact Studies*, 2002. Where intersections are integral to a local jurisdictions transportation system, Caltrans often accepts the operational standard applied by the local agency, in this case, the City of Atascadero.

The City of Atascadero’s *General Plan*, July 2016, established the City’s threshold for acceptable operation as LOS C or better.

Three vehicle queuing operational standards were applied based on industry standard practice regarding safety, for turn pockets, intersection spacing, and off-ramps. For turn pockets at intersections, the standard applied is to keep the back of queue within the available stacking space to avoid blocking the through lane. Another standard is to avoid queue lengths that extend to an upstream intersection, which could block that intersection and create gridlock. This is especially important for this analysis as the study intersections are in close proximity, with only 240 feet separating intersections on Del Rio Road at El Camino Real and US 101 North Ramps, 290 feet between US 101 North Ramps and US 101 South Ramps, and 35 feet between US 101 South Ramps and Ramona Road. The third queuing standard applies to the off-ramp queue lengths which must be maintained at less than the distance between the stop bar and the gore point of the off-ramp, to avoid spillbacks onto the freeway mainline including room for deceleration between the gore point and the back of queue.

Existing Conditions

The Existing Conditions scenario provides an evaluation of current operation based on existing traffic volumes during the p.m. peak period. This condition does not include development-generated traffic volumes. Volume data was collected in March 2018 while local schools were in session.

All four study intersections operate acceptably as shown in Table 2. The operational analysis worksheets are included in Appendix A.

Table 2 – Existing PM Peak Hour Intersection Delay

Study Intersection Approach	Delay (LOS)
1. Del Rio Rd/El Camino Real	23.5 (C)
2. Del Rio Rd/US 101 N Ramps	9.9 (A)
3. Del Rio Rd/US 101 S Ramps	14.9 (B)
4. Del Rio Rd/Ramona Rd	0.7 (A)
<i>Northbound Approach</i>	<i>9.3 (A)</i>

Notes: Delay is measured in average seconds per vehicle; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Future Conditions

The Future Conditions scenario provides an evaluation of estimated Year 2035 traffic volumes during the p.m. peak period. These conditions include traffic expected to be generated by several anticipated developments within the land use study area which have been previously approved, but do not include development on the four sites that are the subject of this analysis.

Derivation of Future Volumes

Segment volumes for the horizon year of 2035 were obtained from the San Luis Obispo Council of Government's (SLOCOG's) gravity demand model and translated to turning movement volumes at each of the study intersections using the "Furness" method. The Furness method is an iterative process that employs existing turn movement data, existing link volumes and future link volumes to project likely turning future movement volumes at intersections.

The SLOCOG model data was augmented with the trip generation of several anticipated developments within the study area. This trip generation was computed using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 10th Edition, 2017 for “Gasoline/Service Station with Convenience Market” (ITE LU 945), “High-Turnover (Sit-Down) Restaurant” (ITE LU 932), “Shopping Center” (ITE LU 820), “Fast-Food Restaurant with Drive-Through Window” (ITE LU 934), and “Single-Family Detached Housing” (ITE LU 210).

Some portion of traffic associated with the restaurant 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 use applied in this traffic analysis. At the developments, pass-by trips would in essence be “captured” from traffic on El Camino Real.

The expected trip generation of the anticipated developments is indicated in Table 3, with deductions taken for pass-by trips. These anticipated land uses are expected to generate 3,716 trips per day, including 252 trips during the a.m. peak hour and 264 trips during the p.m. peak hour. After deductions are taken into account, the scenario would be expected to generate 3,615 new trips on a daily basis, including 243 during the morning peak hour and 257 during the evening peak hour; these new trips represent the increase in traffic associated with the scenario compared to existing volumes.

Table 3 – Trip Generation Summary for Anticipated Developments

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Del Rio Intersection Area											
Gas Station	12 fs	205.36	2,464	12.50	150	77	73	14.00	168	86	82
Sit-Down Restaurant	2 ksf	112.18	224	9.94	20	11	9	9.77	20	12	8
<i>Pass-by</i>		-5%	-11	-5%	-1	-1	0	-5%	-1	-1	0
Retail Pad	2 ksf	37.75	76	0.94	2	1	1	3.81	8	4	4
Fast Food w/ Drive Thru	1.9 ksf	470.95	895	40.20	76	39	37	32.7	62	32	30
<i>Pass-by</i>		-5%	-90	-5%	-8	-4	-4	-5%	-6	-3	-3
Church Property											
Houses	6 du	9.44	57	0.74	4	1	3	0.99	6	4	2
Subtotal			3,716		252	129	123		264	138	126
Reductions			-101		-9	-5	-4		-7	-4	-3
Total			3,615		243	124	119		257	134	123

Note: du = dwelling unit; ksf = 1,000 square feet; fs = fuel stations

Future Geometric Changes

As part of the Future Conditions scenario, two key roadway geometric modifications were assumed. The first is that the intersection of Del Rio Road/Ramona Road would be relocated to the west to provide approximately 240 feet of separation with the intersection of Del Rio Road/US 101 South Ramps. The second modification is the construction of a southbound right-turn lane at Del Rio Road/El Camino Real, which is assumed to be included with the development of the Annex West site.

Operational Analysis

Under the anticipated Future volumes derived from the SLOCOG model and from the above trip generation analysis, and with the addition of the above geometric changes, the intersection of Del Rio Road/El Camino Real would operate unacceptably while the remainder of the study intersections would operate acceptably. Future operating conditions are summarized in Table 4, and LOS worksheets are provided in Appendix A.

Table 4 – Future PM Peak Hour Intersection Delay

Study Intersection Approach	Delay (LOS)
1. Del Rio Rd/El Camino Real	69.3 (E)
2. Del Rio Rd/US 101 N Ramps	10.6 (B)
3. Del Rio Rd/US 101 S Ramps	19.5 (B)
4. Del Rio Rd/Ramona Rd	1.1 (A)
<i>Northbound Approach</i>	<i>9.6 (A)</i>

Notes: Delay is measured in average seconds per vehicle; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; **Bold** text = deficient operation

Builtout of the Amended Specific Plan

The Amended Specific Plan scenario replaces the previously approved Regional Shopping Center on the Walmart site with a mix of warehousing, light industrial and mixed residential/retail uses.

Trip Generation

The anticipated vehicle trip generation for the proposed land uses was estimated based on standard rates from the *Trip Generation Manual* for “Hotel” (ITE LU 310), “High-Turnover (Sit-Down) Restaurant” (ITE LU 932), “Shopping Center” (ITE LU 820), “Business Park” (ITE LU 770), “Warehousing” (ITE LU 150), and “Multifamily Housing (Low-Rise)” (ITE LU 220).

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 Walmart Site would consist of residents patronizing adjacent restaurant and retail 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

As discussed previously, a portion of traffic associated with the restaurant uses would be drawn from existing traffic on nearby streets. The percentage of these pass-by trips was developed based on information provided in the *Trip Generation Manual* and represents trips “captured” from traffic on Del Rio Road or El Camino Real.

Total Scenario Trip Generation

The expected trip generation potential for the proposed uses is indicated in Table 5, with deductions taken for pass-by and internal capture. The proposed development scenario is expected to generate an average of 5,058 trips per day, including 213 trips during the a.m. peak hour and 285 during the p.m. peak hour. After deductions

are taken into account, the development would be expected to generate 4,963 new trips on a daily basis, including 208 during the morning peak hour and 277 during the evening peak hour; these new trips represent the increase in traffic associated with the scenario compared to existing volumes.

Table 5 – Trip Generation Summary for Amended Specific Plan

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Annex West											
Hotel	120 rms	8.36	1,003	0.47	56	33	23	0.60	72	37	35
Annex East											
Business Park	190 ksf	12.44	2,364	0.40	76	46	30	0.42	80	37	43
Walmart Site											
Warehousing	30 ksf	1.74	52	0.17	5	4	1	0.19	6	2	4
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
Mixed Use Retail	15 ksf	37.75	566	0.94	14	9	5	3.81	57	27	30
Mixed Use Residential	10 du	7.32	73	0.46	5	1	4	0.56	6	4	2
Light Industrial	30 ksf	12.44	373	0.40	12	7	5	0.42	13	6	7
Apartments	55 du	7.32	403	0.46	25	6	19	0.56	31	20	11
Internal Capture		-5%	-84	-5%	-4	-2	-2	-5%	-7	-4	-3
Subtotal			5,058		213	117	96		285	145	140
Reductions			-95		-5	-3	-2		-8	-5	-3
Total			4,963		208	114	94		277	140	137

Note: rms = rooms; du = dwelling unit; ksf = 1,000 square feet

Trip Distribution

The pattern used to allocate new scenario trips to the street network was based on existing traffic patterns. The applied distribution assumptions and resulting trips are shown in Table 6.

Table 6 – Trip Distribution Assumptions for Amended Specific Plan

Route	Percent	Daily Trips	AM Trips	PM Trips
US 101 North of Del Rio Road	35%	1,737	73	97
US 101 South of Del Rio Road	35%	1,737	73	97
El Camino Real South of Del Rio Road	15%	745	32	41
El Camino Real North of Del Rio Road	5%	248	10	14
Del Rio Road West of Ramona Road	5%	248	10	14
Del Rio Road East of El Camino Real	5%	248	10	14
TOTAL	100%	4,963	208	277

Potential Study Area Mitigations

To assess what mitigations might be required to accommodate the trips that would be generated by the Amended Specific Plan scenario, four mitigation scenarios were assessed:

Mitigation 1 – This mitigation measure includes the addition of a westbound right-turn lane to the intersection of Del Rio Road/US 101 North Ramps, such that there would be two westbound lanes on Del Rio Road from El Camino Real to US 101 North Ramps. This would require widening Del Rio Road, the construction of a retaining wall on the north side, and reconstruction of the curb return. By splitting westbound traffic into through and right-turn lanes, the queue length could be reduced by providing drivers two lanes to stack in rather than one for both movements combined. Additionally, splitting through and right-turning traffic would 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 North Ramps.

Mitigation 2 – This mitigation measure would involve several modifications to the traffic signal at Del Rio Road/El Camino Real to more efficiently orchestrate the movement of conflicting traffic. This modification involves the replacement of the northbound left-turn protected phasing (green arrow) with protected-permissive phasing (green arrow that goes to green ball or flashing yellow arrow), and the southbound left-turn protected phasing with permissive phasing (green ball or flashing yellow arrow). The eastbound and westbound phases, which currently activate at the same time, would be split to operate sequentially, or one direction and then the other. These changes would require modification to the existing signal infrastructure to incorporate updated signal heads. In addition, this mitigation includes adjustment to the signal phasing in terms of recalls, phase lengths, and the overall cycle length.

Mitigation 3 – This mitigation measure would combine Mitigation 1 and Mitigation 2.

Mitigation 4 – This option includes any modifications that may be required to achieve acceptable operations with the addition of traffic that would be generated by the Amended Specific Plan scenario. In addition to Mitigation 1 and Mitigation 2 above, the intersection of Del Rio Road/El Camino Real would need to be further modified to reconfigure the eastbound approach from through/left-turn and right-turn lanes, to left-turn lane and through/right-turn lanes, essentially moving the through movement from the left lane to the right lane. This may require widening the eastbound departure (on the east leg of the intersection) to avoid excessive lateral shifting of through traffic. With a dedicated eastbound left-turn lane, the eastbound-westbound split phasing could be replaced with concurrent timing, as well as protected-permissive phasing for the eastbound left-turn movement. With protected left-turn phasing in the eastbound direction and a prohibition of eastbound U-turns, it would be possible to include a southbound right-turn overlap, which is a green arrow that enables southbound right-turning drivers to continue without stopping concurrently with the eastbound left-turn movement. Additionally, the signal at Del Rio Road/El Camino Real would need to be coordinated with the signals at Del Rio Road/US 101 North Ramps and Del Rio Road/US 101 South Ramps. This would require extending the interconnect hardware between the ramp signals to Del Rio Road/El Camino Real, and potentially upgrading the signal hardware at Del Rio Road/El Camino Real to be compatible with interconnect technology if it is not already.

Operational Analysis

Upon the addition of scenario-related traffic to the Future volumes, the study intersections are expected to operate acceptably, except for the intersection of Del Rio Road/El Camino Real, which would operate at LOS F. The addition of Mitigation 1 (added westbound right-turn lane approaching Del Rio/US 101 North Ramps) would not mitigate this delay; however, the other three mitigations would result in acceptable operations. These results are summarized in Table 7. Synchro worksheets are included in Appendix A.

Table 7 – Future plus Amended Specific Plan PM Peak Hour Intersection Delay

Study Intersection <i>Approach</i>	Future Delay (LOS)	Future plus Amended Specific Plan				
		No Mitigation Delay (LOS)	M1 Delay (LOS)	M2 Delay (LOS)	M3 Delay (LOS)	M4 Delay (LOS)
1. Del Rio Rd/El Camino Real	69.3 (E)	111.9 (F)	111.9 (F)	23.2 (C)	23.2 (C)	29.5 (C)
2. Del Rio Rd/US 101 N Ramps	10.6 (B)	12.6 (B)	9.5 (A)	12.6 (B)	9.5 (A)	12.3 (B)
3. Del Rio Rd/US 101 S Ramps	19.5 (B)	22.3 (C)	22.5 (C)	22.3 (C)	22.5 (C)	25.1 (C)
4. Del Rio Rd/Ramona Rd	1.1 (A)	1.1 (A)	1.1 (A)	1.1 (A)	1.1 (A)	1.1 (A)
<i>Northbound Approach</i>	<i>9.6 (A)</i>	<i>9.7 (A)</i>	<i>9.7 (A)</i>	<i>9.7 (A)</i>	<i>9.7 (A)</i>	<i>9.7 (A)</i>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; **Bold** text = deficient operation; M1= Mitigation 1 ; M2 = Mitigation 2; M3 = Mitigation 3; M4 = Mitigation 4 ; Mitigations are described in the text above.

Finding – With the addition of the Amended Specific Plan scenario traffic to the current configurations, the intersection of Del Rio Road/El Camino Real would continue to operate unacceptably though at LOS F instead of at LOS E without the added traffic. The modifications to this signal detailed above under Mitigations 2, 3, or 4 would improve operation to LOS C. The other study intersections would operate acceptably under Future Conditions, with or without the Amended Specific Plan traffic and under any of the mitigation scenarios.

Queuing Analysis

Under each scenario, the projected maximum queues at the study intersections were determined using the SIMTRAFFIC application of Synchro and averaging the maximum projected queue for each of five runs. Summarized in Table 8 are the predicted queue lengths for approaches to intersections where queues are expected to exceed the existing available storage capacity. Copies of the SIMTRAFFIC projections are contained in Appendix B.

Table 8 – Queuing Analysis (Amended Specific Plan)

Study Intersection Approach	Available Storage	PM Peak Maximum Queue Length						
		E	F	F + Amended Specific Plan				
				NM	M1	M2	M3	M4
1. Del Rio Rd/El Camino Real								
Northbound Left-Turn	280	155	286	397	374	250	256	221
Southbound Left-Turn	150	25	35	43	32	36	31	45
Southbound Right-Turn	-	-	76	91	81	92	94	111
Eastbound Approach	240	154	210	272	256	280	268	204
2. Del Rio Rd/US 101 N Ramps								
Westbound Approach	240	84	148	202	96	215	93	58
Eastbound Approach	290	99	195	279	210	263	208	213
Northbound Approach	470	88	97	115	118	128	130	128
3. Del Rio Rd/US 101 S Ramps								
Westbound Approach	290	98	132	132	138	127	137	284
Eastbound Approach – Exist	35	115	-	-	-	-	-	-
Eastbound Approach – Future	240	-	111	119	118	134	125	166
Southbound Approach	530	192	362	539	445	333	366	323
4. Del Rio Rd/Ramona Rd								
Westbound Approach – Exist	35	79	-	-	-	-	-	-
Westbound Approach – Future	240	-	27	30	27	31	38	40

Notes: Maximum Queue based on the average of the maximum value from five SIMTRAFFIC runs; all distances are measured in feet; E = existing conditions; F = future conditions; F+ASP = future plus Amended Specific Plan conditions; NM = no mitigation; M1 = Mitigation 1; M2 = Mitigation 2; M3 = Mitigation 3; M4 = Mitigation 4; Mitigations are described in the text above; **Bold** text = queue length exceeds available storage

With the planned shifting of Del Rio Road/Ramona Road to the west, the distance between this intersection and Del Rio Road/US 101 South Ramps would increase to accommodate queues under all assessed scenarios.

Under Future Conditions without traffic that would be generated by the Amended Specific Plan developments, the northbound left-turn queue at Del Rio Road/El Camino Real of 286 feet would slightly exceed the provided capacity of 280 feet. The addition of the Amended Specific Plan traffic would increase this queue overage to 397 feet without any mitigations applied, and would require Mitigations 2, 3, or 4 to reduce the queue length to remain within the provided storage capacity.

The eastbound approach queue at Del Rio Road/El Camino Real would be within the 240 feet provided between this intersection and Del Rio Road/US 101 North Ramps, at 210 feet under Future Conditions. With the addition of the Amended Specific Plan traffic, this would increase to 272 feet without mitigation, representing an extension of stopped traffic upstream and into the Del Rio Road/US 101 North Ramps intersection. Mitigation 4 would be required to reduce this queue sufficiently to avoid stacking into the upstream intersection.

Finding – With the addition of the Amended Specific Plan scenario traffic, Mitigation 4 would be required to reduce queuing to acceptable lengths.

Buildout of the Amended Specific Plan with Regional Shopping

The Buildout of the Amended Specific Plan with Regional Shopping Center scenario shares many similarities to the Amended Specific Plan. The key difference is that the regional shopping center use would be included on the Walmart site.

Trip Generation

The anticipated vehicle trip generation for the proposed land uses was estimated based on standard rates for “Hotel” (ITE LU 310), “High-Turnover (Sit-Down) Restaurant” (ITE LU 932), “Shopping Center” (ITE LU 820), “Business Park” (ITE LU 770), and “Multifamily Housing (Low-Rise)” (ITE LU 220). Reductions for pass-by trips were applied using the same methodology detailed under the Amended Specific Plan scenario.

The expected trip generation potential for the proposed uses is indicated in Table 9, with deductions taken for pass-by trips. The proposed scenario is expected to generate an average of 9,411 trips per day at the driveways, including 334 trips during the a.m. peak hour and 745 during the p.m. peak hour. After deductions are taken into account, the scenario would be expected to generate 9,383 new trips on a daily basis, including 331 during the morning peak hour and 743 during the evening peak hour; these new trips represent the increase in traffic associated with the scenario compared to existing volumes.

Table 9 – Trip Generation Summary for Amended Specific Plan with Regional Shopping Center

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Annex West											
Hotel	120 rms	8.36	1,003	0.47	56	33	23	0.60	72	37	35
Annex East											
Business Park	190 ksf	12.44	2,364	0.40	76	46	30	0.42	80	37	43
Walmart Site											
Regional Shopping Center	129.56 ksf	37.75	4,891	0.94	122	76	46	3.81	494	237	257
Sit-Down Restaurant	5 ksf	112.18	561	9.94	50	28	22	9.77	49	30	19
Pass-by		-5%	-28	-5%	-3	-2	-1	-5%	-2	-1	-1
Retail Pad	5 ksf	37.75	189	0.94	5	3	2	3.81	19	9	10
Apartments	55 du	7.32	403	0.46	25	6	19	0.56	31	20	11
Subtotal		9,411		334 192 142				745 370 375			
Reductions		-28		-3 -2 -1				-2 -1 -1			
Total		9,383		331 190 141				743 369 374			

Note: rms = rooms; du = dwelling unit; ksf = 1,000 square feet

Trip Distribution

The pattern used to allocate new scenario trips to the street network was based on existing traffic patterns. The applied distribution assumptions and resulting trips are shown in Table 10.

Table 10 – Trip Distribution Assumptions for Amended Specific Plan with Regional Shopping Center

Route	Percent	Daily Trips	AM Trips	PM Trips
US 101 North of Del Rio Road	35%	3,284	116	260
US 101 South of Del Rio Road	35%	3,284	116	260
El Camino Real South of Del Rio Road	15%	1,408	48	112
El Camino Real North of Del Rio Road	5%	469	17	37
Del Rio Road West of Ramona Road	5%	469	17	37
Del Rio Road East of El Camino Real	5%	469	17	37
TOTAL	100%	9,383	331	743

Potential Interchange Improvements

To assess what mitigations might be required to accommodate the trips that would be generated by the Amended Specific Plan scenario, four mitigation scenarios were assessed. Mitigations 1, 2, and 3 are the same as detailed for the Amended Specific Plan scenario. Mitigation 4 was specific to the Amended Specific Plan scenario, so was not included for this scenario; it was replaced with Mitigation 5 which is specific to this scenario. Mitigation 5 includes widening on the Del Rio Road overpass to accommodate the extra traffic that would be generated by the regional shopping center:

Mitigation 5 – This option includes any modifications that would be required to achieve acceptable operations with the addition of traffic that would be generated by the Amended Specific Plan Plus Regional Shopping scenario. Along with applying Mitigation 1 and Mitigation 2, the eastbound approach to Del Rio Road/El Camino Real would need to be widened to three lanes that extend upstream to Del Rio Road/US 101 North Ramps, with one lane each assigned to left turns, throughs, and right turns. Likewise, the westbound approach would need to be widened to include a right-turn pocket. A second northbound left-turn lane would be required to accommodate traffic leaving the shopping center and heading toward the freeway. With these lanes added and appropriate U-turn restrictions, southbound and eastbound right-turn overlaps could be added to further improve traffic flow. The Del Rio Road overpass would need to be widened to four lanes, with a through/left-turn combined lane and through lane approaching eastbound to Del Rio Road/US 101 North Ramps and left-turn and through/left-turn combined lanes on the westbound approach to Del Rio Road/US 101 South Ramps. At Del Rio Road/US 101 South Ramps, the southbound approach would need to be expanded to include an additional left-turn lane, and the phasing would need to be modified to split the eastbound and westbound approaches. Interconnect would need to be provided between all three signals to coordinate cycles.

Operational Analysis

Upon the addition of scenario-related traffic to the Future volumes, the three signalized study intersections would operate unacceptably and require Mitigation 5 to achieve LOS C or better operation. These results are summarized in Table 11, and LOS worksheets are included in Appendix A.

Table 11 – Future plus Amended Specific Plan plus Regional Shopping PM Peak Hour Intersection Delay

Study Intersection Approach	Future Delay (LOS)	Future plus ASP plus Regional Shopping				
		No Mitigation Delay (LOS)	M1 Delay (LOS)	M2 Delay (LOS)	M3 Delay (LOS)	M5 Delay (LOS)
1. Del Rio Rd/El Camino Real	69.3 (E)	182.2 (F)	182.2 (F)	46.4 (D)	46.4 (D)	32.2 (C)
2. Del Rio Rd/US 101 N Ramps	10.6 (B)	38.9 (D)	12.4 (B)	38.9 (D)	12.4 (B)	9.4 (A)
3. Del Rio Rd/US 101 S Ramps	19.5 (B)	35.0 (D)	35.4 (D)	35.0 (D)	35.4 (D)	25.6 (C)
4. Del Rio Rd/Ramona Rd	1.1 (A)	1.1 (A)	1.1 (A)	1.1 (A)	1.1 (A)	1.1 (A)
<i>Northbound Approach</i>	<i>9.6 (A)</i>	<i>9.8 (A)</i>	<i>9.8 (A)</i>	<i>9.8 (A)</i>	<i>9.8 (A)</i>	<i>9.8 (A)</i>

Notes: Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*; **Bold** text = deficient operation; M1 = Mitigation 1 ; M2 = Mitigation 2 ; M3 = Mitigation 3; M5 = Mitigation 5; Mitigations are detailed in the text above.

The intersection of Del Rio Road/El Camino Real would operate at LOS E under Future Conditions without the additional development associated with the Specific Plan, which would degrade to LOS F with the addition of traffic from buildout of the Amended Specific Plan Plus Regional Shopping scenario without mitigation or with Mitigation 1. Mitigations 2 and 3 would improve operation to LOS D, which would still be unacceptable under current standards. Mitigation 5 would reduce the delay to achieve an acceptable LOS C operation.

For Del Rio Road/US 101 North Ramps, the addition of the Amended Specific Plan Plus Regional Shopping scenario traffic to Future Conditions would degrade operations to LOS D. Mitigations 1, 3 or 5 would reduce delays at this intersection respectively to achieve operation of LOS B, LOS B, or LOS A.

The addition of the Amended Specific Plan Plus Regional Shopping scenario traffic to Del Rio Road/US 101 South Ramps would worsen the LOS B operations under Future Conditions to LOS D. This LOS D would be sustained with Mitigations 1, 2, or 3, and would be improved to an acceptable LOS C with Mitigation 5.

The intersection of Del Rio Road/Ramona Road would operate acceptably under all scenarios assessed.

Finding – The addition of the Amended Specific Plan Plus Regional Shopping scenario traffic would result in unacceptable delays at Del Rio Road/El Camino Real, Del Rio Road/US 101 North Ramps, and Del Rio Road/US 101 South Ramps. Mitigation 5 would be required to improve operations at all locations to LOS C or better.

Queuing Analysis

Under each scenario, the projected maximum queues at the study intersections were determined using the SIMTRAFFIC application of Synchro and averaging the maximum projected queue for each of five runs. Summarized in Table 8 are the predicted queue lengths for all approaches to intersections. Copies of the SIMTRAFFIC projections are contained in Appendix B.

Table 12 – Queuing Analysis (Amended Specific Plan plus Regional Shopping)

Study Intersection Approach	Available Storage	PM Peak Maximum Queue Length						
		E	F	F+ASP plus Regional Shopping				
				NM	M1	M2	M3	M5
1. Del Rio Rd/El Camino Real								
Northbound Left-Turn	280	155	286	330	330	330	396	181
Southbound Left-Turn	150	25	35	49	38	47	39	58
Southbound Right-Turn	-	-	76	91	97	90	117	97
Eastbound Approach	240	154	210	307	307	305	300	165
2. Del Rio Rd/US 101 N Ramps								
Westbound Approach	240	84	148	267	134	270	151	54
Eastbound Approach	290	99	195	436	447	430	367	129
Northbound Approach	470	88	97	225	326	110	202	145
3. Del Rio Rd/US 101 S Ramps								
Westbound Approach	290	98	132	157	163	154	188	116
Eastbound Approach – Exist	35	115	-	-	-	-	-	-
Eastbound Approach – Future	240	-	111	145	150	151	123	172
Southbound Approach	530	192	362	1119	1196	1115	1218	331
4. Del Rio Rd/Ramona Rd								
Westbound Approach – Exist	35	79	-	-	-	-	-	-
Westbound Approach – Future	240	-	27	26	30	28	32	43

Notes: Maximum Queue based on the average of the maximum value from five SIMTRAFFIC runs; all distances are measured in feet; E = existing conditions; F = future conditions; F+ASP = future plus Amended Specific Plan; NM = no mitigation; M1 = Mitigation 1; M2 = Mitigation 2; M3 = Mitigation 3; M4 = Mitigation 4; Mitigations are described in the text above; **Bold** text = queue length exceeds available storage

As under the Amended Specific Plan scenario, shifting Del Rio Road/Ramona Road to the west would increase the distance between this intersection and Del Rio Road/US 101 South Ramps to accommodate queues under all assessed scenarios.

While the addition of Future volumes would increase the northbound left-turn queue length at Del Rio Road/ El Camino Real past the 280 feet available to 286 feet, traffic that would be added by the Amended Specific Plus plus the regional shopping center land uses would extend this length to 330 feet. Only Mitigation 5 with its second northbound left-turn lane would provide adequate storage capacity.

For the eastbound approach to Del Rio Road/El Camino Real, the addition of the Amended Specific Plan Plus Regional Shopping scenario traffic would increase stacking length to 307 feet, such that the back of queue would extend upstream into the intersection of Del Rio Road/US 101 North Ramps as there is only 240 feet between these intersections. Mitigation 5 is the only mitigation assessed that would reduce this queue to a length that would not extend into the upstream intersection, at a projected length of 165 feet.

The addition of the Amended Specific Plan Plus Regional Shopping scenario traffic would increase the westbound queue approaching Del Rio Road/US 101 North Ramps to 267 feet, surpassing the 240 feet available between this

intersection and the upstream intersection of Del Rio Road/El Camino Real. The added westbound right-turn lane from Mitigations 1, 3, or 4 would reduce this to an acceptable 134 feet, 151 feet, or 54 feet, respectively.

With 290 feet available between Del Rio Road/US 101 South Ramps and Del Rio Road/US 101 North Ramps, the addition of the Amended Specific Plan Plus Regional Shopping scenario traffic would increase the eastbound queue under Future Conditions approaching Del Rio Road/US 101 North Ramps from 213 feet to an unacceptable 436 feet, through and well past the intersection of Del Rio Road/US 101 South Ramps. This would be reduced to 129 feet under Mitigation 5; the other options would not reduce queuing to fit within the available stacking space.

There is 960 feet available between Del Rio Road/US 101 South Ramps and the US 101 South mainline, but a length of 530 feet for queuing in order to account for deceleration from the gore point to the back of queue on the ramp. The southbound queue would increase from 192 feet under Existing Conditions to 323 feet under Future Conditions. However, the addition of the Amended Specific Plan Plus Regional Shopping scenario traffic would further increase this queue length to 1,119 feet, representing unacceptable spillback onto the US 101 South mainline. This spillback would continue to occur with Mitigations 1, 2 or 3, but would be eliminated under Mitigation 5 which would reduce queuing to 331 feet.

Finding – Mitigation 5 would be required to reduce queues to acceptable lengths with the addition of the Amended Specific Plan Plus Regional Shopping scenario traffic to Future Conditions.

Alternative Finding – In March 2012, W-Trans presented to the City of Atascadero the *Del Rio Road Area Specific Plan Transportation Impact Analysis*. In this report, which assessed a similar scenario to the Amended Specific Plan Plus Regional Shopping scenario, it was concluded that three roundabouts would be required to achieve acceptable operations, covering the intersections of Del Rio Road/El Camino Real, Del Rio Road/US 101 North Ramps, and Del Rio Road/US 101 South Ramps combined with Ramona Road. With these roundabouts, the existing Del Rio Road overpass bridge could be maintained. This roundabout mitigation alternative would also result in acceptable traffic conditions for the Amended Specific Plan Plus Regional Shopping Center scenario.

Conclusions and Recommendations

Existing Conditions

- Under Existing Conditions, the study intersections operate acceptably, and most queue lengths are within available storage. The exception is between Del Rio Road/US 101 South Ramps and Del Rio Road/Ramona Road, where the queues in each direction exceed the 35 feet available between the intersections.

Future Conditions

- A Future Conditions scenario was developed using SLOCOG model data augmented with anticipated developments in the study area. Under Future Conditions, the intersection of Del Rio Road/El Camino Real would operate with unacceptably high delay and unacceptable queue lengths in the northbound left-turn lane. However, the relocation of Del Rio Road/Ramona Road to provide 240 feet of spacing from Del Rio Road/US 101 South Ramps would mitigate the unacceptable queues between these intersections.

Amended Specific Plan

- The Amended Specific Plan scenario was developed to assess the buildout of the Amended Specific Plan for the area around the Del Rio Road interchange.
- Vehicle Trip Generation: The estimated trip generation of this scenario is 4,963 trips per day, including 208 a.m. peak hour trips and 277 p.m. peak hour trips.
- Impacts: With the Amended Specific Plan scenario traffic operations and queuing at the intersection of Del Rio Road/El Camino would be unacceptable based on the established thresholds.
- Mitigation: The following mitigation measures would be needed to achieve acceptable operations and queuing conditions:
 - Del Rio Road/El Camino Real – Traffic signal modifications and lane geometric changes as described in Mitigation 4.
 - Del Rio Road/US 101 North Ramps – Add a westbound right-turn lane to provide two westbound lanes on Del Rio Road from El Camino Real to US 101 North Ramps (as described in Mitigation 1) .
- The maximum number of trips that can occur prior to the addition of the westbound right-turn lane at Del Rio Road/US101 NB Ramps and traffic signal modifications at Del Rio Road/El Camino Real would be 134 weekday p.m. peak hour trips of the 277 total weekday p.m. peak hour trips. This level of traffic increase would equate to the hotel in Annex West (72 weekday p.m. peak hour trips) plus 147 ksf of the Business Park in Annex East (62 weekday p.m. peak hour trips).
- It is recommended that if development of the hotel in Annex West and the Business Park in Annex East are allowed to move forward, the traffic signal modifications described in Mitigation 4 at El Camino Real/Del Rio Road intersection should be completed prior to occupancy of the Business Park.

Amended Specific Plan Plus Regional Shopping Center

- The Amended Specific Plan Plus Regional Shopping scenario was developed to assess an alternative to the Amended Specific Plan scenario where a regional shopping center would replace several of the uses for the Walmart Site.
- Vehicle Trip Generation: The daily trip generation for this scenario is estimated to be 9,383 trips per day, including 331 trips during the morning peak hour and 743 during the afternoon peak hour.
- Impacts: With the Amended Specific Plan Plus Regional Shopping scenario traffic added, operations and queuing at the intersections of Del Rio Road/El Camino, Del Rio Road/US 101 North Ramps and Del Rio Road/US 101 South Ramps would be unacceptable based on the established thresholds.
- Mitigation: The following mitigation measures would be needed to achieve acceptable operations and queuing conditions:
 - Del Rio Road/El Camino Real – Traffic signal modifications and lane geometric changes including dual northbound left-turn lanes (as described in Mitigation 5).
 - Del Rio Road between El Camino Real and US 101 North Ramps – Widen the section to five lanes (two westbound lanes and three eastbound lanes (as described in Mitigation 5).
 - Del Rio Road overpass – Widen the overpass to four lanes (as described in Mitigation 5).
 - Del Rio Road/US 101 South Ramp – Add a second southbound left-turn lane (as described in Mitigation 5).
- The maximum number of trips that can occur prior to the addition of the westbound right-turn lane at Del Rio Road/US101 NB Ramps and traffic signal modifications at Del Rio Road/El Camino Real would be 134 weekday p.m. peak hour trips of the 277 total weekday p.m. peak hour trips. This level of traffic increase would equate to the hotel in Annex West (72 weekday p.m. peak hour trips) plus 147 ksf of the Business Park in Annex East (62 weekday p.m. peak hour trips), or 35 ksf of the Regional Shopping Center on the Walmart site (134 weekday p.m. peak hour trips).
- It is recommended that if development of the hotel in Annex West and the Business Park in Annex East are allowed to move forward, the traffic signal modifications described in Mitigation 4 at El Camino Real/Del Rio Road intersection should be completed prior to occupancy of the Business Park.
- Alternative Mitigation: Construction of a series of three roundabouts would provide adequate capacity and acceptable queuing along the corridor. The existing Del Rio Road overpass structure could then be maintained. These are the same mitigation measures identified in the original Del Rio Specific Plan.
- The maximum number of trips that can occur prior to widening of Del Rio Road overpass or implementation of the roundabouts would be 293 weekday p.m. peak hour trips of the 743 total weekday p.m. peak hour trips. This level of traffic increase would equate to the hotel in Annex West (72 weekday p.m. peak hour trips) plus the Business Park in Annex East (80 weekday p.m. peak hour trips) plus 37 ksf of the Regional Shopping Center on the Walmart site (141 weekday p.m. peak hour trips).

Study Participants and References

Study Participants

Principal in Charge	Steve Weinberger, PE, PTOE
Associate Engineer	Kevin Carstens, PE
Assistant Engineer	Kimberly Tellez
Graphics	Alex Scrobonia
Editing/Formatting	Alex Scrobonia
Quality Control	Dalene J. Whitlock, PE, PTOE

References

City of Atascadero General Plan 2025, Crawford Multari & Clark, Omni-Means, Lisa Wise Consulting, and City of Atascadero Community Development Department, 2016

Del Rio Road Area Specific Plan Transportation Impact Analysis, W-Trans, 2012

Guide for the Preparation of Traffic Impact Studies, California Department of Transportation, 2002

Highway Capacity Manual, Transportation Research Board, 2010

Trip Generation Manual, 10th Edition, Institute of Transportation Engineers, 2017

Trip Generation Handbook: An ITE Recommended Practice, 3rd Edition, Institute of Transportation Engineers, 2014

Appendices on file with the City of Atascadero

EXHIBIT B

Amended

**Del Rio Road Commercial Area Specific Plan
City of Atascadero, San Luis Obispo County, California**

September 2020

CITY OF ATASCADERO

DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN

March 2012
September 2020

eda design
professionals
civil engineers ♦ land surveyors ♦ land planners
1998 Santa Barbara Street, Suite 200
San Luis Obispo, CA 93401

Adopted July 2012
Amended October, 2020

CITY OF ATASCADERO

DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN

Prepared for:
The City of Atascadero

Prepared by:


eda – design professionals
1998 Santa Barbara Street, Suite 200
San Luis Obispo, CA 93401
(805) 549-8658

In Conjunction with:

Omni Design Group, Inc.
Perkowitz + Ruth Architects
Conceptual Design & Planning Company

ACKNOWLEDGEMENTS

FROM 2012

City Council

Bob Kelley, Mayor
Tom O'Malley, Mayor Pro Tem
Jerry Clay, Sr., Council Member
Roberta Fonzi, Council Member
Brian Sturtevant, Council Member

Planning Commission

Chuck Ward, Chairperson
Dennis Schmidt, Vice Chairperson
Christian Cooper, Commissioner
Len Colamarino, Commissioner
Beth Wingett, Commissioner
David Bentz, Commissioner
Mark Dariz, Commission

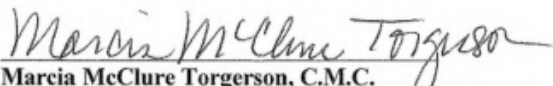
City Staff

Wade McKinney, City Manager
Warren Frace, Community Development Director
Russ Thompson, Director of Public Works
Brady Cherry, Community Services Director
Kurt Stone, Fire Chief

CERTIFICATION

I, **Marcia McClure Torgerson, C.M.C.**, City Clerk of the City of Atascadero, hereby certify that the foregoing is a true and correct copy of Ordinance No. 562, adopted by the Atascadero City Council at a regular meeting thereof held on July 10, 2012, and that it has been duly published pursuant to State Law.

DATED:7-18-12


Marcia McClure Torgerson, C.M.C.
City Clerk
City of Atascadero, California

ORDINANCE NO. 562

SPECIFIC PLAN DOCUMENT ADOPTION

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
ATASCADERO, CALIFORNIA, AMENDING THE
ATASCADERO MUNICIPAL CODE BY ADDING A TABLE
FOR THE SPECIFIC PLAN DOCUMENT FOR THE SP-2
ZONING DISTRICT FOR THE
DEL RIO COMMERCIAL AREA
(SP 2009-0003)**

**DEL RIO COMMERCIAL AREA SPECIFIC PLAN
WALMART STORES INC. / THE ROTTMAN GROUP /
MONTECITO BANK AND TRUST**

WHEREAS, an application has been received from:

Walmart Stores, Inc. (2001 S.E. 10th Street Bentonville, AR 72716-0550) Owner, and
EDA Design Professionals (1998 Santa Barbara St. Suite 200 San Luis Obispo, CA 93401)
Applicant, and;

The Rottman Group (P.O. Box 227 Santa Maria, CA 93456-0227) Owner, and Omni
Design Group (689 Tank Farm Road San Luis Obispo, CA 93453) Applicant, and;

Montecito Bank and Trust (1010 State Street, Santa Barbara, California 93101) Owner,
and Omni Design Group (689 Tank Farm Road San Luis Obispo, CA 93453) Applicant,

to consider Planning Applications PLN 2007-1245 and PLN 2007-1246, for a project
consisting of General Plan Amendments, Zone Text and Map Amendments, Specific Plan,
Vesting Tentative Parcel Maps, Tree Removal Permits and certification of an Environmental
Impact Report ("EIR") on a 39.3± acre site located on El Camino Real and Del Rio Road,
Atascadero, CA 93422 (APN 049-112-002, 018, 019, 022, ,036, 039, 049-151-005, 036, 037,
040, 041, 049-102-020, 031, 032, 045, 048, 056 and 049-131-070); and,

WHEREAS, the site's current General Plan Land Use Designation is General
Commercial (GC), Commercial Park (CPK), Single-Family Residential (SFR-X), High-Density
Residential (HDR), Medium-Density Residential (MDR), and Suburban Estates (SE); and,

WHEREAS, the site's current Zoning Designation is Commercial Retail (CR),
Commercial Park (CPK), Residential Single-Family (RSF-X), Residential Multi Family (RMF-
20), Residential Multi Family (RMF-10), and Residential Suburban (RS); and,

**City of Atascadero
Ordinance No. 562
Page 2 of 11**

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 lots within the project site to Commercial Retail (CR), High-Density Residential (HDR), and Single-Family Residential (SFR-X); and,

WHEREAS, the Planning Commission has recommended that the City Council approve a Zoning Ordinance Text Change and Zoning Map Amendment to establish zoning code text for Specific Plan Zone 2 and to change the zoning of lots with the project area to Commercial Retail (CR), Residential Single-Family (RSF-X), and Residential Multi Family (RMF-20), with a Specific Plan Zone 2 overlay on the entire project site; and,

WHEREAS, the General Plan has designated the project site as an area requiring a comprehensive master plan in order to minimize environmental impacts and maximize community compatibility (General Plan Table II-5) and to promote orderly and harmonious development and to enhance the opportunity to best utilize special site characteristics; and,

WHEREAS, a Final EIR, Finding of Fact and Statement of Overriding Considerations have been 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, the Final EIR, Finding of Fact and Statement of Overriding Considerations have been recommended by the Planning Commission for certification to the City Council; and,

WHEREAS, the Planning Commission has determined that it is in the best interest of the City to enact this amendment to the Code Text to protect the health, safety and welfare of its citizens by applying orderly development and expanding commercial opportunities within the City; and,

WHEREAS, timely and properly noticed Public Hearings upon the subject Specific Plan application was held by the Planning Commission and City Council of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said zoning amendments; and,

WHEREAS, the Planning Commission of the City of Atascadero, at a Public Hearing held on June 5, 2012, studied and considered the Del Rio Road Commercial Area Specific Plan (SP 2009-0003), after first studying and considering the Final EIR, Finding of Fact and Statement of Overriding Considerations prepared for the project; and,

WHEREAS, the Planning Commission of the City of Atascadero recommended the City Council approve the Del Rio Road Commercial Area Specific Plan (SP 2009-0003); and,

WHEREAS, the Atascadero City Council, at a Public Hearing held on June 26, 2012, studied the Planning Commission's recommendation and considered the Del Rio Road

Commercial Area Specific Plan (SP 2009-0003), after first studying and considering the Final EIR, Finding of Fact and Statement of Overriding Considerations prepared for the project; and,

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

SECTION 1. Findings for Approval of Del Rio Road Commercial Area Specific Plan.

The City Council finds as follows:

1. **The proposed project or use satisfies all applicable provisions of the Title (Zoning Ordinance) including the SP-2 Ordinance; and,**
2. **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,**
3. **The proposed Specific Plan will be compatible with existing or desired conditions in surrounding neighborhoods and surrounding General Plan land uses and General Plan policies.**

As discussed in General Plan Amendment Finding No. 5, the proposed Project will be compatible with existing and desired conditions in surrounding neighborhoods. The proposed Project would allow the development of an efficient and attractive community retail hub in North Atascadero. The Project will serve the growing local demand for retail products, groceries and restaurants in North Atascadero, while at the same time revitalizing one of the City's larger and more visible properties located just off Highway 101. Approval of the Project will allow for the development of a master planned commercial center consistent with General Plan policies.

As discussed in detail in General Plan Amendment Finding No. 4, the proposed Project is in conformance with the adopted General Plan Goals, Policies, and Programs and the overall intent of the General Plan.

4. **Modification of zoning regulations, development standards, or processing requirements is warranted by the design and amenities incorporated.**

As discussed in General Plan Amendment Findings No. 3 and 5, project design, features and amenities will transform a currently underutilized location into a vibrant retail hub in an ideal location, providing an aesthetic and commercial boon to the immediate and surrounding areas and serving the growing local demand for retail and groceries in North Atascadero. With incorporation of the site design, landscaping and architectural features discussed in the General Plan Amendment Findings, the Project has been specifically designed to be compatible with existing development, neighborhoods and the environment. Without the

approval of the Specific Plan, Zone Change and General Plan Amendment, the City's goal of creating an efficient, attractive and cohesive master-planned commercial center of this type at this ideal location would not be possible. In addition to creating additional employment and business opportunities and attracting much needed tax revenue, the Project will satisfy the long time demands of residents for a grocery store in the northern part of the City, while offering a broad array of convenient shopping and restaurant options. Accordingly, modification of zoning regulations and development standards is warranted by the Project design and the amenities provided by the Project.

5. The Specific Plan 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.

The proposed General Plan Amendment, Zone Change and Specific Plan would allow the development of a master-planned, vibrant and attractive and cohesive community retail hub to North Atascadero which is not possible under the current zoning. The Project will serve the growing local demand for discount retail, groceries and restaurants in North Atascadero, while at the same time revitalizing one of the City's larger and more visible properties. Approval of the Specific Plan, Zone Change and General Plan Amendment will allow development of a commercial center and economic development of the area.

The purpose of the Del Rio Road Commercial Area Specific Plan is to assist in the development of the site in a manner that benefits local shoppers, the general public, and the City of Atascadero. The Specific Plan accomplishes these purposes by providing for the efficient use of land, ensuring compatibility between existing and proposed land uses, and establishing environmental and development standards and procedures to be met in development of the Specific Plan area. The development regulations contained in the Specific Plan address the unique characteristics of the site and surrounding properties, as well as the needs of the commercial land uses proposed for the site. These efforts are intended to foster greater economic development and design opportunities than could be achieved through the use of conventional zoning and development standards.

The benefits derived from the Specific Plan cannot be reasonably achieved through existing development standards or processing requirements. The Del Rio Road Commercial Area Specific Plan serves as the overlay zone for the Project. The Specific Plan, together with the underlying zoning on the sites, establishes permitted uses and provides development regulations, requirements, and design guidelines for all development within the boundaries of the Specific Plan area. The Specific Plan specifies land use standards and policies for the site and establishes additional design guidelines as well as landscaping, lighting, signage, fencing and screening, on-site circulation, loading and outdoor storage standards that are not required in the Code and that ensure a high standard of design for the site. In addition, it facilitates design integrity between the variety of uses (i.e.,

achieves General Plan objective of a master planned commercial center). Also, the additional area gained by redesignating the residential parcels located at the back of the site to commercial will allow for a less dense project that can implement additional landscaping and buffer areas throughout the site, to further blend the Project with the surrounding area.

6. Benefits derived from the Specific Plan Zone 2 zone cannot be reasonably achieved through existing development standards or processing requirements.

The benefits derived from the Specific Plan cannot be reasonably achieved through existing development standards or processing requirements. The Specific Plan specifies land use standards and policies for the site and establishes additional design guidelines as well as landscaping, lighting, signage, fencing and screening, on-site circulation, loading and outdoor storage standards that are beyond the Municipal Code standard in order to ensure a high standard of design and compatibility for the site. In addition, it facilitates design integrity between the variety of uses (i.e. achieves General Plan objective of a master planned commercial center). Also, the additional area gained by redesignating the residential parcels located at the back of the site to commercial will allow for a less dense project that can implement additional landscaping and buffer areas throughout the site, to further blend in with the surrounding area.

7. The Specific Plan development standards or processing requirements is warranted to promote orderly and harmonious development and offers certain redeeming features to compensate for requested modifications.

As discussed in General Plan Amendment Findings No. 3 and 5, in addition to revitalizing one of the City's larger and more visible properties, the Project would serve as an example for the community in energy efficiency by incorporating a variety of sustainability features in the construction, design and operation of the store that would reduce its demand for resources, utilize non-toxic materials, and promote waste reduction. The additional area gained by redesignating the residential parcels located at the back of the site to commercial will allow for a less dense project that can implement additional landscaping areas. The Project would also exceed the City's minimum landscaping requirements and contain robust landscaping and greenery to enhance the site and screen parked cars.

8. The Specific Plan development standards or processing requirements is warranted to promote orderly and harmonious development and will supplement or supersede any adopted ordinances, regulations and standards of the City which are applicable.

The Del Rio Road Commercial Area Specific Plan implements the goals and policies of the City of Atascadero General Plan within the Specific Plan area. The Specific Plan is generally consistent with the City of Atascadero Municipal Code, but provides additional development standards and guidelines that are customized to achieve the specific vision for the project area. The City's zoning standards are utilized

for certain aspects, such as the minimum parking spaces required, while the Specific Plan provides other standards and guidelines that are tailored to the specific development proposed for the Del Rio Road Commercial Area Specific Plan.

Development regulations and requirements contained in the Specific Plan supplement or replace those of the City of Atascadero Municipal Code as they might otherwise apply to lands within the Del Rio Road Commercial Area Specific Plan area. For projects within the Specific Plan area, policies and standards in the Del Rio Road Commercial Area Specific Plan take precedence over more general policies and standards applied through the rest of the City. To the extent the provisions of the Specific Plan and the Atascadero Municipal Code are in conflict, the provisions of the Specific Plan will prevail. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing policies and standards of the Atascadero Municipal Code shall continue to apply.

SECTION 2. Approval. The Atascadero City Council, in a regular session assembled on June 26, 2012, approved the Del Rio Road Commercial Area Specific Plan for the SP-2 zoning overlay district as described in the following:

1. EXHIBIT A: Del Rio Commercial Area Specific Plan
2. EXHIBIT B: Addendum – Del Rio Road Commercial Area Specific Plan

SECTION 3: 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.

City of Atascadero
Ordinance No. 562
Page 7 of 11

INTRODUCED at a regular meeting of the City Council held on June 26, 2012, and PASSED and ADOPTED by the City Council of the City of Atascadero, State of California, on July 10, 2012, by the following roll call vote:

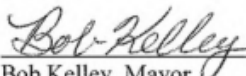
AYES: Council Members Clay, Fonzi, O'Malley, Sturtevant and Mayor Kelley

NOES: None


ABSTAIN: None

ABSENT: None

CITY OF ATASCADERO


Bob Kelley, Mayor

ATTEST:


Marcia McClure Torgerson, C.M.C., City Clerk

APPROVED AS TO FORM:

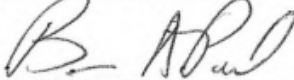

Brian A. Pierik, City Attorney

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OVERVIEW

I OVERVIEW

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OVERVIEW

The Del Rio Road Commercial Area Specific Plan ("Specific Plan") Layout encompasses two sites totaling approximately 39 acres (the "Specific Plan area") generally located at the intersection of Del Rio Road and El Camino Real in the northern portion of the City of Atascadero (the "City"). The Specific Plan is a comprehensive plan for the development of vacant commercial parcels at the Del Rio and El Camino Real intersection. These large development sites comprise significant opportunity locations for expanding jobs, tourism and housing in the northern end of the City.

1.1 PURPOSE

The purpose of the Del Rio Road Commercial Area Specific Plan is to assist in the development of the site in a manner that provides jobs and economic development in the City of Atascadero to help balance the significant imbalance of jobs to housing. The Specific Plan accomplishes these purposes by providing for the efficient use of land, ensuring compatibility between existing and proposed land uses, and establishing environmental and development standards and procedures to be met in development of the Specific Plan area. The development regulations contained in the Specific Plan address the unique characteristics of the development sites and surrounding properties, as well as the needs of the commercial land uses proposed for the development sites. These efforts are intended to foster greater economic development and design opportunities than could be achieved through the use of conventional zoning and development standards.

The Del Rio Road Commercial Area Specific Plan serves as the overlay zone for the combined South-East and North End Project sites. This Specific Plan, together with the underlying zoning on the sites, establishes permitted uses and provides development regulations, requirements, and design guidelines for all development within the boundaries of the Specific Plan area.

1.2 LEGAL AUTHORITY

The Del Rio Road Commercial Area Specific Plan has been prepared in accordance with California Government Code, Title 7, Division 1, Chapter 3, Article 8 Sections 65450 through 65457. The California Government Code authorizes jurisdictions to adopt Specific Plans by resolution as policy documents or by ordinance as regulatory documents. The law allows preparation of Specific Plans, as may be required for the implementation of the General Plan, and further allows for their review and adoption. Specific plans act as a bridge between General Plan and individual development standards and guidelines, capital improvement programs and financing methods into a single document that is tailored to meet the needs of a specific area.

The Specific Plan implements the following: (1) General Plan land use designation of General Commercial and zoning designation of Commercial Retail for the South-East and North End commercial centers; (2) General Plan land use designation of High Density Residential (HDR) and zoning designation of Residential Multiple Family-20 (RMF-20) for the Multiple Family South-East Outparcel; and (3) General Plan land use designation of Single Family Residential and zoning designation of Residential Single Family-X (RSF-X) for the Single Family North End Outparcel.

The standards contained in the Specific Plan have been adopted by ordinance and are enforceable to the same extent as standards contained in the Zoning Ordinance and other City

Codes. In the event of an inconsistency between the Specific Plan and the underlying zoning regulations, the provisions of the Specific Plan shall prevail. The meaning and construction of words, phrases, titles and terms shall be the same as provided in Atascadero Municipal Code and Atascadero General Plan, unless otherwise specifically provided in the Specific Plan.

1.3 PROJECT LOCATION

The Del Rio Road Commercial Area Specific Plan is comprised of two sites totaling approximately 39 acres that are located in the northern portion of the City of Atascadero in close proximity to U.S. Highway 101. The South-East Project site is bounded by Del Rio Road to the north, El Camino Real to the west, Rio Rita Road to the east, and residential uses to the south. The North End Project sites are bounded by residential and commercial lots to the north, residential lots to the east, undeveloped commercial uses on El Camino Real and Highway 101 to the west, and Del Rio Road and vacant commercial lots to the south. The legal description for the Specific Plan area is contained in Appendix A. The location of the Specific Plan area is illustrated in Figures 1-1: Del Rio Road Commercial Area Specific Plan Site Vicinity and 1-2: Del Rio Road Commercial Area Specific Plan Conceptual Site Plan.

1.4 PROJECT DESCRIPTION & OBJECTIVES

Below is a general description of the South-East Project and North End Project. More detailed information on the combined projects is provided in Chapter 3: Land Use Concept.

The development of the South-East Project site is proposed to be subdivided into four lots; one lot proposes a major tenant site; two other parcels are designed for smaller Commercial sites (Outparcels), and one additional parcel is designed for residential development (Multiple Family Outparcel). The South-East Project site totals approximately 26 acres, and is located at the southeast corner of El Camino Real and Del Rio Road.

The Master Plans of Development for the North End Project sites include a commercial / business park on eight parcels as well as one Single Family Outparcel and a tourist serving use on the west side of El Camino Real. The North End Project totals approximately 13 acres, and is located on the northeast corner of El Camino Real and Del Rio Road and on the west side of El Camino Real approximately 500 feet from the centerline intersection of Del Rio Road and El Camino Real.

A summary of the land uses within the Specific Plan area is presented in Table 1-1: Specific Plan Land Use Summary.

Implementation of this Specific Plan will accomplish the following objectives:

- Implements the Atascadero General Plan providing development consistent with the City's planned land uses;
- Provides development that maximizes the property's use potential in a manner consistent with the City's General Plan;
- Maximizes and broadens the City's sales tax base by providing local and regional job producing and tax-generating uses;
- Improves and maximizes economic viability of the currently vacant and underutilized project site and area through the establishment of a new commercial/jobs center;

- Creates additional employment-generating opportunities for the citizens of Atascadero and surrounding communities;
- Develops smaller, locally oriented retail and restaurant uses to complement the employment uses;
- Provides where necessary adequate infrastructure and public amenities;
- Enhances the local economy by capturing job opportunities that are leaking to adjacent cities;
- Complements the existing retail base in the City of Atascadero located in the southern part of the City;
- Locates a commercial project at the intersection of two major streets, providing convenient employment, tourist serving, residential, and shopping opportunities for residences on the north side of Atascadero consistent with the General Plan's Urban Form Frameworks;
- Ensures the consistent and rational development of the site in accordance with established functional, environmental, and aesthetic standards.

TABLE 1-1: SPECIFIC PLAN DEVELOPMENT SUMMARY

	LAND AREA	FLOOR AREA / DENSITY
SOUTH-EAST PROJECT SITE		
PARCEL	SITE AREA	BUILDING AREA
MAJOR TENANT PARCEL	19 ac.	129,560* sq. ft.
COMMERCIAL OUTPARCEL	1 ac.	5,000* sq. ft.
COMMERCIAL OUTPARCEL	1 ac.	5,000* sq. ft.
MULTIPLE FAMILY OUTPARCEL	2.8 ac.	67 d.u.
DEDICATIONS	2.2 ac.	--
SUBTOTAL SOUTH-EAST PROJECT SITE	26 ac. (gross)	139,560* sq. ft. (44 d.u.)
NORTH END PROJECT		
PARCEL	SITE AREA	BUILDING AREA
COMMERCIAL PARCELS (NORTH END PROJECT SITE – EAST)	9.3 ac.	193,000* sq. ft.
HOTEL (NORTH END PROJECT SITE – WEST)	1.7 ac.	73,833* sq. ft. / 120 rooms
SINGLE FAMILY OUTPARCEL	1.7 ac.	6 d.u.
DEDICATIONS	0.3 ac.	--
SUBTOTAL NORTH END	13 ac. (gross)	266,833* sq. ft. (6 d.u.)
SPECIFIC PLAN		
TOTAL	39 ac. gross	406,393* sq. ft. (50 d.u.)

* Assumed square-footage based on trip generation. Building floor area may change provided that total trip generation for each site remains equal to or less than the total trips assumed in the 2020 traffic analysis. Should either peak hour or total daily trips exceed the assumed numbers, an additional traffic study will be required to show no increase in impact. Should impacts occur, a new environmental analysis will be required.

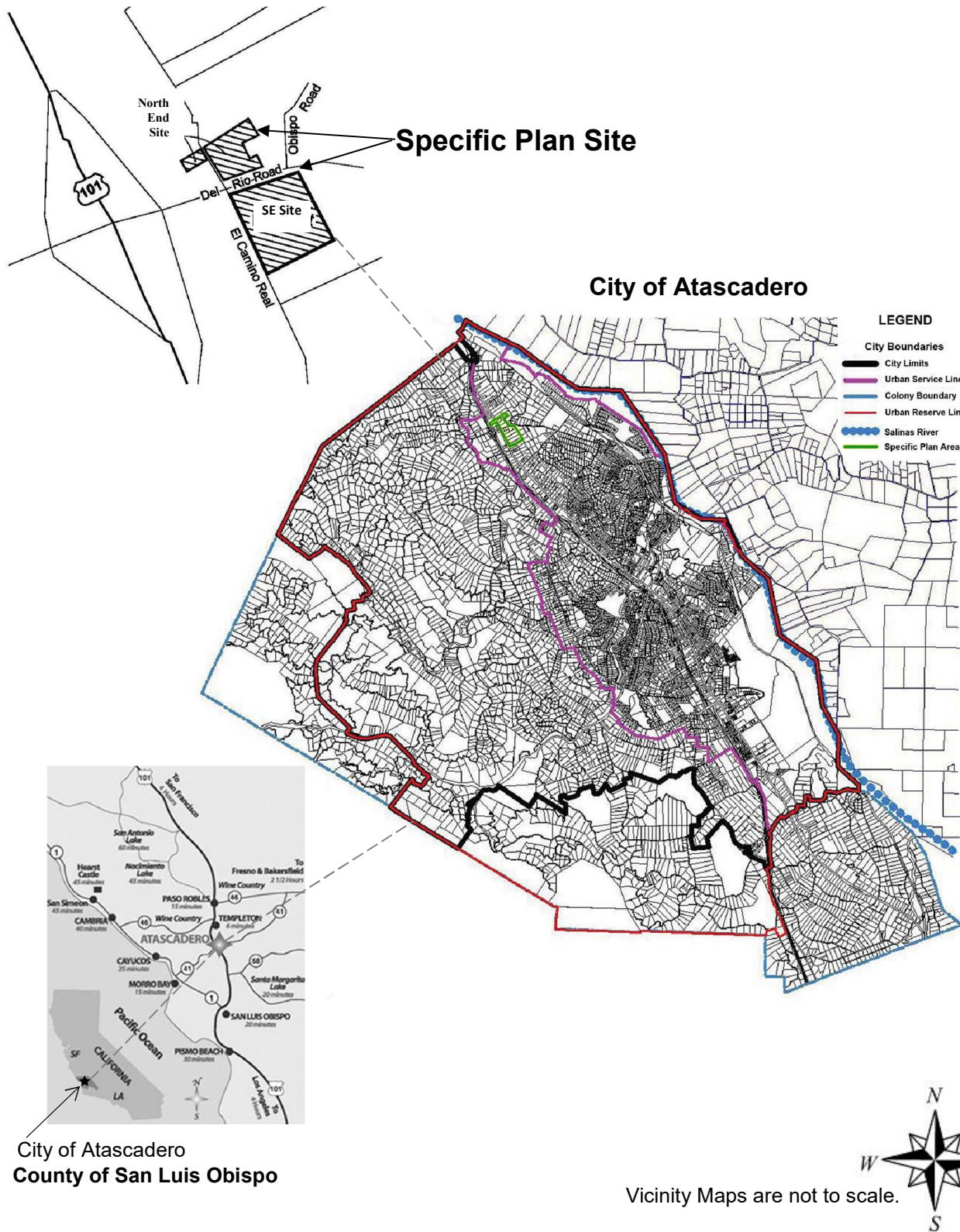


Figure 1-1: Del Rio Road Commercial Area Specific Plan Site Vicinity

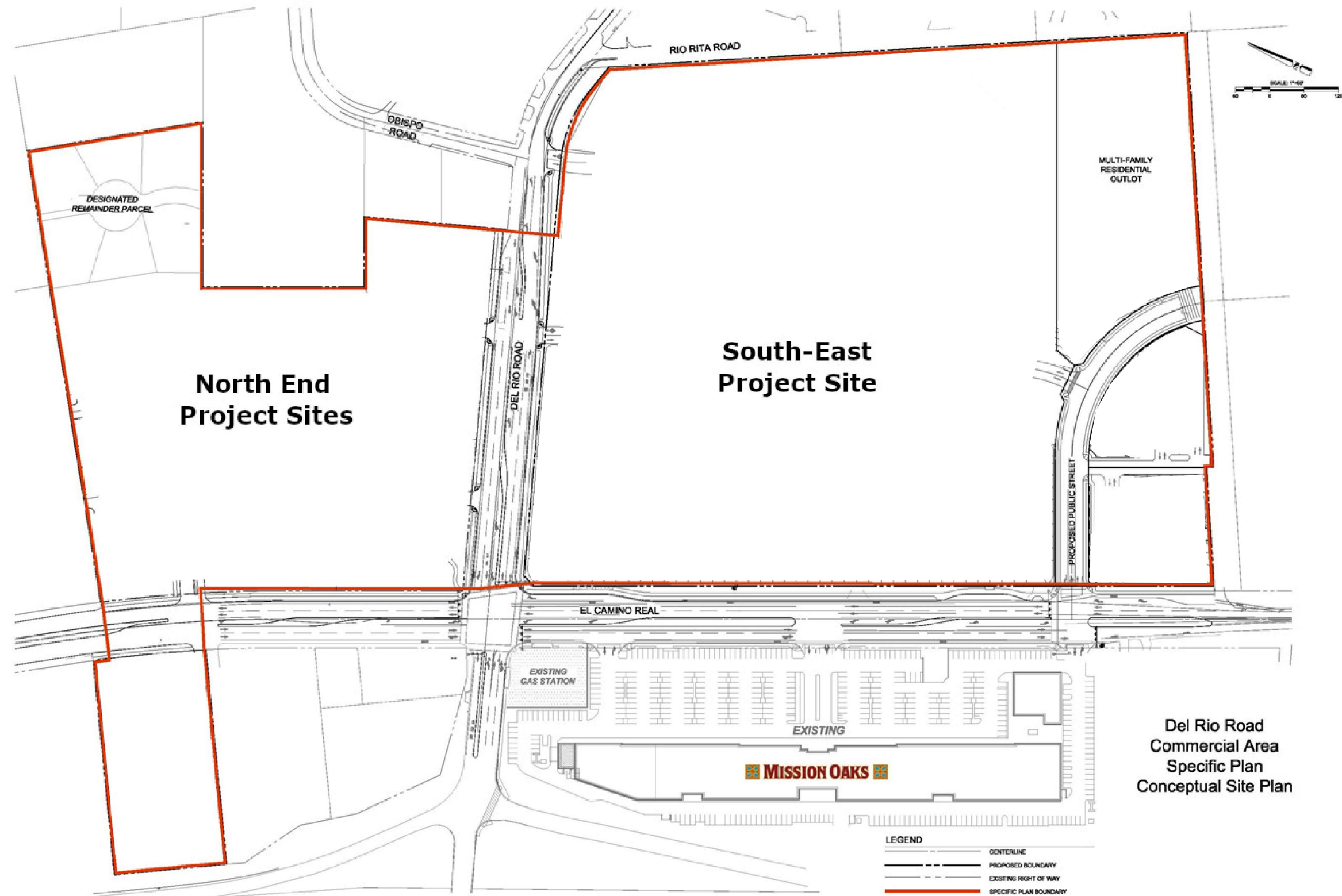


Figure 1-2: Del Rio Road Commercial Area Specific Plan Conceptual Plan

1.5 DEVELOPMENT APPROVAL COMPONENTS

The components of the development approval process for the South-East Project and North End Project sites are discussed below. The City has issued the following development approvals for the South-East Project and North End Project sites concurrently with the Specific Plan adoption:

- **General Plan Land Use Diagram Amendment.** A General Plan Land Use Diagram Amendment adopted by the City of Atascadero which changes: (1) the South-East Project's (a) High Density Residential (HDR), Medium Density Residential (MDR), and a portion of the Suburban Estates (SE) designated property to General Commercial (GC); and (b) 2.8-acre remainder of the existing residentially designated property to HDR to accommodate a Residential Multiple Family (RMF-20) use; and (2) the North End Project's (a) Single Family Residential-X (SFR-X) and Commercial Park (CPK) designated property to GC; and (b) 1.7-acre remainder of the existing residentially designated property to SFR-X in order to accommodate a Single Family use. Existing and proposed Land Use diagrams can be found in Exhibits 4 and 5.
- **Del Rio Road Commercial Area Specific Plan.** The Specific Plan, adopted by ordinance, serves as the implementation tool for the General Plan and overlay zone for the combined South-East Project and North End Project sites. The Specific Plan, together with the underlying zoning on the sites, establishes permitted uses and provides development regulations, requirements, and design guidelines for the Specific Plan area. In the event of an inconsistency between the Specific Plan and the underlying zoning regulations, the provisions of the Specific Plan shall prevail.
- **Zone Change.** A Zone Change adopted by the City of Atascadero which changes: (1) the South-East Project's (a) Residential Multiple Family-20 (RMF-20), Residential Multiple Family -10 (RMF-10), and a portion of the Residential Suburban (RS) zoned-property to the CR Zone; and (b) 2.8-acres of residentially zoned property to RMF-20 to accommodate a Multiple Family use; and (2) the North End Project's Residential Single Family (RSF-X) and Commercial Park (CPX) zoned property to the CR and RSF-X zones. Existing and proposed Zoning diagrams can be found in Exhibits 6 and 7.

After the City of Atascadero deemed complete the project applications for the development approvals, including an application for Vesting Tentative Parcel Map AT09-0073, and commenced preparation of the Specific Plan EIR, the City of Atascadero approved a General Plan update to modify the High Density Residential (HDR) land use designation from a maximum of sixteen units per acre to a minimum of twenty units per acre. The City approved a corresponding Zoning Ordinance text change and Zoning Map to change the RMF-16 Zoning District to RMF-20 (minimum 20 units per acre), and subsequently amended the name of the zone to RMF-24. Consistent with the recent update to the City of Atascadero General Plan and Zoning Ordinance, the proposed multiple family portion of the South-East Project Site is zoned RMF-24. Assumed development potential at this increased density was assessed as part of the 2020 traffic analysis update and therefore, the site can be developed under the full density of the RMF-24 zoning district.

- **Subdivision via Vesting Tentative Parcel Maps.** Approved Vesting Tentative Parcel Maps which reconfigure the: (1) South-East Project site consisting of 11 parcels into four separate parcels for a major tenant site, two Commercial Outparcels, and one Multiple Family Outparcel; and (2) North End Project site consisting of 7 parcels into eight commercial retail parcels and one remainder parcel for future residential development as allowed by Section 66426(c) of the Subdivision Map Act.
- **Tree Removal Permits and Protection Plans.** Approvals to remove approximately 86 native trees on the South-East Project site and approximately 46 native trees on the North End Project sites to accommodate the proposed development scheme.

Development of the South-East Project and the North End Project consistent with the development approvals described in this Section 1.5 shall be processed in accordance with Section 6.7: Application Processing, of this Specific Plan. The development approvals are contained in the Master Plan of Development(s).

1.6 RELATIONSHIP TO THE GENERAL PLAN & ZONING ORDINANCE

The City of Atascadero adopted its General Plan on June 25, 2002. The Del Rio Road Commercial Area Specific Plan is consistent with and implements the goals and policies of the City of Atascadero General Plan within the Specific Plan area. Appendix B, the Project Consistency Analysis, demonstrates how the Del Rio Road Commercial Area Specific Plan is consistent with the General Plan. Accordingly, all projects that are found to be consistent with this Specific Plan are deemed consistent with the General Plan.

The Del Rio Road Commercial Area Specific Plan is generally consistent with the City of Atascadero Municipal Code, but provides additional development standards and guidelines that have been customized to achieve the specific vision for the project area. The City's zoning standards are utilized for certain aspects, such as the minimum parking spaces required, while the Specific Plan provides other standards and guidelines that are tailored to the specific development proposed for the Del Rio Road Commercial Area Specific Plan.

Projects shall be evaluated for consistency with the intent of Specific Plan policies and for conformance with development standards and design guidelines. Development regulations and requirements contained in this document shall supplement or replace those of the City of Atascadero Municipal Code as they might otherwise apply to lands within the Del Rio Road Commercial Area Specific Plan area. For projects within the Specific Plan area, policies and standards in the Del Rio Road Commercial Area Specific Plan shall take precedence over more general policies and standards applied through the rest of the City. To the extent the provisions of the Specific Plan and the Atascadero Municipal Code are in conflict, the provisions of the Specific Plan shall prevail. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing policies and standards of the Atascadero Municipal Code shall continue to apply.

1.7 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE

The Specific Plan Environmental Impact Report ("Specific Plan EIR") for the Del Rio Road Commercial Area Specific Plan, certified by the City of Atascadero and prepared in accordance with the California Environmental Quality Act ("CEQA") and City of Atascadero requirements

provides a detailed analysis of potential environmental impacts associated with the development of the Specific Plan area. The Specific Plan EIR includes recommended mitigation measures for the development projects and addresses project alternatives.

A primary function of the Del Rio Road Commercial Area Specific Plan and corresponding Specific Plan EIR is to reduce the need for future detailed planning and environmental review. Accordingly, the potential environmental impacts associated with the development of the Major Tenant and two Commercial Outparcels at the South-East site, and North End site uses have been fully analyzed at the project level in the Specific Plan EIR in accordance with CEQA, and therefore, require no further environmental review. (*See California Public Resources Code, Sections 21166, 21083.3; California Code of Regulations, Sections 15162, 15183.*) No specific development plans have been proposed for the Multiple Family Outparcel or the Single Family Outparcel; thus, the potential environmental impacts associated with their development of those parcels have been programmatically analyzed in the Specific Plan EIR in accordance with CEQA at their maximum permitted density. At the time a specific development project is proposed for either of the residential uses, the City shall make a determination as to whether the project would create new environmental impacts or require additional mitigation measures previously not analyzed or required in the Specific Plan EIR. If the City finds that no new environmental impacts would occur or no new mitigation measures would be required, pursuant to CEQA Guidelines Section 15162, then the City shall approve the residential development project as being within the scope of the project covered by the program level analysis in the Specific Plan EIR, and shall require no further environmental review. (California Code of Regulations, Section 15168(c)(2)) If the City determines, however, that the project may result in new environmental impacts or require new mitigation measures, additional environmental review may be required.

SETTING & EXISTING CONDITIONS

II SETTING & EXISTING CONDITIONS

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SETTING & EXISTING CONDITIONS

SETTING & EXISTING CONDITIONS

The setting and existing conditions presented describe the Specific Plan area prior to the issuance of the development approvals described in Section 1.5 of this Specific Plan. The setting and existing conditions include information related to the Specific Plan location, existing and surrounding land uses and zoning designations, circulation, physical conditions, and utilities. This information provides context for the development concept discussed in Chapter 3: Land Use Concept.

2.1 EXISTING LAND USE CONDITIONS

The Del Rio Road Commercial Area Specific Plan area has historically consisted of low-density, sparsely populated residential uses. The majority of the current Specific Plan area can be characterized as unimproved and vacant. Vegetation at the site generally consists of scattered oak and sycamore trees, as well as non-native ornamental trees and shrubs.

At the time the Specific Plan was drafted, the South-East Project site contained the remnants of six previously demolished, dilapidated, and abandoned wood frame homes and related out-buildings. The site also contained a single Colony home which must be demolished or relocated. The effects of the development on this Colony home are fully disclosed and analyzed as part of the Specific Plan EIR prepared pursuant to CEQA.

At the time the Specific Plan was drafted the North End Project site contained one single family residential dwelling, and three out-buildings. The site also contained a single Colony home which must be demolished or relocated. The effects of the development on this Colony home are fully disclosed and analyzed as part of the Specific Plan EIR prepared pursuant to CEQA.

2.1.1 EXISTING LAND USE & ZONING DESIGNATIONS

The General Plan Land Use designations and zoning for the parcels contained within the Specific Plan area are illustrated in Figure 2-1: Specific Plan Existing Land Use & Zoning Designations.

A. SOUTH-EAST PROJECT SITE

The South-East Project site consists of eleven parcels with split land use and zoning designations:

TABLE 2-1: SOUTH-EAST PROJECT SITE LAND USE & ZONING DESIGNATIONS

LAND USE	ZONING
General Commercial (GC)	Commercial Retail (CR)
High Density Residential (HDR)	Residential Multiple Family (RMF-20)
Medium Density Residential (MDR)	Residential Multiple Family (RMF-10)
Suburban Estates (SE)	Residential Suburban (RS)

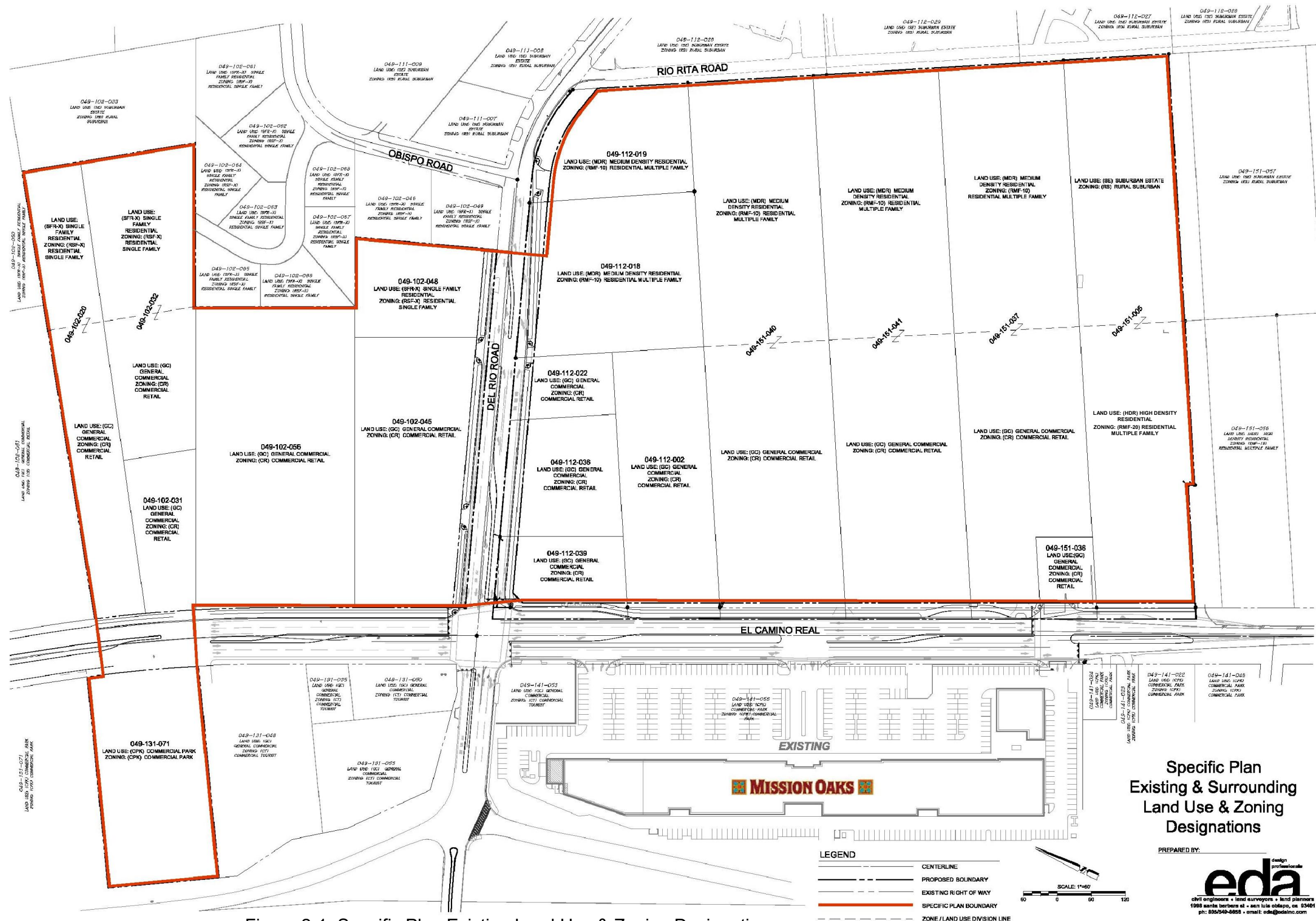


Figure 2-1: Specific Plan Existing Land Use & Zoning Designations

SETTING & EXISTING CONDITIONS

The commercially designated/zoned parcels (totaling roughly 10 acres) are generally located on the western and northwestern portions of the site, fronting El Camino Real and a portion of Del Rio Road. The residentially designated/zoned parcels are generally located on the eastern and southeastern portions of the property, adjacent to and downhill from existing single family homes across Rio Rita Road.

B. NORTH END PROJECT SITE

The North End Project site east of El Camino Real consists of seven parcels with split land use and zoning designations:

TABLE 2-2: NORTH END PROJECT SITE LAND USE & ZONING DESIGNATIONS

LAND USE	ZONING
General Commercial (GC)	Commercial Retail (CR)
Commercial Park (CPK)	Commercial Park (CPK)
Single Family Residential (SFR-X)	Residential Single Family (RSF-X)

The commercially designated/zoned parcels (totaling roughly 8.5 acres) are generally located on the western portions of the site, fronting El Camino Real. The North End Project Site west of El Camino Real consists of one (1) parcel that is designated/zoned Commercial Park (CPK). The residentially designated/zoned parcels are generally located on the eastern portions of the property, mainly abutting existing single family homes along Del Rio Road, Obispo Street and Marisol Way.

2.1.2 SURROUNDING LAND USES & ZONING DESIGNATIONS

The surrounding land uses include vacant/undeveloped land, single family residential uses, and commercial uses. The land use and zoning designations surrounding the combined projects are also illustrated in Figure 2-1 and described more particularly below.

North of the North End Project site on the east side of El Camino Real are existing single family residential uses. North of the North End Project site on the west side of El Camino Real are Commercial Park (Self Storage) uses.

South of the South-East Project site are single family residential uses.

East of the Specific Plan area are Rio Rita Road, Obispo Road and Mirasol Way. Existing single family residential dwellings are present in this area.

West of the Specific Plan area, across El Camino Real, are commercial properties, including the Mission Oaks Shopping Center and a Shell gas station.

SETTING & EXISTING CONDITIONS

TABLE 2-3: SURROUNDING LAND USE & ZONING DESIGNATIONS

	LAND USE	ZONING
NORTH	General Commercial (GC)	Commercial Retail (CR)
	Single Family Residential (SFR-X)	Residential Single Family (RSF-X)
SOUTH	High Density Residential (HDR)	Residential Multiple Family (RMF-20)
	Residential Suburban (RS)	Suburban Estate (SE)
EAST	Single Family Residential (SFR-X)	Residential Single Family (RSF-X)
	Residential Suburban (SE)	Suburban Estate (SE)
WEST	General Commercial (GC)	Commercial Tourist (CT)
	Commercial Park (CPK)	Commercial Park (CPK)

2.2 EXISTING CIRCULATION

2.2.1 REGIONAL CIRCULATION

Regional access to the Del Rio Road Commercial Area Specific Plan site is provided by U.S. Highway 101 and the Del Rio Road interchange. The interchange includes a grade separated overcrossing with signal controlled on- and off-ramps for both north and south bound traffic. Highway 101 provides north/south access to the Specific Plan area from surrounding communities and area. Additionally, the Specific Plan area is within three miles from California State Highway 41. Highway 41 provides east/west access from the outlying areas of the City of Atascadero from the City of Morro Bay to the area beyond the Town of Creston.

2.2.2 LOCAL CIRCULATION

Local access to the Del Rio Road Commercial Area Specific Plan is provided by El Camino Real and Del Rio Road. El Camino Real is a major arterial street that runs parallel with U.S. Highway 101 and provides north/south access to the Specific Plan site. El Camino Real is designated to be a four lane arterial, but is improved to two lanes within the Specific Plan area. Del Rio Road is both a minor arterial and collector street within the Specific Plan area and runs east/west providing access from the west side of Highway 101 and from eastern parts of Atascadero. The intersection of El Camino Real and Del Rio Road is signalized.

The following information describes the existing local streets abutting the Specific Plan area:

A. EL CAMINO REAL:

1) The South-East Project site:

- One Northbound ("NB") lane at the south end of the Specific Plan area, which transitions to two NB lanes and then to one NB through lane, one dedicated left turn lane onto Westbound ("WB") Del Rio Road, and one dedicated right turn lane onto Eastbound ("EB") Del Rio Road at the signalized Del Rio intersection. Striped bike lane and unpaved shoulder.

SETTING & EXISTING CONDITIONS

- Two Southbound (“SB”) lanes at the Del Rio intersection, which transition into one SB lane near the south end of the Specific Plan area. Curb, gutter and sidewalk, and bike lane.
 - Posted speed limit of 45 mph, raised medians, lane transition striping.
- 2) The North End Project site:
- One NB lane and one SB lane across the site frontage, with striped bike lane on the east side.
 - At the Del Rio intersection, the SB roadway transitions into a through/right turn lane and a dedicated left turn lane onto EB Del Rio.
 - Posted speed limit of 45 mph, separated by a double yellow line, lane transition striping, a paved and striped shoulder, no curb, gutter, or sidewalk.
- B. DEL RIO ROAD, EAST OF EL CAMINO REAL:
- 1) One traffic lane each, EB and WB.
 - 2) Painted double yellow line through the Specific Plan area. No curb, gutter, or sidewalk, or delineated bike lanes.
 - 3) Posted speed limit of 40 mph.
- C. DEL RIO ROAD, WEST OF EL CAMINO REAL:
- 1) One WB lane, one EB right turn lane, one EB through-left turn lane.
 - 2) Raised center median; curb, gutter and sidewalk on south side of road only.
 - 3) No Posted speed limit.

2.2.3 PUBLIC TRANSPORTATION

Public transportation in the Atascadero area is generally available through San Luis Obispo Regional Transit Authority (“SLORTA”), Atascadero Transit, and Dial-a-Ride/Ride-On.

The SLORTA provides fixed route service throughout San Luis Obispo County from San Miguel to Santa Maria. SLORTA’s Route 9 provides hourly, local and express service, plus limited Saturday and Sunday local service. Route 9 travels Highway 101, between San Luis Obispo, Cal Poly, Santa Margarita, Atascadero, Templeton, Paso Robles and San Miguel seven days a week with less frequency on Saturdays and Sundays. There are 19 southbound bus stops and 20 northbound stops located along El Camino Real (ECR) within the Atascadero city limits. Northbound bound stops near the project area include ECR at Del Rio (Mission Oaks Plaza), ECR at Atalaya and ECR at Santa Cruz. Southbound stops include ECR at Atalaya and ECR at Del Rio (Mission Oaks Plaza).

Atascadero Transit operates Dial A Ride, a demand response public transit system serving seniors and the general public, including disabled and mobility-impaired individuals. Atascadero Dial A Ride provides local service throughout the city limits of Atascadero and extends to the Las Tablas medical corridor in Templeton to accommodate the needs of residents. All Atascadero Transit vehicles are wheelchair accessible and have bicycle racks to accommodate two bicycles. Dial A Ride serves as a connector for residents in need of transportation to reach the RTA fixed route bus stops on El Camino Real which provide accessible transportation throughout San Luis Obispo and Northern Santa Barbara counties.

SETTING & EXISTING CONDITIONS

Demand response door-to door transit service is available through Atascadero Transit. Additionally, Dial-a-Ride/Ride-On is available for those that are unable to independently use fixed route transit because of physical or mental disability.

EXISTING PHYSICAL CONDITIONS

TOPOGRAPHY

The Del Rio Road Commercial Area Specific Plan site is characterized by low rolling hills and flats on and immediately surrounding the site. The North End Project site is generally flat with slopes of less than 5%. The South-East Project site has moderate slopes ranging from 5% to 12%. Elevations range from approximately 970 feet above mean sea level at the southeast corner to about 860 feet at the northwest corner, with the terrain slightly sloping in a northwesterly direction. No USGS identified blue line water ways are located within or adjacent to the project boundaries.

SOIL

The USDA soil survey indicates the dominant soils present in the site vicinity are the Arnold loamy sand, 9 to 30 % slopes and Oceano loamy sand, 2 to 9 % slopes. The Arnold soils are found on hills and formed in weathered sandstone. The Oceano soils are found on dunes and formed in sandy eolian deposits.

HYDROLOGY & DRAINAGE

The Specific Plan area rolls toward the north and west at slopes ranging from five to ten percent. The soils are mostly clayey sand with soft rock located two to four feet below the surface. The ground cover condition is fair.

Hydrology & Drainage of the South-East Project site

The site can be divided into three watersheds that all drain to either El Camino Real or to Del Rio Road. The runoff from one small watershed flows east, bounded by Del Rio Road and Rio Rita Road. The runoff from the other small watershed flows south along El Camino Real. The majority of the runoff, which is generated by the large watershed, flows to a storm drain located at the intersection of El Camino Real and Del Rio Road. From there the runoff flows into Caltrans drainage structures under Highway 101 and eventually into Graves Creek, a blue line creek and direct tributary to the Salinas River.

Hydrology & Drainage of the North End Project site

The east portion of the existing site's predominate surface flow is to the northwest corner of the site to an existing double 4-foot wide box culvert that crosses El Camino Real and discharges onto the western portion of the site. An existing drainage ditch cuts through the southeast corner of the western portion of the site and then proceeds offsite in a southwesterly direction to a culvert that crosses U.S. Highway 101. Predominate surface flow on the western portion of the site is in a southern direction towards that drainage ditch.

BIOLOGICAL RESOURCES

The Del Rio Road Commercial Area Specific Plan site contains two habitat types: non-native annual grassland and ornamental-developed land. Approximately 166 native trees are present within the Specific Plan area, including: Coast Live Oaks, Valley Oaks, Black Walnuts, and California Sycamores. These trees are subject to the City of Atascadero's Native Tree Ordinance. In addition, the site has the potential to support special-status plant and wildlife

SETTING & EXISTING CONDITIONS

species. However, no special status plant species were observed within the project site during floristic surveys, and none are expected to be impacted by the proposed project. Further, no special-status wildlife species or sign of such species were observed within the Specific Plan area during reconnaissance surveys.

EXISTING UTILITIES

A general description of the existing utilities for the South-East Project and North End Project sites is provided below. The proposed distribution, location, extent and intensity of major components of public transportation, sewage, water, drainage solid waste disposal, energy and other essential facilities proposed to be located within the Specific Plan area are described in Sections 3.3 through 3.6 of the Specific Plan.

WATER

The Atascadero Mutual Water Company provides potable water service to the Specific Plan area. Water is provided by existing underground water mains in El Camino Real and Del Rio Road.

SANITARY SEWER

The Specific Plan area, like the rest of Atascadero, is provided sanitary sewer service by the City of Atascadero. Existing underground sewer mains in El Camino Real or Del Rio Road will convey project effluent to the City's existing treatment plant located on Gabarda Road.

ELECTRICITY

The Specific Plan area is served with electricity service provided by Pacific Gas and Electric Company via existing transmission and distribution lines.

GAS

The Specific Plan area is served with gas service provided by the Gas Company via existing underground pipelines.

COMMUNICATIONS

The Specific Plan area is provided landline telephone services by AT&T and cable television services by Charter Cable, both via existing facilities.

SOLID WASTE DISPOSAL

The Specific Plan area is provided solid waste service by Atascadero Waste Alternatives, Inc. Solid waste is disposed of at the Chicago Grade Landfill.

III LAND USE PLAN

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LAND USE PLAN

The Specific Plan serves as the overlay zoning for the Del Rio Road Commercial Area Specific Plan area. The Land Use Plan provides the overall framework for development within the Specific Plan. Figure 3-1: Del Rio Road Commercial Area Specific Plan Conceptual Land Use Plan shows the location and arrangement of the land use designations. A general description of the uses proposed within the Specific Plan is provided below.

3.1 LAND USE DESIGNATIONS

Land uses within the Del Rio Road Commercial Area Specific Plan are summarized below and include General Commercial, Multi-family Residential, and Single-Family Residential as shown in Figure 3-1: Del Rio Road Commercial Area Specific Plan Land Use Plan.

3.1.1 GENERAL COMMERCIAL (GC)

The General Commercial (GC) land use category provides Commercial Retail (CR) development opportunities for a wide range of commercial and business uses to accommodate retail, employment, and service needs of the City and surrounding areas. Approximately 32 acres of General Commercial uses have been included in the Specific Plan. These uses are generally located along Del Rio Road and El Camino Real. Foreseeable commercial uses within the commercial area will primarily consist of office, retail, and service oriented uses including, but not limited to, general merchandise stores, wholesaling and distribution, low-intensity manufacturing, restaurants, lodging and business support uses.

3.1.2 HIGH DENSITY RESIDENTIAL (HDR)

The High Density Residential (HDR) land use category provides for Residential Multiple Family (RMF-24) development characterized by apartment, condominium, and townhouse development within the City's urban service line, with a minimum density of 20 units per acre. After the City of Atascadero deemed complete the project applications for the development approvals, including an application for Vesting Tentative Parcel Map AT09-0073, and commenced preparation of the Specific Plan EIR, the City of Atascadero approved a General Plan update to modify the HDR land use designation from a maximum of sixteen units per acre to a minimum of twenty units per acre. The City approved a corresponding Zoning Ordinance text change and Zoning Map to change the RMF-16 Zoning District to RMF-20 (minimum 20 units per acre), then subsequently amended the density and name of the designation to RMF-24 with a maximum based density of 24 units per acre. Consistent with the recent update to the City of Atascadero General Plan and Zoning Ordinance, the proposed multiple family portion of the South-East site is zoned RMF-24.. Approximately 2.8 acres of High Density Residential uses have been included in the Specific Plan. Accordingly, a maximum of up to 67 dwelling units would be permitted in this area. This use is located on the southeastern portion of the project site, mainly abutting existing single family homes along Rio Rita Street and the proposed public road.

3.1.3 SINGLE FAMILY RESIDENTIAL (SFR-X)

The Single Family Residential (SFR-X) land use category provides for Residential Single Family (RSF-X) development within the City's urban services line with a maximum base density of 2 units per acre. However, the Single Family Outparcel also falls within the existing Planned Development Overlay 17, which permits density greater than the limits specified in the RSF-X zone. Specifically, Planned Development Overlay 17 allows residential uses in the RSF-X zone up to a maximum of 4 units per acre. Approximately 1.7 acres of single family residential uses have been included in the Specific Plan area. Accordingly, a maximum of up to 6 dwelling units

would be permitted in this area. This use is located on the northeastern portion of the property, mainly abutting existing single family homes and taking access from Marisol Way.

3.2 LAND USE POLICIES

The Del Rio Road Commercial Area Specific Plan sites are intended to function as two commercial centers providing community oriented uses with a focus on employment, service, retail, and office opportunities. The combined projects consist of commercial and residential uses on approximately 39 acres of land. The Specific Plan area contains thirteen lots, with the majority of the area intended for the development of the commercial uses and their respective parking, as described in Table 3-1: Specific Plan Land Use Summary. The Specific Plan land uses will be developed substantially consistent with Table 3-1 and Figure 3-1. However, developers shall have no obligation to develop the project or develop the full floor area/density presented in Table 3-1. It is also important to note that assumed floor area estimates were used to determine traffic impacts from the project. Floor area may be increased if it can be shown that the total number of trips (total daily and peak hour) do not exceed the thresholds established in the most recent comprehensive traffic analysis.

TABLE 3-1: SPECIFIC PLAN LAND USE SUMMARY

	LAND AREA	FLOOR AREA / DENSITY
SOUTH-EAST PROJECT SITE		
PARCEL	SITE AREA	BUILDING AREA
MAJOR TENANT PARCEL	19 ac.	129,560* sq. ft.
COMMERCIAL OUTPARCEL	1 ac.	5,000* sq. ft.
COMMERCIAL OUTPARCEL	1 ac.	5,000* sq. ft.
MULTIPLE FAMILY OUTPARCEL	2.8 ac.	67 d.u.
DEDICATIONS	2.2 ac.	--
SUBTOTAL SOUTH-EAST PROJECT SITE	26 ac. (gross)	139,560* sq. ft. (44 d.u.)
NORTH END PROJECT SITE		
PARCEL	SITE AREA	BUILDING AREA
COMMERCIAL PARCELS (NORTH END PROJECT SITE – EAST)	9.3 ac.	193,000* sq. ft.
HOTEL (NORTH END PROJECT SITE – WEST)	1.7 ac.	73,833* sq. ft. / 120 rooms
SINGLE FAMILY OUTPARCEL	1.7 ac.	6 d.u.
DEDICATIONS	0.3 ac.	--
SUBTOTAL NORTH END PROJECT SITE	13 ac. (gross)	266,833* sq. ft. (6 d.u.)
SPECIFIC PLAN		
TOTAL	39 ac. (gross)	406,393* sq. ft. (50 d.u.)

* Assumed square-footage based on trip generation. Building floor area may change provided that total trip generation for each site remains equal to or less than the total trips assumed in the 2020 traffic analysis. Should either peak hour or total daily trips exceed the assumed numbers, an additional traffic study will be required to show no increase in impact. Should impacts occur, a new environmental analysis will be required.

3.2.1 SOUTH-EAST PROJECT SITE LAND USE POLICIES

The South-East Project site consists of four parcels divided into the following land use and zoning designations:

LAND USE	ZONING
General Commercial (GC)	Commercial Retail (CR)
High Density Residential (HDR)	Residential Multiple Family (RMF-24)

The commercially designated/zoned parcels are located toward the west of the site, fronting El Camino Real and Del Rio Road. The residentially designated/zoned parcel is located on the southeastern portion of the project site, mainly abutting existing single family homes along Rio Rita Street and the proposed public road.

The following South-East Project site land use policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) The Major Tenant parcel could accommodate a wide variety of retail, office, light industrial or other uses as allowed by the General Plan.
- 2) Uses shall be consistent with the underlying CR zoning district and as modified in Section 4.1.1 of this Specific Plan.
- 3) The South-East Project site has two 1-acre Commercial Outparcels that may each consist of a building up to 5,000 square feet (see #5) in size.
- 4) Assumed floor area based on trip generation. Square-footages may change provided that total trip generation for each site remains equal to or less than the total trips assumed in the 2020 traffic analysis. Should either peak hour or total daily trips exceed the assumed numbers, an additional traffic study will be required to show no increase in impact. Should impacts occur, a new environmental analysis will be required.
- 5) The South-East Project site has one 2.8 acre Multiple Family Outparcel (RMF-20) designated for development at a later date.

3.2.2 NORTH END PROJECT SITE LAND USE POLICIES

The North End Project site consists of eight parcels and one designated remainder parcel divided into the following land use and zoning designations:

LAND USE	ZONING
General Commercial (GC)	Commercial Retail (CR)
Single Family Residential (SFR-X)	Residential Single Family (RSF-X)

The following North End Project land use policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Non-residential uses will be developed consistent with the underlying CR zoning district and as modified in Section 4.1.1 of this Specific Plan.
- 2) Assumed floor area based on trip generation. Square-footages may change provided that total trip generation for each site remains equal to or less than the total trips assumed in the 2020 traffic analysis. Should either peak hour or total daily trips exceed the assumed numbers, an additional traffic study will be required to show no increase in impact. Should impacts occur, a new environmental analysis will be required.
- 3) The North End Project site designated approximately 1.7 acres of land as single family residential. This area will be designated as a Planned Development Overlay 17 as part

of the Specific Plan which allows residential uses in the RSF-X zone up to a maximum of 4 units per gross acre.

3.3 CIRCULATION POLICIES

The transportation and circulation system for the Del Rio Road Commercial Area Specific Plan is designed to utilize the existing roadway system with the addition of one local street (proposed public road) and commercial drives as needed to serve individual development areas. The system also includes policies to require paths for non-vehicular circulation to connect various subareas to each other and to the City of Atascadero in general. The proposed circulation network and policies are designed to efficiently move vehicular traffic through and around the Specific Plan area and to allow pedestrians a safe path from public and private areas to and from the entrances. The circulation plan promotes transit use, bicycling and walking as convenient modes of transportation for commuting and shopping. The circulation plan enhances connectivity with adjacent areas, where feasible to reduce traffic impacts on major streets.

3.3.1 VEHICLE & TRUCK ACCESS POLICIES

Vehicular access to the Specific Plan area is provided by Del Rio Road, El Camino Real, and the proposed public road. Conceptual vehicular access points to the site are shown in Figure 3-2: Del Rio Road Commercial Area Specific Plan Conceptual Circulation Plan. Restrictions on turning movements are assumed based on preliminary traffic analysis and assumed driveway locations and may be modified with subsequent traffic analyses to the satisfaction of the City Engineer.

Primary access to the South-East Project site is envisioned by one driveway on Del Rio Road and one driveway from the proposed public road near the south of the site that connects to El Camino Real. Additionally, a secondary entrance is provided by one drive way on Del Rio Road. The secondary entrance is envisioned to be designed to gain access to the loading areas at the rear of the proposed major tenant site. The secondary driveway access on Del Rio Road is designed to align with Obispo Road. An optional access point at El Camino Real, aligned with the existing Mission Oaks main entrance may be approved by the City Engineer should less intensive traffic generating uses be developed on-site and it can be shown that there are no queuing impacts for a dedicated turn pocket on El Camino Real into the South-East project site. Access to the two outparcels and the multi-family site shall be from the proposed public road.

Primary access to the North End Project site is envisioned to be off of El Camino Real with secondary access off of Del Rio Rd.

Driveway restrictions will be analyzed with all Master plan of Development and Construction submittals to ensure safe turning movements and driveway placement in relation to traffic improvements and adjacent commercial developments.

Except as otherwise modified by mitigation measures required in the Specific Plan EIR and/or project conditions of approval, the following vehicle and truck access policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Street improvements on Del Rio Road and El Camino Real as generally described below, and as included as mitigation measures in the certified Specific Plan Final

- Environmental Impact Report, will be constructed and financed by developments within the Specific Plan boundary, facilitating access to the subject sites, and acting to maintain efficient and safe vehicular travel along adjacent roadways.
- 2) El Camino Real and Del Rio Road will be improved in accordance with the adopted plan improvements or to the satisfaction of the City Engineer. The Master Plan of Development for each project site will include conditions of approval that implement the timing and details of all traffic improvements.
 - 3) In addition to required frontage improvements, Del Rio Road shall be widened to accommodate a right turn lane onto US101 northbound. Signal modifications and timing shall be completed in to ensure safe and efficient traffic flow. Developments shall pay their fair share towards these improvements based on traffic impacts.
 - 4) The existing traffic signal at El Camino Real and Del Rio Road will be modified to accommodate the proposed roadway improvements.
 - 5) Del Rio Road, east of Obispo Road, will be improved to provide one-half (20') of a standard Collector Road section on the project side of the centerline. This widened section will transition to match the existing pavement width east of the Rio Rita Road. The intersection at Rio Rita Road will be reconstructed to conform to the increased width of Del Rio Road. Rio Rita Road will be improved to provide a smooth transition to Del Rio Road and maintain continuity of drainage.
 - 6) A decorative concrete three rail fence will be constructed on the South-East project site's east property line.
 - 7) The applicant will offer to the City of Atascadero a ten-foot grant of right of way along its easterly property line for public road purposes. The abutting property owners shall have the right to grade within the right of way.
 - 8) A public road will be constructed in the southern portion of the South-East Project site, which will intersect El Camino Real opposite the southerly entrance to the Mission Oaks Center. This intersection will be signalized, and the road will be designed to the City's current collector standard as a two lane road. The Major Tenant, Commercial Outparcels, and the Multiple Family Outparcel may take access off this road. The road will be designed to connect to the properties to the south of the project site. This road will be dedicated to the City of Atascadero and accepted for maintenance purposes.
 - 9) Driveway access points will be designed to align with existing and proposed driveways across the major streets as well as existing or planned public roads, to the greatest extent possible. Restrictions on turning movements may be amended by conditions of approval for individual Master Plans of Development for each project site. Access may be restricted beyond what is stated in the Specific Plan should the City Engineer deem it necessary for vehicular, pedestrian, or bike safety, or should it be deemed necessary for the function of street intersections, the 101 interchange, or on-site circulation flow.

To the extent the Vehicle & Truck Access Policies are inconsistent with the mitigation measures required in the Specific Plan EIR and/or conditions of approval required by the City, the mitigation measures and/or conditions of approval shall apply. The proposed physical configurations of the right-of-ways will allow for safe and efficient travel to and from the site.

3.3.2 NON-VEHICULAR & PUBLIC TRANSPORTATION ACCESS POLICIES

The Specific Plan encourages non-motorized travel by creating travel routes that ensure destinations may be reached conveniently by public transportation, bicycling or walking.

Individual project sites should be designed to allow pedestrians a safe path from public and private areas to and from the commercial retail and restaurant entrances.

The Specific Plan incorporates the following non-vehicular improvements and/or features, thereby facilitating access to the South-East Project and North End Project sites and acting to maintain efficient and safe vehicular travel along adjacent roadways:

The following non-vehicular and public transportation policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) A turn out shall be provided on El Camino Real in front of the South-East Project site in order to accommodate a bus stop in accordance with City Engineering Standards.
- 2) Project site frontages shall be designed with pedestrian access and ADA accessible pathways via public sidewalks on Del Rio Road, El Camino Real and the new public road. Private walkways and delineated paths to each building within the Specific Plan area are encouraged.
- 3) Project sites shall include ADA accessible elements in compliance with accessibility requirements.
- 4) Public transportation is permitted throughout the Specific Plan area.
- 5) Secure bicycle parking shall be provided near building entrances.
- 1) Bicycle travel accommodations shall be provided in each direction along the South-East Project and North End Project frontage on El Camino Real and Del Rio Road.

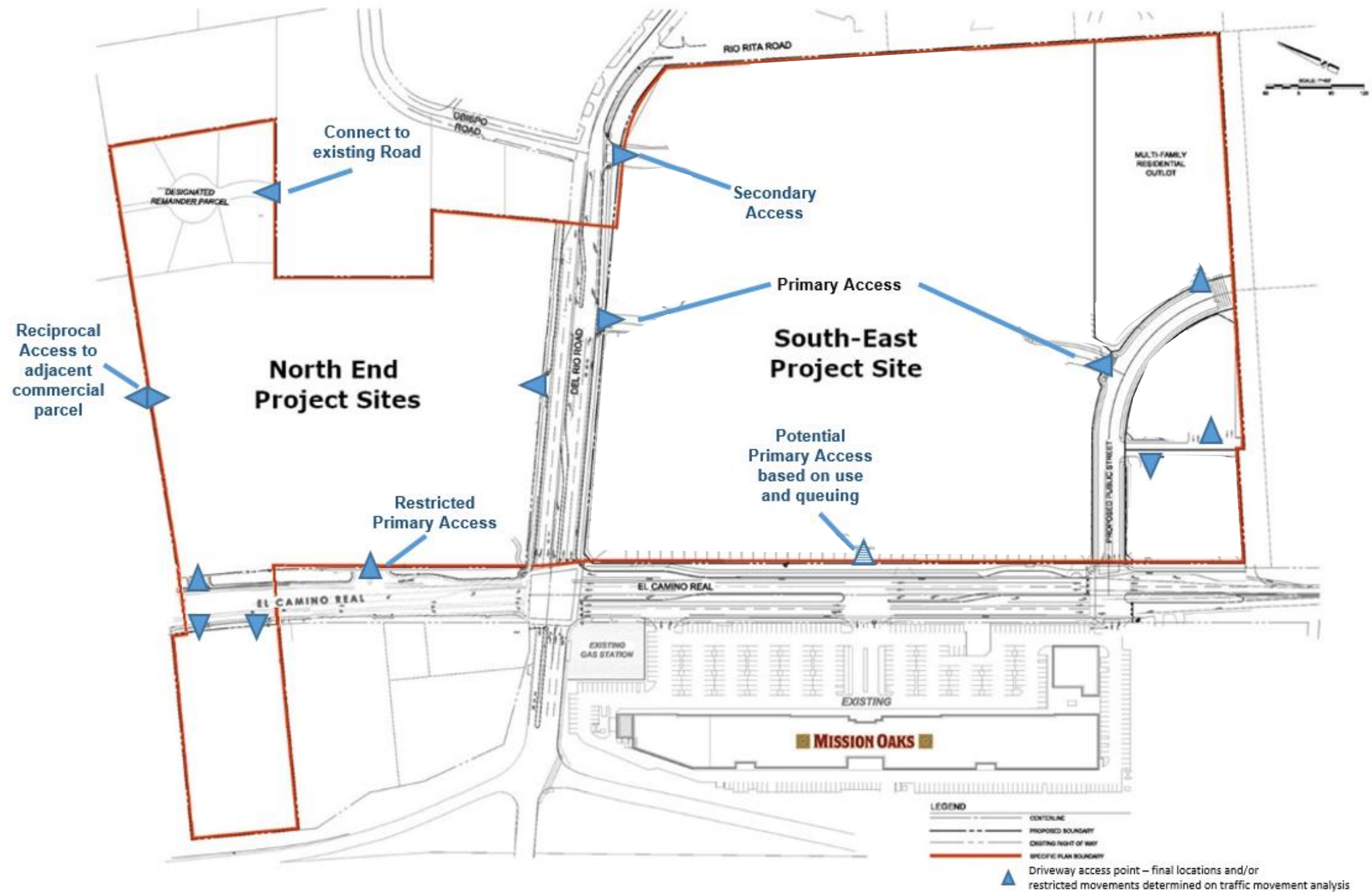


Figure 3-2: Del Rio Road Commercial Area Specific Plan Conceptual Circulation Plan

3.4 PUBLIC FACILITIES POLICIES

The following section describes the backbone infrastructure systems that will be installed and financed by development within the Specific Plan area that is required to serve the development of the Del Rio Road Commercial Area Specific Plan.

The following public facilities policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Water, wastewater, and drainage improvements will be designed to provide adequate levels of service for the maximum level of the planned development.
- 2) All plans and improvements will be consistent with the City of Atascadero's General Plan and City infrastructure requirements.
- 3) The proposed electric, natural gas, and communication utilities shall be connected to utility provider facilities in accordance with applicable standards.
- 4) All wires, conductors, cables, raceways, and conduits for electrical, telecommunications, cable, and similar services that provide direct service to any property shall, within the boundary lines of such property, be installed underground. Associated equipment and appurtenances such as surface mounted transformers, pedestal mounted terminal boxes, meters, and service cabinets may be placed aboveground and shall be screened and located behind the front setback line of said property.

3.4.1 WATER POLICIES

The Del Rio Road Commercial Area Specific Plan is served with potable water by the Atascadero Mutual Water Company.

The following water policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) The South-East Project site will be served by a new water main in the proposed public road which connects to the existing water main in El Camino Real and/or new public street.
- 2) The North End Project will be served by connections to the existing water main in El Camino Real and/or the existing water main in Del Rio Road.
- 3) A new water main shall be constructed in the new public street.
- 4) All water infrastructure design plans and construction will be approved the Atascadero Mutual Water Company prior to development.
- 5) All backflow preventers will be located in landscaped areas outside the public way.

3.4.2 WASTEWATER & SEWER POLICIES

The project wastewater will be conveyed by existing sanitary sewer main lines to the existing City of Atascadero wastewater treatment plant. The existing sewer main lines convey effluent to the City's existing treatment plant located on Gabarda Road.

The following wastewater and sewer policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) The South-East Project will connect to the existing sewer main in El Camino Real and/or a new sewer main in the proposed public road.
- 2) The North End Project will connect to the existing sewer main in El Camino Real and/or the existing sewer main in Del Rio Road.
- 3) A new sewer main shall be constructed in the new public street.

3.4.3 STORM DRAINAGE POLICIES

The Specific Plan area will discharge its stormwater run-off in accordance with the City's Storm Water Management Plan. Stormwater will flow into the City's storm drain collection system and ultimately be discharged into Grave's Creek. The existing drainage within the Specific Plan area is discussed in Section 2.3: Existing Physical Conditions.

The following storm drain policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) During construction, all work shall meet the National Pollution Discharge Elimination System (NPDES) requirements for storm water quality.
- 2) During construction, Best Management Practices (BMPs) will be implemented for erosion control in accordance with an approved erosion control plan and a Storm Water Pollution Prevention Plan (SWPPP).
- 3) During operations, all activities shall comply with the City of Atascadero's Storm Water Mitigation Plan (SWMP). This includes operational BMPs identified in the SWMP, including waste management and materials control, source control and treatment controls, to limit the conveyance of pollutants offsite.
- 4) The South-East Project and North End Project sites will safely convey storm runoff to public facilities. Historical drainage patterns and flows will be maintained to the extent feasible.

3.4.4 ELECTRICITY POLICIES

Del Rio Road Commercial Area Specific Plan area is served with electricity by Pacific Gas and Electric Company. No new energy producing facilities are necessary to serve the Specific Plan area, nor will the projects within the Specific Plan area require the construction or extension of new transmission lines.

The following electricity policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Both the South-East Project and North End Project developments shall include the construction of on-site utility lines and provide easements to meet PG&E requirements.
- 2) All wires, conductors, cables, raceways, and conduits for electrical and similar services that provide direct service to any property shall be installed underground within the boundary lines of such property.
- 3) All utility lines along the project frontages shall be undergrounded consistent with City code requirements.

3.4.5 NATURAL GAS POLICIES

Del Rio Road Commercial Area Specific Plan area is served with gas by The Gas Company. No new facilities are necessary to serve the Specific Plan area, nor will the projects within the Specific Plan area require the construction or extension of new transmission lines.

The following natural gas policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Service of gas to the Specific Plan area will be in accordance with The Gas Company policies and PUC regulations.

3.4.6 COMMUNICATIONS POLICIES

Del Rio Road Commercial Area Specific Plan area is provided landline telephone and communication services by AT&T and Spectrum and cable television by Spectrum, satellite, and other local providers. No new facilities are necessary to serve the Specific Plan area, nor will the projects within the Specific Plan area require the construction or extension of new transmission lines.

The following communication policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Both the South-East Project and North End Project sites will construct on-site utility lines to meet utility company requirements and PUC regulations.
- 2) All wires, conductors, cables, raceways, and conduits that provide direct service to any property shall be installed underground within the boundary lines of such property.
- 3) All utility lines along the project frontages shall be undergrounded consistent with City code requirements.

3.5 GRADING PLAN POLICIES

The Major Tenant parcel, two Commercial Outparcels, and the North End Project parcels will be cleared, graded, and otherwise prepared for construction. It is anticipated that the South-East project site will require a significant amount of grading to accommodate a level pad. It is anticipated that the North end site will require some imported material to accommodate commercial development. The concept grading plans indicate approximately 50,000 cubic yards of import from the South-East Project Site to the North End Project Site and approximately 205,000 CY of dirt is expected to be exported from the South-East Project site to a suitable receiver site.

The following grading policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) All grading shall comply with the current edition of the International Building Code, and the City of Atascadero Community Development and Public Works Departments standards.
- 2) Development within the Specific Plan area will cooperate to the greatest extent feasible to utilize excess material on each individual development site prior to exporting outside the Del Rio Specific Plan area.
- 3) Any residual debris resulting from site clearing and preparation will be disposed of/recycled in accordance with City requirements.
- 4) The South-East Project and the North End Project do not propose to grade their respective residential outparcels at this time. Future grading for the residential parcels will comply with City requirements, as determined at the time an application for a specific project is submitted to the City.

3.6 COMMUNITY FACILITIES POLICIES

Community services and facilities including fire protection, police protection, U.S. mail, and solid waste disposal are summarized below. A more detailed discussion of facilities and services is presented in the Specific Plan EIR certified for the project.

FIRE PROTECTION

The City of Atascadero Fire Department provides fire prevention and suppression, hazardous materials mitigation, and disaster planning services. This department serves the Del Rio Road

Commercial Area Specific Plan area. The closest fire station to the site is Station #1 located at 6005 Lewis Avenue. Fire protection needs are analyzed in the Specific Plan EIR.

The following fire protection policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) All fire hydrants shall be approved by the Fire Department.
- 2) The City of Atascadero Fire Department shall review and approve all water improvement plans and Fire Department Connections (FDC's) prior to installation.
- 3) All structures shall include automatic sprinkler systems and alarm systems as required by the latest applicable codes
- 4) All driveways and perimeter drives aisles will be have signage that states "Fire Lanes – No Parking".

POLICE PROTECTION

The Del Rio Road Commercial Area Specific Plan is served by the City of Atascadero Police Department ("APD"). APD operates in cooperation with the surrounding law enforcement agencies under the "State Mutual Aid Pact". The department's headquarters is located at 5505 El Camino Real approximately two miles from the site. Police protection needs are analyzed in the Specific Plan EIR.

U.S. MAIL

Mail service is provided by the United States Postal Service (USPS). The USPS will be consulted regarding the location of the mail depositories which shall be installed per USPS recommendations.

SOLID WASTE & RECYCLING STORAGE

Solid waste is collected by the Atascadero Waste Alternatives, Inc., a private company under contract with the City of Atascadero. Solid Waste Service is provided to the Del Rio Road Commercial Area Specific Plan area by Atascadero Waste Alternatives, Inc. Solid waste will be disposed of at the Chicago Grade Landfill located at 2290 Homestead Road, Templeton, CA 93465.

DEVELOPMENT STANDARDS

IV DEVELOPMENT STANDARDS

4.1	Commercial Retail (CR) Development Standards	IV-1
4.1.1	Permitted Uses	IV-1
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4.2	Residential Multiple Family (RMF-20) Development Standards	IV-2
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4.3.1	Permitted Uses	IV-3
4.3.2	Property Development Standards	IV-3

DEVELOPMENT STANDARDS

This chapter establishes policies and standards for development of the land uses and buildings within the Del Rio Road Commercial Area Specific Plan area. The Specific Plan creates a specific identity within the plan area through application of the Atascadero Municipal Code and unique development standards. The purpose of these standards is to support, through careful site evaluation and design, the establishment of land uses in a manner that protects the public health, safety, and welfare. To the extent the development standards of the Specific Plan and the Atascadero Municipal Code are in conflict, the development standards of the Specific Plan shall prevail.

4.1 COMMERCIAL RETAIL (CR) DEVELOPMENT STANDARDS

These development standards implement the Commercial Retail (CR) zoning designation. The planning areas zoned CR allow the development of commercial uses, which provide residents and visitors with a variety of retail, office, lodging, restaurant, and personal and tourist serving uses. It is the intent of these regulations to establish a comprehensive set of standards and respond to community needs for general commercial uses.

4.1.1 PERMITTED USES

All uses shall be consistent with the underlying CR (Commercial Retail) zoning district for allowed and conditionally allowed uses, with the following modifications:

- 1) The following uses shall be allowed or allowed as modified:
 - a) Auto Repair Services (indoor only, no outdoor storage of inoperative vehicles)
 - b) Brewery – Production
 - c) Building Materials and Hardware w/ outdoor storage less than 20,000 sf
 - d) Data and Computer Services Center
 - e) Farm Equipment and Supplies with outdoor area up to 20,000 square-feet.
 - f) Horticultural Specialties w/ outdoor sales or storage area less than 20,000 sf
 - g) Manufacturing – Low Intensity
 - h) Medical Research
 - i) Research and Development
 - j) Warehousing – (must have an active office and employee component that is at least 25% of floor area)
- 2) The following uses shall be conditionally allowed:
 - a) Manufacturing and Processing – High Intensity (indoor only)
 - b) Winery – production
 - c) Health Care Services, with the following findings:
 - i) The overall use area within the Specific Plan does not exceed 20%
 - ii) Adequate parking remains for future build-out and development of the Specific Plan area with a variety of uses
 - d) Outdoor recreation Services
 - e) RCFE – Independent Living / Senior Apartments (on the second floor or above only)
 - f) Warehousing - providing a finding of community benefit can be made
- 1) The following uses shall be prohibited:
 - a) Adult Day Care Facility

DEVELOPMENT STANDARDS

- b) Adult Oriented Business
- c) Building Materials and Hardware w/ outdoor sales or storage area 20,000 sf or greater
- d) Drive-through Sales or Services
- e) Horticultural Specialties with outdoor storage or sales area of 20,000 sf or greater
- f) Kennels
- g) Medical Extended Care Services: 6 residents or less
- h) Medical Extended Care Services: 7 residents or more
- i) Parking lots
- j) RCFE – Assisted Living
- k) RCFE – Retirement Hotel
- l) Service Stations
- m) Small Family Day Care (unless within a permitted residential unit by State Law)
- n) Sports Assembly

DEVELOPMENT STANDARDS

4.1.2 PROPERTY DEVELOPMENT STANDARDS

The site development standards for Commercial Retail (CR) zoned parcels within the Del Rio Road Commercial Area Specific Plan are as presented in Table 4-1: Commercial Retail (CR) Development Standards.

TABLE 4-1: COMMERCIAL RETAIL (CR) DEVELOPMENT STANDARDS

BUILDING SITE <div>Parcel Size:</div> <div>Lot Width:</div> <div>Lot Depth:</div> <div>Lot Coverage:</div>	<div>No minimum parcel size with shared parking and access easements recorded</div> <div>No minimum lot width</div> <div>No minimum lot depth</div> <div>No maximum; subject to required building setbacks, parking, and landscape requirements.</div>
MAXIMUM BUILDING HEIGHT <div>Occupied Building Height:</div> <div>Non-Occupied Building Height: (Architectural Features)</div>	<div>35 feet</div> <div>45 feet</div>
MINIMUM BUILDING SETBACKS <div>Front Yard:</div> <div>Side Yard:</div> <div>Rear Yard:</div> <div>Adjacent to Residential zoned Property:</div> <div>Setback from Right-of-way to parking:</div>	<div>10 feet for street trees. Encroachments permitted with MPD approval</div> <div>10 feet for street trees. Encroachments permitted with MPD approval</div> <div>None</div> <div>30 Feet</div> <div>10 Feet</div>
Notes:	<ul style="list-style-type: none"> Building height shall be measured from the finished pad elevation to top of roof, excluding architectural features. Occupied Building means the region normally occupied by people generally consisting of the space between the finished pad and 6 feet above the floor or roof, excluding architectural features. Non-Occupied Building (Architectural Features) means a building feature or space where the floor to ceiling height is 10 feet or less outside the occupied building area that adds to the visual interest of a structure. Non-Occupied Building area may contain ventilation or air conditioning equipment. Setbacks shall be measured from the edge of rights-of-way or property line as applicable. Depressed ramps and stairways may project into required setbacks, yards or spaces between buildings more than 4 feet as approved by the Community Development Director, but may not be located within the Right-of-Way unless approved by the City Engineer.

4.2 RESIDENTIAL MULTIFAMILY (RMF-24) DEVELOPMENT STANDARDS

These development standards implement the Residential Multifamily (RMF-24) zoning designation. The RMF-24 zoning designation allows for the development of high density residential uses at a minimum of 20 units per acre. The Residential Multiple Family Outparcel

DEVELOPMENT STANDARDS

within the Del Rio Road Commercial Area Specific Plan shall be consistent with the City of Atascadero Municipal Code and standards in effect at the time the application for Vesting Tentative Parcel Map AT09-0073 was deemed complete on November 5, 2010 or any subsequent Vesting Map should that entitlement expire. After the City of Atascadero deemed complete the Specific Plan project applications for the development approvals and commenced preparation of the Specific Plan EIR, the City of Atascadero approved a General Plan update to modify the High Density Residential (HDR) land use designation from a maximum of sixteen units per acre to a minimum of twenty units per acre. The City approved a corresponding Zoning Ordinance text change and Zoning Map to change the RMF-16 Zoning District to RMF-20 (minimum 20 units per acre), then subsequently amended the density and name of the designation to RMF-24 with a maximum based density of 24 units per acre. Therefore, the proposed multiple family portion of the Major Tenant site shall be limited to a maximum of 16 units per acre, consistent with the project application and maximum density analyzed in the Specific Plan EIR. The Residential Multiple Family Outparcel will apply for a Conditional Use Permit approval as a subsequent project pursuant to section 6.7 of the Specific Plan, and will be subject to review by the City at that time. Refer to the City of Atascadero Municipal Code for further development standards and design guidelines.

4.2.1 PERMITTED USES

Permitted Uses shall comply with Title 9, Chapter 3, Article 3, of the Atascadero Municipal Code.

4.2.2 PROPERTY DEVELOPMENT STANDARDS

Property Development Standards shall comply with the following City of Atascadero Municipal Codes: Title 9, Chapter 4.

4.3 RESIDENTIAL SINGLE FAMILY (RSF-X) DEVELOPMENT STANDARDS:

These development standards implement the Residential Single Family (RSF-X) zone and Planned Development Overlay Zone No. 17 designations. The RSF-X zoning designation typically allows for the development of single family residential uses not to exceed 2 units per acre. However, the Single Family Outparcel also falls within the Planned Development Overlay 17, which permits density greater than the limits specified in the RSF-X zone. Specifically, Planned Development Overlay 17 allows residential uses in the RSF-X zone up to a maximum of 4 units per acre. Approximately 1.7 acres of single family residential uses have been included in the Specific Plan area. Accordingly, a maximum of up to 6 primary dwelling units would be permitted in this area.

The Single Family Outparcel within the Specific Plan shall be consistent with the City of Atascadero's Municipal Code and Standards and the development standards of Planned Development Overlay No. 17. The Single Family Outparcel will apply for subdivision mapping and permits as a subsequent project pursuant to section 6.7 of the Specific Plan, and will be subject to review by the City at that time. Refer to the City of Atascadero Municipal Code for further development standards and design guidelines.

DEVELOPMENT STANDARDS

4.3.1 PERMITTED USES

Permitted Uses shall comply with Title 9, Chapter 3, Article 3, of the Atascadero Municipal Code.

4.3.2 PROPERTY DEVELOPMENT STANDARDS

Property Development Standards shall comply with City of Atascadero Municipal Codes: Title 9, Chapter 4.

V DESIGN GUIDELINES

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5.1.1 General Design Concepts	V-1
5.1.2 Landscaping	V-10
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5.2 Residential Multiple Family (RMF-24) Design Guidelines	V-18
5.3 Residential Single Family (RSF-X) Design Guidelines	V-18

DESIGN GUIDELINES

The purpose of these design guidelines is to provide a guide for developers, builders, architects, engineers, landscape architects and others involved in the preparation of development proposals to ensure a consistent architectural design theme, use of materials, signage, and level of quality throughout the Specific Plan area. The design guidelines will assist the City of Atascadero staff and decision making authorities with criteria to evaluate future development proposals. To the extent the design guidelines of the Specific Plan and the Atascadero Municipal Code are in conflict, the Specific Plan's design guidelines shall prevail.

5.1 COMMERCIAL RETAIL (CR) DESIGN GUIDELINES

These design guidelines provide for the design and development of Commercial Retail (CR) uses within the Specific Plan area. The design guidelines set forth in this section will ensure that future development within the Specific Plan area is consistent.

Development of the South-East and the North End project sites pursuant to the project approvals described in Section 1.5, including approval of a Master Plan of Development, are deemed to be consistent with the Design Guidelines of the Specific Plan and shall proceed directly to ministerial building permit and construction plan review. Design review for the two Commercial Outparcel uses to ensure consistency with the Design Guidelines of the Specific Plan shall occur during the Plot Plan Review approval process pursuant to Section 6.7 of the Specific Plan.

5.1.1 GENERAL DESIGN

Within the Del Rio Road Commercial Area Specific Plan, site design addresses the nature and function of the uses, buildings, and features. The architectural design guidelines are intended to provide overall direction in the design of structures within the Specific Plan area. Architectural design and details for the South-East Project and North End Project sites should be integrated throughout the Specific Plan area. Design within the Del Rio Road Commercial Area Specific Plan should meld function and form, not one to the exclusion of the other. These guidelines are meant to be flexible over time and correspond with changing conditions in lifestyles, the marketplace and economic conditions.

The following design guidelines are intended to facilitate design integrity between the variety of uses within the Del Rio Road Commercial Area Specific Plan area:

- 1) Placement of buildings should consider the existing context of the commercial area, the location of adjacent land uses, and the location of major traffic generators.
- 2) The architecture (height, scale, style) of each building within the Specific Plan area should be compatible with other structures within the Specific Plan. Building sites should be developed consistent with architectural exhibits in a coordinated manner to provide order and diversity and avoid disorderly development.
- 3) Buildings within the Specific Plan may accommodate retail, office, tourism, and personal services among others. Developers may incorporate "prototype" architectural standards in the design and development of structures if they are consistent with the architectural quality and character of Specific Plan. Buildings may incorporate simple rectangular forms which may be broken up by creating horizontal emphasis through the use of reveals, trellises, landscaping, trim, windows, eaves, cornices, complimentary colors or other architectural and design devices consistent with the architectural exhibits.

- 4) Figures 5-1 through 5-4 illustrate the conceptual architectural themes for development within the Specific Plan area.
- 5) Buildings should be carefully articulated; front, side, and rear elevations should provide variation in massing, wall, and roof forms. Use of thematic features and materials are important elements and are encouraged.
- 6) Large smooth, unarticulated surfaces should be avoided. A mixture of smooth and textured blocks for concrete walls is encouraged. Exterior materials requiring high maintenance responsibilities such as stained wood, clapboard, or shingles should be avoided. Large areas of intense white or dark colors should be avoided. Subdued colors should be used as dominant overall colors. Bright colors should only be used for trim and/or specialized uses (store identification, etc.).
- 7) Building materials should be selected and detailed for compatibility throughout the site. Buildings should incorporate a mix of at least two prevalent materials and at least one accent material including block, split faced block, decorative veneer, stucco, architectural metal siding, wood or wood look features, or decorative exposed concrete. These materials should be used in combinations that yield an impression of permanence as well as respect for the surrounding environment and authentic architectural styles. Please refer also to Figures 5-1 through 5-4.
- 8) Complementary design features should be utilized to unify the specific plan area.
- 9) All buildings should incorporate thematic benches, trash receptacles, bollards, and bike racks.
- 10) Prior to submittal for Building Plan Check and the issuance of building permits, full color renderings and color boards representing the exterior colors and materials to be used shall be submitted to the Community Development Department.
- 11) Exterior mechanical equipment shall be screened from public view.
 - a. All roof mounted heating and cooling equipment shall be screened from view by a parapet or other structural feature and designed to match the total structure.
 - b. All ground-mounted utility appurtenances shall be located away from public view or adequately screened. Screening should be of a material complimentary to the structure and/or heavy landscaping and berming.
- 12) Wall mounted items such as roof ladders and electrical panels shall not be located adjacent to public rights-of-way, unless secured to prevent public access. Service areas (areas for loading/unloading, unpacking of goods, etc.) shall be simple and efficient, and shall not interfere visually or physically with other building operations. No utility appurtenances shall be permitted directly within a pedestrian area.



Figure 5-1: Architectural Design Concept – Main Features

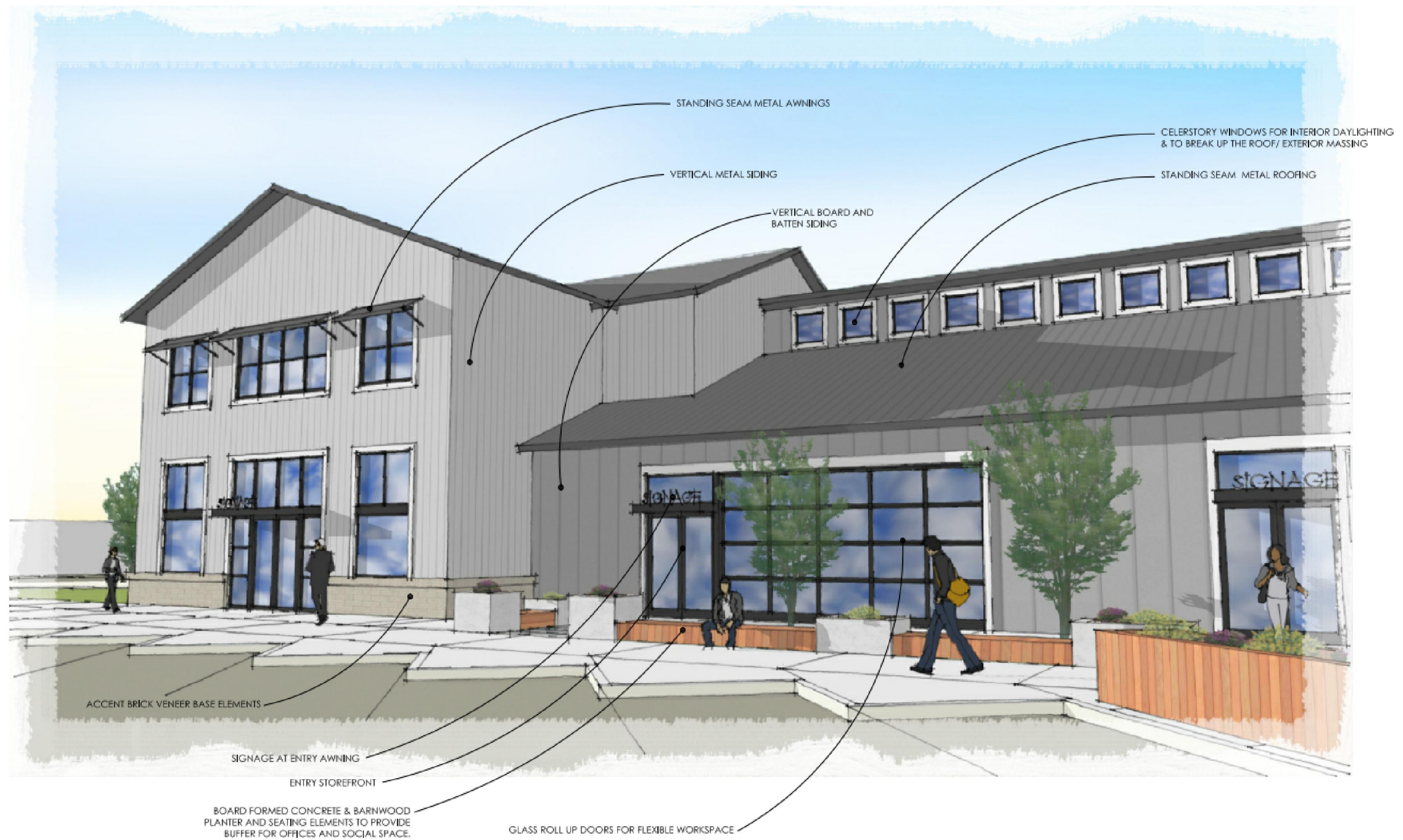


Figure 5-2: Architectural Design Concept – Secondary Features



Figure 5-3: Architectural Design Concept – Outdoor Space



Architectural Theme: *Contemporary Agrarian*

Design and Material Features:

- Gable and shed roof elements
- Vertical accents at corners and entry points
- Earth toned colors
- Mix of metal, wood, concrete, and glass
- Large openings and windows
- Geometric form
- Overlapping horizontal and vertical elements
- Layered façade elements



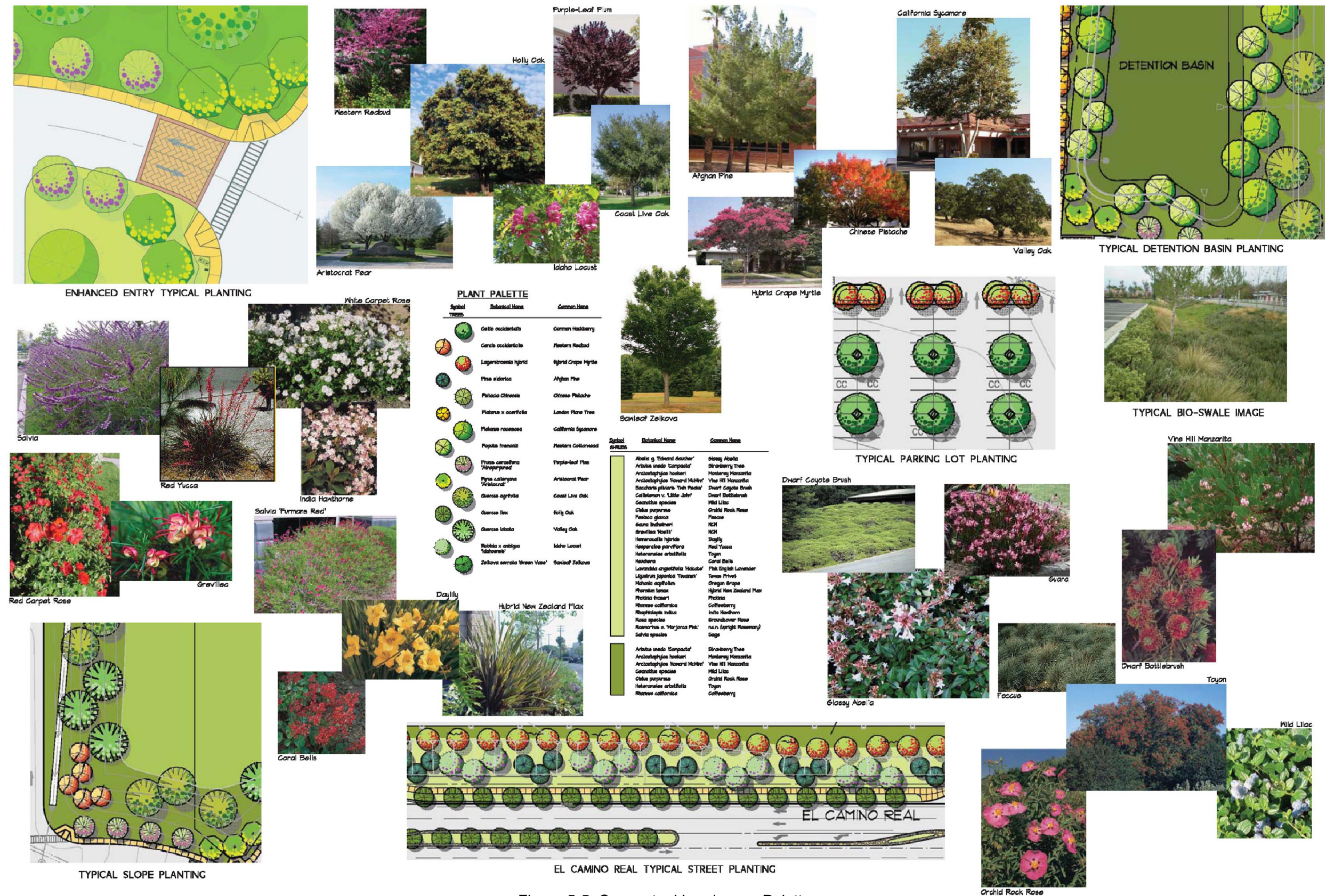
Figure 5-4: Architectural Design Concept – Architectural Theme Elements

5.1.2 LANDSCAPING

The environment envisioned for the Del Rio Road Commercial Area Specific Plan area will be established, in large part, by its landscape treatment. Landscaping is to be designed to highlight positive visual features and to provide a cool, pleasant outdoor environment. Landscaping is also intended to give structure and identity to the overall project. The Conceptual Landscape Palette for the area within the Specific Plan boundaries is available in Figure 5-5. The following landscaping design guidelines are applicable within the Del Rio Road Commercial Area Specific Plan area:

- 1) Final Landscaping Plans will be prepared consistent with the all local and State Water Efficient Landscape and Irrigation codes and shall be submitted for approval to the Community Development Director.
- 2) Landscape and irrigation construction plans should substantially conform to the approved Master Plan of Development.
- 3) Permanent automatic irrigation systems (including low flow systems) compliant with the Atascadero Municipal Code should be provided in all landscaped areas.
- 4) Low flow irrigation systems are highly recommended within the Specific Plan area. Sprinkler heads located immediately adjacent to parking areas should be of the "pop-up" variety instead of risers.
- 5) The irrigation system should be designed to avoid overspray onto structures, streets, sidewalks, windows, walls and fences.
- 6) The use of turf areas shall be reduced to a minimum. Turf should only be used when there is a functional purpose.
- 7) Within individual landscaped areas, plants should be selected and planted appropriately based upon their adaptability to the climatic, geologic, and topographical conditions of the site and in accordance with the Atascadero Municipal Code. Drought-resistant and native plant species are encouraged.
- 8) Landscaping should be maintained in an acceptable manner with dead and destroyed landscape items replaced as soon as practical.
- 9) Planters shall not drain into parking areas so as to accumulate mud or other residue.
- 10) Building setbacks that are not used for drive entries, parking, loading, pedestrian walkways, or approved outdoor uses should be landscaped. All unpaved areas within developed portions of the site should be landscaped according to an approved landscape plan.
- 11) No landscaping is required adjacent to the portions of buildings where loading doors and customer pick-up areas are located.
- 12) The parking lot landscaping should include canopy trees to reduce urban heat island effects and provide a pleasant pedestrian experience throughout the parking areas.
- 13) Landscaping along the street frontages of El Camino Real, Del Rio Road, and the new public road should be planted with a combination of trees, shrubs, and groundcover planted in a clearly perceptible pattern that creates a sense of scale or rhythm along these roadways consistent with the approved Landscape Plan
- 14) Street trees shall not be planted along Rio Rita Road in order to protect the viewshed of the existing development above Rio Rita Road.
- 15) All trees used within required landscaped areas, including parking areas, shall have a minimum size of 24" box unless specific agreement is made with the Community Development Department.

- 16) All shrubs used within required landscaped areas, including parking areas, shall utilize a mixture of sizes one-to-five (1-5) gallons and shall be dispersed evenly throughout the landscaped areas.
- 17) All trees within the Specific Plan area shall be staked or provided with guy wires.
- 18) Landscaping along public rights-of-way should be designed to aesthetically screen and soften blank walls, parking areas, storage areas, utility boxes, and other non-aesthetic items.
- 19) The planting of hedge shrubs and/or vines along exterior structures and screen walls is encouraged to deter potential graffiti.
- 20) Landscaped areas should be delineated with a 6-inch high and 6-inch wide concrete curb or equivalent. Curb may be broken to allow water to flow into depressed planted areas.
- 21) Mulch should be applied in a 3-inch layer in all shrub and groundcover areas.
- 22) All new and disturbed slopes shall be revegetated.
- 23) Landscaping shall be planted concurrent with the development of the individual lots within the Specific Plan area.
- 24) In addition, landscape improvements in each project's right-of-way frontage, including road medians, shall be installed and completed prior to occupancy of each project's first tenant. All landscape improvements in the public right-of-way shall be approved by the City Engineer and will require an encroachment permit.
- 25) Retaining walls in excess of 4 feet in height shall be setback from the right of way a minimum of 5 feet. Individual walls may not exceed 6 feet in height, and multiple, stepped walls with a minimum separation of 5 feet shall be utilized where grades require additional height. All retaining walls shall use high quality decorative materials and shall be consistent with the architectural design theme of the development. Wall exceptions may be granted with Design Review Committee approval based on findings that the wall(s) is designed as a decorative site feature.



5.1.3 PARKING & PARKING LOT

All parking and parking lots within the Specific Plan area shall comply with Title 9, Sections 4.114 through 4.119 of the Atascadero Municipal Code and the following parking and parking lot standards listed below:

- 1) Parking spaces should be oriented to ensure visibility of pedestrians, bicyclists and other motorists while entering, leaving or circulating within a parking area.
- 2) The installation of parking facilities shall occur concurrently with the development of individual parcels and shall be designed for interconnecting access to future subsequent development.
- 3) Individual parcels are must be designed to share parking fields if they are adjacent and within the same zoning designation.
- 4) Parking areas shall have lighting capable of providing adequate illumination for safety and security. Such lighting shall be indirect, hooded, and arranged to reflect light away from adjoining properties and streets.
- 5) All parking areas should be paved with Portland cement, concrete, asphalt or other appropriate approved material as established by the City Engineer. Curbing or wheel stops should be provided around parking lot perimeter.
- 6) Parking areas should be provided with curbs, bollards, or similar permanent devices where necessary to prevent parked vehicles from bumping buildings, landscaping, or perimeter walls.
- 7) Canopy trees shall be provided at an average of approximately one (1) tree per thirty (30) feet along parking rows.
- 8) Individual tree planters may be used in lieu of landscape fingers provided the parking lot complies with all other applicable landscaping requirements.
- 9) Parking areas that face El Camino Real, and are at least five (5) feet above the adjacent roadway, shall not be required to be screened with a landscaped berm. Parking areas that face El Camino Real, and are less than five (5) feet above the adjacent roadway, shall be screened with a landscape berm a minimum of thirty (30) inches in height unless the City Engineer finds that intervening landscaping sufficiently blocks headlight glare.
- 10) Commercial grade bicycle racks should be conveniently located close to building entrances.

5.1.4 LIGHTING

All lighting within the Specific Plan area shall comply with Title 9, Section 4.137 of the Atascadero Municipal Code and the following lighting standards listed below:

- 1) Lighting sources in parking lots may be up to thirty (30) feet in height.
- 2) Lighting sources shall be full cut off type fixtures that are shielded, diffused, or indirect in order to avoid glare to pedestrians, motorists, and surrounding residential areas.
- 3) Lighting fixtures shall be selected and located to confine the area of illumination to within the site boundaries consistent with the approved photometric plans.
- 4) To minimize the total number of freestanding light standards, full cut off type wall-mounted lighting fixtures should be utilized where feasible and consistent with building architecture.

5.1.5 SIGNAGE

Signage and graphics are an important element within the Del Rio Road Commercial Area Specific Plan. The intent of the Sign Program is to provide commercial tenants maximum sign exposure in a manner that will complement the overall image of the combined projects.

All signage shall comply with the Sign Program shown in Figure 5-6: Del Rio Road Commercial Area Specific Plan Signage Program. The following additional signage standards shall also apply within the Specific Plan area:

- 1) Monument signs should be incorporated into landscaped areas to minimize visual mass.
- 2) All ground-mounted signs shall be set back from the ultimate curb face and positioned so as not to create a hazard for either pedestrian or vehicular traffic.
- 3) All signs and their supporting structures shall be constructed of metal, wood or comparable weatherproof material and shall be enclosed as to provide against their infestation by birds and vermin.
- 4) Each tenant shall be responsible for providing their own building signs. Each tenant is responsible for obtaining all required sign and building permits from the City. Each tenant shall be responsible for all fees required.
- 5) Tenant wall signs shall be designed with individual lettering and custom graphics. Use of external illumination, neon and other features are encouraged. Signs shall complement architectural themes. No internally illuminated cabinets shall be allowed unless an integral part of a small custom sign feature. Logos and corporate slogans need not consist of individual letters but should be compatible with the Sign Program and design theme.
- 6) Any requested deviation from the approved sign program shall require the approval of the Community Development Director or designee and may require the review of an Administrative Use Permit. Tenants shall be responsible for compliance with this program and all City codes and requirements. Additional signage may be requested by the Commercial Outparcels and future residential uses at the time specific development projects are proposed.
- 7) Additional sign area allowance or unique signage elements not otherwise permitted by the approved Sign Programs or by the City's Sign Ordinance, may be processed as an Administrative Use Permit.

WALL SIGNS

Wall signs may be externally lit or internally illuminated individual channel letters with light directed through the letters set in an opaque background. If the sign is externally lit, top mounted light fixtures which shine light downward and are fully shielded must be used. Wall signs may contain stylized font and/or company logos. Refer to the following pages for size limitation. Letter height shall be proportionate to the sign size and the building architecture. The area of the sign shall not exceed one square foot per lineal foot of business frontage.



PROJECTING SIGNS

One suspended or projecting sign is allowed per business. Projecting signs must have 8' of clearance from the sidewalk and project no more than 5' beyond the building facade. Projecting signs shall not exceed 15 SF with a maximum letter height of 10". Projecting signs, if lit, shall be externally lit with top mounted light fixtures which shine light downward and are fully shielded.

NOTE: Projecting and/or under canopy signs to have 3D appearance with dimension, with a ten (10) inch maximum letter height.



HANGING SIGNS

One suspended or projecting sign is allowed per business. Hanging or Under Canopy signs must have 7' of clearance from the sidewalk. Hanging signs shall not exceed 15 SF with a maximum letter height of 10". Hanging signs, if lit, shall be externally lit with top mounted light fixtures which shine light downward and are fully shielded.

NOTE: Projecting and/or under canopy signs to have 3D appearance with dimension, with a ten (10) inch maximum letter height.



AWNING/ SUSPENDED SIGNS

Awning Signs shall be limited to the front valance of the awning and shall contain the name of the business. Awning or canopy signs must have 8' of clearance from the sidewalk and project no more than 5' beyond the building facade with maximum slope less than sixty degrees. Projecting signs shall not exceed 15 SF. Awning signs shall not be illuminated.



CHALKBOARD SIGNS

Chalkboard or changeable menu signs shall be made of a smooth hard panel for writing on with chalk. This type of sign is permitted for restaurants, wine tasting rooms and other businesses whose primary business is food/beverage. The chalkboard shall not exceed 6 SF and may be either attached to a wall, on a pole in the ground or in a planter, if illuminated, it must be externally lit with top mounted light fixtures which shine light downward and are fully shielded. The chalkboard sign contributes to the maximum overall aggregate area of 150 SF.



WINDOW LETTERING

Window lettering shall be done professionally and may be painted on the inside or the outside of the window. If painted on the outside, a sealer must be applied and regular maintenance is required. Only the name of the business and/or logo is permissible. Lettering is limited to 8" in height and shall not exceed 50% of the window area. Lessee may have window lettering on one window on each frontage. If the window is paned (i.e., French windows), then lettering shall be limited to a single pane (i.e., a word may not be spelled out with one letter in each pane extending across several panes).



Figure 5-6: Del Rio Road Commercial Area Specific Plan Signage Program

5.1.6 FENCING & SCREENING

Fencing and screening should be designed to highlight positive visual features and to screen negative ones. The following design guidelines are applicable within the Del Rio Road Commercial Area Specific Plan area:

- 1) Fencing and screening should be used to a minimum within the Specific Plan area.
- 2) Walls and fences may be used to retain earth or screen loading and storage areas, refuse receptacles, and utility structures.
- 3) Walls should be designed to be low and to perform their screening function.
- 4) Walls and fences should be designed to complement the architectural design, color and materials of adjacent buildings.
- 5) Landscaping should be used in combination with walls when possible.
- 6) A decorative three-rail fence shall be provided along the southwest side of Rio Rita Road to protect against accidental pedestrian access to the top of the slope east of the Major Tenant.

5.1.7 ON-SITE CIRCULATION

The on-site circulation standards within the Del Rio Road Commercial Area Specific Plan will ensure the efficient and safe passage of vehicles and pedestrians to and from the various commercial uses within the Specific Plan area. The following design guidelines are applicable within the Del Rio Road Commercial Area Specific Plan area:

- 1) On-site circulation should be designed for efficient vehicular and pedestrian movement.
- 2) The circulation system shall include adequate directional signs for entrances, exits, parking areas, loading areas, and other uses.
- 3) On-site driveways and parking areas shall be designed to provide common access between the Specific Plan area and adjacent properties.
- 4) Sight lines required for safe automobile movement shall be kept clear. Screens and structures shall not block such sight lines, both for entering and leaving the individual developments, and the project site.
- 5) The design and location of vehicular entries (curb cuts) for individual development sites shall provide the driver ample time to perceive them when approaching the site. Intersections and driveway approaches should be kept clear of obstructions such as traffic signal standards and landscaping.
- 6) Individual buildings and parcels need not have direct access to a public street; however, reciprocal access agreements shall be recorded to ensure that adequate ingress and egress is available to each lot and building within the Specific Plan area and that the entirety of the center functions as one development regardless of underlying lot lines and ownership.
- 7) Adequate pedestrian amenities such as benches and shade structures (or shade trees) should be installed near building entrance or at the curbside/sidewalk adjacent to buildings within the Del Rio Road Commercial Area Specific Plan area.
- 8) Designated pedestrian walkways across traffic lanes should be striped to distinguish them from the surrounding paved areas.
- 9) On-site pedestrian walkways should provide direct, safe, and adequate movement paths between parking areas and building entrances.
- 10) Service truck access routes should be designed to limit interaction with visitor and pedestrian traffic.

5.1.8 LOADING

The following design guidelines are applicable within the Del Rio Road Commercial Area Specific Plan area:

- 1) Loading areas should be designed to provide for maneuvering on site and not from or within a public street. Direct loading from a public street is not permitted.
- 2) Loading areas may be permitted adjacent to a public street provided they are screened by a combination of screen walls, ornamental landscaping, and/or portions of on-site buildings.
- 3) Loading areas visible from a public street or parking area should be screened by solid wing walls (constructed of materials such as concrete, concrete block, masonry, and brick) and/or appropriate landscaping so that said loading area is adequately shielded from public view. All such loading areas shall be maintained in a clean and orderly condition.
- 4) Screen walls and wing walls should be provided adjacent to loading doors and loading areas visible to the public and should be of a compatible material with adjacent buildings, and shall be of sufficient height to provide adequate visual screening.

5.1.9 ACCESSORY STORAGE

The following design guidelines are applicable within the Del Rio Road Commercial Area Specific Plan area:

- 1) Outdoor storage shall be screened from public view.
- 2) Refuse storage and disposal areas, other than trash compactors, should be within trash enclosures with at least three sides composed of a solid wall which is not less than 6 feet in height. The fourth side may consist of a solid metal gate painted to match or coordinate with the adjacent building (slatted chain link is not acceptable). Cardboard bales shall be removed regularly.
- 3) Refuse containers shall be provided in sufficient number, and should be placed in convenient location(s).
- 4) Trash enclosures may accommodate recycling bins.
- 5) Trash gates should remain closed except when in use, and remain in good working order.
- 6) Trash areas should not be used for storage. The premises should be kept in a neat and orderly condition at all times, and all improvements should be maintained in a condition of good repair and appearance.
- 7) Adequate shopping cart storage should be provided as needed.
- 8) No permanent storage of material is allowed on the outside of the building.
- 9) Outdoor storage provisions do not apply to outdoor sales areas, sidewalk sales, enclosed storage, and "garden centers."

5.2 RESIDENTIAL MULTIPLE FAMILY (RMF-24) DESIGN GUIDELINES

The Residential Multiple Family (RMF-24) parcel within the Del Rio Road Commercial Area Specific Plan shall be consistent with the City of Atascadero Municipal Code and Standards in effect at the time the application for Vesting Tentative Parcel Map AT09-0073 was deemed complete on November 5, 2010 or subsequent vested entitlement should the original entitlement expire. Design review for the Multifamily Outparcel use to ensure consistency with the Design

DESIGN GUIDELINES

Guidelines of the Specific Plan shall occur during the Conditional Use Permit approval process pursuant to Section 6.7 of the Specific Plan.

5.3 RESIDENTIAL SINGLE FAMILY (RSF-X) DESIGN GUIDELINES

The Residential Single Family (RSF-X) remainder parcel within the Del Rio Road Commercial Area Specific Plan shall be consistent with the City of Atascadero's Municipal Code and Standards. Design review for the Single Family Outparcel use to ensure consistency with the Design Guidelines of the Specific Plan shall occur during the Subdivision Tract Map Approval process pursuant to Section 6.7 of the Specific Plan. Refer to the City of Atascadero Municipal Code for further design guidelines.

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IMPLEMENTATION AND ADMINISTRATION

IMPLEMENTATION AND ADMINISTRATION

The City of Atascadero adopted this Specific Plan following certification by the City of the Specific Plan EIR and concurrent with the issuance of certain additional development approvals described in Section 1.5 of this Specific Plan. This Specific Plan serves as an implementation tool for the City's General Plan, and establishes the overlay zone for the combined Project sites. Following adoption of the Specific Plan and the development approvals described in Section 1.5, development within the Specific Plan area shall proceed pursuant to Section 6.7 of this Specific Plan.

The Del Rio Road Commercial Area Specific Plan shall be implemented, amended, revised or adjusted according to the procedures identified in this section. These procedures have been developed to ensure consistency with the adopted Del Rio Road Commercial Area Specific Plan, to encourage continuity in design and development of the community, and to promote high standards of site design. These revision and amendment procedures also provide for adaptation to special or supplementary development standards that may be adopted from time to time to implement the Del Rio Road Commercial Area Specific Plan.

6.1 INTERPRETATION

These regulations shall be held to be minimum requirements in their application and interpretation. No provision herein is intended to abrogate or interfere with any deed restriction, covenant, easement, or other agreement between parties.

Interpretations of the provisions of this Specific Plan are subject to subsections (a) through (c) of Section 9-1.109 of the Atascadero Municipal Code, except that interpretation of allowable uses not specifically listed in the Atascadero Municipal Code for the CR (Commercial Retail) zoning district or Chapter 4 of this Specific Plan are subject to a substantial conformance determination pursuant to Section 6.10 of this Specific Plan.

6.2 DEFINITION OF TERMS

The meaning and construction of words, phrases, titles and terms shall be the same as provided in Atascadero Municipal Code and Atascadero General Plan, unless otherwise specifically provided in the Specific Plan.

6.3 ENFORCEMENT

The Del Rio Road Commercial Area Specific Plan is enforceable through the measures and regulations detailed in Title 9 of the City of Atascadero Municipal Code.

The standards contained in the Specific Plan have been adopted by ordinance and are enforceable to the same extent as standards contained in the Zoning Regulation and other City Codes.

6.4 SEVERABILITY

If any term, provision, condition, requirement, or portion thereof of this Specific Plan is for any reason held invalid, unenforceable, or unconstitutional, the remainder of this Specific Plan or the application of such term, provision, condition, requirement, or portion thereof to circumstances

other than those in which it is held to be invalid, unenforceable, or unconstitutional, shall not be affected thereby; and each other term, provision, condition, requirement, or portion thereof shall be held valid and enforceable to the fullest extent permitted by law.

6.5 IMPLEMENTATION OF DEVELOPMENT STANDARDS

Adoption of the Specific Plan by the City, includes adoption of the development standards and policies described in Chapter 4: Development Standards. Development standards and policies contained in this document shall supplement or replace those of the City of Atascadero Municipal Code as they might otherwise apply to lands within the Del Rio Road Commercial Area Specific Plan area. For projects within the Specific Plan area, development standards and policies in the Del Rio Road Commercial Area Specific Plan shall take precedence over more general standards and policies applied through the rest of the City. To the extent the provisions of the Specific Plan and the Atascadero Municipal Code are in conflict, the provisions of the Specific Plan shall prevail. In situations where development standards or policies relating to a particular subject have not been provided in the Specific Plan, the existing development standards and policies of the City's General Plan and Zoning Ordinance shall continue to apply.

6.6 IMPLEMENTATION OF DESIGN GUIDELINES

Adoption of the Specific Plan by the City includes adoption of the Design Guidelines contained in Chapter 5: Design Guidelines, of the Specific Plan. The Design Guidelines are intended to be flexible in nature while establishing basic evaluation criteria for the review by the City of development projects as described in Section 6.7: Application Processing. Design guidelines contained in this document shall supplement or replace those of the City of Atascadero Municipal Code and/or the Appearance Review Manual as they might otherwise apply to lands within the Del Rio Road Commercial Area Specific Plan area. For projects within the Specific Plan area, design guidelines in the Del Rio Road Commercial Area Specific Plan shall take precedence over more general design guidelines applied through the rest of the City. To the extent the provisions of the Specific Plan and the Atascadero Municipal Code are in conflict, the provisions of the Specific Plan shall prevail. In situations where design guidelines relating to a particular subject have not been provided in the Specific Plan, the existing design guidelines of the City's General Plan and Zoning Ordinance shall continue to apply.

6.7 APPLICATION PROCESSING

Development of the South-East project parcels and the North End Project parcels shall require approval of a Master Plan of Development, including the two Commercial Outparcels, Multiple Family Outparcel, and Single Family Outparcel in accordance with the following processes:

- **Master Plan of Development Approval.** A Master Plan of Development in the form of a Conditional use Permit shall be required for both the commercial and residential portions of the development pursuant to Atascadero Municipal Code Sections 9-2.110. A Master Plan of Development can include conceptual approval of the two commercial outparcels on the South-East project site. Should approval be conceptual, a plot plan review shall be required for these sites as described below.

- **Plot Plan Review.** The two Commercial Outparcel uses shall obtain Plot Plan review approval pursuant to Atascadero Municipal Code Section 9-2.108 unless detailed approval is included in the Master Plan of development. In this case, the two Commercial Outparcel uses shall not require Precise Plan and Conditional Use approvals as described in Atascadero Municipal Code Sections 9-2.109 through 9-2.110 unless specific requested uses trigger that process.
- **Tentative Map Approval.** The Single Family Outparcel, and any other land or airspace subdivisions shall obtain a tentative tract or parcel map approval pursuant to Atascadero Municipal Code Title 11.
- **Administrative Use Permit.** Request for additional sign area allowances or unique signage elements not otherwise permitted by the approved Sign Programs or by the City's Sign Ordinance, may be processed as an Administrative Use Permit.
- **Master Plan of Development Amendments.** Modifications to any approved Master Plan of Development for any project site shall be processed as a Use Permit amendment. Minor changes may be permitted without Use Permit amendment if a finding of substantial conformance can be made by the Planning Director in accordance with Section 6.10.

Any development proposed within the Specific Plan area that is not in substantial conformance with this Specific Plan, shall proceed pursuant to approval by the City of applications as determined by the Community Development Director to be necessary at the time of project application submittal.

6.8 FINANCING & PHASING OF DEVELOPMENT

The South-East and North End Projects are self-supporting commercial projects with individual owners/developers responsible for onsite and offsite improvements necessary to support development of the project.

Phasing of development ultimately will be determined solely by the project developers, based on market conditions and other factors. Required infrastructure and community facilities shall be installed and public services shall be available to serve each phase of development as it occurs. Based on current market information, development within the Specific Plan area is generally anticipated to occur as follows.

6.8.1 SOUTH-EAST PROJECT PHASING

Phase 1:

- Rough grading of the commercial parcels, and preparation of the Major Tenant building pad. Export excess cut material to a suitable receiver site.
- Precise grading of the Major Tenant parcel, the proposed new public road, and driveways onto Del Rio Road and El Camino Real.
- Detention basin/drainage improvements (onsite and offsite).
- Provision of undergrounded utilities including stubs to Commercial Outparcels 2 and 3.
- Construction of the Major Tenant building required parking area, and driveways.
- Install landscaping on Major Tenant parcel.

- Construction of offsite improvements (as detailed in Chapter 3: Land Use Concept) in Del Rio Road and El Camino Real, the new public road, and intersection improvements required for operation of the Major Tenant and Outparcels 2 and 3.
- Sewer and water line connection to existing offsite utility lines

Phase 2:

- Construction of Commercial Outparcels 2 and 3 may, but need not, occur concurrently with the construction of the Major Tenant parcel.
- Precise Grading and pad preparation for Commercial Outparcel buildings (Parcel 2 and/or 3)
- Construction of Commercial Outparcel buildings (Parcels 2 and/or 3)
- Wet and dry utility connection to stubs provided in Phase 1 (Parcel 2 and/or 3)
- Landscape parking areas and corners in Parcel 2 and/or 3
- Completion of the new public road and landscaping

Note: Multiple Family Outparcel development is not included and any project phasing will be permitted separately pursuant to Section 6.7 of this Specific Plan.

6.8.2 NORTH END PROJECT PHASING

Phase 1:

- Site Demolition

Phase 2:

- Complete public improvements and frontage improvements
- Construction of on-site infrastructure and drainage improvements
- On-site grading, parking, landscape improvements, and finished construction pads

Phase 3:

- Individual commercial buildings (as tenants are secured)

Note: Single Family Outparcel development is not included and any project phasing will be permitted separately pursuant to Section 6.7 of this Specific Plan.

6.9 MAINTENANCE

Public and private improvements constructed as part of development of the Specific Plan area shall be maintained through a combination of public and private entities as described below.

6.9.1 CITY MAINTENANCE RESPONSIBILITY

Public facilities are planned for public maintenance by the City or the appropriate utility service provider and include, but are not limited to, the following:

- All public streets within the Specific Plan area, excluding residential subdivisions.
- Public traffic signals and traffic control signs within the public right-of-way within the Specific Plan area.
- Public improvements constructed in the public right-of-way inside of and outside of the Specific Plan area.
- All sewer mains, excluding lateral connections.

- The existing and expanded public storm drain systems in the public right-of-way or dedicated easements.

6.9.2 OTHER AGENCY MAINTENANCE RESPONSIBILITY

The following facilities will be maintained by other agencies:

- Atascadero Mutual Water Company: public on-site and offsite water facilities within the Specific Plan area.
- PG&E: Accepted street lighting within public rights-of-way in the Specific Plan area.
- Caltrans: Public improvements within the Caltrans right-of-way.
- All private electrical, natural gas, telephone, cable TV, and other non-City utilities.

6.9.3 PRIVATE MAINTENANCE

Private and public improvements to be maintained by the developers include, but are not limited to, the following:

- Streets, drives, lanes and pedestrian paths on private property within the Specific Plan area.
- Public streets within any residential subdivisions
- Traffic control signs and pavement markings on private property within the Specific Plan area.
- Landscaping and lighting on private property within the Specific Plan area.
- Property line walls, fences, retaining walls, refuse storage areas, signs, slopes, and parking lots.
- Open space areas on private property within the Specific Plan area including detention facilities, bio-swales, and other low-impact-development features.
- Newly constructed drainage facilities on private property within the Specific Plan area.
- Landscaped frontages within the right-of-way of all public streets.
- Street lighting within public rights of way in the Specific Plan area shall be maintained by the developer unless otherwise maintained by PG&E.
- Landscaping within any center medians of all public streets fronting the Specific Plan area.

6.10 SUBSTANTIAL CONFORMANCE

During review of construction plans and building permit applications, the Community Development Director or designee shall have the limited ability to interpret the Specific Plan and determine that the proposed development is in substantial conformance with the Del Rio Road Commercial Area Specific Plan. The use of substantial conformance is intended to ensure orderly development, quality aesthetic design, and safe and harmonious placement of uses within the Specific Plan area. Determinations of substantial conformance shall be made administratively by the Community Development Director or designee without the need for a public hearing. In some cases, the determination may be forwarded to the Design Review Committee. A substantial conformance determination made pursuant to this Section 6.10 shall be considered a ministerial decision that is not subject to CEQA.

A project proposal for development within the Specific Plan area shall be considered to be in substantial conformance with the Specific Plan, not requiring a Specific Plan amendment, in the event that any of the following occurs:

- The addition of a land use not listed in Chapter 4: Development Standards, of this Specific Plan, provided that the proposed use is determined to be equivalent in its nature and intensity to a use listed in Chapter 4 of this Specific Plan.
- A change in utility or public service provider to the Specific Plan area.
- Minor changes or adjustments to lot lines or the alignment of access roads, community facility plans, or public infrastructure facility plans such as drainage, sewer, water and other utilities.
- Minor deviations from the Land Use Plan and related policies, as contained in Chapter 3: Land Use Plan, of the Specific Plan.
- The merger of the two Commercial Outparcels into a single Commercial Outparcel to be developed with a retail, restaurant or office use, provided the development does not exceed the combined maximum floor area permitted for the two Commercial Outparcels of 10,000 square feet. A voluntary merger application shall be required in order to complete any lot merger.
- Minor deviations from the sign program that are consistent with the conceptual design set forth in Chapter 5: Design Guidelines, of the Specific Plan.
- Minor changes to landscape materials and streetscape design which are consistent with the conceptual design set forth in Chapter 5: Design Guidelines, of the Specific Plan.
- Minor deviations from the design guidelines which are consistent with the conceptual design set forth in Chapter 5: Design Guidelines, of the Specific Plan.
- A reduction in the minimum required parking spaces, provided that a parking study demonstrates the proposed reduction in parking spaces is justified based on the mix of uses within the Specific Plan area and the use of shared parking between those uses.
- Other modifications of a similar nature to those listed above which are deemed minor by the Community Development Director or designee, that are in keeping with the purpose and intent of the approved Specific Plan.

6.10.1 PROCEDURE

A. APPLICATION

Applications for the determination of substantial conformance shall be made on forms provided by the Community Development Director or designee and shall be accompanied by a filing fee and a Plot Plan, as described in Section 9-2.108 of the Atascadero Municipal Code. Applications shall be made by the owner of the property for which the approval is sought, or an authorized agent.

B. HEARING

No public hearing shall be required for a determination of substantial conformance unless the Community Development Director refers the item to the Design Review Committee.

C. ACTION BY REVIEWING AUTHORITY

The reviewing authority for a determination of substantial conformance shall be the Community Development Director or designee. The Community Development Director or designee shall determine by providing written notice to the applicant that the proposed addition of a land use or other revision requested pursuant to this Section 6.10 is in substantial conformance with the Del Rio Road Commercial Area Specific Plan if it complies with all applicable provisions of Atascadero Municipal Code Title 9 and is consistent with the purpose and intent of this Specific

IMPLEMENTATION AND ADMINISTRATION

Plan. The action of the Community Development Director or designee shall be final with no appeal.

6.11 SPECIFIC PLAN AMENDMENTS

Amendments to the Del Rio Road Commercial Area Specific Plan shall be required for revisions that are beyond the scope of substantial conformance determinations. Specific Plan Amendments shall be processed pursuant to the provisions of the California Government Code Section 65453(a).

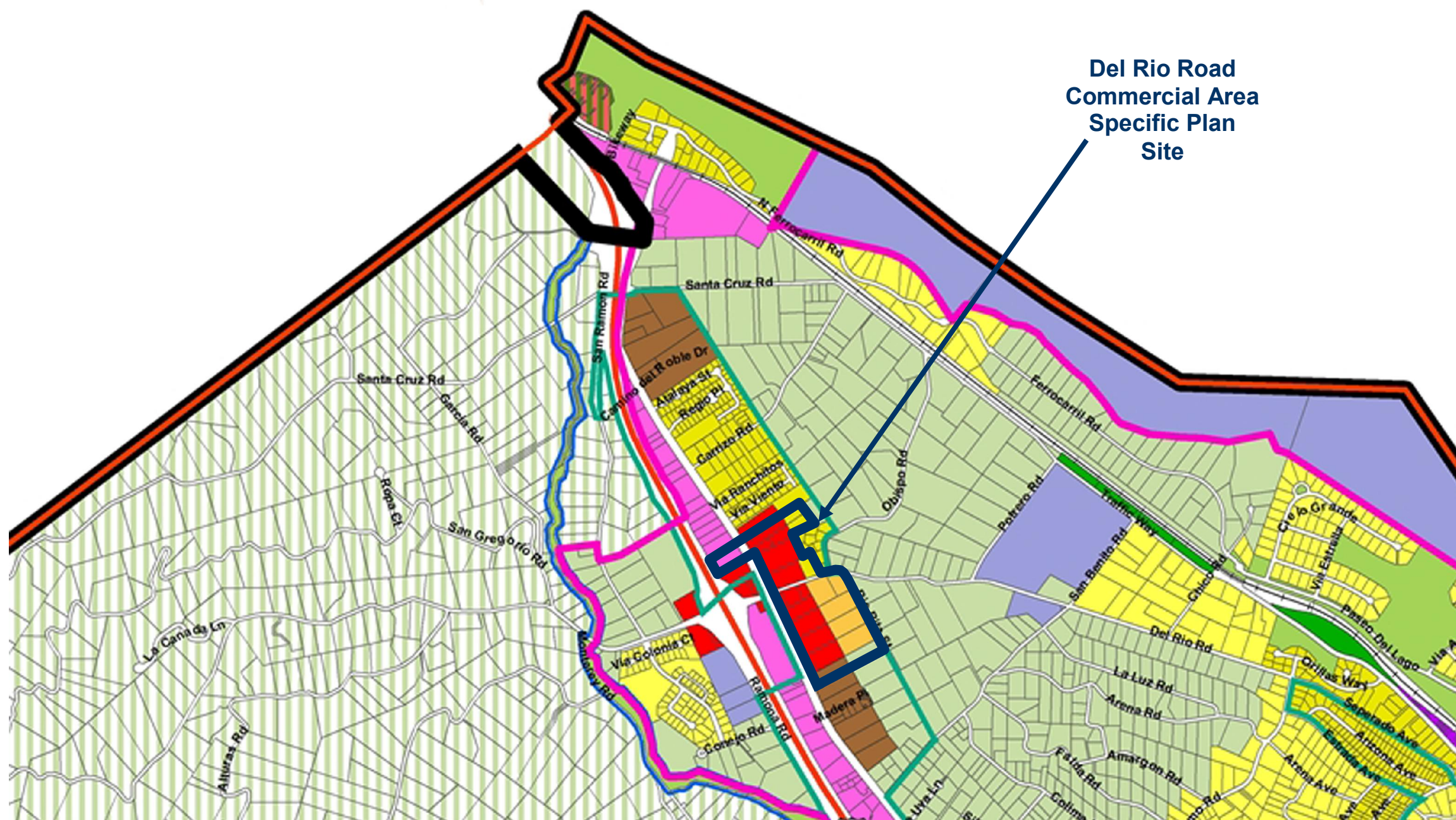
EXHIBITS

VII EXHIBITS

Exhibit 1: City of Atascadero Existing Land Use	VII-2
Exhibit 2: City of Atascadero Proposed Land Use	VII-3
Exhibit 3: City of Atascadero Existing Zoning	VII-4
Exhibit 4: City of Atascadero Proposed Zoning	VII-5

City of Atascadero Existing Land Use

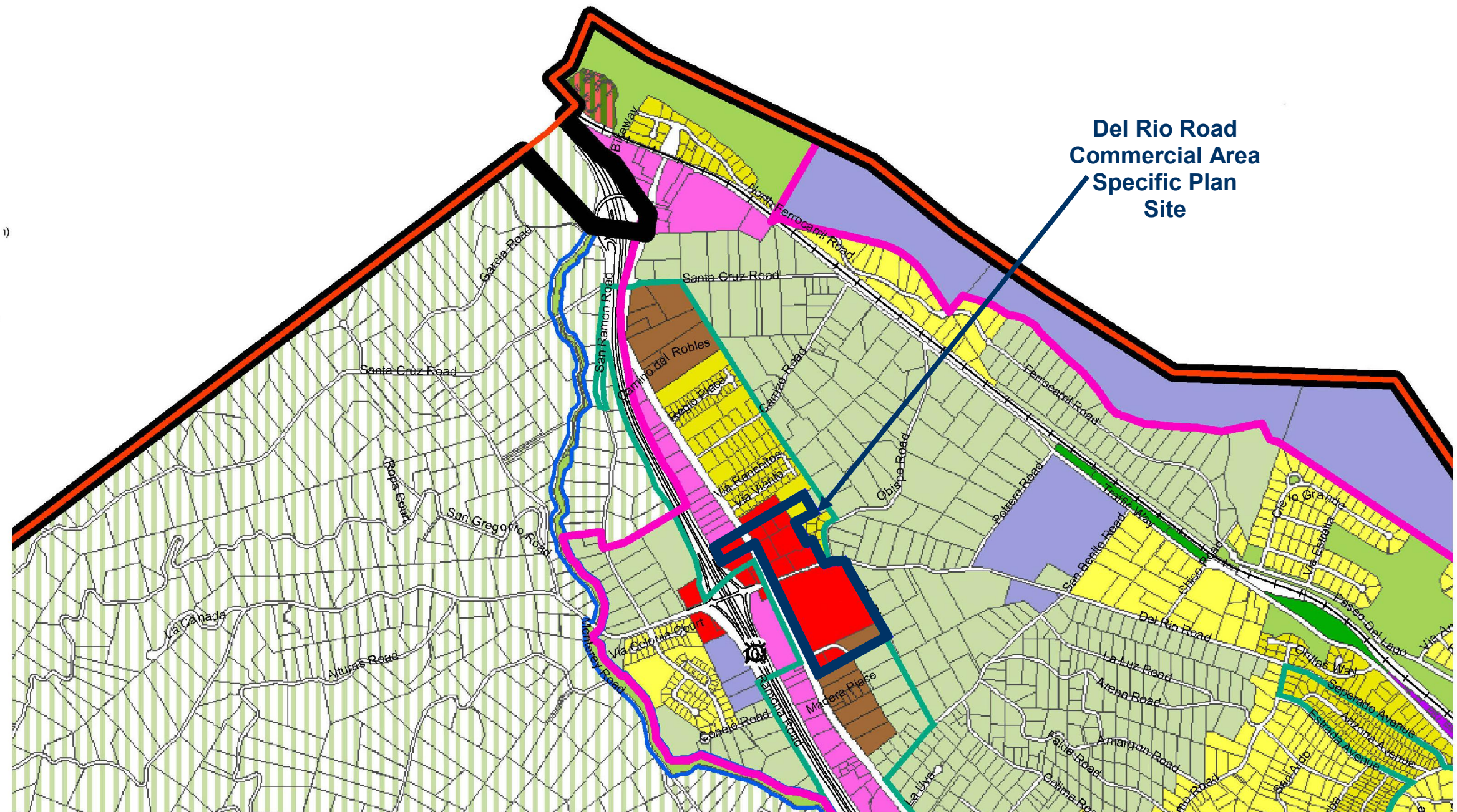
- Creek Buffers**
- City Boundaries**
- Urban Reserve Line / LAFCO Sphere of Influence
 - Urban Service Line
 - Colony Boundary
 - City Limits
 - Redevelopment Area
- Land Use Designations**
- RR: Rural Residential
 - RE: Rural Estates (2.5 - 10 acre lot min)
 - SE: Suburban Estates (2.5 - 10 acre lot min)
 - SFR-Z: Single Family Residential (1.5 - 2.5 acre lot min)
 - SFR-Y: Single Family Residential (1.0 acre lot min)
 - SFR-X: Single Family Residential (0.5 acre lot min)
 - MDR: Medium Density Residential (10 units / ac)
 - HDR: High Density Residential (Min 20 - Max 24 units / ac)
 - GC: General Commercial
 - SC: Service Commercial
 - D: Downtown
 - MU-PD: Mixed Use
 - CPK: Commercial Park
 - I: Industrial
 - CREC: Commercial Recreation
 - REC: Public Recreation
 - OS: Open Space
 - A: Agriculture
 - P: Public Facilities
 - Unincorporated
 - Right-of-Way



Del Rio Road
Commercial Area
Specific Plan
Site

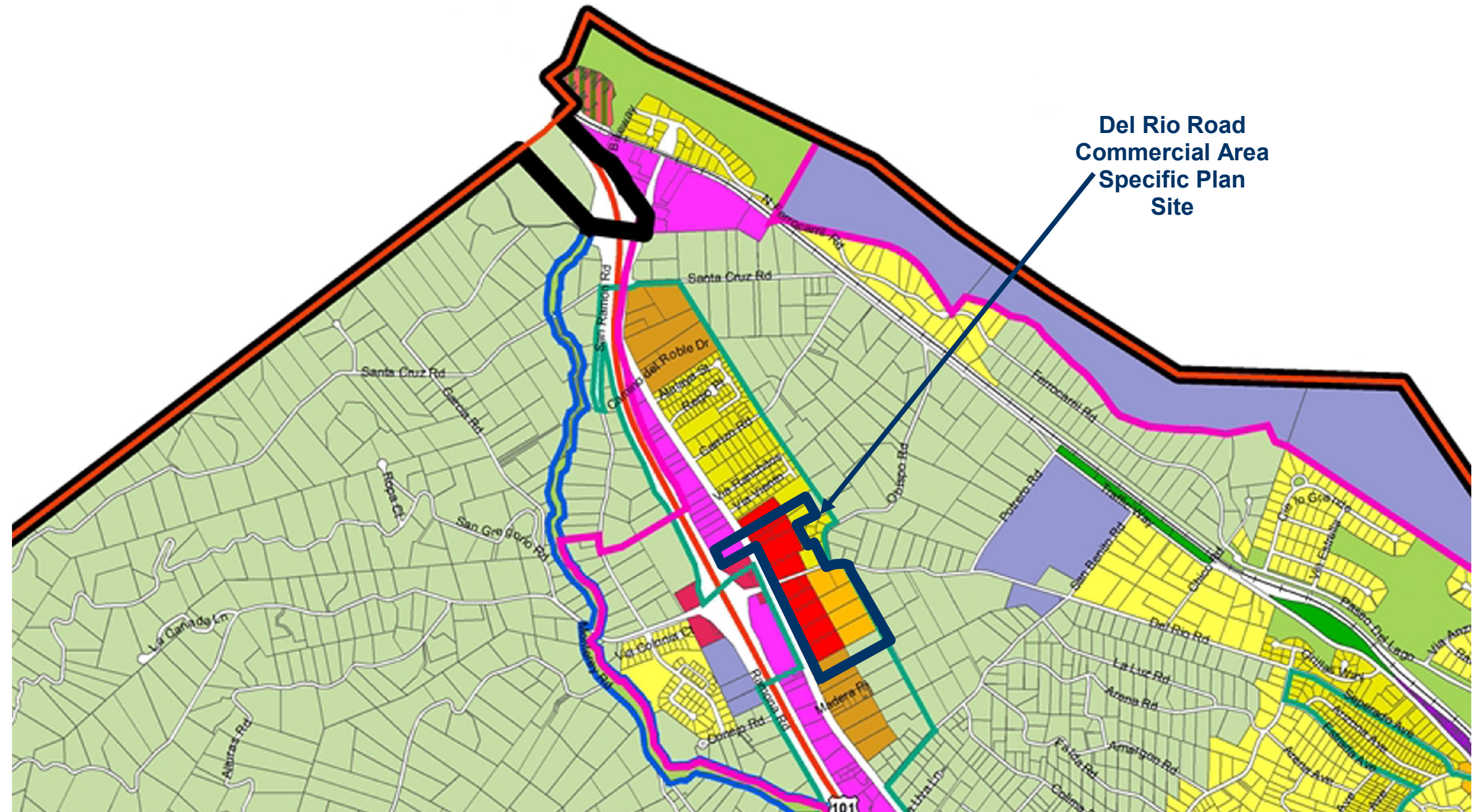
City of Atascadero Proposed Land Use

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City of Atascadero Existing Zoning

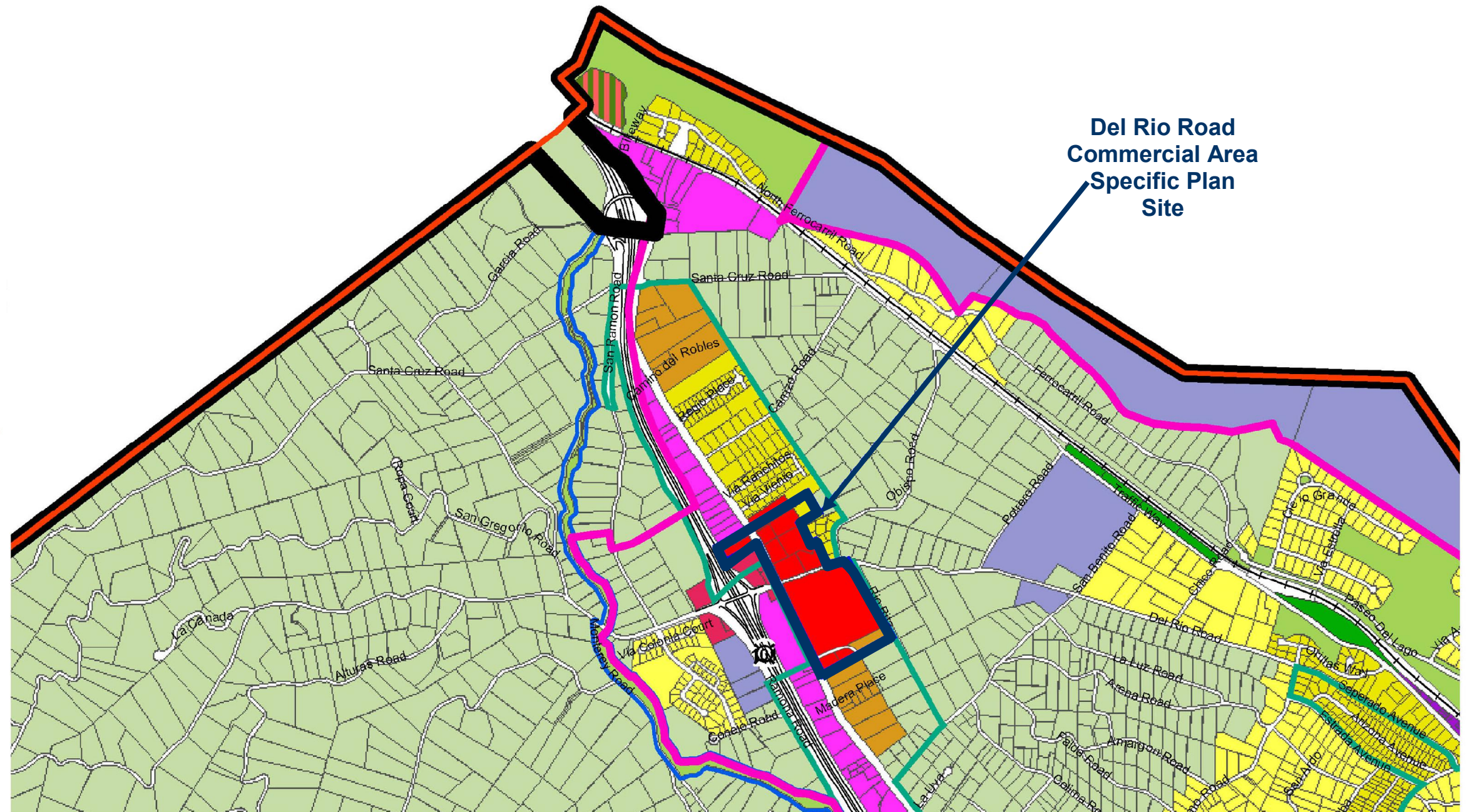
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- Urban Reserve Line / LAFCO Sphere of Influence
 - Urban Service Line
 - Colony Boundary
 - City Limits
 - Redevelopment Area
- Zoning Designations**
- RR: Rural Residential
 - RS: Rural Suburban (2.5 - 10 acre lot min)
 - RSF-Z: Residential Single Family (1.5 - 2.5 acre lot min)
 - RSF-Y: Residential Single Family (1.0 acre lot min)
 - RSF-X: Residential Single Family (0.5 acre lot min)
 - LSF-Y: Limited Single Family Residential (1.0 acre lot min)
 - LSF-X: Limited Single Family Residential (0.5 acre lot min)
 - RMF-10: Residential Multiple Family (10 units / ac)
 - RMF-20: Residential Multiple Family (Min 20 - Max 24 units / ac)
 - SP1: Specific Plan 1 (Woodridge)
 - CN: Commercial Neighborhood
 - CP: Commercial Professional
 - CR: Commercial Retail
 - CS: Commercial Service
 - CT: Commercial Tourist
 - CPK: Commercial Park
 - DC: Downtown Commercial
 - DO: Downtown Office
 - I: Industrial
 - IP: Industrial Park
 - L: Recreation
 - LS: Special Recreation
 - OS: Open Space
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Del Rio Road
Commercial Area
Specific Plan
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City of Atascadero Proposed Zoning

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VIII APPENDICES

Appendix A: Precise Description of Specific Plan Boundary Area

A-1

Appendix B: Project Consistency Analysis

B-1

PRECISE DESCRIPTION OF SPECIFIC PLAN BOUNDARY
MAJOR TENANT PROJECT
PRECISE BOUNDARY DESCRIPTION

The land referred to herein is situated in the City of Atascadero, County of San Luis Obispo, State of California, described as follows:

PARCEL A: APN NO.: 049-112-002

Lot 7-A in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps, in the office of the County Recorder of said County.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PARCEL B: APN NO.: 049-112-018

That portion of Lot 6 in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps, described as follows:

Beginning at the most Westerly corner of said Lot 6, being a point in the center line of Del Rio Road;

Thence South 30°08' East, along the Southwest line of said Lot, 359.25 feet to the most Southerly corner thereof;

Thence North 59°52' East, along the Southeast line of said Lot, 275 feet;

Thence North 30°50' East, 318.22 feet to a point on the centerline of Del Rio Road;

Thence South 68°26' West, along said center line, 275 feet to the Point of Beginning.

Also excepting therefrom that portion thereof included in Del Rio Road.

PARCEL C: APN NO.: 049-112-019

That portion of Lot 6 in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps, described as follows:

Beginning at a point on the center line of Del Rio Road, which bears North 68°26' East, 275 feet from the most Westerly corner of said Lot 6, said point being the most Northerly corner of the property conveyed to Joseph W. Vollmer, et ux., by deed dated May 25, 1961, and recorded June 2, 1961 in Book 1126, Page 328 of Official Records;

Thence South 30°50' East, along the Northeast line of the property so conveyed, 318.22 feet to the most Easterly corner thereof, being a point on the Southeast line of said lot;

Thence North 59°52' East along said Southeast line, 192.29 feet to the most Easterly corner of said lot;

Thence North 30°08' West, along the Northeast line of said lot, 238.00 feet to a point on the center line of Del Rio Road;

Thence North 77°14' West along said center line 0.61 feet;

Thence continuing along said center line on a curve to the left with a radius of 286.6 feet through an angle of 34°20' for a distance of 171.74 feet;

Thence South 68°26' West, along said center line, 43 feet to the Point of Beginning.

Also excepting therefrom that portion of said land included within the lines of Del Rio Road as shown on the map above referred to.

PARCEL D: APN NO.: 049-112-022

The Northeasterly 111 feet, measured along the Northwestern line of Lot 7, in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps.

Also excepting therefrom that portion of said land included within the lines of Del Rio Road as shown on the map above referred to.

PARCEL E: APN NO.: 049-112-036

Parcel 2 of Map AT AL-87-082, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded November 17, 1987 in Book 42, Page 47 of Parcel Maps.

PARCEL F: APN NO.: 049-112-039

Parcel 1 of Map AT AL-87-082, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded November 17, 1987 in Book 42, Page 47 of Parcel Maps.

PARCEL G: APN NO.: 049-151-005

That portion of Lot 11 in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps, described as follows:

Beginning at a point common to Lots 11, 10, and 5, Block 22, said Point of Beginning is the Northern corner of Lot 11, Block 22;

Thence along a line common to Lots 11 and 5, Block 22, South 30°08' East, 187.00 feet to a point;

Thence South 59°52' West, 764.17 feet to a point;

Thence North 30°08' West, 12.00 feet to a point;

Thence South 59°52' West, 266.64 feet to a point on the center line of California State Highway;

Thence running along said center line of the California State Highway North 26°39' West,

175.32 feet to a point common to Lots 11 and 10, Block 22;

Thence along line common to Lots 11 and 10, Block 22, North 59°52' East, 1,020.18 feet to the Point of Beginning.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PARCEL H: APN NO.: 049-151-036

That portion of Lot 10, in Block 22 of Atascadero Colony, in the City of Atascadero County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps, described as follows:

Beginning at the most Southerly corner of said Lot 10, being a point on the centerline of California State Highway as shown on the map above referred to;
Thence North 59°52' East, along the Southeasterly line of said Lot, 50.09 feet to a point on the Easterly right of way line of the property conveyed to the State of California, by deed dated August 16, 1929 and recorded October 11, 1929 in Book 72, Page 453 of Official Records, and the True Point of Beginning;
Thence North 26°39'30" West, along said right of way line, 100 feet;
Thence North 59°52' East, parallel with the Southeasterly line of said Lot, 125.00 feet;
Thence South 26°39'30" East, parallel with said Easterly right of way line, 100 feet to a point on the Southeasterly line of said Lot;
Thence South 59°52' West, along said Southeasterly line, 125.00 feet to the True Point of Beginning.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PARCEL I: APN NO.: 049-151-037

Lot 10, in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps.

Excepting therefrom the Southeast portion of said land as described in the Deed to Tod Natho and Doshia J. Natho, recorded April 7, 1964 in Book 1291, Page 714 of Official Records.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PARCEL J: APN NO.: 049-151-040

Lot 8, in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PARCEL K: APN NO.: 049-151-041

Lot 9, in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PRECISE DESCRIPTION OF SPECIFIC PLAN BOUNDARY

ANNEX PROJECT PRECISE BOUNDARY DESCRIPTION

The land referred to herein is situated in the City of Atascadero, County of San Luis Obispo, State of California, described as follows:

Parcel A: A.P.N.: 049-102-020

That portion of Lot 30 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded October 21, 1914 in Book 3, Page 66 of Maps, described as follows:

Beginning at the Southwest corner of said Lot 30, said point being common to Lots 29 and 30 in said block 49 and on the centerline of the California State Highway, as shown on Page 66 of Maps of Atascadero Colony;
Thence North 540 06' East along a line common to said Lots 29 and 30, 850.00 feet to a point;
Thence South 350 54' East, 105.00 feet to a point;
Thence South 550 06' 45" West, 852.32 feet to a point on the centerline of the California State Highway;
Thence along said centerline on a curve to the left with a central angle of 30 21' 08" and a radius of 800 feet a distance of 46.80 feet to a point;
Thence continuing along said centerline North 350 54' West, 43.20 feet to the Point of Beginning.

Excepting therefrom all streets, roads and alleys as shown on the map above referred to.

Parcel B: A.P.N.: 049-102-031

That portion of Lot 30 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded October 21, 1914 in Book 3, Page 66 of Maps, in the office of the County Recorder of said county, described as follows:

Beginning at the most Southerly corner of said lot, said point being on the centerline of the California State Highway as shown on the map of Atascadero Colony, recorded in Book 3, Page 66 of Maps; thence Northwesterly along said centerline on a curve to the left with a radius of 800 feet through an angle of 50 53' 32" for a distance of 82.35 feet to the most Southerly corner of the property so conveyed to Eric Oscar Ericson, et ux., in deed dated August 22, 1950 and recorded September 19, 1950 in Book 579, Page 175 of Official Records; thence along the Southeasterly line of said property, North 550 06' 45" East 319 feet; thence South 340 53' 15" East 129.31 feet to the Southeasterly line of said Lot 30; thence along said Southeasterly line, South 630 21' West 330 feet to the point of beginning.

Excepting therefrom that portion of said land lying within the lines of El Camino Real as shown on the map above referred to.

Parcel C: A.P.N.: 049-102-032

That portion of Lot 30 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded October 21, 1914 in Book 3, Page 66 of Maps, described as follows:

Beginning at the most Southerly corner of said Lot 30, said point being in the centerline of the California State Highway on the line common to Lots 30 and 31 in said Block; thence North 63° 21' East along said common line 330 feet to the true point of beginning, said point being the most Easterly corner of the property conveyed to Margaret E. Smalley, et al., by deed dated July 23, 1951 and recorded July 31, 1951 in Book 620, Page 430 of Official Records; thence North 34° 53' 15" West along tile Northeasterly line of said property 129.31 feet to the Southeasterly line of the property conveyed to Eric Oscar Ericson, et ux., by deed dated August 22, 1950 and recorded September 19, 1950 in Book 579, Page 175 of Official Records; thence North 55° 06' 45" East along said Southeasterly line of the property last above mentioned, 533.32 feet; thence South 35° 54' East, 206.93 feet to the Southeasterly line of said Lot 30; thence South 630 21' West, 541.73 feet to the point of beginning.

Parcel D-I: A.P.N.: Ptn. 049-102-045

That portion of Lot 32 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded October 21, 1914 in Book 3, Page 1 et seq., of Maps, described as follows:

Beginning at a point on the centerline of Del Rio Road North 68° 26' East, 349.87 feet from the intersection of the centerlines of the State Highway and Del Rio Road; thence North 260 39' West, 134.0 feet to a point; thence North 63° 21' East, 179.29 feet to a point in the Westerly line of the land described in the deed recorded February 16, 1950 in Book 552, Page 140 of Official Records; thence Northerly along said Westerly line to a point in the Northerly line of said lot which is 527.79 feet East from the most Westerly corner of said Lot 32; thence South 63° 21' West, 527.79 feet to the most Westerly corner of said lot; thence South 26° 39' East, 215.89 feet to the intersection of the centerline of the State Highway with the centerline of Del Rio Road; Thence North 68° 26' East 349.87 feet to the point of beginning.

Also excepting therefrom those portions of said land included within the lines of the California State Highway and Del Rio Road as shown on the map above referred to.

Parcel D-2: A.P.N.: Ptn. 049-102-045

That portion of Lot 32 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded October 21, 1914 in Book 3 at Page 1 et seq., of Maps, described as follows:

Beginning at a point on the centerline of Del Rio Road distant thereon North 68° 26' East, 349.87 feet from the point of intersection of said centerline with the centerline of the California

State Highway as shown on said map; thence North 68° 26' East along the centerline of Del Rio Road, 180.00 feet to the Southwest corner of the land described in the deed to W.L. Turley, et ux., recorded February 16, 1950 in Book 552, Page 140 of Official Records; thence North 26° 39' West, 149.95 feet; thence South 63° 21' West, 179.29 feet; thence South 26° 39' East, 134.00 feet to the true point of beginning.

Also excepting therefrom that portion of said land lying within the lines of Del Rio Road as shown on the map above referred to.

Parcel E: A.P.N.: 049-102-048

That portion of Lot 32 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, being Parcel 3 of Parcel Map No. CO-70-108 recorded November 20, 1970 in Book 5, Page 28 of Parcel Maps, in the office of the County Recorder of said county.

Excepting therefrom all oil or other hydrocarbon products and all other minerals products, without the right, however, to prospect for or take the same from said land while said land is used for residential, agricultural or horticultural purposes as reserved by Colony Holding corporation, a corporation in deed recorded November 10, 1916 in Book 111, Page 285 of Deeds.

Also excepting therefrom those portions of said land lying within the lines of Del Rio Road as shown on the map above referred to.

Parcel F: A.P.N.: 049-102-056

Parcel B of Parcel Map AT 84-149, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded January 21, 1987 in Book 40, Page 76 of Parcel Maps, in the office of the County Recorder of said county.

Excepting therefrom all oil, minerals and other hydrocarbon substances in, under or upon said land.

Parcel G: A.P.N.: 049-131-070

Lot 3 in Block 48 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded July 21, 1916 in Book 3, Page 65A of Maps, in the office of the County Recorder of said county.

Excepting therefrom all streets, roads and alleys as shown on the map above referred to.

Also excepting therefrom those portions conveyed to the State of California by deeds recorded January 23, 1950 in Book 549, Page 170 of Official Records and January 13, 1964 in Book 1278, Page 654 of Official Records

APPENDIX B: PROJECT CONSISTENCY ANALYSIS

The Specific Plan is consistent with the General Plan and advances the policies and goals described below. Please refer to Specific Plan EIR Section 3.8, Land Use, for additional description of the Specific Plan's consistency with the General Plan.

Element	Goal/Policy		Consistency Determination
	No.	Text	
2 - Land Use, Open Space and Conservation Element	Goal LOC 1	Protect and preserve the rural atmosphere of the community by assuring "elbow room" for residents by means of maintenance of large lot sizes which increase in proportion to distance beyond the Urban Core.	Consistent: The Specific Plan would develop commercial and residential uses on property designated for urban development within the Urban Core. The Specific Plan incorporates various planning techniques to achieve compatibility with neighboring large-lot residential uses, including orienting commercial buildings away from residential dwelling, establishing landscaped buffers along property lines, and reserving acreage for future residential development immediately adjacent to existing residential properties. These characteristics are consistent with the goal of facilitating land use compatibility with large-lot residential uses.
	Policy 1.1	Preserve the rural atmosphere of the community and assure "elbow room" in areas designated for lower density development by guiding new development in the Urban Core to conform to the historic Colony land use patterns of the City and to respect the natural environment, hillside areas, and existing neighborhoods.	Consistent: The Specific Plan area is within the Urban Core and is located within a designated retail node. The Specific Plan incorporates various planning techniques to achieve compatibility with neighboring low-density residential uses, including orienting commercial buildings away from residential dwellings, establishing landscaped buffers along property lines, and reserving acreage for future residential development immediately adjacent to existing residential properties. Additionally, the South-East Project grading plan is intended to minimize disturbance to the highly visible upper elevations of the site and concentrate new development in the lower areas, consistent with the policy of respecting the natural environment,

APPENDIX B: PROJECT CONSISTENCY ANALYSIS

			hillside areas, and existing neighborhoods.
	Policy 1.2	Ensure the rural character of Atascadero is preserved by respecting the historic Colony boundaries and cooperate with the County on regional planning issues surrounding the Colony.	Consistent: The project is within the Urban Reserve line, which approximates the historic 1913 Atascadero Colony boundary and is recognized as the ultimate boundary for the City of Atascadero. As such, the project's urban uses are located with an area designated for such development.
	Policy 1.3	Enhance the rural character and appearance of the City, including commercial corridors, gateways and public facilities.	Consistent: The project would develop a commercial development on El Camino Real, a commercial corridor. The Specific Plan would employ design guidelines to provide a consistent and visually appealing design theme for both the Project sites. The project would also use landscaping along roadway frontages and property lines to minimize the visibility of parking, loading, and storage areas. Collectively, these characteristics are consistent with enhancing the appearance of commercial corridors within the City.
	Policy 1.4	Ensure that "darkness" remain a rural characteristic by requiring that all exterior lighting does not result in significant off-site spillage or glare.	Consistent: The project includes the installation of exterior building lights, freestanding parking lot lights, and building mounted illuminated signage. Specific Plan EIR Mitigation Measure AES-3 requires the applicant to submit a photometric plan to the City of Atascadero for review and approval. The photometric plan will identify types of exterior lighting fixtures and their locations on the project site. All light fixtures will be fully shielded or employ full cutoff fixtures to minimize light trespass onto neighboring properties. Additionally, parking lot lighting will be directed away from public streets and residences so that it does not produce glare.
	Goal LOC 2	Preserve residential neighborhoods and the	Consistent: The project would plant trees along the street frontages with

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		winding tree-lined nature of the street and road system.	the Project sites, which would be consistent with the goal of maintaining the tree-lined nature of the street system.
	Policy 2.1	Ensure that new development is compatible with existing and surrounding neighborhoods.	Consistent: The project employs design measures to facilitate compatibility with surrounding neighborhoods. The commercial buildings, parking lots, and vehicular entrances are oriented towards US 101, El Camino Real, and Del Rio Road and away from the residential uses to the north, east, and south. This would also serve to discourage project-related trips from traveling on the residential streets east of the project site. Sound walls and landscaping would be provided in the rear of the commercial sites to screen views and minimize noise impacts. Collectively, these characteristics would ensure that the project is compatible with surrounding neighborhoods.
	Policy 2.3	Incorporate Pedestrian and Transit Oriented design concepts into new residential and commercial development within the Urban Core.	Consistent: The project provides safe travel routes that ensure destinations may be reached conveniently by public transportation, bicycling or walking. The circulation network is designed to allow pedestrians a safe path from public and private areas to and from the commercial buildings. Further, the project will accommodate a bus stop on El Camino Real and provide secure bicycle parking near Major Tenant building and Annex Shopping Center building entrances.
	Goal LOC 3	Transform the existing El Camino Real "strip" into a distinctive, attractive and efficient commercial, office, and industrial park area, which can provide for the long-term economic viability	Consistent: The commercial sites are designed to locate landscaping, pedestrian facilities, and (where possible) buildings along roadway frontages in order to soften the visual appearance of the site. This design is

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		of the community.	distinctly different than "strip development," in which parking lots are featured prominently and often at the expense of landscaping and pedestrian facilities. Thus, the project is consistent with the goal of transforming the El Camino Real corridor from a "strip" to a distinctive, attractive and efficient commercial, office, and industrial park area.
	Policy 3.1	Encourage retail businesses at efficient and attractive nodes along El Camino Real and Morro Road with mixed office and residential uses between those nodes.	Consistent: The Specific Plan's uses would be located at a "node" with El Camino Real and Del Rio Road. The Specific Plan sets forth detailed design guidelines for building design, landscaping, and signage to ensure that commercial uses are attractive and compatible with their surroundings. Finally, the Specific Plan allows for office uses within the Commercial Retail zoned uses and includes multi-family and single-family residential components.
	Goal LOC 4	Provide for a strong and distinctive Downtown Area.	Consistent: The project would locate commercial uses near the US 101/Del Rio Road interchange. This is an appropriate location for such uses, given the visibility and accessibility to the freeway. In contrast, the Downtown Area consists primarily of local serving retail and restaurant uses. Thus, the project would indirectly contribute to maintaining a strong and distinctive Downtown Area by appropriately siting regional serving retail uses outside of this area.
	Goal LOC 5	Preserve the contours of the hills. Buildings built on hillsides shall conform to the topography using the slope of the land as the basis for the design of the structure.	Consistent: The South-East Project site ranges in elevation from 870 feet near the Del Rio Road/El Camino Real intersection to 970 feet in the southeast corner. The site would be graded to create a finished floor elevation of 892 feet for the Major Tenant store and 889 feet and 897 feet for each of the Commercial Outparcels. The highest portion of the site (the 2.8-acre, future residential

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			<p>parcel) would be maintained at its current elevation (approximately 935 to 970 feet in elevation). As such, the grading plan is intended to minimize disturbance to the highly visible upper elevations of the site and concentrate new development in the lower areas, consistent with the goal of matching buildings to the topography of the site.</p> <p>Note that the North End Project site contains flat relief and would not be considered hillside.</p>
	Policy 5.1	Reduce multi-family densities and increase single family lot sizes as site slope increases.	<p>Consistent: The Multiple Family Outparcel uses would be located on a bench in the upper elevations of the property. As such, these uses would not be located on a slope. The Single Family Outparcel uses would be located on flat relief.</p>
	Policy 5.2	Require hillside development and subdivisions to blend in with surrounding topography.	<p>Consistent: As previously discussed, the South-East Project site grading plan seeks to blend development in with the site topography by locating the Major Tenant store and Commercial Outparcels in the lower elevation of the site and preserving the existing elevations of the highest portions of the site.</p>
	Policy 5.3	Prevent unnecessarily intensive grading of development sites.	<p>Consistent: As previously discussed, the South-East Project site grading plan seeks to avoid unnecessary intensive grading by locating the Major Tenant store and Commercial Outparcels in the lower elevations of the site and preserving the existing elevations of the highest portions of the site.</p>
	Goal LOC 6	Preserve natural flora and fauna and protect scenic lands, sensitive natural areas, historic buildings and cultural resources.	<p>Consistent: The Specific Plan EIR included an analysis of impacts to Biological Resources and Cultural Resources in Specific Plan EIR Section 3.3, Biological Resources and 3.4, Cultural Resources. Mitigation is incorporated into the project to mitigate impacts from development of the project.</p>

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	Policy 6.1	Ensure that development does not degrade scenic and sensitive areas, including historic sites, creeks, riparian corridors, wetlands, woodlands, hillsides, and other valuable habitats.	Consistent: The Specific Plan EIR included an analysis of impacts to Biological Resources and Cultural Resources in Section 3.3, Biological Resources and 3.4, Cultural Resources. Mitigation is incorporated into the project to mitigate impacts from development of the project.
	Policy 6.2	Protect prehistoric cultural resources from disturbance associated with development.	Consistent: A Cultural Resource Assessment was prepared as part of the Specific Plan EIR and included a field survey for potential archaeological resources. As discussed in Specific Plan EIR Section 3.4, Cultural Resources, because of the property's proximity to Graves Creek and known archaeological sites, the project area has the potential to contain previously unidentified archaeological resources. Mitigation Measure CUL-2 requires full-time monitoring by a qualified archaeologist during all earthmoving (grading and excavation) activities associated with the project. This measure will ensure that potentially significant resources are documented and protected.
	Policy 6.3	Encourage conservation and preservation of neighborhoods, Colony Homes and sound housing, including places and building of historical and architectural significance.	Consistent: Specific Plan EIR Section 3.4, Cultural Resources, identified the Colony Home at 1800 El Camino Real on the Annex Project site as having local historic significance. Mitigation Measures CUL-1a and CUL-1b are required to be implemented to reduce the impact related to the residence through archival documentation of as-found conditions and relocation of the residence to a site deemed suitable by the City of Atascadero.
	Policy 6.4	Encourage conservation and preservation of structures and houses that have historical and architectural significance.	Consistent: Specific Plan EIR Section 3.4, Cultural Resources, identified the Colony Home at 1800 El Camino Real on the North End site as having local historic significance. Mitigation Measures CUL-1a and CUL-1b are required to be

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			implemented to reduce the impact related to the removal of the residence through archival documentation of as-found conditions and relocation of the residence to a site deemed suitable by the City of Atascadero.
	Goal LOC 7	Tree-covered hills shall be preserved to retain the distinctive scenic quality of the community.	Consistent: The project is proposed to retain 34 trees on the South-East Project site, which are primarily located in the upper elevations of the property. As many as 86 trees would be removed from the South East Project site and replaced in accordance with the requirements of the Atascadero Native Tree Ordinance. This would include onsite planting of native tree species on the various slopes of the project site.
	Policy 7.1	Ensure that the native trees of Atascadero are protected from new development in order to retain the natural character of the community.	Consistent: The project would retain 34 trees on the South-East Project site, which are primarily located in the upper elevations of the property. As many as 86 native trees on the South-East Project site and as many as 46 native trees on the North End Project site would be removed, as it is not feasible to avoid removal of these trees. Although tree removal would occur on the site, substantial replanting and new landscaping would reduce this impact. Additionally, the project will replace any tree removed as part of the project with a similar species or pay an in-lieu contribution to the City's tree replacement fund.
	Policy 7.2	Protect and replenish native tree populations, including saplings.	Consistent: The project will remove as many as 86 native trees from the South-East Project site and 46 native trees from the North End Project site. The project will replace any tree removed as part of the project with a similar species or pay an in-lieu contribution to the City's tree replacement fund.
	Goal LOC 8	Watershed areas of Atascadero shall be	Consistent: The project would implement storm water pollution

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		protected.	prevention management practices during construction and operations to prevent pollutants from entering downstream waterways.
	Policy 8.1	Ensure that development along Atascadero Creek, Graves Creeks, the Salinas River, blue line creeks, and natural springs, lakes, or other riparian areas does not interrupt natural flows or adversely impact riparian ecosystems and water quality.	Consistent: The Specific Plan boundaries do not encompass any of the waterways named in this policy. As such, development of the project would not interrupt natural flows or adversely impact riparian ecosystems.
	Policy 8.4	Review and regulate all proposed on-site wastewater disposal systems to protect public health and water quality.	Consistent: The project would be served by sanitary sewer service provided by the City of Atascadero. No septic or alternative wastewater disposal systems would be installed as part of the project. Furthermore, existing septic tanks on the project site would be properly abandoned according to City standards.
	Policy 8.5	The City shall implement a storm water control program consistent with the requirements of the National Pollution Discharge Elimination System (NPDES) Permit Program (Phase II).	Consistent: The project incorporates mitigation that requires the submission of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would be consistent with the City's Storm Water Management Program.
	Goal LOC 10	Conserve energy and resources by preventing or correcting degradation of the environment.	Consistent: The South-East store incorporates numerous project design features that conserve energy and resources through building design. Other project buildings would be designed to California Title 24 Building Standards, which is widely regarded as a benchmark for energy efficiency.
	Policy 10.1	Ensure efficient and adequate solid waste disposal by reducing waste volumes through recycling and other methods.	Consistent: Mitigation measures have been incorporated to require both construction and operational waste recycling as part of the project.
	Policy 10.2	Support ongoing water conservation efforts	Consistent: The project would implement design features and mitigation measures that promote

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			water conservation, including drought-tolerant landscaping and water efficient fixtures.
	Policy 10.3	Support regional efforts to maintain clean air.	Consistent: The project would support regional efforts to maintain clean air by preparing a Construction Activity Management Plan to reduce NO ₂ and PM ₁₀ during construction. The project will reduce operational emissions by encouraging and providing transportation alternatives that reduce vehicle trips. Furthermore, as discussed in Specific Plan EIR Section 3.2, Air Quality and Greenhouse Gases, the project would be expected to reduce trip lengths for local residents who patronize existing discount stores in other markets.
	Policy 10.4	Ensure that development in mineral resource areas is appropriate and compatible with existing uses.	Consistent: The Specific Plan area does not contain any known mineral deposits or active mineral extraction operations. In addition, the City of Atascadero General Plan does not identify the Specific Plan area as containing mineral resources of local importance.
	Policy 10.5	Encourage soil conservation by minimizing grading and preventing erosion.	Consistent: As previously discussed, the South-East Project site grading plan seeks to avoid unnecessary intensive grading by locating the Major Tenant store and Commercial Outparcels in the lower elevations of the site and preserving the existing elevations of the highest portions of the site. Furthermore, mitigation is incorporated that requires a SWPPP to prevent soil erosion.
	Goal LOC 11	Provide an adequate supply of City park facilities to all.	Consistent: The project would provide development fees to the City of Atascadero for park development impact fees in accordance with the City's fee schedule.
	Goal LOC 13	Provide for a sound economic base to sustain the City's unique character by establishing a range of employment and business	Consistent: The project would provide new employment opportunities for local residents. It is estimated that the Specific Plan's commercial uses

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		opportunities and generate sufficient revenue to support adequate levels of public services, and environmental, social and educational quality.	would employ as many as 507 workers. Employment opportunities would include full-time and part-time positions, and range from entry-level to management-level positions. Additionally, the project would provide residents with greater shopping opportunities, allowing resident to keep their retail expenditures within their community.
	Policy 13.1	Facilitate convenient location of goods and services needed by local residents.	Consistent: The project is located within the Atascadero city limits along the El Camino Real corridor and near existing residential uses. Commercial uses would offer employment opportunities in addition to retail and restaurant uses. Accordingly, the project would be well positioned to conveniently serve the needs of Atascadero residents.
	Policy 13.3	Expand tourist commercial nodes to serve the traveling public at freeway interchanges and develop tourist destinations based on the Atascadero's rural character.	Consistent: The project would be located near the US 101/Del Rio Road interchange and would be visible from the freeway. As such, it would be well positioned to cater to the traveling public.
	Policy 13.4	The City shall continue to take a long-range view of its fiscal condition, and specifically the possibility of enhancing revenues, in order to maintain and, wherever possible and desirable, enhance current levels of service.	Consistent: The Specific Plan would guide the development of as much as 260,460 square feet of commercial uses and 50 dwelling units on two under-utilized sites. These uses would generate new tax revenues that would directly accrue to the City of Atascadero, as well as new employment and retail opportunities for local residents that would indirectly accrue revenues to the City (i.e., employee wages that are spent locally on taxable items). As such, the project would afford the City the possibility of enhancing its revenues.

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	Goal LOC 14	Retain and expand existing businesses and attract new businesses to improve the availability of goods and services.	Consistent: The project would develop 260,460 square feet of retail, office, and restaurant uses on the project site. The commercial developments would consist of a variety of uses including larger business park employment centers, specialty retail and restaurant uses. Accordingly, the project would improve the availability of good and services to Atascadero residents as well as provide an employment rich jobs center.
	Policy 14.2	Attract new development and land uses that provide jobs and services for residents, provided that those uses are consistent with the City's character.	Consistent: The project would provide new employment opportunities for local residents. The project would provide residents with greater shopping opportunities, allowing residents to keep their retail expenditures within their community. The project would provide design and landscaping features that reflect local characteristics.
	Policy 14.3	Plan for a regional commercial center near U.S. 101.	Consistent: The project would develop 260,460 square feet of retail and restaurant uses anchored by commercial and office park uses located near the US 101/Del Rio Road interchange.
	Goal LOC 15	Provide adequate public services for high quality, orderly and sensible growth.	Consistent: The project would provide onsite infrastructure improvements and pay development fees to local public service providers. This would be consistent with the objective of ensuring adequate public services.
	Policy 15.1	Growth should be directed to areas where services can be provided in a cost effective manner.	Consistent: The project is site is located within the City limits on land designated for urban development. Public utility providers were consulted to determine if services could be provided to the project site. Providers indicated that existing utility lines are available to the project site; moreover, the project would make onsite infrastructure improvements

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			and pay development fees to local public service providers.
	Policy 15.3	Ensure that adequate service capacity and facilities exist prior to approving new development.	Consistent: Public service providers were consulted to determine if adequate service capacity and facilities exist to serve the project. Mitigation is required, where necessary, to ensure that the project maintains adequate levels of service.
	Policy 15.5	Two tiers of public service will be provided within the City based on the Urban Services Line (USL).	Consistent: The project is within the USL and there would be served by the highest level of urban services.
	Policy 15.6	Ensure that new development pays the cost of providing and/or installing all capital facilities needed to support it, including the infrastructure necessary to attract high-tech and professional support businesses.	Consistent: The project would pay development fees to local public service providers and pay for all onsite infrastructure improvements necessary to serve the project.
	Policy 15.7	Continue to support effective regional planning for solid and hazardous waste.	Consistent: The project would be served by the City's solid waste service provider. Mitigation requires the implementation of recycling measures, which would be expected to reduce solid waste generation, consistent with regional efforts in this regard. The project would not be a large quantity generator of hazardous wastes.
3 - Circulation Element	Goal CIR 1	Provide a balanced, safe, and efficient circulation system that serves all segments of the community, and is designed and constructed to preserve rural character.	Consistent: The project would install roadway improvements or provide fair share costs for roadway improvements to mitigate for its traffic impacts. This would contribute to maintaining a roadway network that provides the safe and efficient movement of people and goods.
	Policy 1.1	Plan, fund and implement circulation improvements necessary to comply with adopted City safety and level of service standards, and the General Plan.	Consistent: The project would install roadway improvements or provide fair share costs for roadway improvements to mitigate for its traffic impacts and comply with adopted City safety and level of service standards.
	Policy 1.2	Provide regional facilities to	Consistent: Most project-related trips

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		minimize through-traffic intrusion on local streets and to avoid barriers to local traffic.	would be expected to use US 101 or El Camino Real to access the project site, thereby avoiding impacts to local streets. Through construction and/or provision of fair share costs, the project would implement improvements to the US 101/Del Rio Road interchange and El Camino Real to ensure that these facilities can adequately accommodate project-related trips.
	Policy 1.3	Maintain LOS C or better as the standard at all intersections and on all arterial and collector roads. Upon City Council approval, accept LOS D where residences are not directly impacted and improvements to meet the City's standard would be prohibitively costly or disruptive.	Consistent: The Specific Plan EIR traffic analysis evaluated LOS for project roadways affected by the project. The project would install roadway improvements or provide fair share costs for roadway improvements to mitigate for its traffic impacts and comply with adopted City standards.
	Policy 1.5	Maintain an adequate and well designed supply of off-street parking, particularly in commercial, industrial, and higher-density residential areas.	Consistent: The project would provide off-street parking within each development project. These counts would be sufficient to meet the parking demand of each component.
	Goal CIR 2	Provide for walkways, horse trails, and bikeways without curbs and sidewalks in rural areas. Provide a comprehensive system of routes to schools and parks which include creekside trails.	Consistent: Currently, no sidewalks or bicycle facilities existing along the project frontages with El Camino Real and Del Rio Road. The project would install sidewalks and bicycle facilities existing along the project frontages with these roadways, which is consistent with the objective of providing a comprehensive bicycle and pedestrian network.
	Policy 2.1	Provide for a comprehensive system of creekside trails, roadside	Consistent: Currently, no sidewalks or bicycle facilities existing along the project frontages with El Camino Real

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		pathways, equestrian trails, multi-use trails and bikeways to connect neighborhoods, schools, commercial, and recreation areas, in accordance with the Bikeway and Trail Plan.	and Del Rio Road. The project would install sidewalks and provide room for Class II bicycle facilities existing along the project frontages with these roadways, which is consistent with the objective of providing a comprehensive bicycle and pedestrian network.
	Policy 2.2	Accommodate bicycles at major destinations including downtown, bus stops, schools, and other public facilities.	Consistent: The project would provide bicycle storage facilities throughout the site. This is consistent with the objective of accommodating bicycles at major destinations.
	Policy 2.3	Promote walking as an alternative to vehicle travel in retail district and multi-family areas.	Consistent: The project would provide sidewalks along street frontages and pedestrian connections between sidewalks and project buildings. This is consistent with promoting walking as an alternative to vehicle travel in retail districts.
	Goal CIR 3	Provide and promote alternative modes of travel to reduce traffic congestion and improve air quality by providing viable transit alternatives.	Consistent: The project would provide a bus stop, bicycle storage facilities, and pedestrian facilities. This is consistent with the objective of promoting alternative modes of travel.
	Policy 3.1	Promote alternative to single-occupancy vehicle travel, particularly for commute trips.	Consistent: The project would provide a bus stop, bicycle storage facilities, and pedestrian facilities. This is consistent with the objective of promoting alternative to single-occupancy vehicle travel.
	Policy 3.2	Encourage expansion of public transit as needed to meet the changing needs of the area for local and regional access, including fixed route and demand response.	Consistent: The project would provide a bus stop and, therefore, be accessible to public transit. This is consistent with the objective of promoting expansion of public transit to meet the changing needs of the area.
	Policy 3.3	Comply with the Transportation Demand Management program requirements of the San Luis Obispo County Clean Air Plan to reduce peak-period trip generation.	Consistent: The project would provide a bus stop, bicycle storage facilities, and pedestrian facilities. All of these features are consistent with the various measures identified in the Transportation Demand Management program.
4 - Safety and	Goal SFN 1	Attain a High Level of Emergency Preparedness.	Consistent: The Specific Plan EIR evaluated potential impacts

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Noise Element			associated with geologic and seismic hazards, hazardous materials, flooding, and fires. Mitigation is incorporated as needed to reduce impacts to a less than significant level. Furthermore, the Atascadero Fire and Police Department indicated that adequate resources are available to maintain levels of police, fire, and other emergency services.
	Policy 1.3	Coordinate with County and State agencies, news media, and others working to reduce the risks of disasters through effective preparedness, response and recovery.	Consistent: The Specific Plan EIR evaluated potential impacts associated with geologic and seismic hazards, hazardous materials, flooding, and fires, which is consistent with the objective of reducing the risks of disasters through effective preparedness, response and recovery.
	Policy 1.5	Perform assessment aimed at reducing or eliminating long-term risks to improve the efficiency and decrease the cost of disaster response and recovery.	Consistent: The Specific Plan EIR assesses the project's susceptibility to hazards and requires mitigation to reduce potential exposure to acceptable levels. This is consistent with the objective of performing assessments aimed at reducing or eliminating long-term risks.
	Goal SFN 2	Reduce damage to structures and danger to life caused by flooding and dam inundation.	Consistent: The project is not located in flood zone or flood inundation zone.
	Goal SFN 3	Reduce the threat to life, structures, and the environment caused by fire.	Consistent: The project site is not located near the urban-wildland interface and, therefore, is not susceptible to wildfires. Buildings within the Major Tenant Project site and the Annex Project site would install onsite fire suppression systems (e.g., sprinkler systems and hydrants) and be designed to allow unobstructed access for large emergency vehicles. Furthermore, the Atascadero Fire Department indicated that resources are available to maintain an adequate level of fire service.
	Policy 3.1	Carefully site and configure new development in higher	Consistent: According to the General Plan, the project site is not in

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		fire risk areas.	an area of high risk for fire.
	Policy 3.2	Plan for adequate facilities, equipment, and personnel to meet fire-fighting demands.	Consistent: The Atascadero Fire Department was consulted about potential impacts during the preparation of the Specific Plan EIR. The Fire Department indicated that it did not anticipate that the project would pose any significant challenges in terms of service needs. Furthermore, the project would pay all applicable development fees for fire protection.
	Policy 3.3	Sustain the ability of the Fire Department to respond to emergencies.	Consistent: The Atascadero Fire Department was consulted about potential impacts during the preparation of the Specific Plan EIR. The Fire Department indicated that it did not anticipate that the project would pose any significant challenges in terms of service needs. Furthermore, the project would pay all applicable development fees for fire protection.
	Goal SFN 4	Minimize the potential for loss of life and property resulting from geologic and seismic hazards	Consistent: Preliminary geotechnical investigations were prepared for the Project sites that assessed geologic and seismic conditions. The Specific Plan EIR summarizes the findings of the investigations and sets forth mitigation measures intended to reduce the risk of injury, loss of life, and property damage from geologic and seismic hazards.
	Policy 4.1	Ensure that developments, structures, and public facilities adequately address geologic and seismic hazards.	Consistent: Preliminary geotechnical investigations were prepared for the Project sites. The Specific Plan EIR evaluated potential impacts associated with geologic and seismic hazards. The project incorporates mitigation measures that reduce the risk of injury, loss of life, and property damage from earthquakes, landslides, and other geologic hazards.
	Policy 4.2	Ensure that structures are designed and located to	Consistent: Mitigation is incorporated in the Specific Plan EIR

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		withstand strong ground-shaking, liquefaction, and seismic settlement.	requiring the submission of a design-level geotechnical study and building plans to the City of Atascadero for review and approval prior to issuance of building permits for each development within the Specific Plan. The building plans will include all applicable recommendations of the geotechnical study and comply with all applicable requirements of the most recent version of the California Building Standards Code. Compliance with mitigation will ensure that structures are designed and located to withstand strong ground-shaking, liquefaction, and seismic settlement.
	Policy 4.3	Avoid development in area at risk for slope failure when possible, and ensure that hillside developments employ appropriate design and construction techniques.	Consistent: According to the General Plan Figure IV-4: Fault Line and Geohazard Map, the project site is not in an area of high risk for landslides.
	Goal SFN 5	Reduce the potential for harm to individuals and damage to the environment from hazardous materials, radiation, electromagnetic fields, radon, and unsafe trees and structures.	Consistent: The Specific Plan EIR evaluated potential impacts associated with hazardous materials, electromagnetic fields, radon, and unsafe structures and identified mitigation measures where necessary to reduce risks to acceptable levels.
	Goal SFN 6	Protect the citizens of Atascadero from the harmful and annoying effects of exposure to excessive noise.	Consistent: The Specific Plan EIR analyzed the project's potential to expose nearby sensitive land uses to excessive levels of noise. Mitigation is required where necessary to reduce offsite noise exposure to acceptable levels.
	Goal SFN 7	Protect the economic base of Atascadero by preventing incompatible land uses from encroaching upon existing or planned noise producing uses.	Consistent: The project's future residential component is considered a noise-sensitive land use. The residential uses were evaluated for potential exposure to unacceptable noise levels from the project's nonresidential uses. Mitigation requires the future Multiple Family Outparcel use on the South-East

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			Project site be evaluated by a qualified noise consultant to ensure that these units incorporate noise attenuation measures. This is consistent with the objective of protecting the economic base of Atascadero from encroachment of incompatible land uses.
	Goal SFN 8	Preserve the tranquility of residential areas by preventing the encroachment of noise-producing uses.	Consistent: The Specific Plan EIR analyzed the project's potential to expose nearby residential land uses to excessive levels of noise. Mitigation is proposed where necessary to reduce offsite noise exposure to acceptable levels. As such, the tranquility of the surrounding residential uses would not be adversely affected by the project.
	Goal SFN 10	Avoid or reduce noise impacts through site planning and project design, giving second preference to the use of noise barriers and/or structural modifications to buildings containing noise-sensitive land uses.	Consistent: The project is oriented to have noise source locations (driveways, parking lots, etc.) directed towards El Camino Real and US 101 and away from the residential uses to the north, east, and south of the project site. Noise barriers are only proposed in cases where noise sources cannot be located elsewhere due to operational needs or site constraints. This is consistent with the objective of emphasizing site design to attenuate noise, with reliance on noise barriers as second preference.
	Policy 1	The noise standards in this chapter represent maximum acceptable noise levels. New development should minimize noise exposure and noise generation. The City shall maintain a Noise Ordinance that implements the requirements of the Noise Element.	Consistent: The project would minimize noise exposure and noise generation by orienting noise source locations such as driveways and parking lots towards El Camino Real and US 101 and installing noise barriers to protect nearby residences from unwanted noise.

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	Policy 3	Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table IV-3 within the outdoor activity areas and interior spaces of existing noise sensitive land uses.	Consistent: The standards set forth in Table IV-3 were used in assessing transportation noise impacts. Mitigation is required where necessary to reduce the noise generated to acceptable levels.
	Policy 5	Noise created by new proposed stationary noise sources or existing stationary noise sources which undergo modifications that may increase noise levels shall be mitigated so as not to exceed the noise level standards of Table IV- 4 on lands designated for noise-sensitive uses. This policy does not apply to noise levels associated with agricultural operations.	Consistent: The standards set forth in Table IV-4 were used in assessing stationary noise impacts. Mitigation is required where necessary to reduce the noise generated to acceptable levels.
	Policy 6	The City shall consider implementing mitigation measures where existing noise levels produce significant noise impacts to noise-sensitive land uses or where new development may result in cumulative increases of noise upon noise-sensitive land uses.	Consistent: The Specific Plan EIR analyzed the cumulative increase in noise levels associated with implementation of the project. Mitigation is required where necessary to reduce offsite noise exposure to acceptable levels.
5 - Housing Element	Goal HOS 1	Promote diverse and high quality housing opportunities to meet the needs of all segments of the community.	Consistent: The project includes single-family and multiple-family residential uses in a later phase. As many as 73 dwelling units would be developed.
	Policy 1.1	Encourage steady production of new housing, including mixed-use projects in commercial land use areas, to meet the	Consistent: The project includes single-family and multiple-family residential uses in a later phase. As many as 73 dwelling units would be developed. The residential units

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		needs of all household types in the City.	would be adjacent to the non-residential uses and could be characterized as "horizontal" mixed-use. This is consistent with encouraging the steady production of new housing. Including mixed-use projects in commercial land use areas.
	Goal HOS 4	Protect and conserve the existing housing stock and neighborhoods.	Consistent: The Specific Plan includes setback and landscaping requirements to segregate and buffer the non-residential uses from the residential uses surrounding the commercial Project sites. These characteristics would serve to protect the existing neighborhoods surrounding the project area.
	Policy 4.1	Encourage conservation and preservation of neighborhoods and sound housing, including places and buildings of historical and architectural significance.	Consistent: There is an existing dilapidated, unoccupied Colony Home on the North End Project site that may meet local historical significance criteria. The applicant is seeking to relocate this structure to another location. This is consistent with the objective of conserving and preserving buildings of historical significance.
	Policy 4.2	Encourage conservation and preservation of houses that have historical and architectural significance.	Consistent: There is an existing dilapidated, unoccupied Colony Home on the 1800 El Camino Real parcel within North End Project site that may meet local historical significance criteria. The applicant is seeking to relocate this structure to another location. This is consistent with the objective of conserving and preserving buildings of historical significance.
	Policy 4.3	Encourage attractive architecture and site landscaping that respect terrain and native trees.	Consistent: The Specific Plan contains design standards and guidelines that are consistent with City standards. The commercial developments would employ contemporary architecture and install landscaping throughout the site. A tree removal permit will be required and a Tree

APPENDIX B: PROJECT CONSISTENCY ANALYSIS

			Protection Plan will be provided to the City prior to grading. Removed trees will be replaced with new trees that will be planted onsite.
	Goal HOS 10	Ensure an adequate supply of land for new housing production.	Consistent: The Housing Element does not identify any of the pre-rezoned residential parcels comprising the project site in the inventory of the sites needed to meet the City's regional housing needs. Therefore, re-designating the residentially designated parcels to non-residential use would not adversely affect the City's ability to produce new housing. Furthermore, Specific Plan contemplates future residential uses that would allow for as many as 72 new dwelling units. The ultimate development of these dwelling units could be credited towards the City's regional housing needs allocation.
	Policy 10.1	Encourage infill and intensification in areas suitable for housing within the USL	Consistent: The project would be located on an infill site and would provide housing within the USL
	Policy 10.2	Consider revising the Zoning Ordinance to allow mix use project outside the downtown area.	Consistent: The project, which is located outside of the downtown area, would provide a mix of uses, including commercial and residential.

Attachment 2

Redlined Amended Del Rio Road Commercial Area Specific Plan

CITY OF ATASCADERO

DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN

March 2012

September 2020



civil engineers ♦ land surveyors ♦ land planners

1998 Santa Barbara Street, Suite 200
San Luis Obispo, CA 93401

Adopted July 2012

Amended October, 2020

CITY OF ATASCADERO

DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN

Prepared for:
The City of Atascadero

Prepared by:


eda – design professionals
1998 Santa Barbara Street, Suite 200
San Luis Obispo, CA 93401
(805) 549-8658

In Conjunction with:

Omni Design Group, Inc.
Perkowitz + Ruth Architects
Conceptual Design & Planning Company

ACKNOWLEDGEMENTS

FROM 2012

City Council

Bob Kelley, Mayor
Tom O'Malley, Mayor Pro Tem
Jerry Clay, Sr., Council Member
Roberta Fonzi, Council Member
Brian Sturtevant, Council Member

Planning Commission

Chuck Ward, Chairperson
Dennis Schmidt, Vice Chairperson
Christian Cooper, Commissioner
Len Colamarino, Commissioner
Beth Wingett, Commissioner
David Bentz, Commissioner
Mark Dariz, Commission

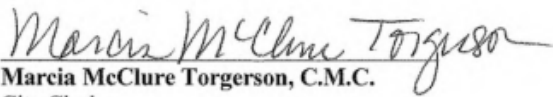
City Staff

Wade McKinney, City Manager
Warren Frace, Community Development Director
Russ Thompson, Director of Public Works
Brady Cherry, Community Services Director
Kurt Stone, Fire Chief

CERTIFICATION

I, **Marcia McClure Torgerson, C.M.C.**, City Clerk of the City of Atascadero, hereby certify that the foregoing is a true and correct copy of Ordinance No. 562, adopted by the Atascadero City Council at a regular meeting thereof held on July 10, 2012, and that it has been duly published pursuant to State Law.

DATED:7-18-12


Marcia McClure Torgerson, C.M.C.
City Clerk
City of Atascadero, California

ORDINANCE NO. 562

SPECIFIC PLAN DOCUMENT ADOPTION

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF
ATASCADERO, CALIFORNIA, AMENDING THE
ATASCADERO MUNICIPAL CODE BY ADDING A TABLE
FOR THE SPECIFIC PLAN DOCUMENT FOR THE SP-2
ZONING DISTRICT FOR THE
DEL RIO COMMERCIAL AREA
(SP 2009-0003)**

**DEL RIO COMMERCIAL AREA SPECIFIC PLAN
WALMART STORES INC. / THE ROTTMAN GROUP /
MONTECITO BANK AND TRUST**

WHEREAS, an application has been received from:

Walmart Stores, Inc. (2001 S.E. 10th Street Bentonville, AR 72716-0550) Owner, and
EDA Design Professionals (1998 Santa Barbara St. Suite 200 San Luis Obispo, CA 93401)
Applicant, and;

The Rottman Group (P.O. Box 227 Santa Maria, CA 93456-0227) Owner, and Omni
Design Group (689 Tank Farm Road San Luis Obispo, CA 93453) Applicant, and;

Montecito Bank and Trust (1010 State Street, Santa Barbara, California 93101) Owner,
and Omni Design Group (689 Tank Farm Road San Luis Obispo, CA 93453) Applicant,

to consider Planning Applications PLN 2007-1245 and PLN 2007-1246, for a project
consisting of General Plan Amendments, Zone Text and Map Amendments, Specific Plan,
Vesting Tentative Parcel Maps, Tree Removal Permits and certification of an Environmental
Impact Report ("EIR") on a 39.3± acre site located on El Camino Real and Del Rio Road,
Atascadero, CA 93422 (APN 049-112-002, 018, 019, 022, ,036, 039, 049-151-005, 036, 037,
040, 041, 049-102-020, 031, 032, 045, 048, 056 and 049-131-070); and,

WHEREAS, the site's current General Plan Land Use Designation is General
Commercial (GC), Commercial Park (CPK), Single-Family Residential (SFR-X), High-Density
Residential (HDR), Medium-Density Residential (MDR), and Suburban Estates (SE); and,

WHEREAS, the site's current Zoning Designation is Commercial Retail (CR),
Commercial Park (CPK), Residential Single-Family (RSF-X), Residential Multi Family (RMF-
20), Residential Multi Family (RMF-10), and Residential Suburban (RS); and,

**City of Atascadero
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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 lots within the project site to Commercial Retail (CR), High-Density Residential (HDR), and Single-Family Residential (SFR-X); and,

WHEREAS, the Planning Commission has recommended that the City Council approve a Zoning Ordinance Text Change and Zoning Map Amendment to establish zoning code text for Specific Plan Zone 2 and to change the zoning of lots with the project area to Commercial Retail (CR), Residential Single-Family (RSF-X), and Residential Multi Family (RMF-20), with a Specific Plan Zone 2 overlay on the entire project site; and,

WHEREAS, the General Plan has designated the project site as an area requiring a comprehensive master plan in order to minimize environmental impacts and maximize community compatibility (General Plan Table II-5) and to promote orderly and harmonious development and to enhance the opportunity to best utilize special site characteristics; and,

WHEREAS, a Final EIR, Finding of Fact and Statement of Overriding Considerations have been 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, the Final EIR, Finding of Fact and Statement of Overriding Considerations have been recommended by the Planning Commission for certification to the City Council; and,

WHEREAS, the Planning Commission has determined that it is in the best interest of the City to enact this amendment to the Code Text to protect the health, safety and welfare of its citizens by applying orderly development and expanding commercial opportunities within the City; and,

WHEREAS, timely and properly noticed Public Hearings upon the subject Specific Plan application was held by the Planning Commission and City Council of the City of Atascadero at which hearing evidence, oral and documentary, was admitted on behalf of said zoning amendments; and,

WHEREAS, the Planning Commission of the City of Atascadero, at a Public Hearing held on June 5, 2012, studied and considered the Del Rio Road Commercial Area Specific Plan (SP 2009-0003), after first studying and considering the Final EIR, Finding of Fact and Statement of Overriding Considerations prepared for the project; and,

WHEREAS, the Planning Commission of the City of Atascadero recommended the City Council approve the Del Rio Road Commercial Area Specific Plan (SP 2009-0003); and,

WHEREAS, the Atascadero City Council, at a Public Hearing held on June 26, 2012, studied the Planning Commission's recommendation and considered the Del Rio Road

Commercial Area Specific Plan (SP 2009-0003), after first studying and considering the Final EIR, Finding of Fact and Statement of Overriding Considerations prepared for the project; and,

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

SECTION 1. Findings for Approval of Del Rio Road Commercial Area Specific Plan.

The City Council finds as follows:

1. **The proposed project or use satisfies all applicable provisions of the Title (Zoning Ordinance) including the SP-2 Ordinance; and,**
2. **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,**
3. **The proposed Specific Plan will be compatible with existing or desired conditions in surrounding neighborhoods and surrounding General Plan land uses and General Plan policies.**

As discussed in General Plan Amendment Finding No. 5, the proposed Project will be compatible with existing and desired conditions in surrounding neighborhoods. The proposed Project would allow the development of an efficient and attractive community retail hub in North Atascadero. The Project will serve the growing local demand for retail products, groceries and restaurants in North Atascadero, while at the same time revitalizing one of the City's larger and more visible properties located just off Highway 101. Approval of the Project will allow for the development of a master planned commercial center consistent with General Plan policies.

As discussed in detail in General Plan Amendment Finding No. 4, the proposed Project is in conformance with the adopted General Plan Goals, Policies, and Programs and the overall intent of the General Plan.

4. **Modification of zoning regulations, development standards, or processing requirements is warranted by the design and amenities incorporated.**

As discussed in General Plan Amendment Findings No. 3 and 5, project design, features and amenities will transform a currently underutilized location into a vibrant retail hub in an ideal location, providing an aesthetic and commercial boon to the immediate and surrounding areas and serving the growing local demand for retail and groceries in North Atascadero. With incorporation of the site design, landscaping and architectural features discussed in the General Plan Amendment Findings, the Project has been specifically designed to be compatible with existing development, neighborhoods and the environment. Without the

approval of the Specific Plan, Zone Change and General Plan Amendment, the City's goal of creating an efficient, attractive and cohesive master-planned commercial center of this type at this ideal location would not be possible. In addition to creating additional employment and business opportunities and attracting much needed tax revenue, the Project will satisfy the long time demands of residents for a grocery store in the northern part of the City, while offering a broad array of convenient shopping and restaurant options. Accordingly, modification of zoning regulations and development standards is warranted by the Project design and the amenities provided by the Project.

5. The Specific Plan 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.

The proposed General Plan Amendment, Zone Change and Specific Plan would allow the development of a master-planned, vibrant and attractive and cohesive community retail hub to North Atascadero which is not possible under the current zoning. The Project will serve the growing local demand for discount retail, groceries and restaurants in North Atascadero, while at the same time revitalizing one of the City's larger and more visible properties. Approval of the Specific Plan, Zone Change and General Plan Amendment will allow development of a commercial center and economic development of the area.

The purpose of the Del Rio Road Commercial Area Specific Plan is to assist in the development of the site in a manner that benefits local shoppers, the general public, and the City of Atascadero. The Specific Plan accomplishes these purposes by providing for the efficient use of land, ensuring compatibility between existing and proposed land uses, and establishing environmental and development standards and procedures to be met in development of the Specific Plan area. The development regulations contained in the Specific Plan address the unique characteristics of the site and surrounding properties, as well as the needs of the commercial land uses proposed for the site. These efforts are intended to foster greater economic development and design opportunities than could be achieved through the use of conventional zoning and development standards.

The benefits derived from the Specific Plan cannot be reasonably achieved through existing development standards or processing requirements. The Del Rio Road Commercial Area Specific Plan serves as the overlay zone for the Project. The Specific Plan, together with the underlying zoning on the sites, establishes permitted uses and provides development regulations, requirements, and design guidelines for all development within the boundaries of the Specific Plan area. The Specific Plan specifies land use standards and policies for the site and establishes additional design guidelines as well as landscaping, lighting, signage, fencing and screening, on-site circulation, loading and outdoor storage standards that are not required in the Code and that ensure a high standard of design for the site. In addition, it facilitates design integrity between the variety of uses (i.e.,

achieves General Plan objective of a master planned commercial center). Also, the additional area gained by redesignating the residential parcels located at the back of the site to commercial will allow for a less dense project that can implement additional landscaping and buffer areas throughout the site, to further blend the Project with the surrounding area.

- 6. Benefits derived from the Specific Plan Zone 2 zone cannot be reasonably achieved through existing development standards or processing requirements.**

The benefits derived from the Specific Plan cannot be reasonably achieved through existing development standards or processing requirements. The Specific Plan specifies land use standards and policies for the site and establishes additional design guidelines as well as landscaping, lighting, signage, fencing and screening, on-site circulation, loading and outdoor storage standards that are beyond the Municipal Code standard in order to ensure a high standard of design and compatibility for the site. In addition, it facilitates design integrity between the variety of uses (i.e. achieves General Plan objective of a master planned commercial center). Also, the additional area gained by redesignating the residential parcels located at the back of the site to commercial will allow for a less dense project that can implement additional landscaping and buffer areas throughout the site, to further blend in with the surrounding area.

- 7. The Specific Plan development standards or processing requirements is warranted to promote orderly and harmonious development and offers certain redeeming features to compensate for requested modifications.**

As discussed in General Plan Amendment Findings No. 3 and 5, in addition to revitalizing one of the City's larger and more visible properties, the Project would serve as an example for the community in energy efficiency by incorporating a variety of sustainability features in the construction, design and operation of the store that would reduce its demand for resources, utilize non-toxic materials, and promote waste reduction. The additional area gained by redesignating the residential parcels located at the back of the site to commercial will allow for a less dense project that can implement additional landscaping areas. The Project would also exceed the City's minimum landscaping requirements and contain robust landscaping and greenery to enhance the site and screen parked cars.

- 8. The Specific Plan development standards or processing requirements is warranted to promote orderly and harmonious development and will supplement or supersede any adopted ordinances, regulations and standards of the City which are applicable.**

The Del Rio Road Commercial Area Specific Plan implements the goals and policies of the City of Atascadero General Plan within the Specific Plan area. The Specific Plan is generally consistent with the City of Atascadero Municipal Code, but provides additional development standards and guidelines that are customized to achieve the specific vision for the project area. The City's zoning standards are utilized

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for certain aspects, such as the minimum parking spaces required, while the Specific Plan provides other standards and guidelines that are tailored to the specific development proposed for the Del Rio Road Commercial Area Specific Plan.

Development regulations and requirements contained in the Specific Plan supplement or replace those of the City of Atascadero Municipal Code as they might otherwise apply to lands within the Del Rio Road Commercial Area Specific Plan area. For projects within the Specific Plan area, policies and standards in the Del Rio Road Commercial Area Specific Plan take precedence over more general policies and standards applied through the rest of the City. To the extent the provisions of the Specific Plan and the Atascadero Municipal Code are in conflict, the provisions of the Specific Plan will prevail. In situations where policies or standards relating to a particular subject have not been provided in the Specific Plan, the existing policies and standards of the Atascadero Municipal Code shall continue to apply.

SECTION 2. Approval. The Atascadero City Council, in a regular session assembled on June 26, 2012, approved the Del Rio Road Commercial Area Specific Plan for the SP-2 zoning overlay district as described in the following:

1. EXHIBIT A: Del Rio Commercial Area Specific Plan
2. EXHIBIT B: Addendum – Del Rio Road Commercial Area Specific Plan

SECTION 3: 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.

City of Atascadero
Ordinance No. 562
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INTRODUCED at a regular meeting of the City Council held on June 26, 2012, and PASSED and ADOPTED by the City Council of the City of Atascadero, State of California, on July 10, 2012, by the following roll call vote:

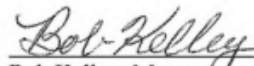
AYES: Council Members Clay, Fonzi, O'Malley, Sturtevant and Mayor Kelley

NOES: None


ABSTAIN: None

ABSENT: None

CITY OF ATASCADERO


Bob Kelley, Mayor

ATTEST:


Marcia McClure Torgerson, C.M.C., City Clerk

APPROVED AS TO FORM:



Brian A. Pierik, City Attorney

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OVERVIEW

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OVERVIEW

The Del Rio Road Commercial Area Specific Plan ("Specific Plan") Layout encompasses two sites totaling approximately 39 acres (the "Specific Plan area") generally located at the intersection of Del Rio Road and El Camino Real in the northern portion of the City of Atascadero (the "City"). The Specific Plan is a comprehensive plan for the development of ~~two independent projects proposed by two different applicant developers~~ vacant commercial parcels at the Del Rio and El Camino Real intersection: the Major Tenant commercial shopping center ("Major Tenant Project"), which consists of a freestanding major tenant store ("Major Tenant"), two commercial outparcels ("Commercial Outparcels") and a residential multiple family outparcel ("Multiple Family Outparcel"); and the Annex commercial shopping center ("Annex Project"), which consists of a commercial shopping center ("Annex Shopping Center") and a single family residential remainder parcel ("Single Family Outparcel"), collectively referred to as the ("Project"). These large development sites comprise significant opportunity locations for expanding jobs, tourism and housing in the northern end of the City.

1.1 PURPOSE

The purpose of the Del Rio Road Commercial Area Specific Plan is to assist in the development of the site in a manner that provides jobs and economic development benefits local shoppers, the general public, and in the City of Atascadero to help balance the significant imbalance of jobs to housing. The Specific Plan accomplishes these purposes by providing for the efficient use of land, ensuring compatibility between existing and proposed land uses, and establishing environmental and development standards and procedures to be met in development of the Specific Plan area. The development regulations contained in the Specific Plan address the unique characteristics of the development sites and surrounding properties, as well as the needs of the commercial land uses proposed for the development sites. These efforts are intended to foster greater economic development and design opportunities than could be achieved through the use of conventional zoning and development standards.

The Del Rio Road Commercial Area Specific Plan serves as the overlay zone for the combined ~~Major Tenant Project and Annex~~ South-East and North End Project sites. This Specific Plan, together with the underlying zoning on the sites, establishes permitted uses and provides development regulations, requirements, and design guidelines for all development within the boundaries of the Specific Plan area.

1.2 LEGAL AUTHORITY

The Del Rio Road Commercial Area Specific Plan has been prepared in accordance with California Government Code, Title 7, Division 1, Chapter 3, Article 8 Sections 65450 through 65457. The California Government Code authorizes jurisdictions to adopt Specific Plans by resolution as policy documents or by ordinance as regulatory documents. The law allows preparation of Specific Plans, as may be required for the implementation of the General Plan, and further allows for their review and adoption. Specific plans act as a bridge between General Plan and individual development standards and guidelines, capital improvement programs and financing methods into a single document that is tailored to meet the needs of a specific area.

The Specific Plan implements the following: (1) General Plan land use designation of General Commercial and zoning designation of Commercial Retail for the ~~Major Tenant, two Commercial~~

~~Outparcels, and Annex Shopping South-East and North End commercial Centers;~~ (2) General Plan land use designation of High Density Residential (HDR) and zoning designation of Residential Multiple Family-20 (RMF-20) for the Multiple Family South-East Outparcel; and (3) General Plan land use designation of Single Family Residential and zoning designation of Residential Single Family-X (RSF-X) for the Single Family North End Outparcel.

The standards contained in the Specific Plan have been adopted by ordinance and are enforceable to the same extent as standards contained in the Zoning Ordinance and other City Codes. In the event of an inconsistency between the Specific Plan and the underlying zoning regulations, the provisions of the Specific Plan shall prevail. The meaning and construction of words, phrases, titles and terms shall be the same as provided in Atascadero Municipal Code and Atascadero General Plan, unless otherwise specifically provided in the Specific Plan. ~~Appendix B and Section VII represent the Specific Master Plan of development and are adopted by City Council Resolution that is separate from the Specific Plan Ordinance.~~

1.3 PROJECT LOCATION

The Del Rio Road Commercial Area Specific Plan is comprised of two sites totaling approximately 39 acres that are located in the northern portion of the City of Atascadero in close proximity to U.S. Highway 101. The ~~Major Tenant~~South-East Project site is bounded by Del Rio Road to the north, El Camino Real to the west, Rio Rita Road to the east, and residential uses to the south. The ~~Annex~~North End Project sites ~~is~~are bounded by residential and commercial lots to the north, residential lots to the east, undeveloped commercial uses on El Camino Real and Highway 101 to the west, and Del Rio Road and vacant commercial lots to the south. The legal description for the Specific Plan area is contained in Appendix A. The location of the Specific Plan area is illustrated in Figures 1-1: Del Rio Road Commercial Area Specific Plan Site Vicinity and 1-2: Del Rio Road Commercial Area Specific Plan Conceptual Site Plan.

1.4 PROJECT DESCRIPTION & OBJECTIVES

Below is a general description of the ~~Major Tenant~~South-East Project and ~~Annex~~North End Project. More detailed information on the combined projects is provided in Chapter 3: Land Use Concept.

The ~~development for of the~~ Major Tenant~~South-East~~ Project ~~site is proposed to be subdivided into four lots; consists one lot proposes of a m~~Major Tenant store site; that will sell general merchandise and groceries~~two other parcels are designed for smaller Commercial Outparcelsites (Outparcels) for retail, restaurant and/or office uses, and one additional parcel is designed for residential development (Multiple Family Outparcel) for development at a later date under a separate permit.~~ The Major Tenant~~South-East~~ Project site totals approximately 26 acres, and is located at the southeast corner of El Camino Real and Del Rio Road.

The Master Plans of Development for the ~~Annex~~North End Project ~~sites~~ includes ~~the Annex Shopping Center~~Business Park~~a commercial / business park consisting of commercial uses including food and beverage retail sales, general merchandise stores, and eating and drinking places (including two drive-thru eating and drinking places) on eight parcels as well as one Single Family Outparcel and a tourist serving use on the west side of El Camino Real for development at a later date under a separate permit.~~ The Annex~~North End~~ Project totals approximately 13 acres, and is located on the northeast corner of El Camino Real and Del Rio

Road and on the west side of El Camino Real approximately 500 feet from the centerline intersection of Del Rio Road and El Camino Real.

A summary of the land uses within the Specific Plan area is presented in Table 1-1: Specific Plan Land Use Summary.

Implementation of this Specific Plan will accomplish the following objectives:

- Implements the Atascadero General Plan providing development consistent with the City's planned land uses;
- Provides development that maximizes the property's use potential in a manner consistent with the City's General Plan;
- Maximizes and broadens the City's sales tax base by providing local and regional job producing and tax-generating uses;
- Improves and maximizes economic viability of the currently vacant and underutilized project site and area through the establishment of a new commercial/jobs center;
- Creates additional employment-generating opportunities for the citizens of Atascadero and surrounding communities;
- ~~▪ Expands and provides new retail options with updated, modern, and energy efficient buildings in close proximity to local consumers by providing daytime and nighttime shopping opportunities in a safe and secure environment;~~
- ~~▪ Provides the trade area with a regionally-oriented major retail anchor that retails a wide variety of affordable everyday household items and serves as a draw for other retail and restaurant uses;~~
- Develops smaller, locally oriented retail and restaurant uses to complement the larger, regionally-oriented major retail anchor employment uses;
- Provides where necessary adequate infrastructure and public amenities;
- Enhances the local economy by capturing retail job opportunities expenditures that are leaking to other markets adjacent cities;
- Complements the existing retail base in the City of Atascadero located in the southern part of the City;
- Locates a commercial project at the intersection of two major streets, providing convenient shopping—employment, tourist serving, residential, and shopping opportunities for residences on the north side of Atascadero consistent with the General Plan's Urban Form Frameworks;
- Ensures the consistent and rational development of the site in accordance with established functional, environmental, and aesthetic standards.

TABLE 1-1: SPECIFIC PLAN LAND-USE/DEVELOPMENT SUMMARY

	LAND AREA	FLOOR AREA / DENSITY
MAJOR TENANT SOUTH-EAST PROJECT SITE		
<u>PARCEL</u>	<u>SITE AREA</u>	<u>BUILDING AREA</u>
MAJOR TENANT <u>PARCEL</u>	19 ac.	129,560* sq. ft.
COMMERCIAL OUTPARCEL	1 ac.	5,000* sq. ft.
COMMERCIAL OUTPARCEL	1 ac.	5,000* sq. ft.
MULTIPLE FAMILY OUTPARCEL	2.8 ac.	<u>44-67</u> d.u.
DEDICATIONS	2.2 ac.	--
SUBTOTAL MAJOR	26 ac. (gross)	139,560* sq. ft. (44 d.u.)

DEL RIO ROAD
COMMERCIAL AREA
SPECIFIC PLAN

OVERVIEW

TENANT SOUTH-EAST PROJECT SITE		
ANNEX NORTH END PROJECT		
PARCEL	SITE AREA	BUILDING AREA
RETAIL "A" PARCEL 1 COMMERCIAL PARCELS (NORTH END PROJECT SITE – EAST)	1.4 9.3 ac.	25,000 193,000 * sq. ft.
RETAIL "B" PARCEL 2	2.3 ac.	23,000 sq. ft.
RETAIL "C" PARCEL 3	1.9 ac.	26,000 sq. ft.
RETAIL "D" PARCEL 4	1.4 ac.	16,500 sq. ft.
RETAIL "E" PARCEL 5	1.1 ac.	4,600 sq. ft.
RETAIL "F" PARCEL 6	0.8 ac.	3,900 sq. ft.
RETAIL "G" PARCEL 7	0.4 ac.	5,050 sq. ft.
RETAIL "H" HOTEL (NORTH END PROJECT SITE – WEST)	1.7 ac.	16,850 73,833 * sq. ft. / 120 rooms
SINGLE FAMILY OUT PARCEL	1.7 ac.	6 d.u.
DEDICATIONS	0.3 ac.	--
SUBTOTAL ANNEX NORTH END	13 ac. (gross)	120,900 266,833 * sq. ft. (6 d.u.)
SPECIFIC PLAN		
TOTAL	39 ac. gross	260,460 406,393 * sq. ft. (50 d.u.)

* Assumed square-footage based on trip generation. Building floor area may change provided that total trip generation for each site remains equal to or less than the total trips assumed in the 2020 traffic analysis. Should either peak hour or total daily trips exceed the assumed numbers, an additional traffic study will be required to show no increase in impact. Should impacts occur, a new environmental analysis will be required.

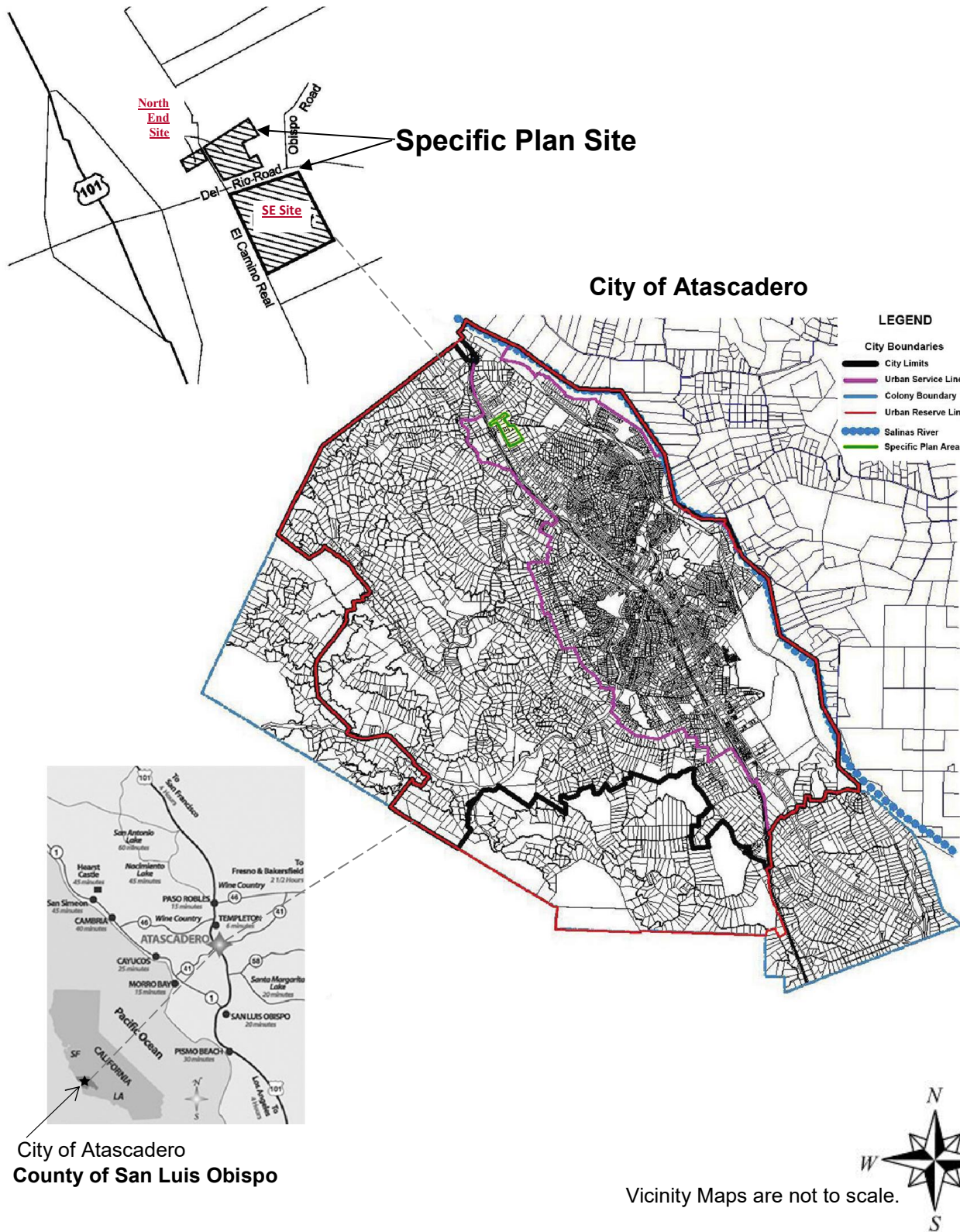
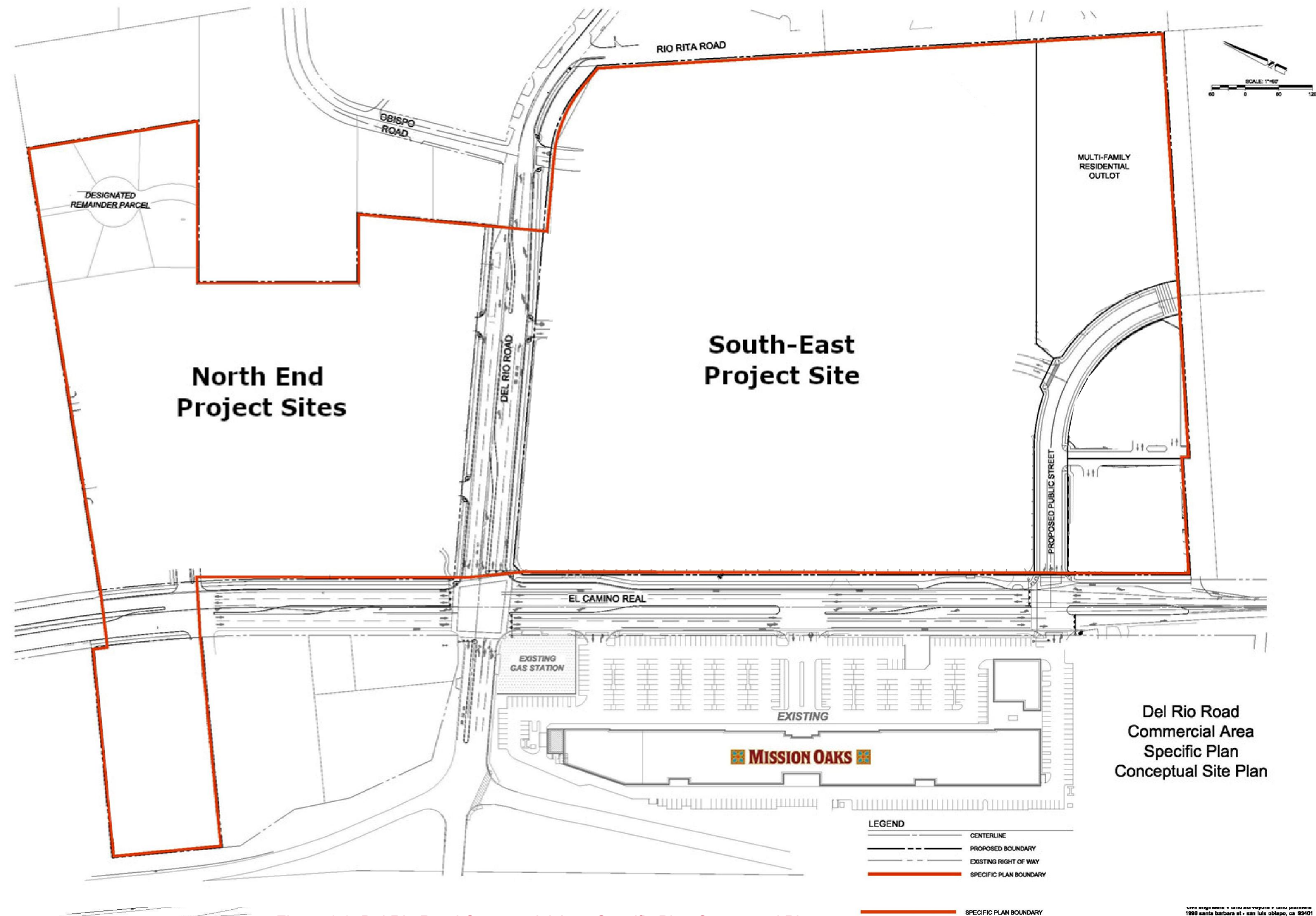


Figure 1-1: Del Rio Road Commercial Area Specific Plan Site Vicinity



1.5 DEVELOPMENT APPROVAL COMPONENTS

The components of the development approval process for the ~~Major Tenant~~South-East Project and ~~Annex~~North End Project sites are discussed below. The City has issued the following development approvals for the ~~Major Tenant~~South-East Project and ~~Annex~~North End Project sites concurrently with the Specific Plan adoption:

- **General Plan Land Use Diagram Amendment.** A General Plan Land Use Diagram Amendment adopted by the City of Atascadero which changes: (1) the ~~Major Tenant~~South-East Project's (a) High Density Residential (HDR), Medium Density Residential (MDR), and a portion of the Suburban Estates (SE) designated property to General Commercial (GC) ~~to accommodate the Major Tenant store and two Commercial Outparcels~~; and (b) 2.8-acre remainder of the existing residentially designated property to HDR to accommodate a Residential Multiple Family (RMF-20) use; and (2) the ~~Annex~~North End Project's (a) Single Family Residential-X (SFR-X) and Commercial Park (CPK) designated property to GC ~~to accommodate the Annex Shopping Center~~; and (b) 1.7-acre remainder of the existing residentially designated property to SFR-X in order to accommodate a Single Family use. Existing and proposed Land Use diagrams can be found in Exhibits 4 and 5.
- **Del Rio Road Commercial Area Specific Plan.** The Specific Plan, adopted by ordinance, serves as the implementation tool for the General Plan and overlay zone for the combined ~~Major Tenant~~South-East Project and ~~Annex~~North End Project sites. The Specific Plan, together with the underlying zoning on the sites, establishes permitted uses and provides development regulations, requirements, and design guidelines for the Specific Plan area. In the event of an inconsistency between the Specific Plan and the underlying zoning regulations, the provisions of the Specific Plan shall prevail.
- **Zone Change.** A Zone Change adopted by the City of Atascadero which changes: (1) the ~~Major Tenant~~South-East Project's (a) Residential Multiple Family-20 (RMF-20), Residential Multiple Family -10 (RMF-10), and a portion of the Residential Suburban (RS) zoned-property to the CR Zone ~~to accommodate the Major Tenant store and two Commercial Outparcels~~; and (b) 2.8-acres of residentially zoned property to RMF-20 to accommodate a Multiple Family use; and (2) the ~~Annex~~North End Project's Residential Single Family (RSF-X) and Commercial Park (CPX) zoned property to the CR and RSF-X zones ~~to accommodate the Annex Shopping Center and Single Family use~~. Existing and proposed Zoning diagrams can be found in Exhibits 6 and 7.

After the City of Atascadero deemed complete the project applications for the development approvals, including an application for Vesting Tentative Parcel Map AT09-0073, and commenced preparation of the Specific Plan EIR, the City of Atascadero approved a General Plan update to modify the High Density Residential (HDR) land use designation from a maximum of sixteen units per acre to a minimum of twenty units per acre. The City approved a corresponding Zoning Ordinance text change and Zoning Map to change the RMF-16 Zoning District to RMF-20 (minimum 20 units per acre), and subsequently amended the name of the zone to RMF-24. Consistent with the recent update to the City of Atascadero General Plan and Zoning Ordinance, the proposed multiple family portion of the ~~Major Tenant~~South-East Project S-site is zoned RMF-~~2024~~. ~~However, the proposed multiple family portion of the Major Tenant site shall be limited to~~

~~a maximum of 16 units per acre, consistent with the project application and maximum density analyzed in the Specific Plan EIR. Assumed development potential at this increased density was assessed as part of the 2020 traffic analysis update and therefore, the site can be developed under the full density of the RMF-24 zoning district.~~

- **Subdivision via Vesting Tentative Parcel Maps.** Approved Vesting Tentative Parcel Maps which reconfigure the: (1) ~~Major Tenant~~South-East Project site consisting of 11 parcels into four separate parcels for ~~the a m~~Major t~~Tenant~~site-store, two Commercial Outparcels, and one Multiple Family Outparcel; and (2) ~~Annex-North End~~ Project site consisting of 7 parcels into eight commercial retail parcels and one remainder parcel for future residential development as allowed by Section 66426(c) of the Subdivision Map Act.
- **Tree Removal Permits and Protection Plans.** Approvals to remove approximately 86 native trees on the ~~Major Tenant~~South-East Project site and approximately 46 native trees on the ~~Annex-North End~~ Project ~~sites~~sites to accommodate the proposed development ~~schemes~~.

Development of the ~~Major Tenant~~South-East Project and the ~~Annex-North End~~ Project consistent with the development approvals described in this Section 1.5 shall be processed in accordance with Section 6.7: Application Processing, of this Specific Plan. The development approvals are contained in ~~Appendix B~~the Master Plan of Development(s).

1.6 RELATIONSHIP TO THE GENERAL PLAN & ZONING ORDINANCE

The City of Atascadero adopted its General Plan on June 25, 2002. The Del Rio Road Commercial Area Specific Plan is consistent with and implements the goals and policies of the City of Atascadero General Plan within the Specific Plan area. Appendix ~~GB~~, the Project Consistency Analysis, demonstrates how the Del Rio Road Commercial Area Specific Plan is consistent with the General Plan. Accordingly, all projects that are found to be consistent with this Specific Plan are deemed consistent with the General Plan.

The Del Rio Road Commercial Area Specific Plan is generally consistent with the City of Atascadero Municipal Code, but provides additional development standards and guidelines that have been customized to achieve the specific vision for the project area. The City's zoning standards are utilized for certain aspects, such as the minimum parking spaces required, while the Specific Plan provides other standards and guidelines that are tailored to the specific development proposed for the Del Rio Road Commercial Area Specific Plan.

Projects shall be evaluated for consistency with the intent of Specific Plan policies and for conformance with development standards and design guidelines. Development regulations and requirements contained in this document shall supplement or replace those of the City of Atascadero Municipal Code as they might otherwise apply to lands within the Del Rio Road Commercial Area Specific Plan area. For projects within the Specific Plan area, policies and standards in the Del Rio Road Commercial Area Specific Plan shall take precedence over more general policies and standards applied through the rest of the City. To the extent the provisions of the Specific Plan and the Atascadero Municipal Code are in conflict, the provisions of the Specific Plan shall prevail. In situations where policies or standards relating to a particular

subject have not been provided in the Specific Plan, the existing policies and standards of the Atascadero Municipal Code shall continue to apply.

1.7 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) COMPLIANCE

The Specific Plan Environmental Impact Report ("Specific Plan EIR") for the Del Rio Road Commercial Area Specific Plan, certified by the City of Atascadero and prepared in accordance with the California Environmental Quality Act ("CEQA") and City of Atascadero requirements provides a detailed analysis of potential environmental impacts associated with the development of the Specific Plan area. The Specific Plan EIR includes recommended mitigation measures for the development projects and addresses project alternatives.

A primary function of the Del Rio Road Commercial Area Specific Plan and corresponding Specific Plan EIR is to reduce the need for future detailed planning and environmental review. Accordingly, the potential environmental impacts associated with the development of the Major Tenant and two Commercial Outparcels at the South-East site, and Annex-North End Shopping Centersite uses have been fully analyzed at the project level in the Specific Plan EIR in accordance with CEQA, and therefore, require no further environmental review. (See *California Public Resources Code, Sections 21166, 21083.3; California Code of Regulations, Sections 15162, 15183.*) No specific development plans have been proposed for the Multiple Family Outparcel or the Single Family Outparcel; thus, the potential environmental impacts associated with their development of those parcels have been programmatically analyzed in the Specific Plan EIR in accordance with CEQA at their maximum permitted density. At the time a specific development project is proposed for either of the residential uses, the City shall make a determination as to whether the project would create new environmental impacts or require additional mitigation measures previously not analyzed or required in the Specific Plan EIR. If the City finds that no new environmental impacts would occur or no new mitigation measures would be required, pursuant to CEQA Guidelines Section 15162, then the City shall approve the residential development project as being within the scope of the project covered by the program level analysis in the Specific Plan EIR, and shall require no further environmental review. (California Code of Regulations, Section 15168(c)(2)) If the City determines, however, that the project may result in new environmental impacts or require new mitigation measures, additional environmental review may be required.

SETTING & EXISTING CONDITIONS

II SETTING & EXISTING CONDITIONS

2.1 Existing Land Use Conditions	II-1
2.1.1 Existing Land Use & Zoning Designations	II-1
A. Major Tenant <u>South-East</u> Project <u>Site</u>	II-1
B. Annex North <u>End</u> Project <u>Site</u>	II-3
2.1.2 Surrounding Land Uses & Zoning Designations	II-3
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SETTING & EXISTING CONDITIONS

SETTING & EXISTING CONDITIONS

The setting and existing conditions presented describe the Specific Plan area prior to the issuance of the development approvals described in Section 1.5 of this Specific Plan. The setting and existing conditions include information related to the Specific Plan location, existing and surrounding land uses and zoning designations, circulation, physical conditions, and utilities. This information provides context for the development concept discussed in Chapter 3: Land Use Concept.

2.1 EXISTING LAND USE CONDITIONS

The Del Rio Road Commercial Area Specific Plan area has historically consisted of low-density, sparsely populated residential uses. The majority of the current Specific Plan area can be characterized as unimproved and vacant. Vegetation at the site generally consists of scattered oak and sycamore trees, as well as non-native ornamental trees and shrubs.

At the time the Specific Plan was drafted, the Major Tenant South-East Project site contained the remnants of six previously demolished, dilapidated, and abandoned wood frame homes and related out-buildings. The site also contained a single Colony home which must be demolished or relocated. The effects of the development on this Colony home are fully disclosed and analyzed as part of the Specific Plan EIR prepared pursuant to CEQA.

At the time the Specific Plan was drafted the Annex-North End Project site contained one single family residential dwelling, and three out-buildings. The site also contained a single Colony home which must be demolished or relocated. The effects of the development on this Colony home are fully disclosed and analyzed as part of the Specific Plan EIR prepared pursuant to CEQA.

2.1.1 EXISTING LAND USE & ZONING DESIGNATIONS

The General Plan Land Use designations and zoning for the parcels contained within the Specific Plan area are illustrated in Figure 2-1: Specific Plan Existing Land Use & Zoning Designations.

A. MAJOR TENANT SOUTH-EAST PROJECT SITE

The Major Tenant South-East Project site consists of eleven parcels with split land use and zoning designations:

TABLE 2-1: MAJOR TENANT SOUTH-EAST PROJECT SITE LAND USE & ZONING DESIGNATIONS

LAND USE	ZONING
General Commercial (GC)	Commercial Retail (CR)
High Density Residential (HDR)	Residential Multiple Family (RMF-20)
Medium Density Residential (MDR)	Residential Multiple Family (RMF-10)
Suburban Estates (SE)	Residential Suburban (RS)

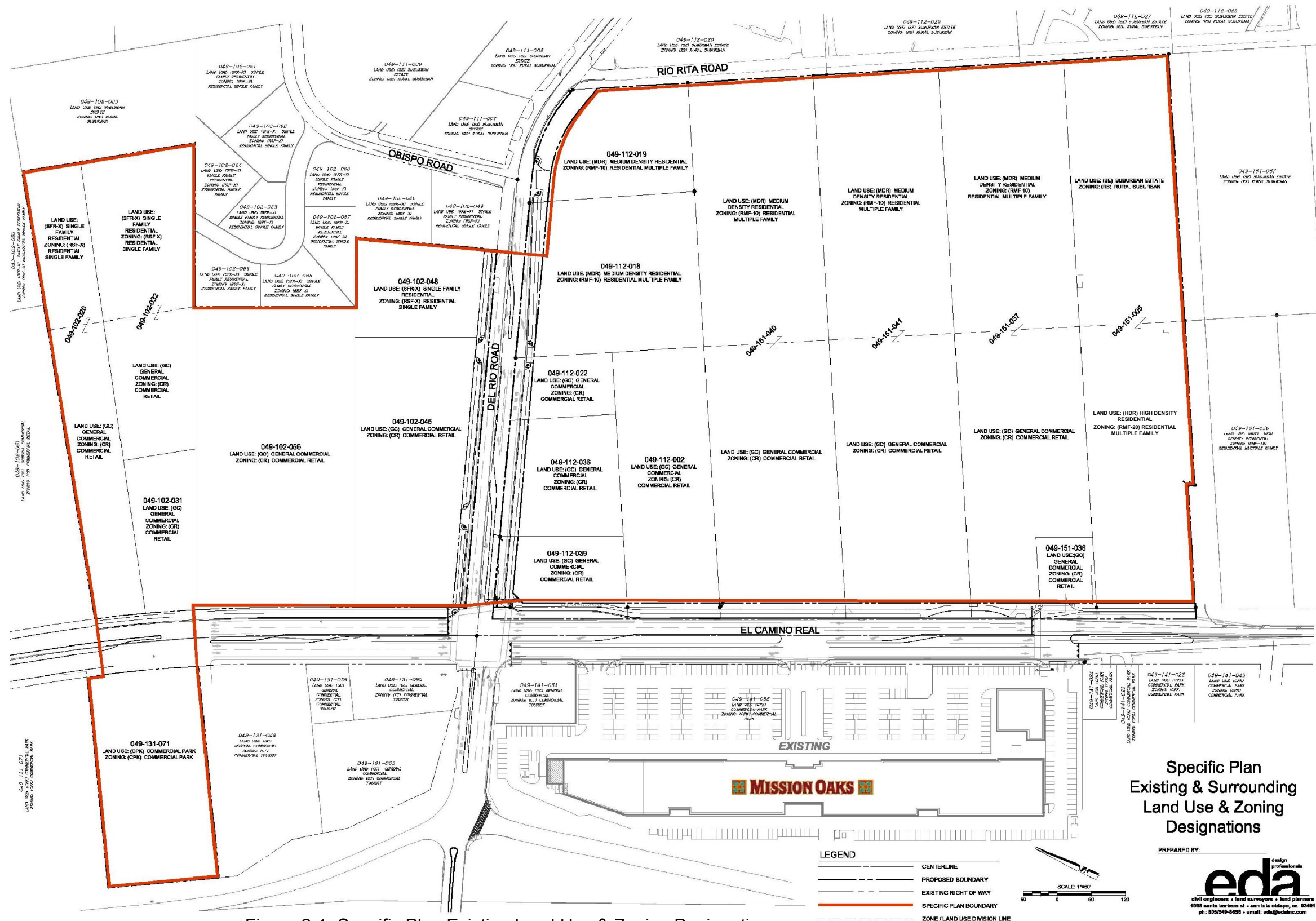


Figure 2-1: Specific Plan Existing Land Use & Zoning Designations

SETTING & EXISTING CONDITIONS

The commercially designated/zoned parcels (totaling roughly 10 acres) are generally located on the western and northwestern portions of the site, fronting El Camino Real and a portion of Del Rio Road. The residentially designated/zoned parcels are generally located on the eastern and southeastern portions of the property, adjacent to and downhill from existing single family homes across Rio Rita Road.

B. ANNEX-NORTH END PROJECT SITE

The Annex-North End Project site east of El Camino Real consists of seven parcels with split land use and zoning designations:

TABLE 2-2: ANNEX-NORTH END PROJECT SITE LAND USE & ZONING DESIGNATIONS

LAND USE	ZONING
General Commercial (GC)	Commercial Retail (CR)
Commercial Park (CPK)	Commercial Park (CPK)
Single Family Residential (SFR-X)	Residential Single Family (RSF-X)

The commercially designated/zoned parcels (totaling roughly 8.5 acres) are generally located on the western portions of the site, fronting El Camino Real. The Annex-North End Project Site west of El Camino Real consists of one (1) parcel that is designated/zoned Commercial Park (CPK). The residentially designated/zoned parcels are generally located on the eastern portions of the property, mainly abutting existing single family homes along Del Rio Road, Obispo Street and Marisol Way.

2.1.2 SURROUNDING LAND USES & ZONING DESIGNATIONS

The surrounding land uses include vacant/undeveloped land, single family residential uses, and commercial uses. The land use and zoning designations surrounding the combined projects are also illustrated in Figure 2-1 and described more particularly below.

North of the Annex-North End Project site on the east side of El Camino Real are existing single family residential uses. North of the Annex-North End Project site on the west side of El Camino Real are Commercial Park (Self Storage) uses.

South of the ~~Major Tenant~~South-East Project site are single family residential uses.

East of the Specific Plan area are Rio Rita Road, Obispo Road and Mirasol Way. Existing single family residential dwellings are present in this area.

West of the Specific Plan area, across ~~are~~ El Camino Real, are commercial properties, including the Mission Oaks Shopping Center and a Shell gas station.

SETTING & EXISTING CONDITIONS

TABLE 2-3: SURROUNDING LAND USE & ZONING DESIGNATIONS

	LAND USE	ZONING
NORTH	General Commercial (GC)	Commercial Retail (CR)
	Single Family Residential (SFR-X)	Residential Single Family (RSF-X)
SOUTH	High Density Residential (HDR)	Residential Multiple Family (RMF-20)
	Residential Suburban (RS)	Suburban Estate (SE)
EAST	Single Family Residential (SFR-X)	Residential Single Family (RSF-X)
	Residential Suburban (SE)	Suburban Estate (SE)
WEST	General Commercial (GC)	Commercial Tourist (CT)
	Commercial Park (CPK)	Commercial Park (CPK)

2.2 EXISTING CIRCULATION

2.2.1 REGIONAL CIRCULATION

Regional access to the Del Rio Road Commercial Area Specific Plan site is provided by U.S. Highway 101 and the Del Rio Road interchange. The interchange includes a grade separated overcrossing with signal controlled on- and off-ramps for both north and south bound traffic. Highway 101 provides north/south access to the Specific Plan area from surrounding communities and area. Additionally, the Specific Plan area is within three miles from California State Highway 41. Highway 41 provides east/west access from the outlying areas of the City of Atascadero from the City of Morro Bay to the area beyond the Town of Creston.

2.2.2 LOCAL CIRCULATION

Local access to the Del Rio Road Commercial Area Specific Plan is provided by El Camino Real and Del Rio Road. El Camino Real is a major arterial street that runs parallel with U.S. Highway 101 and provides north/south access to the Specific Plan site. El Camino Real is designated to be a four lane arterial, but is improved to two lanes within the Specific Plan area. Del Rio Road is both a minor arterial and collector street within the Specific Plan area and runs east/west providing access from the west side of Highway 101 and from eastern parts of Atascadero. The intersection of El Camino Real and Del Rio Road is signalized.

The following information describes the existing local streets abutting the Specific Plan area:

A. EL CAMINO REAL:

1) The ~~Major Tenant~~South-East Project site:

- One Northbound ("NB") lane at the south end of the Specific Plan area, which transitions to two NB lanes and then to one NB through lane, one dedicated left turn lane onto Westbound ("WB") Del Rio Road, and one dedicated right turn lane onto Eastbound ("EB") Del Rio Road at the signalized Del Rio intersection. Striped bike lane and unpaved shoulder.

SETTING & EXISTING CONDITIONS

- Two Southbound (“SB”) lanes at the Del Rio intersection, which transition into one SB lane near the south end of the Specific Plan area. Curb, gutter and sidewalk, and bike lane.
 - Posted speed limit of 45 mph, raised medians, lane transition striping.
- 2) The ~~Annex-North End~~ Project site:
- One NB lane and one SB lane across the site frontage, with striped bike lane on the east side.
 - At the Del Rio intersection, the SB roadway transitions into a through/right turn lane and a dedicated left turn lane onto EB Del Rio.
 - Posted speed limit of 45 mph, separated by a double yellow line, lane transition striping, a paved and striped shoulder, no curb, gutter, or sidewalk.
- B. DEL RIO ROAD, EAST OF EL CAMINO REAL:
- 1) One traffic lane each, EB and WB.
 - 2) Painted double yellow line through the Specific Plan area. No curb, gutter, or sidewalk, or delineated bike lanes.
 - 3) Posted speed limit of 40 mph.
- C. DEL RIO ROAD, WEST OF EL CAMINO REAL:
- 1) One WB lane, one EB right turn lane, one EB through-left turn lane.
 - 2) Raised center median; curb, gutter and sidewalk on south side of road only.
 - 3) No Posted speed limit.

2.2.3 PUBLIC TRANSPORTATION

Public transportation in the Atascadero area is generally available through San Luis Obispo Regional Transit Authority (“SLORTA”), Atascadero Transit, and Dial-a-Ride/Ride-On.

The SLORTA provides fixed route service throughout San Luis Obispo County from San Miguel to Santa Maria. SLORTA’s Route 9 provides hourly, local and express service, plus limited Saturday and Sunday local service. Route 9 travels Highway 101, between San Luis Obispo, Cal Poly, Santa Margarita, Atascadero, Templeton, Paso Robles and San Miguel seven days a week with less frequency on Saturdays and Sundays. There are 19 southbound bus stops and 20 northbound stops located along El Camino Real (ECR) within the Atascadero city limits. Northbound bound stops near the project area include ECR at Del Rio (Mission Oaks Plaza), ECR at Atalaya and ECR at Santa Cruz. Southbound stops include ECR at Atalaya and ECR at Del Rio (Mission Oaks Plaza).

Atascadero Transit operates Dial A Ride, a demand response public transit system serving seniors and the general public, including disabled and mobility-impaired individuals. Atascadero Dial A Ride provides local service throughout the city limits of Atascadero and extends to the Las Tablas medical corridor in Templeton to accommodate the needs of residents. All Atascadero Transit vehicles are wheelchair accessible and have bicycle racks to accommodate two bicycles. Dial A Ride serves as a connector for residents in need of transportation to reach the RTA fixed route bus stops on El Camino Real which provide accessible transportation throughout San Luis Obispo and Northern Santa Barbara counties.~~The SLORTA provides fixed route service throughout San Luis Obispo County from Northern Santa Barbara County to San~~

SETTING & EXISTING CONDITIONS

~~Simeon, No SLORTA bus stop is proximate to the Del Rio Road Commercial Area Specific Plan area. The nearest SLORTA bus stop is located at the Atascadero City Hall Building.~~

~~Atascadero Transit operates fixed route service on El Camino Real from Paloma Park to Twin Cities Hospital in Templeton. The Atascadero Transit's North County Shuttle provides local and intercity service along the US 101 corridor in northern San Luis Obispo County. However, as of July 1 2011, the North County Shuttle stopped operating. It is anticipated that it will be replaced with a new fixed route that will solely operate in Atascadero and connect with SLORTA Route 9 for service to Paso Robles. Atascadero Transit stops are located on El Camino Real along the Project's frontage and on the opposite side of the street. All Atascadero Transit vehicles are wheelchair accessible and have bicycle racks to accommodate two bicycles.~~

Demand response door-to door transit service is available through Atascadero Transit. Additionally, Dial-a-Ride/Ride-On is available for those that are unable to independently use fixed route transit because of physical or mental disability.

EXISTING PHYSICAL CONDITIONS

TOPOGRAPHY

The Del Rio Road Commercial Area Specific Plan site is characterized by low rolling hills and flats on and immediately surrounding the site. The ~~Annex North End~~ Project site is generally flat with slopes of less than 5%. The ~~Major South-East Tenant~~ Project site has moderate slopes ranging from 5% to 12%. Elevations range from approximately 970 feet above mean sea level at the southeast corner to about 860 feet at the northwest corner, with the terrain slightly sloping in a northwesterly direction. No USGS identified blue line water ways are located within or adjacent to the project boundaries.

SOIL

The USDA soil survey indicates the dominant soils present in the site vicinity are the Arnold loamy sand, 9 to 30 % slopes and Oceano loamy sand, 2 to 9 % slopes. The Arnold soils are found on hills and formed in weathered sandstone. The Oceano soils are found on dunes and formed in sandy eolian deposits.

HYDROLOGY & DRAINAGE

The Specific Plan area rolls toward the north and west at slopes ranging from five to ten percent. The soils are mostly clayey sand with soft rock located two to four feet below the surface. The ground cover condition is fair.

Hydrology & Drainage of the ~~Major Tenant~~ South-East Project site

The site can be divided into three watersheds that all drain to either El Camino Real or to Del Rio Road. The runoff from one small watershed flows east, bounded by Del Rio Road and Rio Rita Road. The runoff from the other small watershed flows south along El Camino Real. The majority of the runoff, which is generated by the large watershed, flows to a storm drain located at the intersection of El Camino Real and Del Rio Road. From there the runoff flows into Caltrans drainage structures under Highway 101 and eventually into Graves Creek, a blue line creek and direct tributary to the Salinas River.

Hydrology & Drainage of the ~~Annex North End~~ Project site

SETTING & EXISTING CONDITIONS

The east portion of the existing ~~Annex Project~~ site's predominate surface flow is to the northwest corner of the site to an existing double 4-foot wide box culvert that crosses El Camino Real and discharges onto the western portion of the site. An existing drainage ditch cuts through the southeast corner of the western portion of the site and then proceeds offsite in a southwesterly direction to a culvert that crosses U.S. Highway 101. Predominate surface flow on the western portion of the site is in a southern direction towards that drainage ditch.

BIOLOGICAL RESOURCES

The Del Rio Road Commercial Area Specific Plan site contains two habitat types: non-native annual grassland and ornamental-developed land. Approximately 166 native trees are present within the Specific Plan area, including: Coast Live Oaks, Valley Oaks, Black Walnuts, and California Sycamores. These trees are subject to the City of Atascadero's Native Tree Ordinance. In addition, the site has the potential to support special-status plant and wildlife species. However, no special status plant species were observed within the project site during floristic surveys, and none are expected to be impacted by the proposed project. Further, no special-status wildlife species or sign of such species were observed within the Specific Plan area during reconnaissance surveys.

EXISTING UTILITIES

A general description of the existing utilities for the ~~Major Tenant~~South-East Project and ~~Annex North End~~ Project sites is provided below. The proposed distribution, location, ~~and~~ extent and intensity of major components of public transportation, sewage, water, drainage solid waste disposal, energy and other essential facilities proposed to be located within the Specific Plan area are described in Sections 3.3 through 3.6 of the Specific Plan.

WATER

The Atascadero Mutual Water Company provides potable water service to the Specific Plan area. Water is provided by existing underground water mains in El Camino Real and Del Rio Road.

SANITARY SEWER

The Specific Plan area, like the rest of Atascadero, is provided sanitary sewer service by the City of Atascadero. Existing underground sewer mains in El Camino Real or Del Rio Road will convey project effluent to the City's existing treatment plant located on Gabarda Road.

ELECTRICITY

The Specific Plan area is served with electricity service provided by Pacific Gas and Electric Company via existing transmission and distribution lines.

GAS

The Specific Plan area is served with gas service provided by the Gas Company via existing underground pipelines.

COMMUNICATIONS

The Specific Plan area is provided landline telephone services by AT&T and cable television services by Charter Cable, both via existing facilities.

SOLID WASTE DISPOSAL

SETTING & EXISTING CONDITIONS

The Specific Plan area is provided solid waste service by Atascadero Waste Alternatives, Inc. Solid waste is disposed of at the Chicago Grade Landfill.

III LAND USE PLAN

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LAND USE PLAN

The Specific Plan serves as the overlay zoning for the Del Rio Road Commercial Area Specific Plan area. The Land Use Plan provides the overall framework for development within the Specific Plan. Figure 3-1: Del Rio Road Commercial Area Specific Plan Conceptual Land Use Plan shows the location and arrangement of the land use designations. A general description of the uses proposed within the Specific Plan is provided below.

3.1 LAND USE DESIGNATIONS

Land uses within the Del Rio Road Commercial Area Specific Plan are summarized below and include ~~general~~ General ~~commercial~~ Commercial, ~~multifamily~~ Multi-family ~~residential~~ Residential, and ~~single~~ Single-family ~~Family~~ residential Residential as shown in Figure 3-1: Del Rio Road Commercial Area Specific Plan Land Use Plan.

3.1.1 GENERAL COMMERCIAL (GC)

The General Commercial (GC) land use category provides Commercial Retail (CR) development opportunities for a wide range of commercial and business uses to accommodate retail, employment, and service needs of the City and surrounding areas. Approximately 32 acres of General Commercial uses have been included in the Specific Plan. These uses are generally located along Del Rio Road and El Camino Real. Foreseeable commercial uses within the commercial area will primarily consist of ~~general retail and food~~ office, retail, and service oriented uses including, but not limited to, general merchandise stores, supermarket wholesaling and distribution, low-intensity manufacturing, restaurants, lodging pharmacy, restaurant, bookstore, florist, personal service, and office business support uses.

3.1.2 HIGH DENSITY RESIDENTIAL (HDR)

The High Density Residential (HDR) land use category provides for Residential Multiple Family (RMF-~~2024~~) development characterized by apartment, condominium, and townhouse development within the City's urban service line, with a minimum density of 20 units per acre. After the City of Atascadero deemed complete the project applications for the development approvals, including an application for Vesting Tentative Parcel Map AT09-0073, and commenced preparation of the Specific Plan EIR, the City of Atascadero approved a General Plan update to modify the HDR land use designation from a maximum of sixteen units per acre to a minimum of twenty units per acre. The City approved a corresponding Zoning Ordinance text change and Zoning Map to change the RMF-16 Zoning District to RMF-20 (minimum 20 units per acre), then subsequently amended the density and name of the designation to RMF-24 with a maximum based density of 24 units per acre. Consistent with the recent update to the City of Atascadero General Plan and Zoning Ordinance, the proposed multiple family portion of the Major Tenant South-East site is zoned RMF-~~2024~~. ~~However, the proposed multiple family portion of the Major Tenant site shall be limited to a maximum of 16 units per acre, consistent with the project application and maximum density analyzed in the Specific Plan EIR.~~ Approximately 2.8 acres of High Density Residential uses have been included in the Specific Plan. Accordingly, a maximum of up to ~~44-67~~ dwelling units would be permitted in this area. This use is located on the southeastern portion of the project site, mainly abutting existing single family homes along Rio Rita Street and the proposed public road.

3.1.3 SINGLE FAMILY RESIDENTIAL (SFR-X)

The Single Family Residential (SFR-X) land use category provides for Residential Single Family (RSF-X) development within the City's urban services line with a maximum base density of 2

units per acre. However, the Single Family Outparcel also falls within the existing Planned Development Overlay 17, which permits density greater than the limits specified in the RSF-X zone. Specifically, Planned Development Overlay 17 allows residential uses in the RSF-X zone up to a maximum of 4 units per acre. Approximately 1.7 acres of single family residential uses have been included in the Specific Plan area. Accordingly, a maximum of up to 6 dwelling units would be permitted in this area. This use is located on the northeastern portion of the property, mainly abutting existing single family homes and taking access from Marisol Way.

3.2 LAND USE POLICIES

The Del Rio Road Commercial Area Specific Plan ~~developments-sites~~ are intended to function as two ~~retail-commercial~~ centers providing community oriented uses with a ~~community-wide market base~~ focus on employment, service, retail, and office opportunities. The combined ~~Major Tenant and Annex P~~ projects consist of commercial and residential uses on approximately 39 acres of land. The Specific Plan area contains thirteen lots, with the majority of the area intended for the development of the commercial ~~retail~~-uses and their respective parking, as described in Table 3-1: Specific Plan Land Use Summary. The Specific Plan land uses will be developed substantially consistent with Table 3-1 and Figure 3-1. However, developers shall have no obligation to develop the project or develop the full floor area/density presented in Table 3-1. It is also important to note that assumed floor area estimates were used to determine traffic impacts from the project. Floor area may be increased if it can be shown that the total number of trips (total daily and peak hour) do not exceed the thresholds established in the most recent comprehensive traffic analysis.

TABLE 3-1: SPECIFIC PLAN LAND USE SUMMARY

	LAND AREA	FLOOR AREA / DENSITY
MAJOR TENANT SOUTH-EAST PROJECT SITE		
PARCEL	SITE AREA	BUILDING AREA
MAJOR TENANT PARCEL	19 ac.	129,560* sq. ft.
COMMERCIAL OUTPARCEL	1 ac.	5,000* sq. ft.
COMMERCIAL OUTPARCEL	1 ac.	5,000* sq. ft.
MULTIPLE FAMILY OUTPARCEL	2.8 ac.	44,67 d.u.
DEDICATIONS	2.2 ac.	--
SUBTOTAL MAJOR TENANT SOUTH-EAST PROJECT SITE	26 ac. (gross)	139,560* sq. ft. (44 d.u.)
ANNEX NORTH END PROJECT SITE		
PARCEL	SITE AREA	BUILDING AREA
RETAIL "A" PARCEL	4.49.3 ac.	25,000193,000* sq. ft.
4COMMERCIAL PARCELS (NORTH END PROJECT SITE – EAST)		
RETAIL "B" PARCEL 2	2.3 ac.	23,000 sq. ft.
RETAIL "C" PARCEL 3	1.9 ac.	26,000 sq. ft.
RETAIL "D" PARCEL 4	1.4 ac.	16,500 sq. ft.
RETAIL "E" PARCEL 5	1.1 ac.	4,600 sq. ft.
RETAIL "F" PARCEL 6	0.8 ac.	3,900 sq. ft.

DEL RIO ROAD
COMMERCIAL AREA
SPECIFIC PLAN

LAND USE PLAN

RETAIL "G" PARCEL 7	0.4 ac.	5,050 sq. ft.
RETAIL "H" HOTEL (NORTH END PROJECT SITE – WEST)	1.7 ac.	16,850 73,833* sq. ft. / 120 rooms
SINGLE FAMILY OUTPARCEL	1.7 ac.	6 d.u.
DEDICATIONS	0.3 ac.	--
SUBTOTAL ANNEX NORTH END PROJECT SITE	13 ac. (gross)	120,900 266,833* sq. ft. (6 d.u.)
SPECIFIC PLAN		
TOTAL	39 ac. (gross)	260,460 406,393* sq. ft. (50 d.u.)

* Assumed square-footage based on trip generation. Building floor area may change provided that total trip generation for each site remains equal to or less than the total trips assumed in the 2020 traffic analysis. Should either peak hour or total daily trips exceed the assumed numbers, an additional traffic study will be required to show no increase in impact. Should impacts occur, a new environmental analysis will be required.

3.2.1 ~~MAJOR TENANT~~SOUTH-EAST PROJECT SITE LAND USE POLICIES

The ~~Major Tenant~~South-East Project site consists of four parcels divided into the following land use and zoning designations:

LAND USE	ZONING
General Commercial (GC)	Commercial Retail (CR)
High Density Residential (HDR)	Residential Multiple Family (RMF- <u>2024</u>)

The commercially designated/zoned parcels are located toward the west of the site, fronting El Camino Real and Del Rio Road. The residentially designated/zoned parcel is located on the southeastern portion of the project site, mainly abutting existing single family homes along Rio Rita Street and the proposed public road. ~~The Major Tenant, with all appurtenant structures and facilities, is likely to be the first project developed within the Specific Plan.~~

The following ~~Major Tenant~~South-East Project site land use policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) The Major Tenant ~~parcel store consists of an approximately 123,112 square foot store and a 6,448 square foot outdoor garden center and outdoor bagged goods storage area. The outdoor bagged goods storage area will function as a customer pick-up facility for pre-paid bagged garden supplies such as potting soil, mulch and manure. It will not accommodate direct sales, and will have a striped pick-up area and a dedicated attendant to assist customers with loading.~~could accommodate a wide variety of retail, office, light industrial or other uses as allowed by the General Plan.
- 2) ~~The Major Tenant store may consist of the uses listed below. Uses shall be consistent with the underlying CR zoning district and as modified in.~~Specific Plan Section 4.1.1 of this Specific Plan provides that such uses are permitted in the CR Zone.
 - a. ~~General merchandise,~~
 - b. ~~Groceries and beverages (including beer, wine and distilled spirits for offsite consumption),~~
 - c. ~~"Site to store" department for web-based shopping,~~
 - d. ~~Pharmacy,~~
 - e. ~~Photo lab,~~
 - f. ~~Portrait studio,~~
 - g. ~~Pet salon,~~
 - h. ~~Money center,~~
 - i. ~~Vending machines,~~
 - j. ~~Arcade games including video arcade games,~~
 - k. ~~Movie rentals,~~
 - l. ~~Mailing and shipping services,~~
 - m. ~~Garden center,~~
 - n. ~~Ancillary food sales for onsite consumption,~~
 - o. ~~Outdoor sales facilities,~~
 - p. ~~Outside storage facilities (including a trash compactor and bale and pallet recycling area),~~
 - q. ~~Loading facilities,~~
 - r. ~~Surface parking facilities, and~~
 - s. ~~Space for a future retail tenant leasable for a fast food outlet, bank, medical clinic, vision center, portrait studio, office uses, and/or hair and nail salon,~~

- ~~t. Other uses as permitted in the CR Zone.~~
- ~~3) The Major Tenant store may, among other things, carry pool chemicals, petroleum products, pesticides, paint products and ammunition. The sale of such items would be carried out in accordance with all applicable local, state and federal laws.~~
- ~~4) The Major Tenant store and Commercial Outparcels may operate on a 24-hour, 7 days a week basis.~~
- ~~5) The Major Tenant Project will include a detention basin located within the Major Tenant parcel and an approximately 596-space, landscaped surface parking lot with a perimeter bioswale. The South-East Project site will include a detention basin located within the Major Tenant parcel and an approximately 596-space, landscaped surface parking lot with a perimeter bioswale.~~
- 3) The Major Tenant Project South-East Project site has two 1-acre Commercial Outparcels that may each consist of a building up to 5,000 square feet (see #5) in size for retail, restaurant and/or office uses. Any restaurant may sell food and beverages (including beer, wine, and distilled spirits for on-site consumption).
- 6)4) Assumed floor area based on trip generation. Square-footages may change provided that total trip generation for each site remains equal to or less than the total trips assumed in the 2020 traffic analysis. Should either peak hour or total daily trips exceed the assumed numbers, an additional traffic study will be required to show no increase in impact. Should impacts occur, a new environmental analysis will be required.
- 7)5) The Major Tenant Project South-East Project site has one 2.8 acre Multiple Family Outparcel (RMF-20) designated for development at a later date.

3.2.2 NORTH END PROJECT SITE LAND USE POLICIES

The North End Annex Project site consists of eight parcels and one designated remainder parcel divided into the following land use and zoning designations:

LAND USE	ZONING
General Commercial (GC)	Commercial Retail (CR)
Single Family Residential (SFR-X)	Residential Single Family (RSF-X)

The following North End Annex Project land use policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- ~~1) The commercially designated/zoned parcels are generally located on the western and southern portions of the site, fronting El Camino Real and Del Rio Road. The residentially designated/zoned parcel is located on the northeastern portion of the property, mainly abutting existing single family homes along Marisol Way~~
- 1) Non-residential uses will be developed with freestanding commercial, retail, office, and lodging consistent with the underlying CR zoning district and as modified in Section 4.1.1 of this Specific Plan uses.
- 2) Assumed floor area based on trip generation. Square-footages may change provided that total trip generation for each site remains equal to or less than the total trips assumed in the 2020 traffic analysis. Should either peak hour or total daily trips exceed the assumed numbers, an additional traffic study will be required to show no increase in impact. Should impacts occur, a new environmental analysis will be required. The buildings collectively will include space for a variety of tenant uses including, but not limited to:
- 3) General merchandise,

- 4) ~~Food and beverages, including beer, wine and distilled spirits for on-site (restaurant) and offsite consumption,~~
- 5) ~~Pharmacy with provisions for drive thru prescription pick up,~~
- 6) ~~Restaurants,~~
- 7) ~~Financial institutions,~~
- 8) ~~Fast food restaurants with drive thru facilities, and~~
- 9) 2) Other uses as permitted or conditionally permitted in the CR-Zone
- 10) ~~The Annex Project has one 50-foot tall freeway pylon sign. It shall be located within parcel 8 which has freeway frontage. Any tenant within the Specific Plan boundary shall be permitted to display a sign.~~
- 11) 3) The North End Annex Project site designated approximately 1.7 acres of land as single family residential. This area will be designated as a Planned Development Overlay 17 as part of the Specific Plan which allows residential uses in the RSF-X zone up to a maximum of 4 units per gross acre.

3.3 CIRCULATION POLICIES

The transportation and circulation system for the Del Rio Road Commercial Area Specific Plan is designed to utilize the existing roadway system with the addition of one local street (proposed public road) and commercial drives as needed to serve individual development areas. The system also includes policies to require paths for non-vehicular circulation to connect various subareas to each other and to the City of Atascadero in general. The proposed circulation network and policies are designed to efficiently move vehicular traffic through and around the Specific Plan area and to allow pedestrians a safe path from public and private areas to and from the entrances. The circulation plan promotes transit use, bicycling and walking as convenient modes of transportation for commuting and shopping. The circulation plan enhances connectivity with adjacent areas, where feasible to reduce traffic impacts on major streets.

3.3.1 VEHICLE & TRUCK ACCESS POLICIES

Vehicular access to the Specific Plan area is provided by Del Rio Road, El Camino Real, and the proposed public road. Conceptual vehicular and truck circulation plans access points to the are site are shown in Figure 3-2: Del Rio Road Commercial Area Specific Plan Conceptual Circulation Plan Major Tenant Project Vehicle & Truck Circulation Plan, and Figure 3-3: Annex Project Vehicle & Truck Circulation Plan. Restrictions on turning movements are assumed based on preliminary traffic analysis and assumed driveway locations and may be modified with subsequent traffic analyses to the satisfaction of the City Engineer.

Primary A access to the South-East Major Tenant Project site is provided-envisioned by one driveway on Del Rio Road and one driveway from the proposed public road near the south of the site that connects to El Camino Real. The driveway access on Del Rio Road is designed as right/left in and right/left out. The driveway access on from the proposed public road is right/left in and right/left out. Additionally, a dedicated-secondary truck service entrance is provided by one drive way on Del Rio Road. The truck-secondary entrance will be used primarily by service vehicles is envisioned to be designed to gain access to the loading areas at the rear of the proposed mMajor tTenant site. The secondary driveway access to the truck service entrance on Del Rio Road is right/left in with a truck turn around area with a-and right/left out and is designed to align with Obispo Road exit. An optional secondary access point off of at El Camino Real, aligned with the existing Mission Oaks main entrance may be approved by the City

Engineer should less intensive traffic generating uses be developed on-site and it can be shown that there are no queuing impacts for a dedicated turn pocket on El Camino Real into the South-East project site. Access to the two outparcels and the multi-family site shall be from the proposed public road.

The primary access for the development sites shall be from El Camino Real. Primary Access to the North End Annex Project site will is envisioned to be off of El Camino Real with secondary access off of Del Rio Rd.

Driveway restrictions will be analyzed with all Master plan of Development and Construction submittals to ensure safe turning movements and driveway placement in relation to traffic improvements and adjacent commercial developments. provided by two driveways on Del Rio Road and one driveway on each side of El Camino Real. The driveway access on both sides of the project site on El Camino Real is right/left-in and right/left-out. The first driveway access on Del Rio Road is right in and right out. The second driveway access on Del Rio Road is right/left in and right/left-out.

Except as otherwise modified by mitigation measures required in the Specific Plan EIR and/or project conditions of approval, the following vehicle and truck access policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Street improvements on Del Rio Road and El Camino Real as generally described below, and as included as mitigation measures in the certified Specific Plan Final Environmental Impact Report, will be constructed and financed by developments within the Specific Plan boundary, facilitating access to the subject sites, and acting to maintain efficient and safe vehicular travel along adjacent roadways.
- 2) El Camino Real and Del Rio Road will be widened on the east side as needed (approximately 10 feet) for the full length of the Major Tenant Project and Annex Project frontage. The east side will have two north bound 12-foot travel lanes, one left turn lane to access Mission Oaks and Del Rio Road, one right turn lane onto Del Rio Road and the proposed public road, and a 5-foot bike lane. The center median will be reconstructed as required to provide turn lanes and access. (See Figure 3-2be improved in accordance with the adopted plan improvements or to the satisfaction of the City Engineer. The Master Plan of Development for each project site will include conditions of approval that implement the timing and details of all traffic improvements.)
- 3) In addition to required frontage improvements, Del Rio Road shall be widened to accommodate a right turn lane onto US101 northbound. Signal modifications and timing shall be completed in to ensure safe and efficient traffic flow. Developments shall pay their fair share towards these improvements based on traffic impacts. The Del Rio Road pavement will be removed and reconstructed between El Camino Real and Obispo Road. The new road will have two east bound travel lanes, one west bound left turn lane, one west bound lane and one west bound right turn lane. Additionally, a 5-foot bike lane will be provided in each direction, along the project frontage. A center median also will be provided in Del Rio Road. (See Figure 3-2)
- 4) The existing traffic signal at El Camino Real and Del Rio Road will be modified to accommodate the proposed roadway improvements.
- 5) Del Rio Road, east of Obispo Road, will be improved to provide one-half (20') of a standard Collector Road section on the project side of the centerline. This widened section will transition to match the existing pavement width east of the Rio Rita Road.

The intersection at Rio Rita Road will be reconstructed to conform to the increased width of Del Rio Road. Rio Rita Road will be improved to provide a smooth transition to Del Rio Road and maintain continuity of drainage.

- 6) A decorative concrete three rail fence will be constructed on the South-East project site's east property line.
- 7) The applicant will offer to the City of Atascadero a ten-foot grant of right of way along its easterly property line for public road purposes. The abutting property owners shall have the right to grade within the right of way.
- 8) A public road will be constructed in the southern portion of the South-East Major Tenant Major Tenant Project site, which will intersect El Camino Real opposite the southerly entrance to the Mission Oaks Center. This intersection will be signalized, and the road will be designed to the City's current collector standard as a two lane road. The Major Tenant, Commercial Outparcels, and the Multiple Family Outparcel may take access off this road. The road will be designed to connect to the properties to the south of the project site. This road will be dedicated to the City of Atascadero and accepted for maintenance purposes.
- 8/9) Driveway access points will be designed to align with existing and proposed driveways across the major streets as well as existing or planned public roads, to the greatest extent possible. Restrictions on turning movements may be amended by conditions of approval for individual Master Plans of Development for each project site. Access may be restricted beyond what is stated in the Specific Plan should the City Engineer deem it necessary for vehicular, pedestrian, or bike safety, or should it be deemed necessary for the function of street intersections, the 101 interchange, or on-site circulation flow.

To the extent the Vehicle & Truck Access Policies are inconsistent with the mitigation measures required in the Specific Plan EIR and/or conditions of approval required by the City, the mitigation measures and/or conditions of approval shall apply. The proposed physical configurations of the right-of-ways will allow for safe and efficient travel to and from the site.

3.3.2 NON-VEHICULAR & PUBLIC TRANSPORTATION ACCESS POLICIES

The Specific Plan encourages non-motorized travel by creating travel routes that ensure destinations may be reached conveniently by public transportation, bicycling or walking. ~~The conceptual non-vehicular and public transportation circulation plan, as shown in Figure 3-4: Major Tenant Project Pedestrian, Bike & Public Transportation Circulation Plan and Figure 3-5: Annex Project Pedestrian, Bike & Public Transportation Circulation Plan, Individual project sites should be~~ is designed to allow pedestrians a safe path from public and private areas to and from the commercial retail and restaurant entrances.

The Specific Plan incorporates the following non-vehicular improvements and/or features, thereby facilitating access to the South-East Major Tenant Project and North End Annex Project sites and acting to maintain efficient and safe vehicular travel along adjacent roadways:

The following non-vehicular and public transportation policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) A turn out shall be provided on El Camino Real in front of the South-East Major Tenant Project site in order to accommodate ~~the proposed~~ bus stop in accordance with City Engineering Standards.

- 2) ~~The Specific Plan provides~~ Project site frontages shall be designed with pedestrian access and ADA accessible pathways via public sidewalks on Del Rio Road, El Camino Real and the new public road, ~~and also by encourages~~ Private walkways and delineated paths to each building within the Specific Plan area are encouraged.
- 3) ~~The Specific Plan ensures~~ Project sites shall include ADA accessible elements ~~will be~~ in compliance with accessibility requirements.
- 4) ~~The Specific Plan permits~~ Public transportation is permitted throughout the Specific Plan area.
- 5) ~~The Specific Plan provides~~ Secure bicycle parking shall be provided near building entrances.
- 6) ~~The Specific Plan provides a 5-foot~~ Bicycle travel lane accommodations shall be provided in each direction, along the ~~South-East Major Tenant~~ Project and North End Annex Project frontage on El Camino Real and Del Rio Road.

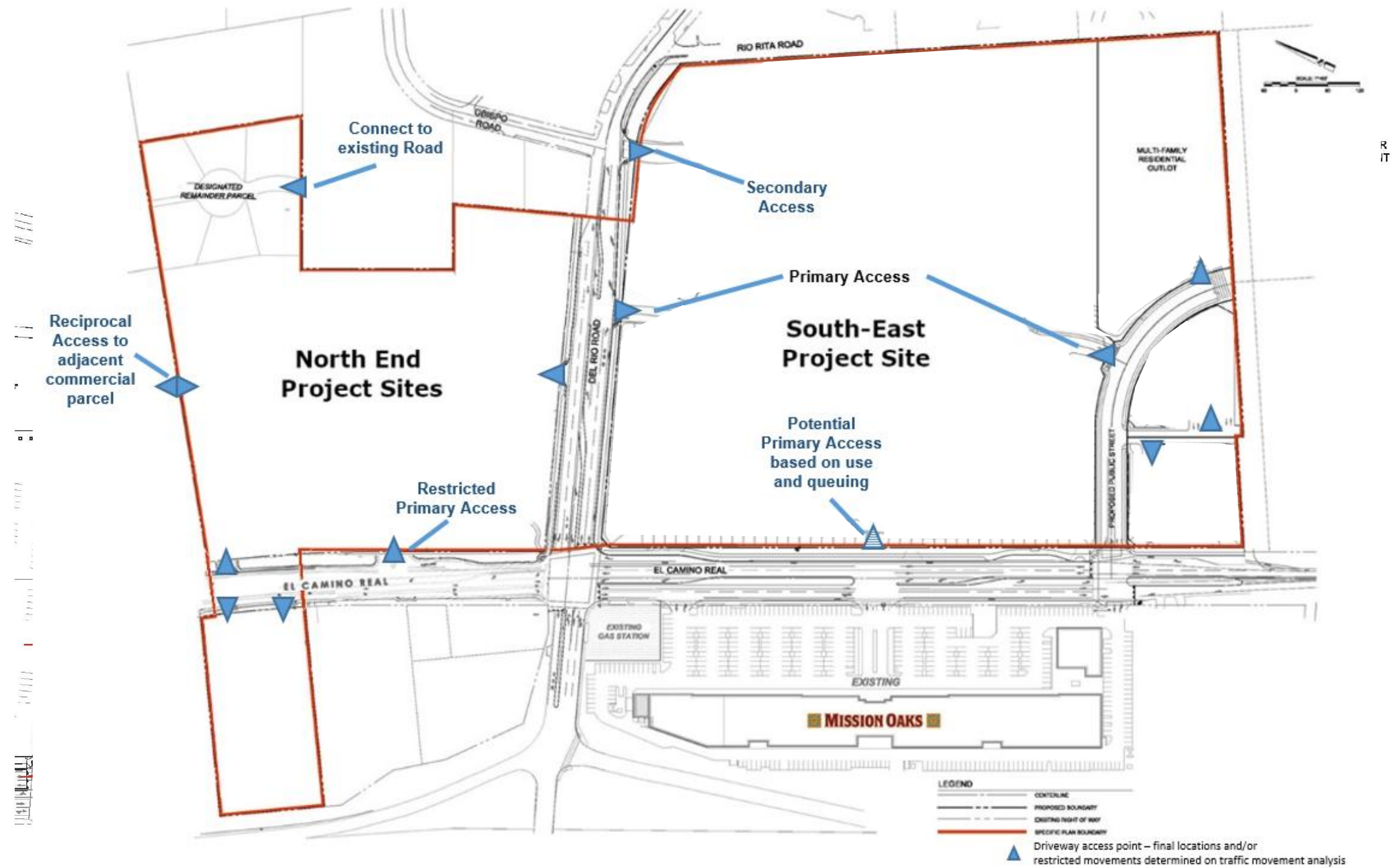


Figure 3-2: Major Tenant Project Vehicle & Truck Circulation Plan

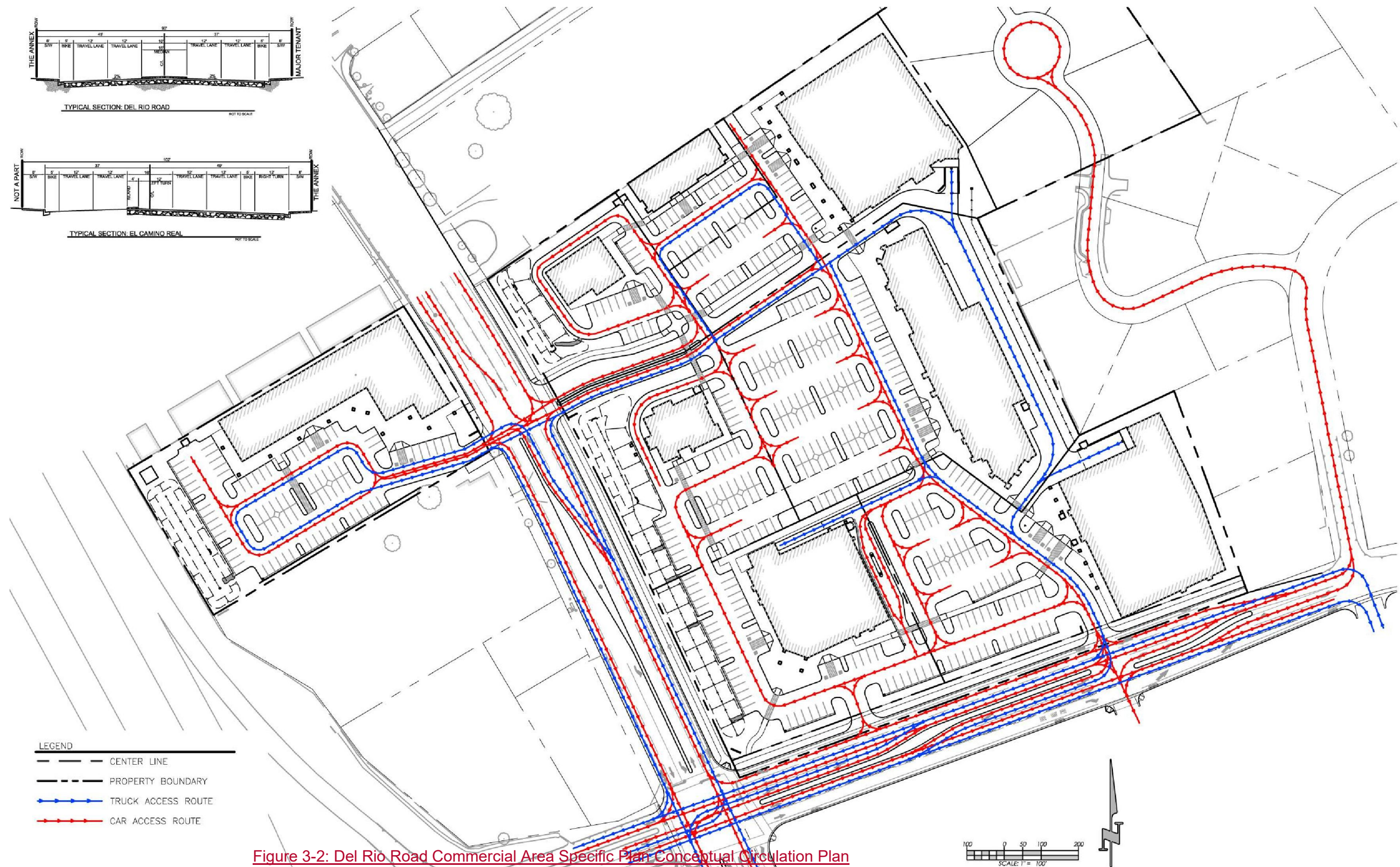


Figure 3-2: Del Rio Road Commercial Area Specific Plan Conceptual Circulation Plan

Figure 3-3: Annex Project Vehicle & Truck Circulation Plan
(provided by Omni Design Group)

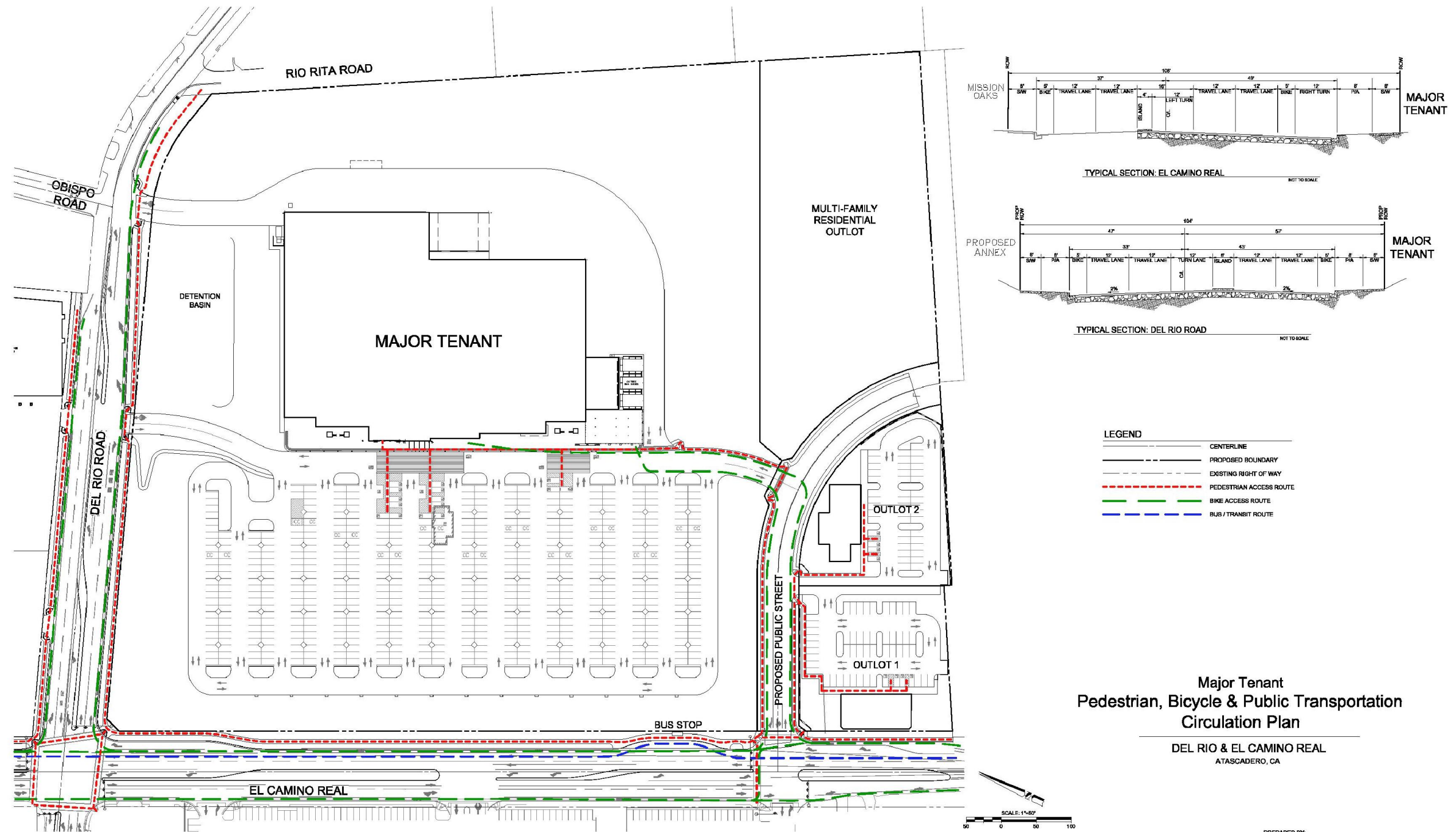
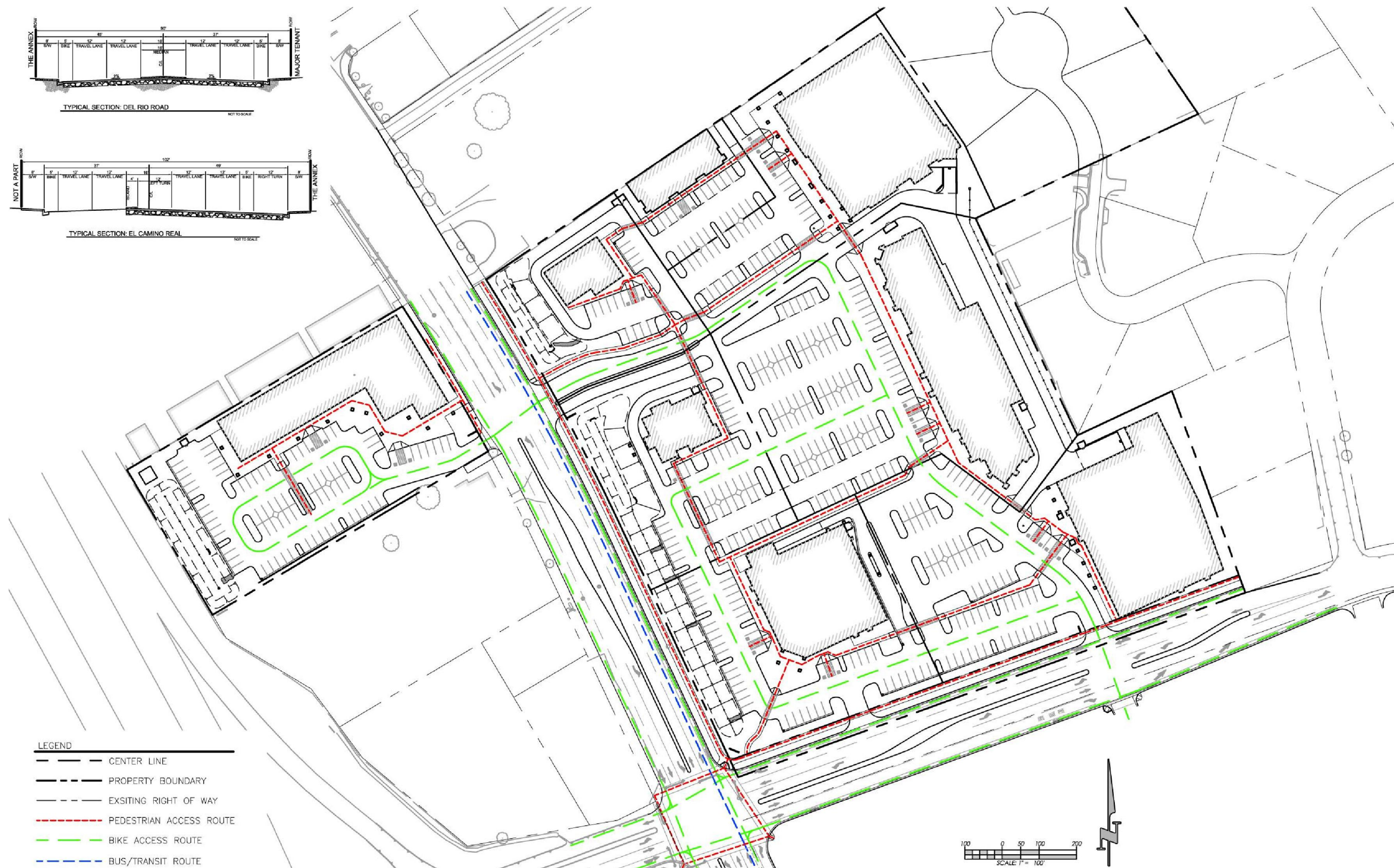


Figure 3-4: Major Tenant Project Pedestrians, Bicycle & Public Transportation Circulation Plan



3.4 PUBLIC FACILITIES POLICIES

The following section describes the backbone infrastructure systems that will be installed and financed by development within the Specific Plan area that is required to serve the development of the Del Rio Road Commercial Area Specific Plan. ~~The conceptual utility plan for the Del Rio Road Commercial Area Specific Plan is illustrated in Exhibits 8 & 9.~~

The following public facilities policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Water, wastewater, and drainage improvements will be designed to provide adequate levels of service for the maximum level of the planned development.
- 2) All plans and improvements will be consistent with the City of Atascadero's General Plan and City infrastructure requirements.
- 3) The proposed electric, natural gas, and communication utilities shall be connected to utility provider facilities in accordance with applicable standards.
- 4) All wires, conductors, cables, raceways, and conduits for electrical, telecommunications, cable, and similar services that provide direct service to any property shall, within the boundary lines of such property, be installed underground. Associated equipment and appurtenances such as surface mounted transformers, pedestal mounted terminal boxes, meters, and service cabinets may be placed aboveground and shall be screened and located behind the front setback line of said property.

3.4.1 WATER POLICIES

The Del Rio Road Commercial Area Specific Plan is served with potable water by the Atascadero Mutual Water Company.

The following water policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) The ~~South-East Major Tenant~~ Project site will be served by a new ~~eight-inch~~ water main in the proposed public road which connects to the existing water main in El Camino Real ~~and/or new public street.~~
- 2) The ~~North End Annex~~ Project will be served by connections to the existing water main in El Camino Real and/or the existing water main in Del Rio Road.
- ~~2)3) A new water main shall be constructed in the new public street.~~
- ~~3)4) All water infrastructure design plans and construction~~ will be approved the Atascadero Mutual Water Company prior to development.
- ~~4)5) All backflow preventers will be located in landscaped areas~~ outside the public way.

3.4.2 WASTEWATER & SEWER POLICIES

The project wastewater will be conveyed by existing sanitary sewer main lines to the existing City of Atascadero wastewater treatment plant. The existing sewer main lines convey effluent to the City's existing treatment plant located on Gabarda Road.

The following wastewater and sewer policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) The ~~South-East Major Tenant~~ Project will connect to the existing sewer main in El Camino Real ~~and/or by a new eight-inch water sewer~~ main in the proposed public road.
- 2) The ~~North End Annex~~ Project will connect to the existing sewer main in El Camino Real and/or the existing sewer main in Del Rio Road.
- ~~3) A new sewer main shall be constructed in the new public street.~~

|

3.4.3 STORM DRAINAGE POLICIES

The Specific Plan area will discharge its stormwater run-off in accordance with the City's Storm Water Management Plan. Stormwater will flow into the City's storm drain collection system and ultimately be discharged into Grave's Creek. The existing drainage within the Specific Plan area is discussed in Section 2.3: Existing Physical Conditions.

The following storm drain policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) During construction, all work shall meet the National Pollution Discharge Elimination System (NPDES) requirements for storm water quality.
- 2) During construction, Best Management Practices (BMPs) will be implemented for erosion control in accordance with an approved erosion control plan and a Storm Water Pollution Prevention Plan (SWPPP).
- 3) During operations, all activities shall comply with the City of Atascadero's Storm Water Mitigation Plan (SWMP). This includes operational BMPs identified in the SWMP, including waste management and materials control, source control and treatment controls, to limit the conveyance of pollutants offsite.
- 4) The ~~South-East Major Tenant~~ Project and ~~North End Annex~~ Project sites will safely convey storm runoff to public facilities. Historical drainage patterns and flows will be maintained to the extent feasible.

~~A. MAJOR TENANT PROJECT~~

- ~~1) The following drainage improvements are proposed as part of the Specific Plan:~~
 - ~~a. The detention basin will be sized to reduce post-development site peak flows. Release rates from the 50-year design storm will replicate release rates from the 2-year undeveloped design storm (pursuant to City standards). Flows will be released to the City's existing storm drainage system and flow to an existing culvert, which crosses under Highway 101 to the east. The Major Tenant Project shall demonstrate that flows from the 100-year storm event will not damage downstream properties in accordance with City Engineering Standards.~~
 - ~~b. Major Tenant Project proposes minimal underground piping of stormwater runoff, and will incorporate LID principles for stormwater design.~~
 - ~~c. Runoff from the parking lot will flow to vegetated areas on the west and north sides of the site for pre-treatment and filtration.~~
 - ~~d. Parking lot runoff will flow from the bio-swale to a shallow vegetated detention basin for additional bio-treatment and solids settling prior to release to the City's storm drain system. Roof drain water will be piped to the stormwater basin.~~

~~B. ANNEX PROJECT~~

- ~~1) The following drainage improvements are proposed as part of the Specific Plan:~~
 - ~~a. A series of bio-swales are proposed at the downstream end of the parking lots for the purpose of improving runoff water quality.~~
 - ~~b. A network of detention basins and storm drain pipes will convey surface runoff from the site to a final detention basin located near the west edge of the property, adjacent to U.S. Highway 101.~~
 - ~~c. The proposed detention system will release water into the existing drainage swale and on to the adjacent property to the south, as runoff has historically flowed.~~
 - ~~d. The detention basin will be sized to reduce post-development peak flows. Release rates from the 50-year design storm will replicate release rates from the 2-year undeveloped design storm (pursuant to City standards). Additionally, offsite drainage~~

~~conveyed onto the Annex Project site will be conveyed through the project drainage system and ultimately be passed through that system without further detention or attenuation.~~

3.4.4 ELECTRICITY POLICIES

Del Rio Road Commercial Area Specific Plan area is served with electricity by Pacific Gas and Electric Company. No new energy producing facilities are necessary to serve the Specific Plan area, nor will the projects within the Specific Plan area require the construction or extension of new transmission lines.

The following electricity policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Both the ~~Major Tenant~~South-East Project and ~~Annex-North End~~ Project developments will shall include the construction of on-site utility lines and provide easements to meet PG&E requirements.
- 2) All wires, conductors, cables, raceways, and conduits for electrical and similar services that provide direct service to any property shall be installed underground within the boundary lines of such property.
- 2)3) All utility lines along the project frontages shall be undergrounded consistent with City code requirements.
- ~~Exhibits 8 & 9 identify the locations of the proposed electricity lines to serve the respective Major Tenant Project and Annex Project developments in the Specific Plan area.~~

3.4.5 NATURAL GAS POLICIES

Del Rio Road Commercial Area Specific Plan area is served with gas by The Gas Company. No new facilities are necessary to serve the Specific Plan area, nor will the projects within the Specific Plan area require the construction or extension of new transmission lines.

The following natural gas policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Service of gas to the Specific Plan area will be in accordance with The Gas Company policies and PUC regulations.
- 2) ~~Exhibits 8 & 9 identify the locations of the proposed natural gas lines to serve the respective Major Tenant Project and Annex Project developments in the Specific Plan area.~~

3.4.6 COMMUNICATIONS POLICIES

Del Rio Road Commercial Area Specific Plan area is provided landline telephone and communication services by AT&T and Spectrum and cable television by ~~Charter Cable~~Spectrum, satellite, and other local providers. No new facilities are necessary to serve the Specific Plan area, nor will the projects within the Specific Plan area require the construction or extension of new transmission lines.

The following communication policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) Both the ~~Major Tenant~~South-East Project and ~~Annex North End~~ Project sites will construct on-site utility lines to meet ~~AT&T and Charter Cable~~ utility company requirements and PUC regulations.
- 2) All wires, conductors, cables, raceways, and conduits that provide direct service to any property shall be installed underground within the boundary lines of such property.
- 3) All utility lines along the project frontages shall be undergrounded consistent with City code requirements.
- 4) ~~Exhibits 8 & 9 identify the locations of the proposed communication facilities that serve the respective Major Tenant Project and Annex Project developments in the Specific Plan area.~~

3.5 GRADING PLAN POLICIES

The Major Tenant parcel, two Commercial Outparcels, and the ~~Annex North End Project Shopping Center~~ parcels ~~site~~ will be cleared, graded, and otherwise prepared for construction. It is anticipated that the South-East project site will require a significant amount of grading to accommodate a level pad. It is anticipated that the North end site will require some imported material to accommodate commercial development. The Major Tenant Project concept grading plans indicates that approximately 50,000 cubic yards of import from the South-East Project Site to the North End Project Site 75,000 cubic yards (CY) of earth will be moved internally and approximately 50,000 CY will be transported to the Annex Project site. In addition, and approximately 205,000 CY of dirt is expected to be exported from the Major Tenant South-East Project site to a suitable receiver site.

The following grading policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) All grading shall comply with the current edition of the ~~Uniform International~~ Building Code, and the City of Atascadero Community Development and Public Works Departments standards.
- 2) Development within the Specific Plan area will cooperate to the greatest extent feasible to utilize excess material on each individual development site prior to exporting outside the Del Rio Specific Plan area. Grading shall be generally consistent with the concepts are shown in Exhibits 11 & 12.
- 3) ~~The final site grading plan shall be approved by the Community Development Department prior to commencing any construction.~~
- 4) Any residual debris resulting from site clearing and preparation will be disposed of/recycled in accordance with City requirements.
- 5) The ~~Major Tenant South-East~~ Project and the ~~Annex North End~~ Project do not propose to grade their respective residential outparcels at this time. Future grading for the residential parcels will comply with City requirements, as determined at the time an application for a specific project is submitted to the City.

3.6 COMMUNITY FACILITIES POLICIES

Community services and facilities including fire protection, police protection, U.S. mail, and solid waste disposal are summarized below. A more detailed discussion of facilities and services is presented in the Specific Plan EIR certified for the project.

FIRE PROTECTION

The City of Atascadero Fire Department provides fire prevention and suppression, hazardous materials mitigation, and disaster planning services. This department serves the Del Rio Road

Commercial Area Specific Plan area. The closest fire station to the site is Station #1 located at 6005 Lewis Avenue. Fire protection needs are analyzed in the Specific Plan EIR.

The following fire protection policies shall apply within the Del Rio Road Commercial Area Specific Plan area:

- 1) All fire hydrants shall be approved by the Fire Department.
- 2) The City of Atascadero Fire Department shall review and approve all water improvement plans and Fire Department Connections (FDC's) prior to installation.
- 3) All structures shall include automatic sprinkler systems and alarm systems as required by the latest applicable codes
- 4) All driveways and perimeter drives aisles will be have signage that states "Fire Lanes – No Parking".

POLICE PROTECTION

The Del Rio Road Commercial Area Specific Plan is served by the City of Atascadero Police Department ("APD"). APD operates in cooperation with the surrounding law enforcement agencies under the "State Mutual Aid Pact". The department's headquarters is located at 5505 El Camino Real approximately two miles from the site. Police protection needs are analyzed in the Specific Plan EIR.

U.S. MAIL

Mail service is provided by the United States Postal Service (USPS). The USPS will be consulted regarding the location of the mail depositories which shall be installed per USPS recommendations.

SOLID WASTE & RECYCLING STORAGE

Solid waste is collected by the Atascadero Waste Alternatives, Inc., a private company under contract with the City of Atascadero. Solid Waste Service is provided to the Del Rio Road Commercial Area Specific Plan area by Atascadero Waste Alternatives, Inc. Solid waste will be disposed of at the Chicago Grade Landfill located at 2290 Homestead Road, Templeton, CA 93465.

DEVELOPMENT STANDARDS

IV DEVELOPMENT STANDARDS

4.1	Commercial Retail (CR) Development Standards	IV-1
4.1.1	Permitted Uses	IV-1
4.1.2	Property Development Standards	IV-2
4.2	Residential Multiple Family (RMF-20) Development Standards	IV-2
4.2.1	Permitted Uses	IV-3
4.2.2	Property Development Standards	IV-3
4.3	Residential Single Family (RSF-X) Development Standards	IV-3
4.3.1	Permitted Uses	IV-3
4.3.2	Property Development Standards	IV-3

DEVELOPMENT STANDARDS

This chapter establishes policies and standards for development of the land uses and buildings within the Del Rio Road Commercial Area Specific Plan area. The Specific Plan creates a specific identity within the plan area through application of the Atascadero Municipal Code and unique development standards. The purpose of these standards is to support, through careful site evaluation and design, the establishment of land uses in a manner that protects the public health, safety, and welfare. To the extent the development standards of the Specific Plan and the Atascadero Municipal Code are in conflict, the development standards of the Specific Plan shall prevail.

4.1 COMMERCIAL RETAIL (CR) DEVELOPMENT STANDARDS

These development standards implement the Commercial Retail (CR) zoning designation. The planning areas zoned CR allow the development of commercial uses, which provide residents and visitors with a variety of retail, office, lodging, restaurant, and personal and tourist serving uses. It is the intent of these regulations to establish a comprehensive set of standards and respond to community needs for general commercial uses.

4.1.1 PERMITTED USES

~~Permitted Uses in the CR zone shall be those uses listed under Title 9, Section 3.222 of All uses shall be consistent with the underlying CR (Commercial Retail) zoning district for allowed and conditionally allowed uses the Atascadero Municipal Code (CR: Commercial Retail Zone), and those uses listed below with the following modifications:~~

~~1) Outdoor garden center The following uses shall be allowed or allowed as modified:~~

- ~~a) Auto Repair Services (indoor only, no outdoor storage of inoperative vehicles)~~
- ~~b) Brewery – Production~~
- ~~c) Building Materials and Hardware w/ outdoor storage less than 20,000 sf~~
- ~~d) Data and Computer Services Center~~
- ~~e) Farm Equipment and Supplies with outdoor area up to 20,000 square-feet.~~
- ~~f) Horticultural Specialties w/ outdoor sales or storage area less than 20,000 sf~~
- ~~g) Manufacturing – Low Intensity~~
- ~~h) Medical Research~~
- ~~i) Research and Development~~
- ~~j) Warehousing – (must have an active office and employee component that is at least 25% of floor area)~~

~~2) The following uses shall be conditionally allowed:~~

- ~~a) Manufacturing and Processing – High Intensity (indoor only)~~
- ~~b) Winery – production~~
- ~~c) Health Care Services, with the following findings:~~
 - ~~i) The overall use area within the Specific Plan does not exceed 20%~~
 - ~~ii) Adequate parking remains for future build-out and development of the Specific Plan area with a variety of uses~~
- ~~d) Outdoor recreation Services~~
- ~~e) RCFE – Independent Living / Senior Apartments (on the second floor or above only)~~
- ~~f) Warehousing - providing a finding of community benefit can be made~~

1) The following uses shall be prohibited:

- a) Adult Day Care Facility
- b) Adult Oriented Business
- c) Building Materials and Hardware w/ outdoor sales or storage area 20,000 sf or greater
- d) Drive-through Sales or Services
- e) Horticultural Specialties with outdoor storage or sales area of 20,000 sf or greater
- f) Kennels
- g) Medical Extended Care Services: 6 residents or less
- h) Medical Extended Care Services: 7 residents or more
- i) Parking lots
- j) RCFE – Assisted Living
- k) RCFE – Retirement Hotel
- l) Service Stations
- m) Small Family Day Care (unless within a permitted residential unit by State Law)
- a)n) Sports Assembly

~~2) Drive-through pharmacy~~

~~3) Photo studio and finishing center~~

~~4) Photo lab~~

~~5) Arcade~~

~~6) Money Center~~

~~7) Sidewalk sales on patios immediately adjacent to commercial buildings ("on-curb")~~

~~8) Sales within parking areas ("off-curb")~~

~~9) Fast food restaurant with drive-through facilities, take-out, delivery. However, drive-through facilities shall adhere to the following standards:~~

- ~~a. Drive-up windows and remote tellers shall provide adequate space for the stacking of vehicles as measured from the service window or unit to the entry point into the drive-up lane~~
- ~~b. Pedestrian pathways shall be maintained in such a manner to allow the safe and convenient passage of persons across drive aisles~~
- ~~c. Pedestrian pathways shall be clearly marked with paint and/or enhanced paving materials and designated with adequate and appropriate signage. Pedestrian pathways adjacent to drive aisles shall be separated by a raised curb, planter, berm, or other device to ensure a safe and adequate separation between pedestrians and motor vehicles~~
- ~~d. Order board speakers shall be installed and maintained in a manner that diminishes and/or directs noise away from adjacent uses and public rights-of-way~~

~~10) Uses that are not listed as permitted may be approved subject to a determination of Substantial Conformance as provided in Section 6.10~~

DEVELOPMENT STANDARDS

4.1.2 PROPERTY DEVELOPMENT STANDARDS

The site development standards for Commercial Retail (CR) zoned parcels within the Del Rio Road Commercial Area Specific Plan are as presented in Table 4-1: Commercial Retail (CR) Development Standards.

TABLE 4-1: COMMERCIAL RETAIL (CR) DEVELOPMENT STANDARDS

BUILDING SITE <div>Parcel Size:</div> <div>Lot Width:</div> <div>Lot Depth:</div> <div>Lot Coverage:</div>	<div>No minimum parcel size <u>with shared parking and access easements recorded</u></div> <div>No minimum lot width</div> <div>No minimum lot depth</div> <div>No maximum; subject to required building setbacks, parking, and landscape requirements.</div>
MAXIMUM BUILDING HEIGHT <div>Occupied Building AreaHeight:</div> <div>Non-Occupied Building AreaHeight:</div> <div>(Architectural Features)</div>	<div>35 feet</div> <div>45 feet</div>
MINIMUM BUILDING SETBACKS <div>Front Yard:</div> <div>Side Yard:</div> <div>Rear Yard:</div> <div><u> </u> Adjacent to Residential zoned Property:</div> <div><u>Setback from Right-of-way to parking:</u></div>	<div>None10 feet for street trees. Encroachments permitted with MPD approval</div> <div>10 feet for street trees. Encroachments permitted with MPD approval</div> <div>None</div> <div>None</div> <div>30 Feet</div> <div><u>10 Feet</u></div>
Notes:	<ul style="list-style-type: none"> Building height shall be measured from the finished pad elevation to top of roof, excluding architectural features. Occupied Building means the region normally occupied by people generally consisting of the space between the finished pad and 6 feet above the floor or roof, excluding architectural features. Non-Occupied Building (Architectural Features) means a building feature or space where the floor to ceiling height is 10 feet or less outside the occupied building area that adds to the visual interest of a structure. Non-Occupied Building area may contain ventilation or air conditioning equipment. Setbacks shall be measured from the edge of rights-of-way or property line as applicable. Depressed ramps and stairways may project into required setbacks, yards or spaces between buildings more than 4 feet as approved by the Community Development Director, <u>but may not be located within the Right-of-Way unless approved by the City Engineer.</u>

4.2 RESIDENTIAL MULTIFAMILY (RMF-~~2024~~) DEVELOPMENT STANDARDS

These development standards implement the Residential Multifamily (RMF-~~2024~~) zoning designation. The RMF-~~20-24~~ zoning designation allows for the development of high density residential uses at a minimum of 20 units per acre. The Residential Multiple Family Outparcel

DEVELOPMENT STANDARDS

within the Del Rio Road Commercial Area Specific Plan shall be consistent with the City of Atascadero Municipal Code and standards in effect at the time the application for Vesting Tentative Parcel Map AT09-0073 was deemed complete on November 5, 2010 or any subsequent Vesting Map should that entitlement expire. After the City of Atascadero deemed complete the Specific Plan project applications for the development approvals and commenced preparation of the Specific Plan EIR, the City of Atascadero approved a General Plan update to modify the High Density Residential (HDR) land use designation from a maximum of sixteen units per acre to a minimum of twenty units per acre. The City approved a corresponding Zoning Ordinance text change and Zoning Map to change the RMF-16 Zoning District to RMF-20 (minimum 20 units per acre), then subsequently amended the density and name of the designation to RMF-24 with a maximum based density of 24 units per acre. Therefore, the proposed multiple family portion of the Major Tenant site shall be limited to a maximum of 16 units per acre, consistent with the project application and maximum density analyzed in the Specific Plan EIR. The Residential Multiple Family Outparcel will apply for a Conditional Use Permit approval as a subsequent project pursuant to section 6.7 of the Specific Plan, and will be subject to review by the City at that time. Refer to the City of Atascadero Municipal Code for further development standards and design guidelines.

4.2.1 PERMITTED USES

Permitted Uses shall comply with Title 9, Chapter 3, Article 63, Sections 9-3.172 and 9-3.173 of the Atascadero Municipal Code.

4.2.2 PROPERTY DEVELOPMENT STANDARDS

Property Development Standards shall comply with the following City of Atascadero Municipal Codes: Title 9, Chapter 3, Article 6, Sections 9-3.174 through 9-3.176; and Chapter 4, Sections 9-4.101 through 9-4.164.

4.3 RESIDENTIAL SINGLE FAMILY (RSF-X) DEVELOPMENT STANDARDS:

These development standards implement the Residential Single Family (RSF-X) zone and Planned Development Overlay Zone No. 17 designations. The RSF-X zoning designation typically allows for the development of single family residential uses not to exceed 2 units per acre. However, the Single Family Outparcel also falls within the ~~existing~~ Planned Development Overlay 17, which permits density greater than the limits specified in the RSF-X zone. Specifically, Planned Development Overlay 17 allows residential uses in the RSF-X zone up to a maximum of 4 units per acre. Approximately 1.7 acres of single family residential uses have been included in the Specific Plan area. Accordingly, a maximum of up to 6 primary dwelling units would be permitted in this area.

The Single Family Outparcel within the Specific Plan shall be consistent with the City of Atascadero's Municipal Code and Standards and the development standards of Planned Development Overlay No. 17. The Single Family Outparcel will apply for subdivision mapping and permits as a subsequent project pursuant to section 6.7 of the Specific Plan, and will be subject to review by the City at that time. Refer to the City of Atascadero Municipal Code for further development standards and design guidelines.

DEVELOPMENT STANDARDS

4.3.1 PERMITTED USES

Permitted Uses shall comply with Title 9, ~~Article 4~~Chapter 3, ~~Article 3, Sections 9-3.152 and 9-3.153~~ of the Atascadero Municipal Code.

4.3.2 PROPERTY DEVELOPMENT STANDARDS

Property Development Standards shall comply with ~~the following~~ City of Atascadero Municipal Codes: Title 9, Chapter ~~34~~, ~~Article 4, Section 9-3.154~~; Chapter 3, ~~Article 28, Section 9-3.662~~; and Chapter 4, ~~Sections 9-4.101 through 9-4.164~~.

V DESIGN GUIDELINES

5.1 Commercial Retail (CR) Design Guidelines	V-1
5.1.1 General Design Concepts	V-1
5.1.2 Landscaping	V-10
5.1.3 Parking & Parking Lot	V-15
5.1.4 Lighting	V-15
5.1.5 Signage	V-15
5.1.6 Fencing & Screening	V-16
5.1.7 On-Site Circulation	V-17
5.1.8 Loading	V-17
5.1.9 Outdoor Storage	V-18
5.2 Residential Multiple Family (RMF-240) Design Guidelines	V-18
5.3 Residential Single Family (RSF-X) Design Guidelines	V-18

DESIGN GUIDELINES

The purpose of these design guidelines is to provide a guide for developers, builders, architects, engineers, landscape architects and others involved in the preparation of development proposals to ensure a consistent architectural design theme, use of materials, signage, and level of quality throughout the Specific Plan area. The design guidelines will assist the City of Atascadero staff and decision making authorities with criteria to evaluate future development proposals. To the extent the design guidelines of the Specific Plan and the Atascadero Municipal Code are in conflict, the Specific Plan's design guidelines shall prevail.

5.1 COMMERCIAL RETAIL (CR) DESIGN GUIDELINES

These design guidelines provide for the design and development of Commercial Retail (CR) uses within the Specific Plan area. The design guidelines set forth in this section will ensure that future development within the Specific Plan area is consistent.

Development of the ~~Major Tenant South-East~~ and the ~~Annex North End Shopping Center project sites~~ pursuant to the project approvals described in Section 1.5, including approval of a Master Plan of Development, are deemed to be consistent with the Design Guidelines of the Specific Plan and shall proceed directly to ministerial building permit and construction plan review. Design review for the two Commercial Outparcel uses to ensure consistency with the Design Guidelines of the Specific Plan shall occur during the Plot Plan Review approval process pursuant to Section 6.7 of the Specific Plan.

5.1.1 GENERAL DESIGN

Within the Del Rio Road Commercial Area Specific Plan, site design addresses the nature and function of the uses, buildings, and features. The architectural design guidelines are intended to provide overall direction in the design of structures within the Specific Plan area. Architectural design and details for the ~~Major Tenant South-East~~ Project and ~~Annex North End~~ Project sites should be integrated throughout the Specific Plan area. Design within the Del Rio Road Commercial Area Specific Plan should meld function and form, not one to the exclusion of the other. These guidelines are meant to be flexible over time and correspond with changing conditions in lifestyles, the market-place and economic conditions.

The following design guidelines are intended to facilitate design integrity between the variety of uses within the Del Rio Road Commercial Area Specific Plan area:

- 1) Placement of buildings should consider the existing context of the commercial area, the location of adjacent land uses, and the location of major traffic generators.
- 2) The architecture (height, scale, style) of each building within the Specific Plan area should be compatible with other structures within the Specific Plan. Building sites should be developed consistent with architectural exhibits in a coordinated manner to provide order and diversity and avoid disorderly development.
- 3) Buildings within the Specific Plan ~~will~~ may accommodate ~~large-scale-retail, office, tourism, operations and personal services among others~~. Developers may incorporate "prototype" architectural standards in the design and development of structures if they are consistent with the architectural quality and character of Specific Plan. Buildings may incorporate simple rectangular forms which may be broken up by creating horizontal emphasis through the use of reveals, trellises, landscaping, trim, windows, eaves,

- cornices, complimentary colors or other architectural and design devices consistent with the architectural exhibits.
- 4) Figures 5-1 through 5-~~6-4~~ illustrate the conceptual ~~exterior elevations~~architectural themes for ~~the Major Tenant and Annex~~ development within the Specific Plan area. ~~Buildings proposed on the two Commercial Outparcels of the Major Tenant Project site should have an architectural design compatible with these figures.~~
 - 5) Buildings should be carefully articulated; front, side, and rear elevations should provide variation in massing, wall, and roof forms. Use of thematic features and materials are important elements and are encouraged.
 - 6) Large smooth, unarticulated surfaces should be avoided. A mixture of smooth and textured blocks for concrete walls is encouraged. Exterior materials requiring high maintenance responsibilities such as stained wood, clapboard, or shingles should be avoided. Large areas of intense white or dark colors should be avoided. Subdued colors should be used as dominant overall colors. Bright colors should only be used for trim and/or specialized uses (store identification, etc.).
 - 7) Building materials should be selected and detailed for compatibility throughout the site. Buildings should incorporate a mix of at least two ~~of the~~ prevalent materials and at least one accent material including block, split faced block, block decorative veneer, ~~masonry veneer~~, stucco, architectural metal siding, wood or wood look features, or decorative exposed concrete or tile. These materials should be used in ~~traditional~~ combinations that yield an impression of permanence as well as respect for the surrounding environment and authentic architectural styles. Please refer also to Figures ~~5-21 through 5-4: Major Tenant Conceptual Color and Materials and Figure 5-7: Annex Project Conceptual Color and Materials~~.
 - 8) ~~The use of c~~Complementary earth tones should be applied to building facadesdesign features should be utilized to unify the specific plan area. ~~The use of a neutral color palette and stone and/or tile accents that should be repeated on multiple structures to unify the Specific Plan area.~~
 - 9) All buildings should incorporate thematic benches, trash receptacles, bollards, and bike racks.
 - 10) Prior to submittal for Building Plan Check and the issuance of building permits, full color renderings and color boards representing the exterior colors and materials to be used shall be submitted to the Community Development Department.
 - 11) Exterior mechanical equipment shall be screened from public view.
 - a. All roof mounted heating and cooling equipment shall be screened from view by a parapet or other structural feature and designed to match the total structure.
 - b. All ground-mounted utility appurtenances shall be located away from public view or adequately screened. Screening should be of a material complimentary to the structure and/or heavy landscaping and berming.
 - 12) Wall mounted items such as roof ladders and electrical panels shall not be located adjacent to public rights-of-way, unless secured to prevent public access. Service areas (areas for loading/unloading, unpacking of goods, etc.) shall be simple and efficient, and shall not interfere visually or physically with other building operations. No utility appurtenances shall be permitted directly within a pedestrian area.
 - ~~13) All new gas, telephone lines, and electrical lines of 12 kV or less within the Specific Plan area shall be placed underground.~~
 - ~~14) All development within the Specific Plan area shall comply with all applicable building codes and the requirements of the City, County, State and other responsible agencies.~~



4. Left Side -North Elevation

Figure 35-12: Del-Rio-Road-Commercial-Area-Specific-Plan-Conceptual-Circulation-PlanArchitectural Design
Concept – Main Features



Figure 5-1: Major Tenant Conceptual Elevations

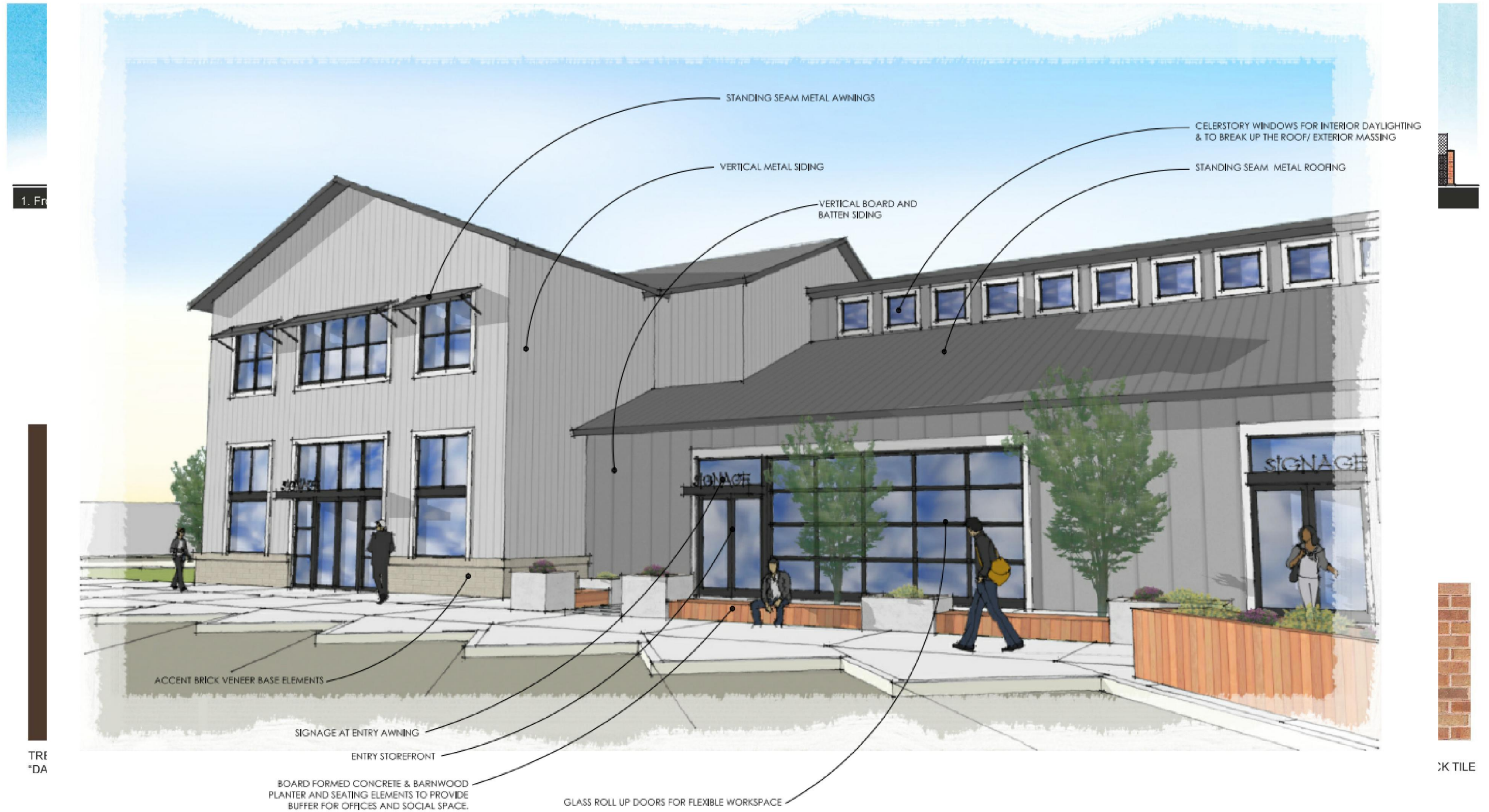


Figure 5-2: Major Tenant Conceptual Color & Materials
Figure 35-22: Del Rio Road Commercial Area Specific Plan Conceptual Circulation Plan Architectural Design
Concept – Secondary Features

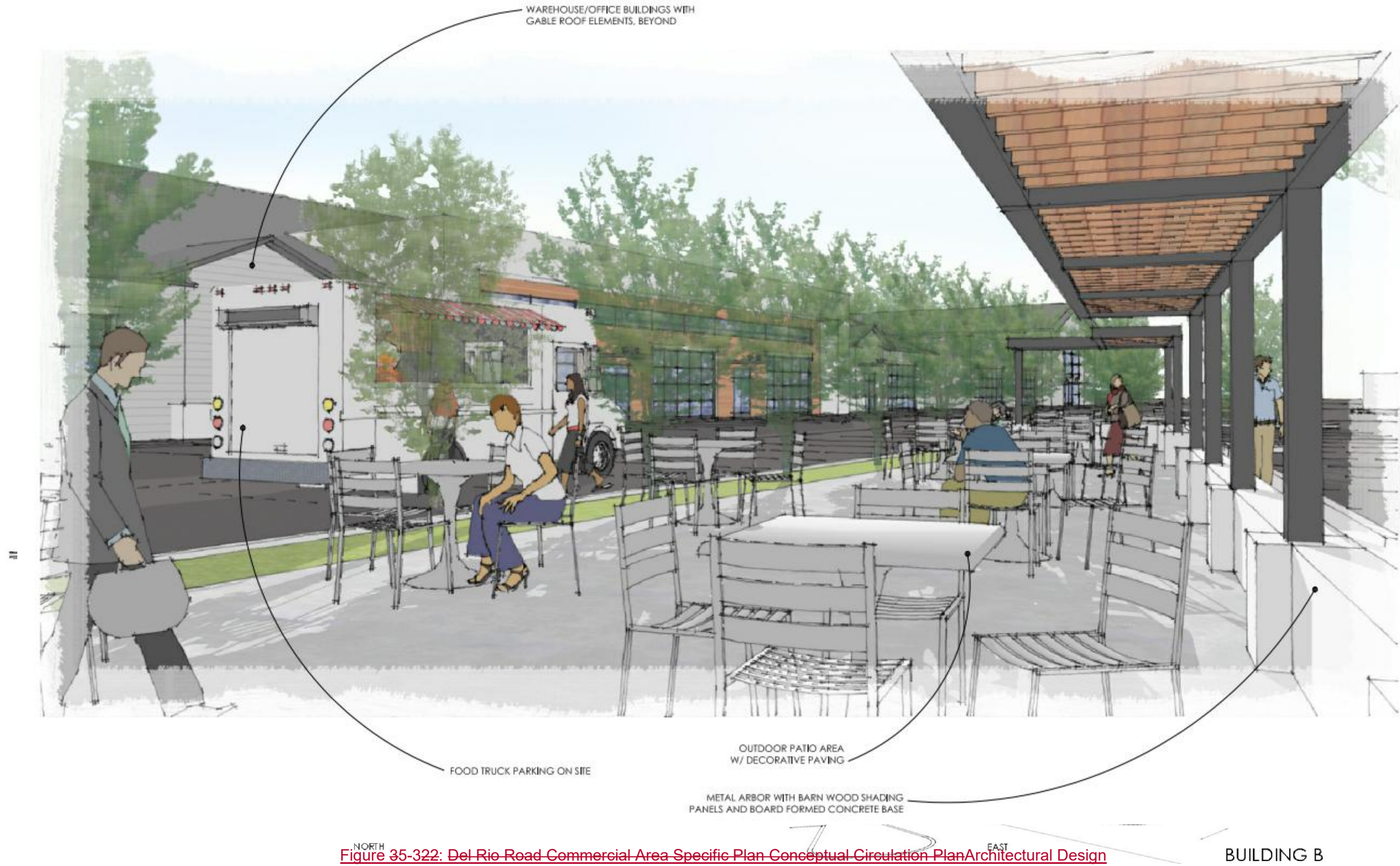
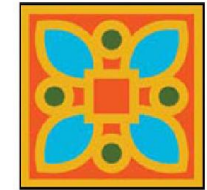




Figure 35-422: Del Rio Road Commercial Area Specific Plan Conceptual Circulation Plan Architectural Design Concept –
Figure 5-4: Annex Project Conceptual Elevations of Buildings C & D



Figure 5-5: Annex Project Conceptual Elevations of Buildings E & F



THE ANNEX
EL CAMINO REAL +
DEL RIO ROAD
ATASCADERO
CALIFORNIA



GREEN WALL

SOUTH



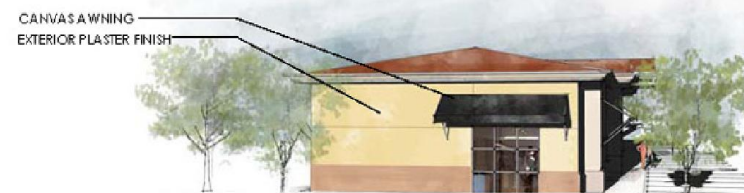
CLAY TILE ROOF
FOAM FORMED
CORNICE
CANVAS AWNING

EAST



ALUMINUM STOREFRONT

NORTH



CANVAS AWNING
EXTERIOR PLASTER FINISH

WEST

BUILDING G



ACCENT WINDOW
STEEL AWNING

NORTH



CLAY TILE ROOF
GREEN WALL

MOSAIC TILE

WEST



SOUTH

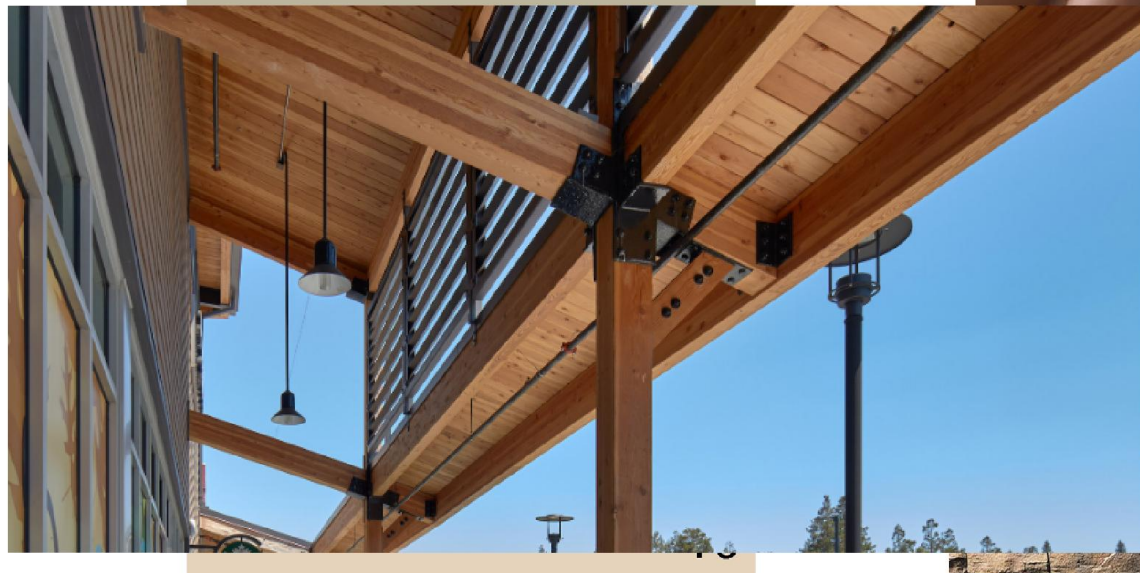


CLAY TILE ROOF
EXTERIOR PLASTER FINISH
ALUMINUM STOREFRONT

EAST

BUILDING H

Figure 5-6: Annex Project Conceptual Elevations of Buildings G & H



Architectural Theme: Contemporary Agrarian

Design and Material Features:

- Gable and shed roof elements
- Vertical accents at corners and entry points
- Earth toned colors
- Mix of metal, wood, concrete, and glass
- Large openings and windows
- Geometric form
- Overlapping horizontal and vertical elements
- Layered façade elements



13. OLYMPIC STAIN "DARK"



14. SUNSHINE AWNING COMPANY "JET BLACK" 6008

Figure 5-7: Annex Project Conceptual Color & Materials

5.1.2 LANDSCAPING

The environment envisioned for the Del Rio Road Commercial Area Specific Plan ~~site area~~ will be established, in large part, by its landscape treatment. Landscaping is to be designed to highlight positive visual features and to provide a cool, pleasant outdoor environment. Landscaping is also intended to give structure and identity to the overall project. The Conceptual Landscape ~~Plans-Palette~~ for the area within the Specific Plan boundaries is available in Figures ~~5-58, through 5-10~~. The following landscaping design guidelines are applicable within the Del Rio Road Commercial Area Specific Plan area:

- 1) Final Landscaping Plans will be prepared consistent with the City's all local and State Water Efficient Landscape and Irrigation codes ~~(AMC 8-8.101-105)~~ and shall be submitted for approval ~~by to~~ the Community Development Director.
- 2) Landscape and irrigation construction plans should substantially conform to the Conceptual Landscape Plan approved Master Plan of Development.
- 3) Permanent automatic irrigation systems (including low flow systems) compliant with the Atascadero Municipal Code should be provided in all landscaped areas.
- 4) Low flow irrigation systems are highly recommended within the Specific Plan area. Sprinkler heads located immediately adjacent to parking areas should be of the "pop-up" variety instead of risers.
- 5) The irrigation system should be designed to avoid overspray onto structures, streets, sidewalks, windows, walls and fences.
- 6) The use of turf areas shall be reduced to a minimum. Turf should only be used when there is a functional purpose.
- 7) Within individual landscaped areas, plants should be selected and planted appropriately based upon their adaptability to the climatic, geologic, and topographical conditions of the site and in accordance with the Atascadero Municipal Code. Drought-resistant and native plant species are encouraged.
- 8) Landscaping should be maintained in an acceptable manner with dead and destroyed landscape items replaced as soon as practical.
- 9) Planters shall not drain into parking areas so as to accumulate mud or other residue.
- 10) Building setbacks that are not used for drive entries, parking, loading, pedestrian walkways, or approved outdoor uses should be landscaped. All unpaved areas within developed portions of the site should be landscaped according to an approved landscape plan.
- 11) No landscaping is required adjacent to the portions of buildings where loading doors and customer pick-up areas are located.
- 12) The parking lot landscaping should include canopy trees to reduce urban heat island effects and provide a pleasant pedestrian experience throughout the parking areas.
- 13) Landscaping along the street frontages of El Camino Real, Del Rio Road, and the new public road should be planted with a combination of trees, shrubs, and groundcover planted in a clearly perceptible pattern that creates a sense of scale or rhythm along these roadways consistent with the approved Landscape Plan
- 14) Street trees shall not be planted along Rio Rita Road in order to protect the viewshed of the existing development above Rio Rita Road.
- 15) All trees used within required landscaped areas, including parking areas, shall have a minimum size of 24" box unless specific agreement is made with the Community Development Department.

- 16) All shrubs used within required landscaped areas, including parking areas, shall utilize a mixture of sizes one-to-five (1-5) gallons and shall be dispersed evenly throughout the landscaped areas.
- 17) All trees within the Specific Plan area shall be staked or provided with guy wires.
- 18) Landscaping along public rights-of-way should be designed to aesthetically screen and soften blank walls, parking areas, storage areas, utility boxes, and other non-aesthetic items.
- 19) The planting of hedge shrubs and/or vines along exterior structures and screen walls is encouraged to deter potential graffiti.
- 20) Landscaped areas should be delineated with a 6-inch high and 6-inch wide concrete curb or equivalent. Curb may be broken to allow water to flow into depressed planted areas.
- 21) Mulch should be applied in a 3-inch layer in all shrub and groundcover areas.
- 22) All new and disturbed slopes shall be revegetated.
- 23) Landscaping shall be planted concurrent with the development of the individual lots within the Specific Plan area.
- 24) In addition, landscape improvements in each project's right-of-way frontage, including road medians, shall be installed and completed prior to occupancy of each project's first tenant. All landscape improvements in the public right-of-way shall be approved by the City Engineer and will requires an encroachment permit.
- 25) Retaining walls in excess of 4 feet in height shall be setback from the right of way a minimum of 5 feet. Individual walls may not exceed 6 feet in height, and multiple, stepped walls with a minimum separation of 5 feet shall be utilized where grades require additional height. All retaining walls shall use high quality decorative materials and shall be consistent with the architectural design theme of the development. Wall exceptions may be granted with Design Review Committee approval based on findings that the wall(s) is designed as a decorative site feature.



Symbol	Botanical Name	Common Name	Quantity
TREES			
	Celtis occidentalis	Common Hackberry	69
	Cercis occidentalis	Western Redbud	28
	Lagerstroemia hybrid	Hybrid Crape Myrtle	81
	Pinus eldarica	Alghon Pine	41
	Pistacia chinensis	Chinese Pistache	21
	Platanus x acerifolia	London Plane Tree	24
	Platanus racemosa	California Sycamore	10
	Populus fremontii	Western Cottonwood	11
	Prunus cerasifera 'Atropurpurea'	Purple-leaf Plum	21
	Prunus californica 'Aristocrat'	Aristocrat Pear	51
	Quercus agrifolia	Coast Live Oak	50
	Quercus ilex	Holly Oak	44
	Quercus lobata	Valley Oak	15
	Robinia x ambigua 'Idahoensis'	Idaho Locust	24
	Zelkova serrata 'Green Vase'	Savilest Zelkova	30
SHRUBS			
	Abelia g. 'Edward Goucher'	Glossy Abelia	
	Arbutus unedo 'Compacta'	Strawberry Tree	
	Arctostaphylos hookeri	Monterey Manzanita	
	Arctostaphylos 'Howard McMill'	Vine Hill Manzanita	
	Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Brush	
	Callistemon v. 'Little John'	Dwarf Bottlebrush	
	Ceanothus species	Mild Lilac	
	Cistus purpureus	Orchid Rock Rose	
	Festuca glauca	Fescue	
	Gaura lindheimeri	NCH	
	Gravillea Nautil'	NCH	
	Hemerocallis hybrid	Daylily	
	Hesperaloe parviflora	Red Yucca	
	Heteromeles arbutifolia	Toyon	
	Heuchera	Coral Bells	
	Lavandula angustifolia 'Hidcote'	Pink English Lavender	
	Ligustrum japonica 'Texanum'	Texas Privet	
	Mahonia aquifolium	Oregon Grape	
	Phormium tenax	Hybrid New Zealand Flax	
	Photinia fraseri	Photinia	
	Rhamnus californica	Coffeeberry	
	Rhus glabra 'Indica'	Indigo Bush	
	Rosa species	Granddaddy Rose	
	Rosemaria o. 'Marjorie Pink'	nch. Upright Rosemary	
	Salvia species	Sage	
	Arbutus unedo 'Compacta'	Strawberry Tree	
	Arctostaphylos hookeri	Monterey Manzanita	
	Arctostaphylos 'Howard McMill'	Vine Hill Manzanita	
	Ceanothus species	Mild Lilac	
	Cistus purpureus	Orchid Rock Rose	
	Heteromeles arbutifolia	Toyon	
	Rhamnus californica	Coffeeberry	

NOTES:
PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY.
ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.
ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM.
ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED.

Figure 5-8: Major Tenant Conceptual Landscape Plan



PLANT PALETTE

Symbol	Botanical Name	Common Name	Quantity
TREES			
	Celtis occidentalis	Common Hackberry	24
	x Chitalpa tashkentensis 'Pink Dora'	Chitalpa	17
	Lagerstroemia hybrid	Hybrid Crape Myrtle	80
	Pinus eldarica	Algha Pine	15
	Platanus x acerifolia	London Plane Tree	14
	Platanus racemosa	California Sycamore	27
	Populus fremontii	Western Cottonwood	14
	Prunus caroliniana 'Atropurpurea'	Purple-leaf Plum	18
	Pyrus calleryana 'Kiefferi'	Arishad Pear	16
	Quercus ilex	Holly Oak	29
	Yucca x eriozona 'Edmonstone'	Yucca Locust	6
SHRUBS			
	Abutilon g. 'Edward Gausler'	Stoney Abutilon	
	Ardisia cuneata 'Compacta'	Snowberry Tree	
	Arctostaphylos hookeri	Hollyleaf Manzanita	
	Arctostaphylos 'Howard McHenry'	Vine Hill Manzanita	
	Baccharis pilularis 'Twin Peaks'	Dwarf Coyote Bush	
	Callitriche v. 'Little John'	Dwarf Bolanderbush	
	Ceanothus species	Mild Lilac	
	Celastrus purpurea	Orchid Rock Rose	
	Fuchsia glauca	Peewee	
	Gaura lindheimeri	NCH	
	Grevillea 'Noble'	NCH	
	Hemerocallis hybrid	Daylily	
	Heperocallis parviflora	Red Yucca	
	Hebe x exoniifolia	Tayon	
	Hedera	Coral Belle	
	Leucodendron angustifolia 'Nidula'	Pink English Lavender	
	Ligustrum japonica 'Tangerine'	Texas Privet	
	Morone asplenifolia	Oregon Grape	
	Phormium tenax	Hybrid New Zealand Flax	
	Photinia fraseri	Photinia	
	Rhamnus californica	Coffeeberry	
	Raphanostyle indica	India Hawthorn	
	Rosa species	Groundcover Rose	
	Rosemarinus o. 'Variegata Pink'	n.s.n. (Sprig Rosemary)	
	Salvia species	Sage	

NOTES:
PLANT MATERIAL NOT LISTED MAY BE USED, SUBJECT TO APPROVAL BY THE CITY.
ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO CITY DESIGN GUIDELINES, CODES AND REGULATIONS.
ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM.
ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED.

Figure 5-10: Annex Shopping Center Conceptual Landscape Plan

5.1.3 PARKING & PARKING LOT

All parking and parking lots within the Specific Plan area shall comply with Title 9, Sections 4.114 through 4.119 of the Atascadero Municipal Code and the following parking and parking lot standards listed below:

- 1) Parking spaces should be oriented to ensure visibility of pedestrians, bicyclists and other motorists while entering, leaving or circulating within a parking area.
- 2) The installation of parking facilities shall occur concurrently with the development of individual parcels and shall be designed for interconnecting access to future subsequent development.
- 3) Individual parcels are ~~permitted~~ must be designed to share parking fields if they are adjacent and within the same zoning designation.
- 4) Parking areas shall have lighting capable of providing adequate illumination for safety and security. Such lighting shall be indirect, hooded, and arranged to reflect light away from adjoining properties and streets.
- 5) All parking areas should be paved with Portland cement, concrete, asphalt or other appropriate approved material as established by the City Engineer. Curbing or wheel stops should be provided around parking lot perimeter.
- 6) Parking areas should be provided with curbs, bollards, or similar permanent devices where necessary to prevent parked vehicles from bumping buildings, landscaping, or perimeter walls.
- 7) Canopy trees shall be provided at an average of approximately one (1) tree per thirty (30) feet along parking rows.
- 8) Individual tree planters may be used in lieu of landscape fingers provided the parking lot complies with all other applicable landscaping requirements.
- 9) Parking areas that face El Camino Real, and are at least five (5) feet above the adjacent roadway, shall not be required to be screened with a landscaped berm. Parking areas that face El Camino Real, and are less than five (5) feet above the adjacent roadway, shall be screened with a landscape berm a minimum of thirty (30) inches in height unless the City Engineer finds that intervening landscaping sufficiently blocks headlight glare.
- 10) Commercial grade bicycle racks should be conveniently located close to building entrances.

5.1.4 LIGHTING

All lighting within the Specific Plan area shall comply with Title 9, Section 4.137 of the Atascadero Municipal Code and the following lighting standards listed below:

- 1) Lighting sources in parking lots may be up to thirty (30) feet in height.
- 2) Lighting sources shall be full cut off type fixtures that are shielded, diffused, or indirect in order to avoid glare to pedestrians, motorists, and surrounding residential areas.
- 3) Lighting fixtures shall be selected and located to confine the area of illumination to within the site boundaries consistent with the approved photometric plans.
- 4) To minimize the total number of freestanding light standards, full cut off type wall-mounted lighting fixtures should be utilized where feasible and consistent with building architecture.

5.1.5 SIGNAGE

Signage and graphics are an important element within the Del Rio Road Commercial Area Specific Plan. The intent ~~both of the Major Tenant South East Project Sign Program and Annex North End Project Sign Program, (collectively referred to as "Sign Programs"),~~ is to provide commercial tenants maximum sign exposure in a manner that will complement the overall image of the combined projects. ~~The Major Tenant's Sign Program is provided in Exhibit 12. The Annex Project's Sign Program is provided in Exhibit 13.~~

All signage shall comply with the ~~approved Sign Program shown in Figure 5-6: Del Rio Road Commercial Area Specific Plan Signage Program, in this Specific Plan and Title 9, Section 15.001 through 15.013 of the Atascadero Municipal Code.~~ The following additional signage standards shall also apply within the Specific Plan area:

- ~~1) All signage shall be compatible with the Major Tenant Project and Annex Project approved Sign Programs.~~
- ~~2)1) Monument signs should be incorporated into landscaped areas to minimize visual mass.~~
- ~~3)2) All ground-mounted signs shall be set back from the ultimate curb face and positioned so as not to create a hazard for either pedestrian or vehicular traffic.~~
- ~~4) One free-standing freeway-oriented sign shall be located on the Annex Project site, and shall be available for use to any business within the Specific Plan boundary.~~
- ~~5)3) All signs and their supporting structures shall be constructed of metal, wood or comparable weatherproof material and shall be enclosed as to provide against their infestation by birds and vermin.~~
- ~~6)4) Each tenant shall be responsible for providing their own building signs. Each tenant is responsible for obtaining all required sign and building permits from the City. Each tenant shall be responsible for all fees required.~~
- ~~7)5) Tenant wall signs shall be designed with individual lettering and custom graphics. Use of external illumination, neon and other features are encouraged. Signs shall complement architectural themes. No internally illuminated cabinets shall be allowed unless an integral part of a small custom sign feature, limited to internally illuminated signs with individual channel letters, a plexiglass face, and sheet metal returns and trim caps. Logos and corporate slogans need not consist of individual letters but should be compatible with the Sign Program and design theme.~~
- ~~8) Any requested deviation from the approved sign program shall require the approval of the Community Development Director or designee and may require the review of an Administrative Use Permit. Tenants shall be responsible for compliance with this program and all City codes and requirements.~~
- ~~9)6) Additional signage may be requested by the Commercial Outparcels and future residential uses at the time specific development projects are proposed. This additional signage, which is not represented in the approved sign programs, shall generally be consistent with the signage standards of the Specific Plan, and shall comply with the City's Sign Ordinance pursuant to Atascadero Municipal Code section 15.001-.013.~~
- ~~10)7) Additional sign area allowance or unique signage elements not otherwise permitted by the approved Sign Programs in this Specific Plan or by the City's Sign Ordinance, may be processed as an Administrative Use Permit pursuant to Section 6.7: Application Processing.~~

DESIGN GUIDELINES

WALL SIGNS

Wall signs may be externally lit or internally illuminated individual channel letters with light directed through the letters set in an opaque background. If the sign is externally lit, top mounted light fixtures which shine light downward and are fully shielded must be used. Wall signs may contain stylized font and/or company logos. Refer to the following pages for size limitation. Letter height shall be proportionate to the sign size and the building architecture. The area of the sign shall not exceed one square foot per lineal foot of business frontage.



PROJECTING SIGNS

One suspended or projecting sign is allowed per business. Projecting signs must have 8' of clearance from the sidewalk and project no more than 5' beyond the building facade. Projecting signs shall not exceed 15 SF with a maximum letter height of 10". Projecting signs, if lit, shall be externally lit with top mounted light fixtures which shine light downward and are fully shielded.

NOTE: Projecting and/or under canopy signs to have 3D appearance with dimension, with a ten (10) inch maximum letter height.



HANGING SIGNS

One suspended or projecting sign is allowed per business. Hanging or Under Canopy signs must have 7' of clearance from the sidewalk. Hanging signs shall not exceed 15 SF with a maximum letter height of 10". Hanging signs, if lit, shall be externally lit with top mounted light fixtures which shine light downward and are fully shielded.

NOTE: Projecting and/or under canopy signs to have 3D appearance with dimension, with a ten (10) inch maximum letter height.



AWNING/ SUSPENDED SIGNS

Awning Signs shall be limited to the front valance of the awning and shall contain the name of the business. Awning or canopy signs must have 8' of clearance from the sidewalk and project no more than 5' beyond the building facade with maximum slope less than sixty degrees. Projecting signs shall not exceed 15 SF. Awning signs shall not be illuminated.



CHALKBOARD SIGNS

Chalkboard or changeable menu signs shall be made of a smooth hard panel for writing on with chalk. This type of sign is permitted for restaurants, wine tasting rooms and other businesses whose primary business is food/beverage. The chalkboard shall not exceed 6 SF and may be either attached to a wall, on a pole in the ground or in a planter, if illuminated, it must be externally lit with top mounted light fixtures which shine light downward and are fully shielded. The chalkboard sign contributes to the maximum overall aggregate area of 150 SF.



WINDOW LETTERING

Window lettering shall be done professionally and may be painted on the inside or the outside of the window. If painted on the outside, a sealer must be applied and regular maintenance is required. Only the name of the business and/or logo is permissible. Lettering is limited to 8" in height and shall not exceed 50% of the window area. Lessee may have window lettering on one window on each frontage. If the window is paned (i.e., French windows), then lettering shall be limited to a single pane (i.e., a word may not be spelled out with one letter in each pane extending across several panes).



Figure 5-69: ~~Major Tenant~~ Del Rio Road Commercial Area Specific Plan

5.1.6 FENCING & SCREENING

Fencing and screening should be designed to highlight positive visual features and to screen negative ones. The following design guidelines are applicable within the Del Rio Road Commercial Area Specific Plan area:

- 1) Fencing and screening should be used to a minimum within the Specific Plan area.
- 2) Walls and fences may be used to retain earth or screen, loading and storage areas, refuse receptacles, and utility structures.
- 3) Walls should be designed to be low and to perform their screening function.
- 4) Walls and fences should be designed to complement the architectural design, color and materials of adjacent buildings.
- 5) Landscaping should be used in combination with walls when possible.
- 6) A decorative three-rail fence shall be provided along the southwest side of Rio Rita Road to protect against accidental pedestrian access to the top of the slope east of the Major Tenant.

5.1.7 ON-SITE CIRCULATION

The on-site circulation standards within the Del Rio Road Commercial Area Specific Plan will ensure the efficient and safe passage of vehicles and pedestrians to and from the various commercial uses within the Specific Plan area. The following design guidelines are applicable within the Del Rio Road Commercial Area Specific Plan area:

- 1) On-site circulation should be designed for efficient vehicular and pedestrian movement.
- 2) The circulation system shall include adequate directional signs for entrances, exits, parking areas, loading areas, and other uses.
- 3) On-site driveways and parking areas shall be ~~are permitted~~ designed to provide common access between the Specific Plan area and adjacent properties.
- 4) Sight lines required for safe automobile movement shall be kept clear. Screens and structures shall not block such sight lines, both for entering and leaving the individual developments, and the project site.
- 5) The design and location of vehicular entries (curb cuts) for individual development sites shall provide the driver ample time to perceive them when approaching the site. Intersections and driveway approaches should be kept clear of obstructions such as traffic signal standards and landscaping.
- 6) Individual buildings and parcels need not have direct access to a public street; however, sufficient easements and/or reciprocal access agreements shall be recorded to ensure that adequate ingress and egress is available to each lot and building within the Specific Plan area and that the entirety of the center functions as one development regardless of underlying lot lines and ownership.
- 7) Adequate pedestrian amenities such as benches and shade structures (or shade trees) should be installed near building entrance or at the curbside/sidewalk adjacent to buildings within the Del Rio Road Commercial Area Specific Plan area.
- 8) Designated pedestrian walkways across traffic lanes should be striped to distinguish them from the surrounding paved areas.
- 9) On-site pedestrian walkways should provide direct, safe, and adequate movement paths between parking areas and building entrances.
- 10) Service truck access routes should be designed to limit interaction with visitor and pedestrian traffic.

5.1.8 LOADING

The following design guidelines are applicable within the Del Rio Road Commercial Area Specific Plan area:

- 1) Loading areas should be designed to provide for maneuvering on site and not from or within a public street. Direct loading from a public street is not permitted.
- 2) Loading areas may be permitted adjacent to a public street provided they are screened by a combination of screen walls, ornamental landscaping, and/or portions of on-site buildings.
- 3) Loading areas visible from a public street or parking area should be screened by solid wing walls (constructed of materials such as concrete, concrete block, masonry, and brick) and/or appropriate landscaping so that said loading area is adequately shielded from public view. All such loading areas shall be maintained in a clean and orderly condition.
- 4) Screen walls and wing walls should be provided adjacent to loading doors and loading areas visible to the public and should be of a compatible material with adjacent buildings, and shall be of sufficient height to provide adequate visual screening.

5.1.9 ~~OUTDOOR ACCESSORY STORAGE~~

The following design guidelines are applicable within the Del Rio Road Commercial Area Specific Plan area:

- 1) Outdoor storage shall be screened from public view.
- 2) Refuse storage and disposal areas, other than trash compactors, should be within trash enclosures ~~on-with~~ at least three sides ~~by-composed of~~ a solid wall which is not less than 6 feet in height. The fourth side may consist of a solid metal gate painted to match or coordinate with the adjacent building (slatted chain link is not acceptable). Cardboard bales shall be removed regularly.
- 3) Refuse containers shall be provided in sufficient number, and should be placed in convenient location(s).
- 4) Trash enclosures may accommodate recycling bins.
- 5) Trash gates should remain closed except when in use, and remain in good working order.
- 6) Trash areas should not be used for storage. The premises should be kept in a neat and orderly condition at all times, and all improvements should be maintained in a condition of good repair and appearance.
- 7) Adequate shopping cart storage should be provided ~~as-shown-in-the-Conceptual-Site-Plans-needed~~.
- 8) No permanent storage of material is allowed on the outside of the building.
- 9) Outdoor storage provisions do not apply to outdoor sales areas, sidewalk sales, enclosed storage, and "garden centers."

5.2 RESIDENTIAL MULTIPLE FAMILY (RMF-~~2024~~) DESIGN GUIDELINES

The Residential Multiple Family (RMF-~~2024~~) parcel within the Del Rio Road Commercial Area Specific Plan shall be consistent with the City of Atascadero Municipal Code and Standards in effect at the time the application for Vesting Tentative Parcel Map AT09-0073 was deemed complete on November 5, 2010 or subsequent vested entitlement should the original entitlement

~~expire.~~ Design review for the Multifamily Outparcel use to ensure consistency with the Design Guidelines of the Specific Plan shall occur during the Conditional Use Permit approval process pursuant to Section 6.7 of the Specific Plan. ~~The project will be consistent with the City of Atascadero Municipal Code's multifamily residential design standards.~~

5.3 RESIDENTIAL SINGLE FAMILY (RSF-X) DESIGN GUIDELINES

The Residential Single Family (RSF-X) remainder parcel within the Del Rio Road Commercial Area Specific Plan shall be consistent with the City of Atascadero's Municipal Code and Standards. Design review for the Single Family Outparcel use to ensure consistency with the Design Guidelines of the Specific Plan shall occur during the Subdivision Tract Map Approval process pursuant to Section 6.7 of the Specific Plan. Refer to the City of Atascadero Municipal Code for further design guidelines.

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IMPLEMENTATION AND ADMINISTRATION

IMPLEMENTATION AND ADMINISTRATION

The City of Atascadero adopted this Specific Plan following certification by the City of the Specific Plan EIR and concurrent with the issuance of certain additional development approvals described in Section 1.5 of this Specific Plan. This Specific Plan serves as an implementation tool for the City's General Plan, and establishes the overlay zone for the combined ~~Major Tenant Project and Annex~~ Project sites. Following adoption of the Specific Plan and the development approvals described in Section 1.5, development within the Specific Plan area shall proceed pursuant to Section 6.7 of this Specific Plan.

The Del Rio Road Commercial Area Specific Plan shall be implemented, amended, revised or adjusted according to the procedures identified in this section. These procedures have been developed to ensure consistency with the adopted Del Rio Road Commercial Area Specific Plan, to encourage continuity in design and development of the community, and to promote high standards of site design. These revision and amendment procedures also provide for adaptation to special or supplementary development standards that may be adopted from time to time to implement the Del Rio Road Commercial Area Specific Plan.

6.1 INTERPRETATION

These regulations shall be held to be minimum requirements in their application and interpretation. No provision herein is intended to abrogate or interfere with any deed restriction, covenant, easement, or other agreement between parties.

Interpretations of the provisions of this Specific Plan are subject to subsections (a) through (c) of Section 9-1.109 of the Atascadero Municipal Code, except that interpretation of allowable uses not specifically listed in the Atascadero Municipal Code for the CR (Commercial Retail) zoning district or Chapter 4 of this Specific Plan are subject to a substantial conformance determination pursuant to Section 6.10 of this Specific Plan.

6.2 DEFINITION OF TERMS

The meaning and construction of words, phrases, titles and terms shall be the same as provided in Atascadero Municipal Code and Atascadero General Plan, unless otherwise specifically provided in the Specific Plan.

6.3 ENFORCEMENT

The Del Rio Road Commercial Area Specific Plan is enforceable through the measures and regulations detailed in Title 9 of the City of Atascadero Municipal Code.

The standards contained in the Specific Plan have been adopted by ordinance and are enforceable to the same extent as standards contained in the Zoning Regulation and other City Codes.

6.4 SEVERABILITY

If any term, provision, condition, requirement, or portion thereof of this Specific Plan is for any reason held invalid, unenforceable, or unconstitutional, the remainder of this Specific Plan or the application of such term, provision, condition, requirement, or portion thereof to circumstances

IMPLEMENTATION AND ADMINISTRATION

other than those in which it is held to be invalid, unenforceable, or unconstitutional, shall not be affected thereby; and each other term, provision, condition, requirement, or portion thereof shall be held valid and enforceable to the fullest extent permitted by law.

6.5 IMPLEMENTATION OF DEVELOPMENT STANDARDS

Adoption of the Specific Plan by the City, includes adoption of the development standards and policies described in Chapter 4: Development Standards. Development standards and policies contained in this document shall supplement or replace those of the City of Atascadero Municipal Code as they might otherwise apply to lands within the Del Rio Road Commercial Area Specific Plan area. For projects within the Specific Plan area, development standards and policies in the Del Rio Road Commercial Area Specific Plan shall take precedence over more general standards and policies applied through the rest of the City. To the extent the provisions of the Specific Plan and the Atascadero Municipal Code are in conflict, the provisions of the Specific Plan shall prevail. In situations where development standards or policies relating to a particular subject have not been provided in the Specific Plan, the existing development standards and policies of the City's General Plan and Zoning Ordinance shall continue to apply.

6.6 IMPLEMENTATION OF DESIGN GUIDELINES

Adoption of the Specific Plan by the City includes adoption of the Design Guidelines, ~~including the Major Tenant Project and Annex Project Sign Programs,~~ contained in Chapter 5: Design Guidelines, of the Specific Plan. The Design Guidelines are intended to be flexible in nature while establishing basic evaluation criteria for the review by the City of development projects as described in Section 6.7: Application Processing. Design guidelines contained in this document shall supplement or replace those of the City of Atascadero Municipal Code and/or the Appearance Review Manual as they might otherwise apply to lands within the Del Rio Road Commercial Area Specific Plan area. For projects within the Specific Plan area, design guidelines in the Del Rio Road Commercial Area Specific Plan shall take precedence over more general design guidelines applied through the rest of the City. To the extent the provisions of the Specific Plan and the Atascadero Municipal Code are in conflict, the provisions of the Specific Plan shall prevail. In situations where design guidelines relating to a particular subject have not been provided in the Specific Plan, the existing design guidelines of the City's General Plan and Zoning Ordinance shall continue to apply.

6.7 APPLICATION PROCESSING

Development of the ~~Major Tenant~~South-East project ~~parcels~~ and the ~~Annex Shopping Center~~North End Project ~~parcels~~ ~~pursuant to the project approvals described in Section 1.5 of this Specific Plan are deemed to be consistent with the Specific Plan, shall not require issuance of a sign permit, or approval of a Precise Plan or Conditional Use Permit approval as described in the Municipal Code Sections 9-2.108, 109 through 9-2.110, and shall proceed directly to ministerial building permit and construction plan review~~shall require approval of a Master Plan of Development, including the. ~~The two Commercial Outparcels, Multiple Family Outparcel, and Single Family Outparcel shall require the following subsequent development approvals at the time specific projects are proposed for development in accordance with the following processes:~~

- ~~*—Plot Plan Review. The two Commercial Outparcel uses shall obtain Plot Plan review approval pursuant to Atascadero Municipal Code Section 9-2.107. The two Commercial~~

~~Outparcel uses shall not require Precise Plan and Conditional Use approvals as described in Atascadero Municipal Code Sections 9-2.108 through 9-2.110.~~

- ~~**Master Plan of Development Conditional Use Permit Approval.**~~ A Master Plan of Development in the form of a Conditional use Permit shall be required for both the commercial and residential portions of the development. The Multiple Family Outparcel use shall obtain a Conditional Use Permit approval pursuant to Atascadero Municipal Code Sections 9-2.110. A Master Plan of Development can include conceptual approval of the two commercial outparcels on the South-East project site. Should approval be conceptual, a plot plan review shall be required for these sites as described below.
- ~~**Plot Plan Review.**~~ The two Commercial Outparcel uses shall obtain Plot Plan review approval pursuant to Atascadero Municipal Code Section 9-2.108 unless detailed approval is included in the Master Plan of development. In this case, the two Commercial Outparcel uses shall not require Precise Plan and Conditional Use approvals as described in Atascadero Municipal Code Sections 9-2.109 through 9-2.110 unless specific requested uses trigger that process.
- ~~**Tentative Tract Map Approval.**~~ The Single Family Outparcel, and any other land or airspace subdivisions use shall obtain a tentative tract or parcel map approval pursuant to Atascadero Municipal Code Title 11.
- ~~**Administrative Use Permit.**~~ Request for additional sign area allowances or unique signage elements not otherwise permitted by the approved Sign Programs in this Specific Plan or by the City's Sign Ordinance, may be processed as an Administrative Use Permit pursuant to Atascadero Municipal Code Section 9-15.006.
- ~~**Master Plan of Development Amendments.**~~ Modifications to any approved Master Plan of Development for any project site shall be processed as a Use Permit amendment. Minor changes may be permitted without Use Permit amendment if a finding of substantial conformance can be made by the Planning Director in accordance with Section 6.10.

Any development proposed within the Specific Plan area that is not in substantial conformance with this Specific Plan, shall proceed pursuant to approval by the City of applications as determined by the Community Development Director to be necessary at the time of project application submittal.

6.8 FINANCING & PHASING OF DEVELOPMENT

The ~~Major Tenant~~South-East Project and ~~Annex~~North End Projects are self-supporting commercial projects with individual owners/developers responsible for onsite and offsite improvements necessary to support development of the project.

Phasing of development ultimately will be determined solely by the ~~Major Tenant Project developer and the Annex P~~project developers, based on market conditions and other factors. Required infrastructure and community facilities shall be installed and public services shall be available to serve each phase of development as it occurs. Based on current market information, development within the Specific Plan area is generally anticipated to occur as follows.

6.8.1 ~~MAJOR TENANT~~SOUTH-EAST PROJECT PHASING

Phase 1:

- Rough grading of the commercial parcels, and preparation of the Major Tenant building pad. Export excess cut material to a suitable receiver site.
- Precise grading of the Major Tenant parcel, the proposed new public road, and driveways onto Del Rio Road and El Camino Real.
- Detention basin/drainage improvements (onsite and offsite).
- Provision of undergrounded utilities including stubs to Commercial Outparcels 2 and 3.
- Construction of the Major Tenant building required parking area, and driveways.
- Install landscaping on Major Tenant parcel.
- Construction of offsite improvements (as detailed in Chapter 3: Land Use Concept) in Del Rio Road and El Camino Real, the new public road, and intersection improvements required for operation of the Major Tenant and Outparcels 2 and 3.
- Sewer and water line connection to existing offsite utility lines

Phase 2:

- Construction of Commercial Outparcels 2 and 3 may, but need not, occur concurrently with the construction of the Major Tenant parcel.
- Precise Grading and pad preparation for Commercial Outparcel buildings (Parcel 2 and/or 3)
- Construction of Commercial Outparcel buildings (Parcels 2 and/or 3)
- Wet and dry utility connection to stubs provided in Phase 1 (Parcel 2 and/or 3)
- Landscape parking areas and corners in Parcel 2 and/or 3
- Completion of the new public road and landscaping

Note: Multiple Family Outparcel development is not included and any project phasing will be permitted separately pursuant to Section 6.7 of this Specific Plan.

6.8.2 ~~ANNEX-NORTH END~~ PROJECT PHASING

Phase 1:

- Site Demolition

Phase 2:

- Complete public improvements and frontage improvements
- Construction of on-site infrastructure and drainage improvements
- On-site grading, parking, landscape improvements, and finished construction pads

Phase 3:

- Individual ~~retail~~commercial buildings (as tenants are secured)

Note: Single Family Outparcel development is not included and any project phasing will be permitted separately pursuant to Section 6.7 of this Specific Plan.

6.9 MAINTENANCE

Public and private improvements constructed as part of development of the Specific Plan area shall be maintained through a combination of public and private entities as described below.

6.9.1 CITY MAINTENANCE RESPONSIBILITY

Public facilities are planned for public maintenance by the City or the appropriate utility service provider and include, but are not limited to, the following:

- All public streets within the Specific Plan area, excluding residential subdivisions.
- Public traffic signals and traffic control signs within the public right-of-way within the Specific Plan area.
- Public improvements constructed in the public right-of-way inside of and outside of the Specific Plan area.
- All sewer mains, excluding lateral connections.
- The existing and expanded public storm drain systems in the public right-of-way or dedicated easements.

6.9.2 OTHER AGENCY MAINTENANCE RESPONSIBILITY

The following facilities will be maintained by other agencies:

- Atascadero Mutual Water Company: public on-site and offsite water facilities within the Specific Plan area.
- PG&E: Accepted Sstreet lighting within public rights-of-way in the Specific Plan area.
- Caltrans: Public improvements within the Caltrans right-of-way.
- All private electrical, natural gas, telephone, cable TV, and other non-City utilities.

6.9.3 PRIVATE MAINTENANCE

Private and public improvements to be maintained by the developers include, but are not limited to, the following:

- Streets, drives, lanes and pedestrian paths on private property within the Specific Plan area.
- Public streets within any residential subdivisions
- Traffic control signs and pavement markings on private property within the Specific Plan area.
- Landscaping and lighting on private property within the Specific Plan area.
- Property line walls, fences, retaining walls, refuse storage areas, signs, slopes, and parking lots.
- Open space areas on private property within the Specific Plan area including detention facilities, bio-swales, and other low-impact-development features.
- Newly constructed drainage facilities on private property within the Specific Plan area.
- Landscaped frontages within the right-of-way of all public streets.
- Street lighting within public rights of way in the Specific Plan area shall be maintained by the developer unless otherwise maintained by PG&E.
- Landscaping within ~~the~~ any center medians of all public streets ~~in-fronting~~ the Specific Plan area.

6.10 SUBSTANTIAL CONFORMANCE

During review of construction plans and building permit applications, the Community Development Director or designee shall have the limited ability to interpret the Specific Plan and determine that the proposed development is in substantial conformance with the Del Rio Road Commercial Area Specific Plan. The use of substantial conformance is intended to ensure orderly development, quality aesthetic design, and safe and harmonious placement of uses within the Specific Plan area. Determinations of substantial conformance shall be made administratively by the Community Development Director or designee without the need for a public hearing. In some cases, the determination may be forwarded to the Design Review Committee. A substantial conformance determination made pursuant to this Section 6.10 shall be considered a ministerial decision that is not subject to CEQA.

A project proposal for development within the Specific Plan area shall be considered to be in substantial conformance with the Specific Plan, not requiring a Specific Plan amendment, in the event that any of the following occurs:

- The addition of a land use not listed in Chapter 4: Development Standards, of this Specific Plan, provided that the proposed use ~~is determined~~ is determined to be equivalent in its nature and intensity to a use listed in Chapter 4 of this Specific Plan.
- A change in utility or public service provider to the Specific Plan area.
- Minor changes or adjustments to lot lines or the alignment of access roads, ~~parking lot configurations,~~ community facility plans, or public infrastructure facility plans such as drainage, sewer, water and other utilities.
- Minor deviations from the Land Use Plan and related policies, as contained in Chapter 3: Land Use Plan, of the Specific Plan.
- The merger of the two Commercial Outparcels into a single Commercial Outparcel to be developed with a retail, restaurant or office use, provided the development does not exceed the combined maximum floor area permitted for the two Commercial Outparcels of 10,000 square feet. A voluntary merger application shall be required in order to complete any lot merger.
- Minor deviations from the ~~Major Tenant Project and Annex Project~~ sign programs that are consistent with the conceptual design set forth in Chapter 5: Design Guidelines, of the Specific Plan.
- Minor changes to landscape materials and streetscape design which are consistent with the conceptual design set forth in Chapter 5: Design Guidelines, of the Specific Plan.
- Minor deviations from the design guidelines which are consistent with the conceptual design set forth in Chapter 5: Design Guidelines, of the Specific Plan ~~contained in Chapter 5: Design Guidelines, of the Specific Plan, including but not limited to, architectural details, building size, bulk, orientation and other plan details.~~
- A reduction in the minimum required parking spaces, provided that a parking study demonstrates the proposed reduction in parking spaces is justified based on the mix of uses within the Specific Plan area and the use of shared parking between those uses.
- Other modifications of a similar nature to those listed above which are deemed minor by the Community Development Director or designee, that are in keeping with the purpose and intent of the approved Specific Plan.

6.10.1 PROCEDURE

A. APPLICATION

IMPLEMENTATION AND ADMINISTRATION

Applications for the determination of substantial conformance shall be made on forms provided by the Community Development Director or designee and shall be accompanied by a filing fee and a Plot Plan, as described in Section 9-2.~~107-108~~ of the Atascadero Municipal Code. Applications shall be made by the owner of the property for which the approval is sought, or an authorized agent.

B. HEARING

No public hearing shall be required for a determination of substantial conformance unless the Community Development Director refers the item to the Design Review Committee.

C. ACTION BY REVIEWING AUTHORITY

The reviewing authority for a determination of substantial conformance shall be the Community Development Director or designee. The Community Development Director or designee shall determine by providing written notice to the applicant that the proposed addition of a land use or other revision requested pursuant to this Section 6.10 is in substantial conformance with the Del Rio Road Commercial Area Specific Plan if it complies with all applicable provisions of Atascadero Municipal Code Title 9 and is consistent with the purpose and intent of this Specific Plan. The action of the Community Development Director or designee shall be final with no appeal.

6.11 SPECIFIC PLAN AMENDMENTS

Amendments to the Del Rio Road Commercial Area Specific Plan shall be required for revisions that are beyond the scope of substantial conformance determinations. Specific Plan Amendments shall be processed pursuant to the provisions of the California Government Code Section 65453(a).

VII EXHIBITS

Exhibit 1: Del Rio Road Commercial Area Specific Plan Site Plan	VII-1
Exhibit 2: Major Tenant Project Conceptual Site Plan	VII-2
Exhibit 3: Annex Project Conceptual Site Plan	VII-3
Exhibit 4 <u>1</u> : City of Atascadero Existing Land Use	VII- 4 <u>2</u>
Exhibit 5 <u>2</u> : City of Atascadero Proposed Land Use	VII- 5 <u>3</u>
Exhibit 6 <u>3</u> : City of Atascadero Existing Zoning	VII- 6 <u>4</u>
Exhibit 7 <u>4</u> : City of Atascadero Proposed Zoning	VII- 7 <u>5</u>
Exhibit 8: Major Tenant Project Preliminary Utility Plan	VII-8
Exhibit 9: Annex Project Preliminary Utility Plan	VII-9
Exhibit 10: Major Tenant Project Preliminary Grading Plan	VII-10
Exhibit 11: Annex Project Preliminary Grading Plan	VII-11
Exhibit 12: Major Tenant Project Sign Program	VII-12
Exhibit 13: Annex Project Sign Program	VII-28

EXHIBIT 1: DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN CONCEPTUAL SITE PLAN

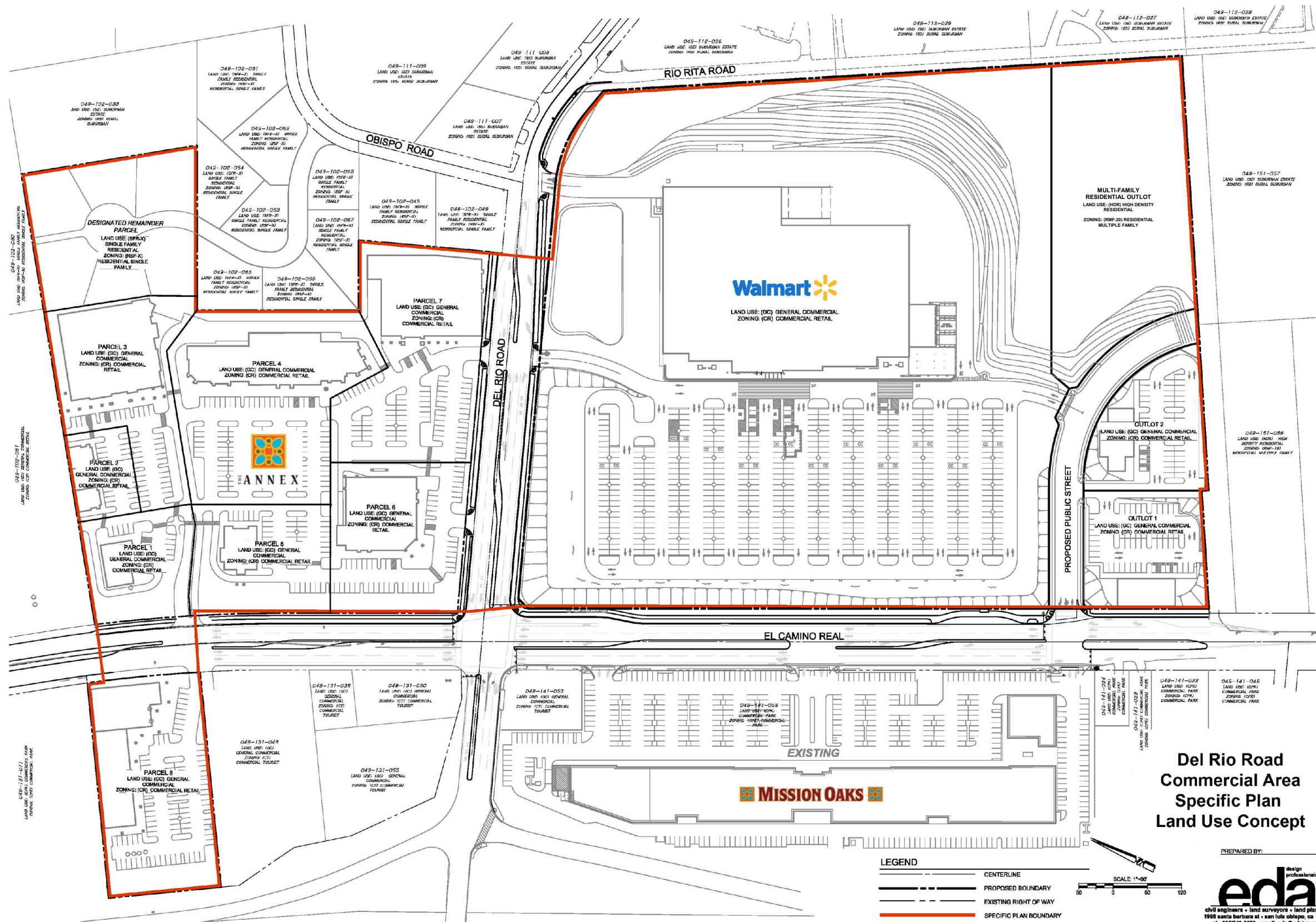
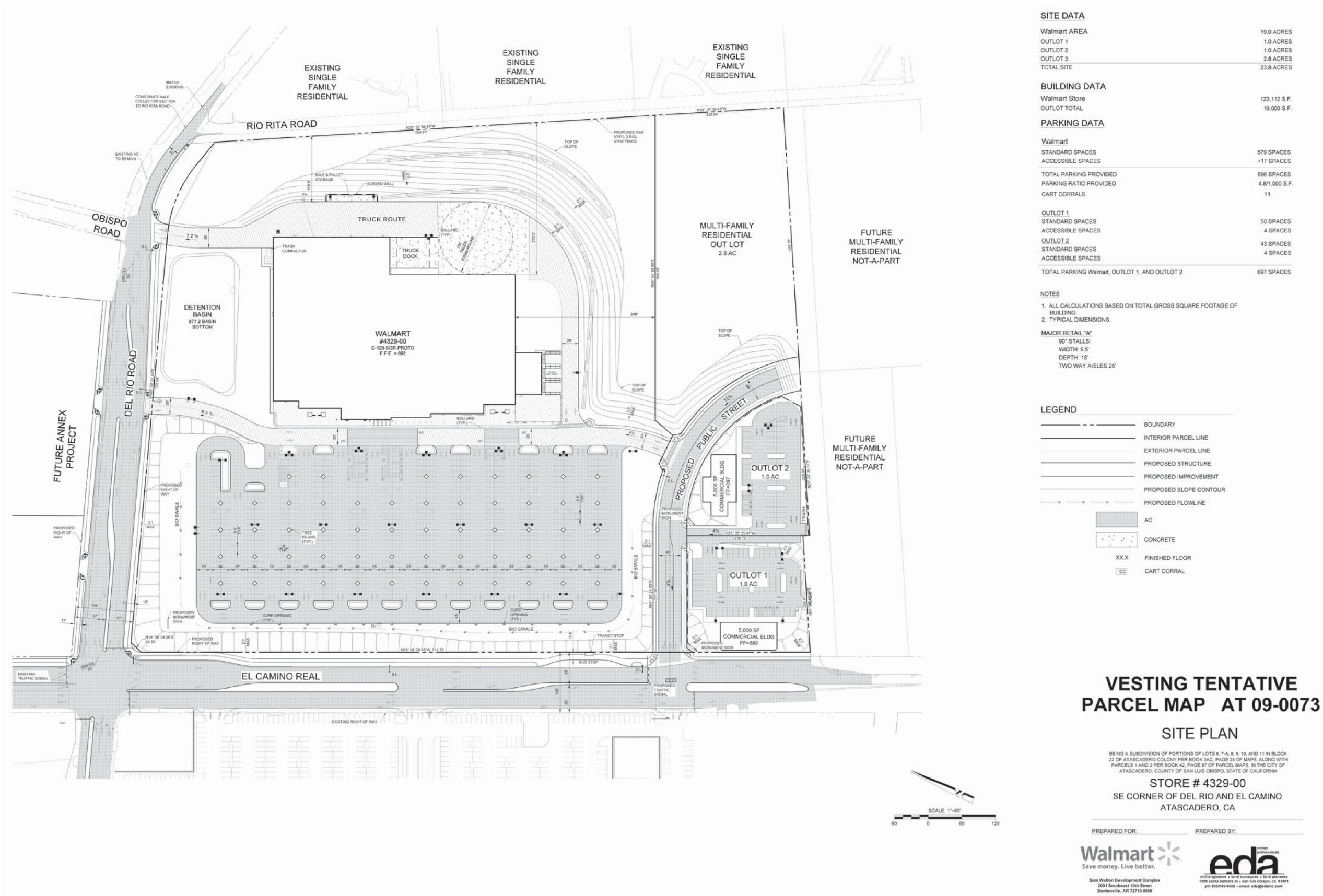


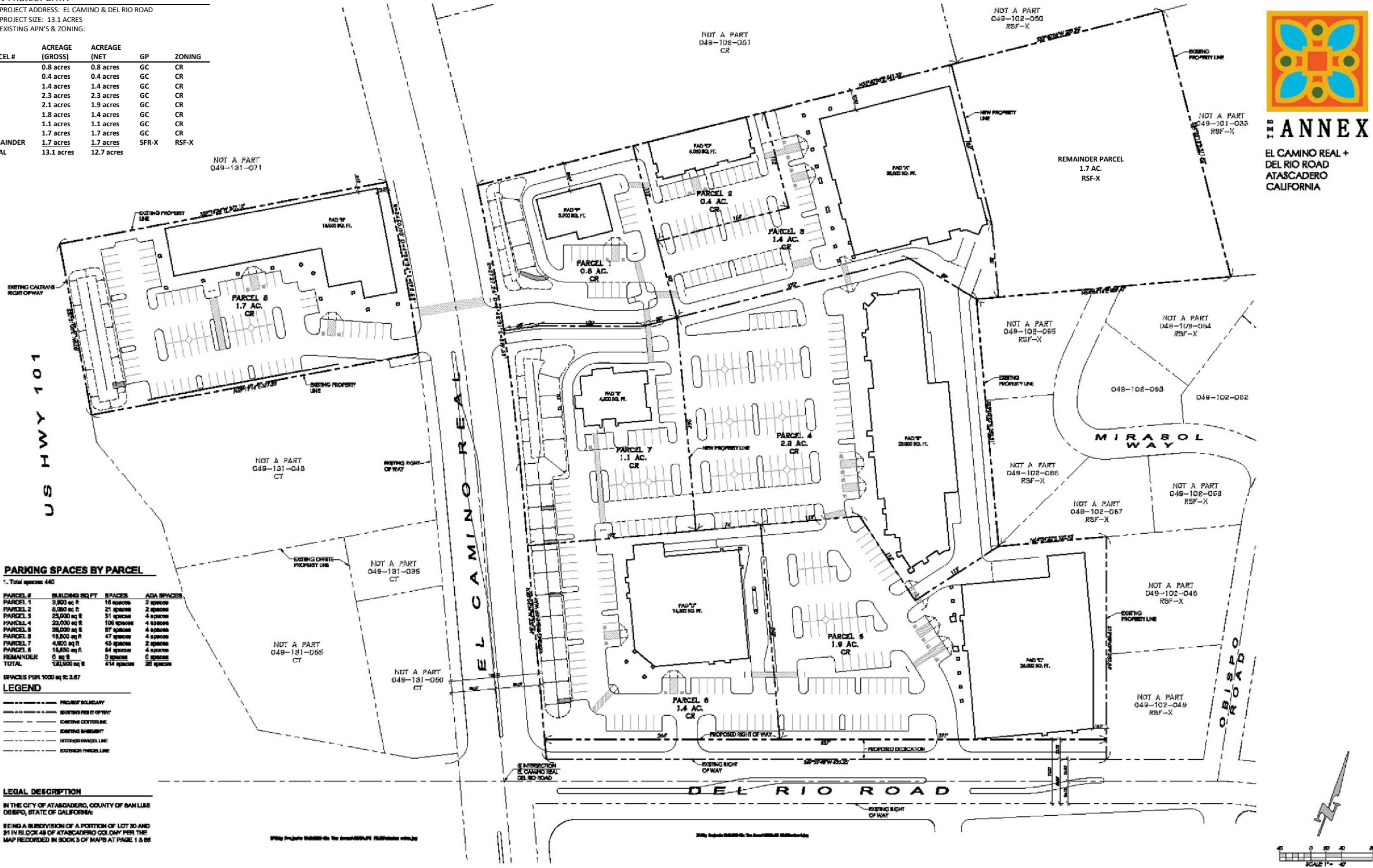
EXHIBIT 2: MAJOR TENANT PROJECT SITE CONCEPTUAL SITE PLAN



NEW PROJECT DATA

1. PROJECT ADDRESS: EL CAMINO & DEL RIO ROAD
2. PROJECT SIZE: 13.1 ACRES
3. EXISTING APN'S & ZONING:

PARCEL #	ACREAGE (GROSS)	ACREAGE (NET)	GP	ZONING
1	0.8 acres	0.8 acres	GC	CR
2	0.4 acres	0.4 acres	GC	CR
3	1.4 acres	1.4 acres	GC	CR
4	2.3 acres	2.3 acres	GC	CR
5	2.1 acres	1.9 acres	GC	CR
6	1.8 acres	1.4 acres	GC	CR
7	1.1 acres	1.1 acres	GC	CR
8	1.7 acres	1.7 acres	GC	CR
REMAINDER	1.7 acres	1.7 acres	SFR-X	RSF-X
TOTAL	13.1 acres	12.7 acres		



PARKING SPACES BY PARCEL

1. Total spaces: 440

PARCEL #	BUILDING SQ. FT.	SPACES	ADA SPACES
PARCEL 1	3,800 sq ft	10 spaces	2 spaces
PARCEL 2	6,000 sq ft	21 spaces	2 spaces
PARCEL 3	23,000 sq ft	51 spaces	4 spaces
PARCEL 4	23,000 sq ft	100 spaces	4 spaces
PARCEL 5	28,000 sq ft	87 spaces	4 spaces
PARCEL 6	18,000 sq ft	47 spaces	4 spaces
PARCEL 7	4,800 sq ft	13 spaces	2 spaces
PARCEL 8	16,500 sq ft	44 spaces	4 spaces
REMAINDER	0 sq ft	0 spaces	0 spaces
TOTAL	120,000 sq ft	414 spaces	28 spaces

SPACES PER 1000 sq ft: 3.67

LEGEND

- PROJECT BOUNDARY
- EXISTING RIGHT OF WAY
- EXISTING CENTERLINE
- EXISTING MARGINAL
- EXISTING PARCEL LINE
- EXISTING PROPERTY LINE

LEGAL DESCRIPTION

IN THE CITY OF ATASCADERO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA:
BEING A SUBDIVISION OF A PORTION OF LOT 30 AND
BY IN BLOCK 48 OF ATASCADERO CDD MAP PER THE
MAP RECORDED IN BOOK 3 OF MAPS AT PAGE 1 & 2

VESTING TENTATIVE PARCEL MAP #AT-07-0059

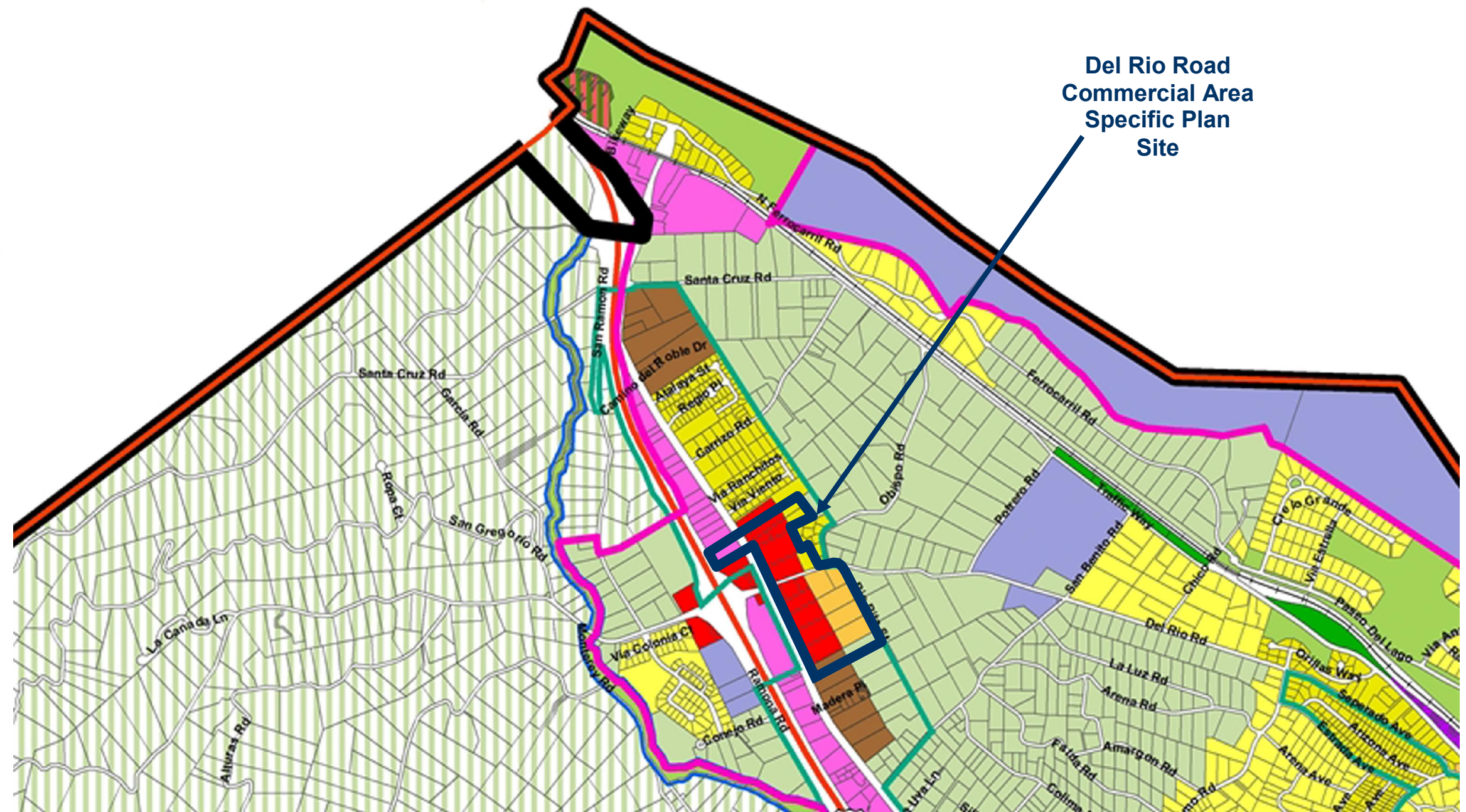
PROPOSED LOT CONFIGURATION

DRAWING NUMBER

C3

City of Atascadero Existing Land Use

- Creek Buffers
- City Boundaries**
 - Urban Reserve Line / LAFCO Sphere of Influence
 - Urban Service Line
 - Colony Boundary
 - City Limits
 - Redevelopment Area
- Land Use Designations**
 - RR: Rural Residential
 - RE: Rural Estates (2.5 - 10 acre lot min)
 - SE: Suburban Estates (2.5 - 10 acre lot min)
 - SFR-Z: Single Family Residential (1.5 - 2.5 acre lot min)
 - SFR-Y: Single Family Residential (1.0 acre lot min)
 - SFR-X: Single Family Residential (0.5 acre lot min)
 - MDR: Medium Density Residential (10 units / ac)
 - HDR: High Density Residential (Min 20 - Max 24 units / ac)
 - GC: General Commercial
 - SC: Service Commercial
 - D: Downtown
 - MU-PD: Mixed Use
 - CPK: Commercial Park
 - I: Industrial
 - CREC: Commercial Recreation
 - REC: Public Recreation
 - OS: Open Space
 - A: Agriculture
 - P: Public Facilities
 - Unincorporated
 - Right-of-Way

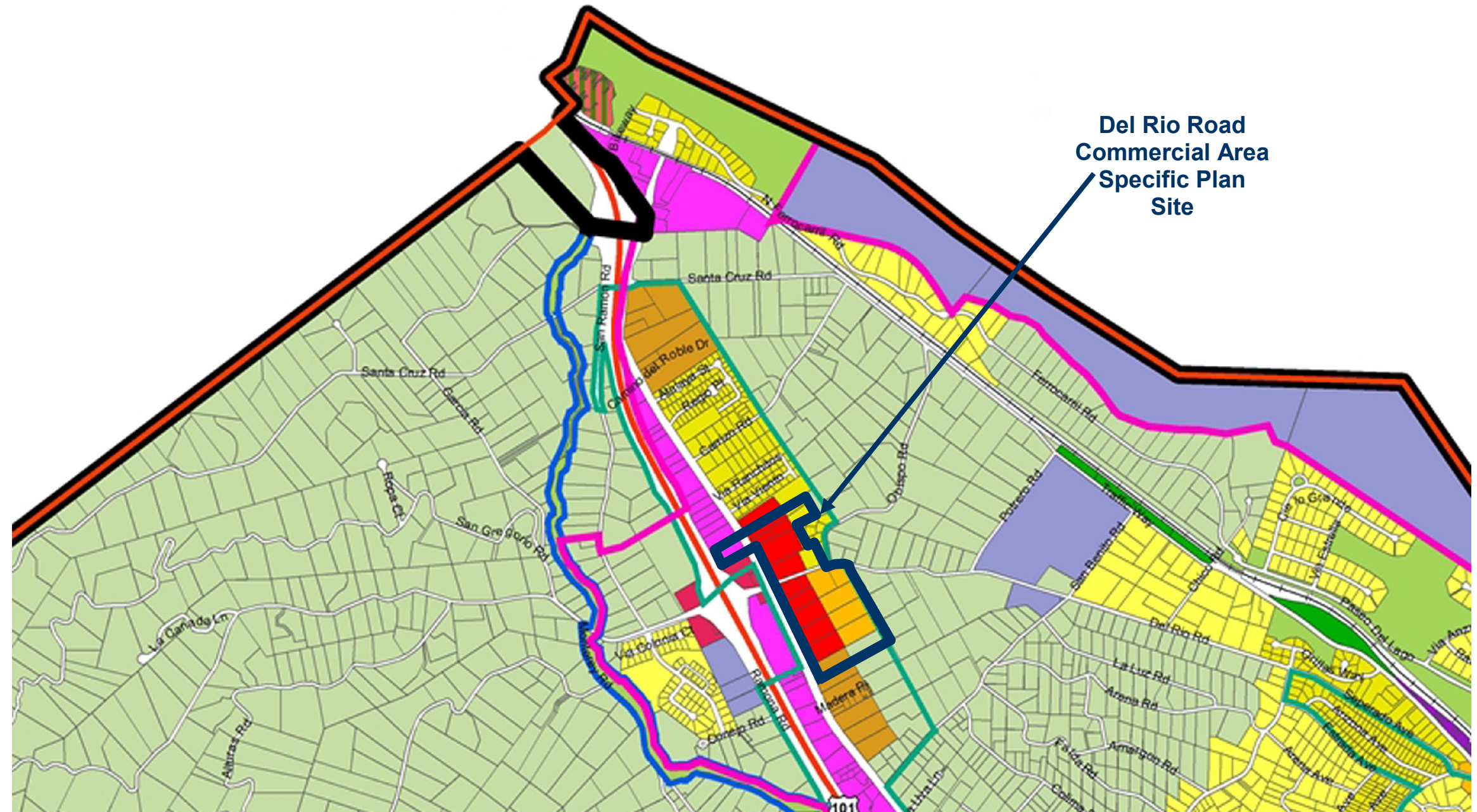


**Del Rio Road
Commercial Area
Specific Plan
Site**



City of Atascadero Existing Zoning

- Creek Buffers**
- City Boundaries**
- Urban Reserve Line / LAFCO Sphere of Influence
 - Urban Service Line
 - Colony Boundary
 - City Limits
 - Redevelopment Area
- Zoning Designations**
- RR: Rural Residential
 - RS: Rural Suburban (2.5 - 10 acre lot min)
 - RSF-Z: Residential Single Family (1.5 - 2.5 acre lot min)
 - RSF-Y: Residential Single Family (1.0 acre lot min)
 - RSF-X: Residential Single Family (0.5 acre lot min)
 - LSF-Y: Limited Single Family Residential (1.0 acre lot min)
 - LSF-X: Limited Single Family Residential (0.5 acre lot min)
 - RMF-10: Residential Multiple Family (10 units / ac)
 - RMF-20: Residential Multiple Family (Min 20 - Max 24 units / ac)
 - SP1: Specific Plan 1 (Woodridge)
 - CN: Commercial Neighborhood
 - CP: Commercial Professional
 - CR: Commercial Retail
 - CS: Commercial Service
 - CT: Commercial Tourist
 - CPK: Commercial Park
 - DC: Downtown Commercial
 - DO: Downtown Office
 - I: Industrial
 - IP: Industrial Park
 - L: Recreation
 - LS: Special Recreation
 - OS: Open Space
 - A: Agriculture
 - P: Public Facilities
 - Unincorporated
 - Right-of-Way



City of Atascadero Proposed Zoning

- Creek Buffers**
- City Boundaries**
- Urban Reserve Line / LAFCO Sphere of Influence
 - Urban Service Line
 - Colony Boundary
 - City Limits
 - Redevelopment Area
- Zoning Designations**
- RR: Rural Residential
 - RS: Rural Suburban (2.5 - 10 acre lot min)
 - RSF-Z: Residential Single Family (1.5 - 2.5 acre lot min)
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 - RSF-X: Residential Single Family (0.5 acre lot min)
 - LSF-Y: Limited Single Family Residential (1.0 acre lot min)
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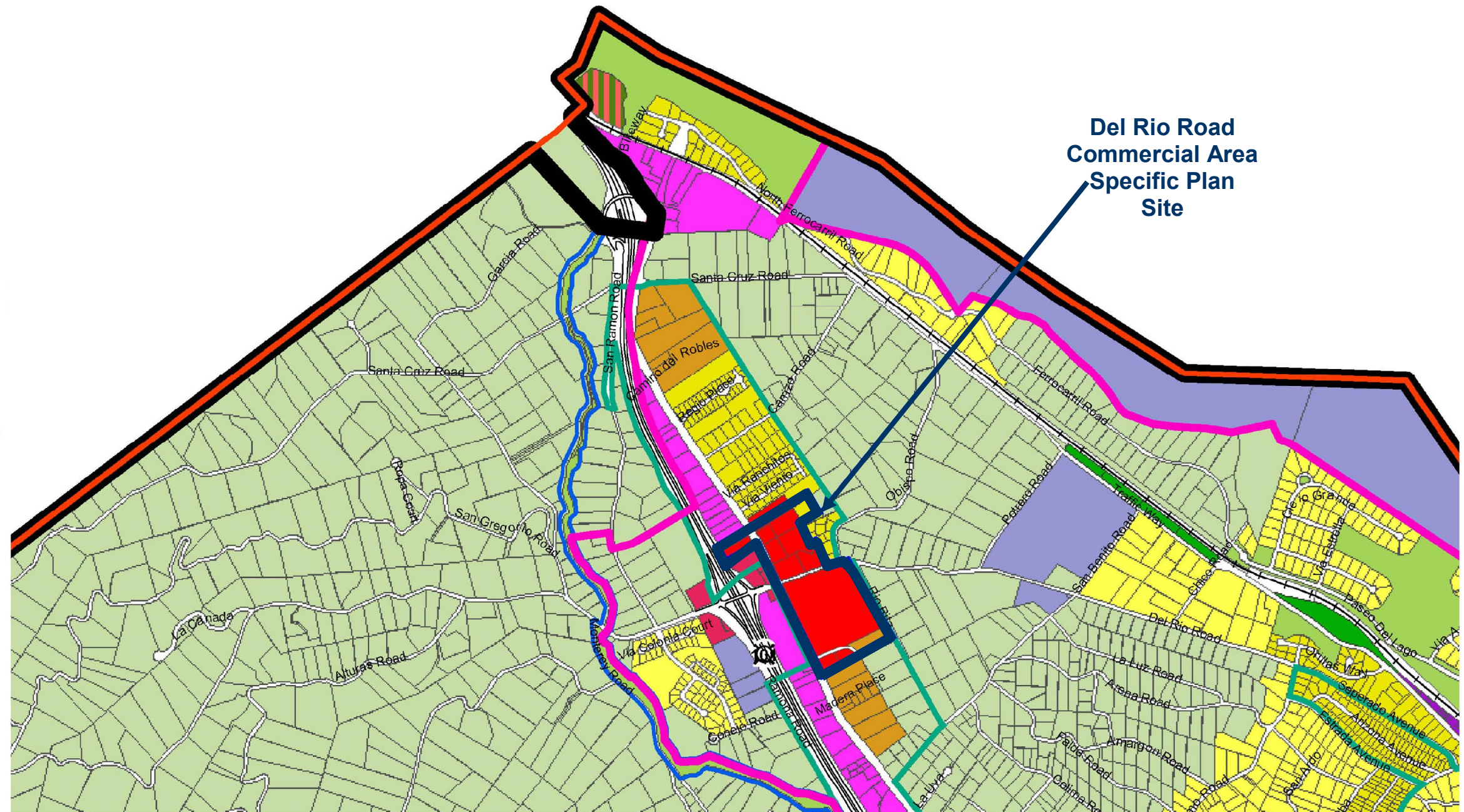
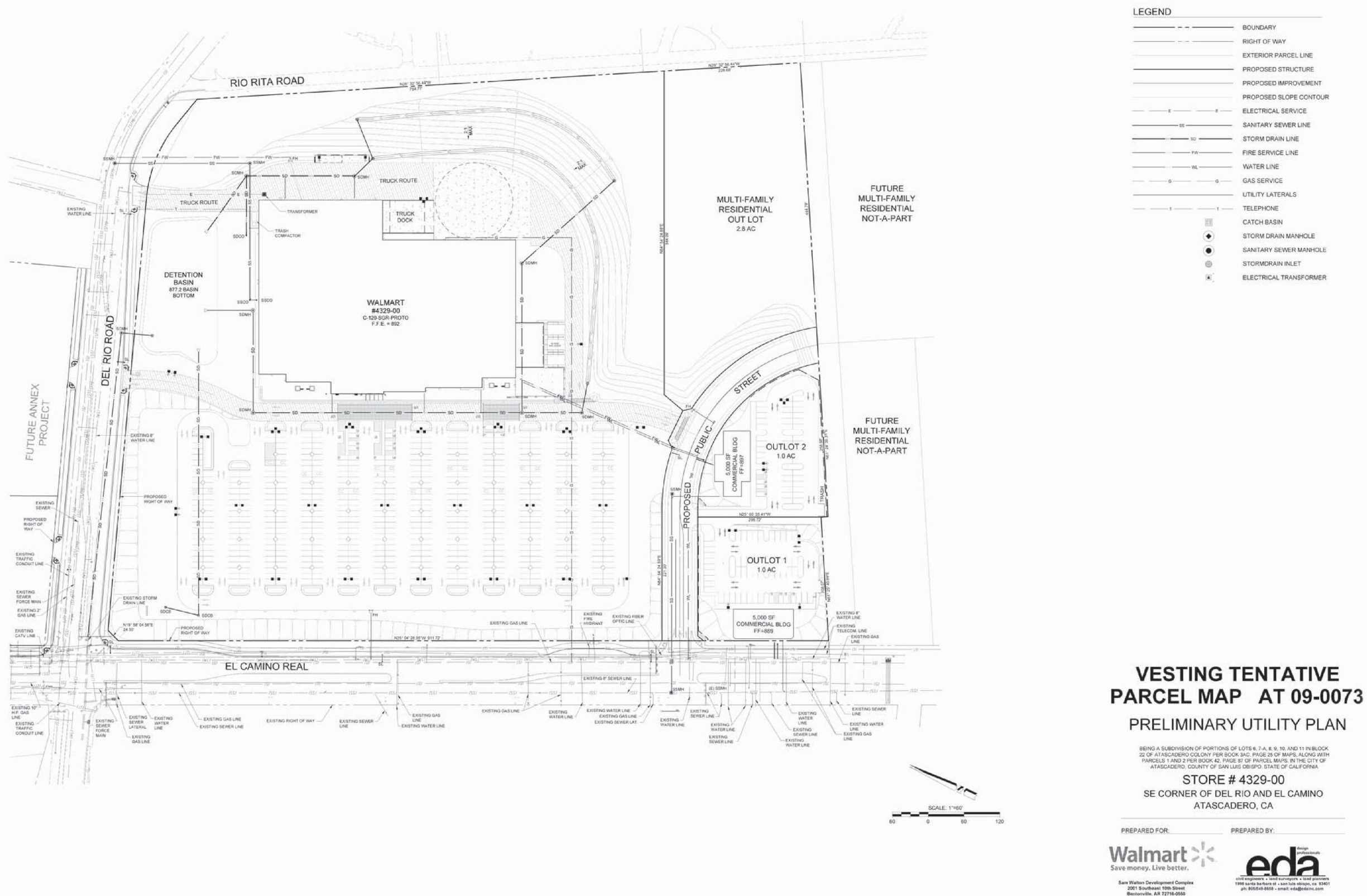


EXHIBIT 8: MAJOR TENANT PROJECT SITE PRELIMINARY UTILITY PLAN





EL CAMINO REAL +
DEL RIO ROAD
ATASCADERO
CALIFORNIA

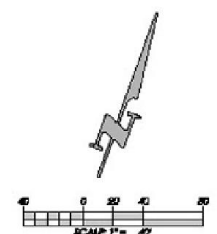
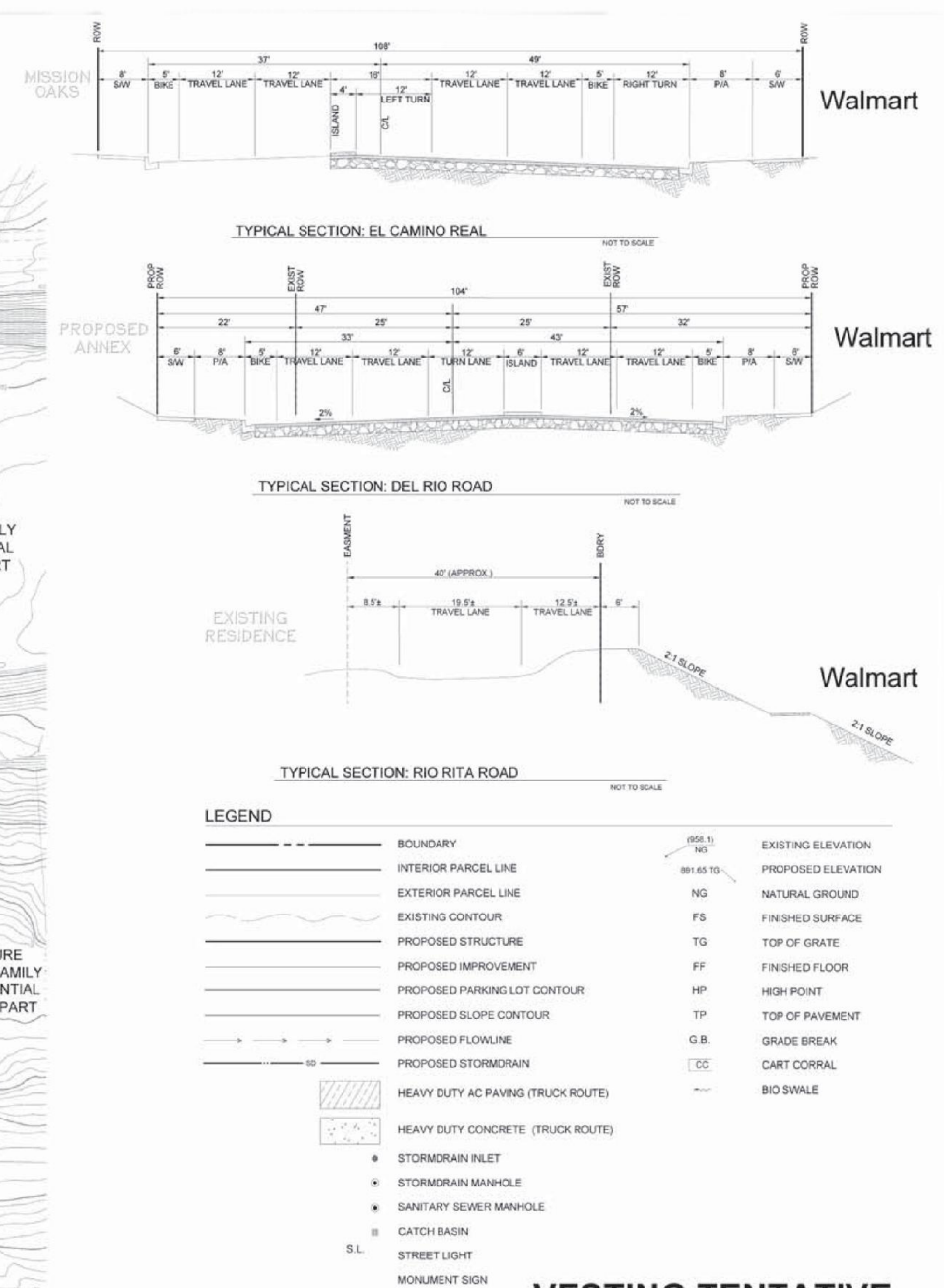
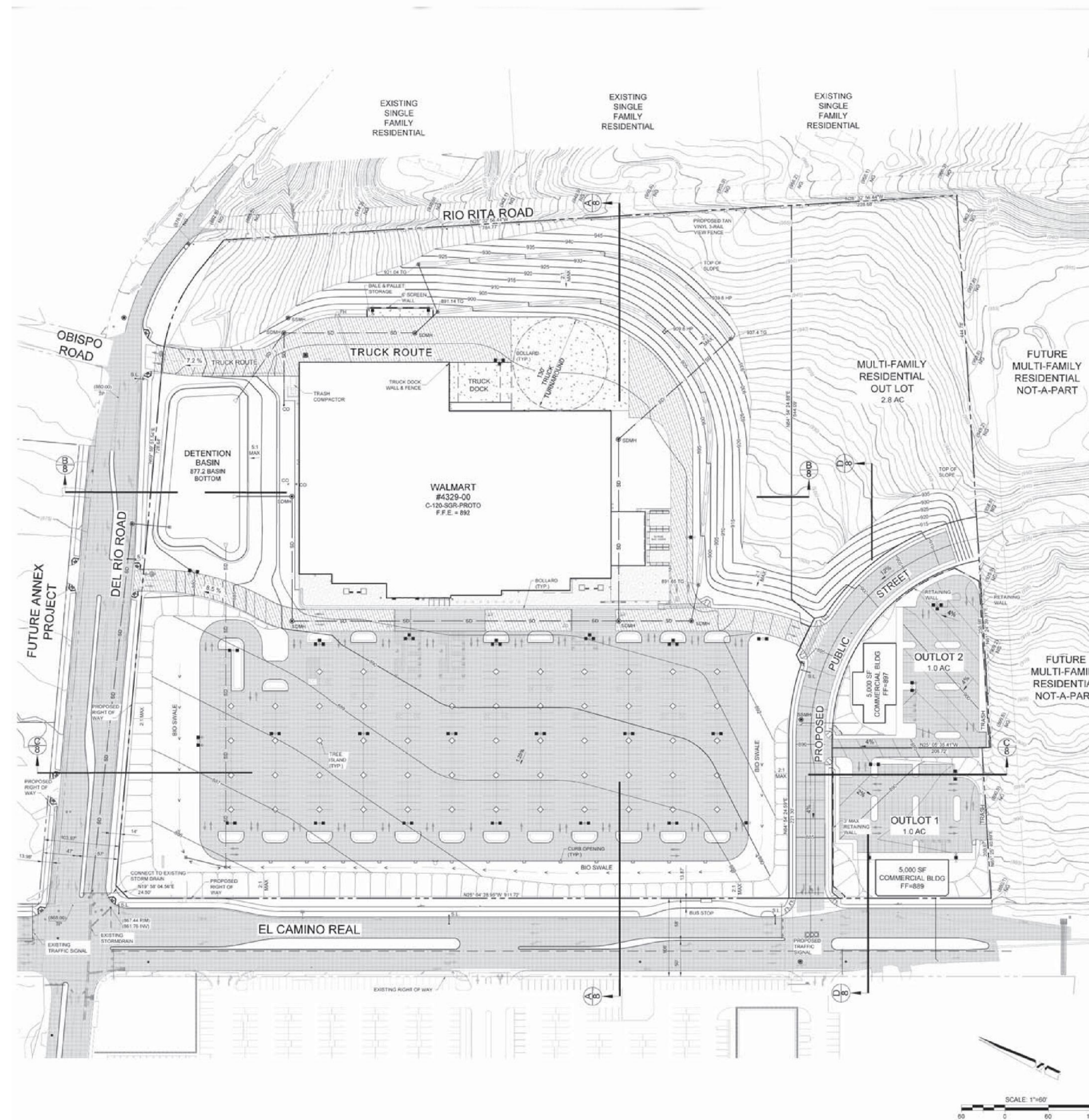


EXHIBIT 10: MAJOR TENANT PROJECT SITE PRELIMINARY GRADING PLAN



AREA OF DISTURBANCE
WALMART SITE
739,560 / 16.98 AC

EARTHWORK VOLUMES
CUT: 330,000 CY
FILL: 125,000 CY
EXPORT: 205,000 CY

VESTING TENTATIVE
PARCEL MAP AT 09-0073
PRELIMINARY GRADING
& DRAINAGE PLAN

BEING A SUBDIVISION OF PORTIONS OF LOTS 6, 7-A, 8, 9, 10, AND 11 IN BLOCK 22 OF ATASCADERO COLONY PER BOOK 34C, PAGE 25 OF MAPS, ALONG WITH PARCELS 1 AND 2 PER BOOK 42, PAGE 87 OF PARCEL MAPS, IN THE CITY OF ATASCADERO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA.

STORE # 4329-00
SE CORNER OF DEL RIO AND EL CAMINO
ATASCADERO, CA

PREPARED FOR: PREPARED BY:

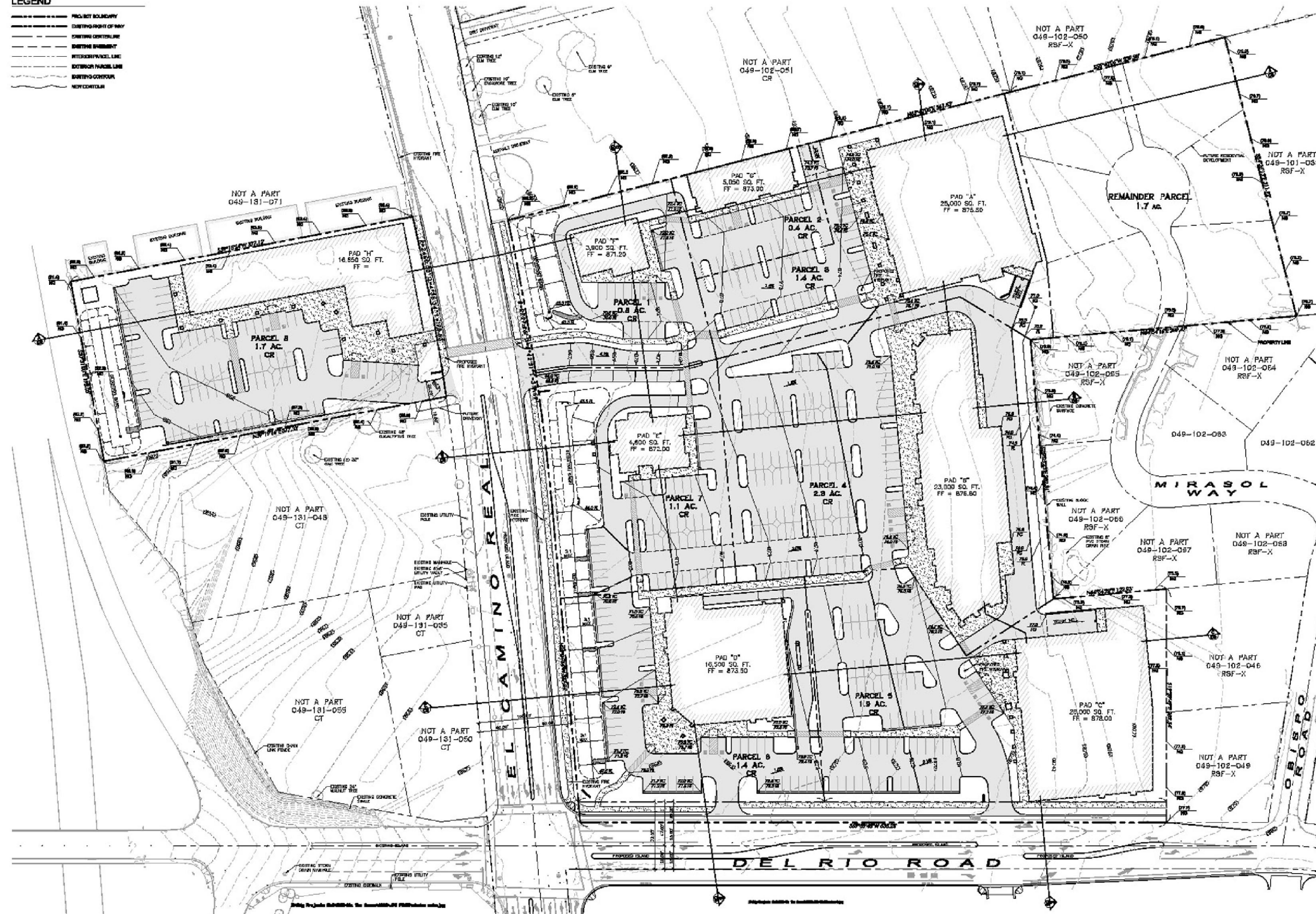
Walmart
Save money. Live better.

San Walton Development Complex
2001 Southeast 10th Street
Bentonville, AR 72716-0500

eda
civil engineers • land surveyors • land planners
1900 Santa Fe Drive SE • Santa Fe, NM 87505
ph: 800.648.8858 • email: eda@edaciv.com

LEGEND

- PROJECT BOUNDARY
- EXISTING RIGHT OF WAY
- EXISTING CENTERLINE
- EXISTING EASEMENT
- INTERIOR PARCEL LINE
- EXTERIOR PARCEL LINE
- EXISTING CONTOUR
- NEW CONTOUR



ANNEX
EL CAMINO REAL +
DEL RIO ROAD
ATASCADERO
CALIFORNIA

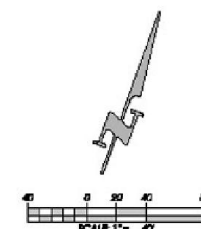


EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM



Date: July 15, 2010
Job#: 07238
Sign Program

STORE NO. 4329-00
Atascadero, CA

Perkowitz + Ruth
ARCHITECTS
2007 (C28 8000)
Long Beach, CA
www.perkowitzruth.com

EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Table of Contents

Project Directory	2
Purpose and Intent	3
General Provisions & Specifications	4
Construction Specifications & Miscellaneous Requirements	5
Site Plan Indicating Signage	6
Proposed Freestanding Sign	7
Walmart Elevations	8 - 11
Signage Details	12
Installation Details	13

STORE NO. 4326-00
Atascadero, CA
July 15, 2010



1

EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Project Directory

Architect of Record:
 Perkowitz + Ruth Architects
 Contact: Don Fukumoto
 111 West Ocean Blvd., Suite 2100
 Long Beach, CA 90802
 Phone: 562.628.8000
 Fax: 562.901.1568

Civil Engineer:
 EDA Design Professionals
 Contact: Jeff Wagner
 1998 Santa Barbara Street
 San Luis Obispo, CA 93401
 Phone: 805.549.8658
 Fax: 805.549.8704

STORE NO. 4326-00
 Atascadero, CA
 July 15, 2010



2

EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Purpose and Intent

To promote the quality of design desired for this Retail Project, this Sign Program establishes criteria for the design, implementation and regulation of Walmart signage, as well as site or thematic graphics for the Walmart located in Atascadero, CA. Signage of high quality design and materials using appropriate colors is considered an integral part of the image and success of this Retail Project.

Walmart may utilize any or all of the sign types described herein. All signage shall comply with applicable provisions of the Zoning Ordinance and land use plans of the City of Atascadero. All building and site signage shall be consistent with this Sign Program to provide a consistent and comprehensive design character.

The intent of this Sign Program is to ensure that signage for Walmart is designed and executed in a manner which will achieve the following objectives while providing desired project identification.

EXTERIOR SIGNAGE

The objectives of exterior signage are:

- To provide concise identity and information for shoppers and prospective shoppers while avoiding visual competition with the building's aesthetic or the site landscaping.
- To produce creative signage in good taste that will enhance Walmart's image while complementing the architectural and landscape design theme.
- To provide functional signage to effectively serve the needs of consumers while providing proper identification of the Walmart.
- To expedite the review and approval of Walmart's signage by providing guidelines and criteria that explain acceptable standards for the signage.

STORE NO. 4326-00
Atascadero, CA
July 15, 2010



3

EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

General Provisions and Specifications

No sign shall be installed without the approval of this Sign Program by the City of Atascadero.

- Signs shall meet or exceed minimum industry standards for graphic quality and shall be designed to be compatible with and complementary to the surrounding building facades. Sign fabrication work shall meet or exceed minimum industry standards for quality.
- The sign copy, color, size and design shall be consistent with this Sign Program which shall be subject to approval by the City of Atascadero. Letter heights and logos, where specified, shall be determined by measuring the normal capital letter of a font exclusive of swashes, ascenders and descenders.
- Wall signs shall be affixed without visible means of attachment unless attachments make an intentional design statement and are an integral part of the design.
- Walmart's sign contractor shall repair any damage to the building caused by its work.

STORE NO. 4326-00
Atascadero, CA
July 15, 2010



4

EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Construction Specifications & Miscellaneous Requirements

- All identification signs and secondary identification signs shall consist of face-illuminated individual dimensional letter forms and/or symbols (or an assembly of dimensional letter forms where Walmart's logotype is script-style letters). All letter/symbol faces shall be translucent acrylic with integral color.
- The cabinet and/or channel letters shall be constructed of 0.060 - 0.090 aluminum, with 1/8" plastic face and fastened to the wall or fascia in an approved manner. All metal shall receive a minimum of two (2) coats of primer and two (2) coats of finish paint. Metal sheet seam joints shall be joined by pop rivets. Halo lighting, LED and/or neon need secondary ground fault consistent with UL2161. All letters shall have service access to lamps, ballasts and wiring.
- All fascia signs shall be centered left to right on the fascia or building frontage and generally centered top and bottom between fascia reveals. The vertical position will vary depending on the configuration of the sign and the locations of the reveals on the sign fascia.
- Power will be provided from the site and/or building electrical panel to a junction box at all sign locations. Power connection shall be Walmart's responsibility. A time clock shall be provided by Walmart to turn off power to its wall signs. All electrical signs shall bear the Underwriters Laboratory "UL" symbol (not visible to the public view), and the installation of all electrical signs shall comply with applicable building and electrical codes. Walmart shall pay for electrical service for the signs. All conductors, transformers and other equipment shall be concealed.
- All penetrations of the building structure required for sign installation shall be neatly sealed in a watertight condition. All bolts, fastenings, clips, etc., shall be painted to match the adjacent building surface.
- All lettering shall be restricted to the "net sign area". No projection above or below the "net sign area" shall be permitted, except as otherwise approved in writing.
- Any hole or other building damage resulting from the removal of a sign shall be repaired and painted to match the building surface in the vicinity of the damage.
- Walmart shall maintain its signs in accordance with applicable City of Atascadero standards and shall replace defective lights and components in a timely manner.
- All sign installers shall comply with applicable State and local statutes, regulations and ordinances, and shall possess a current, valid City of Atascadero business license, and shall provide evidence of a current, valid Workman's Compensation Insurance policy.

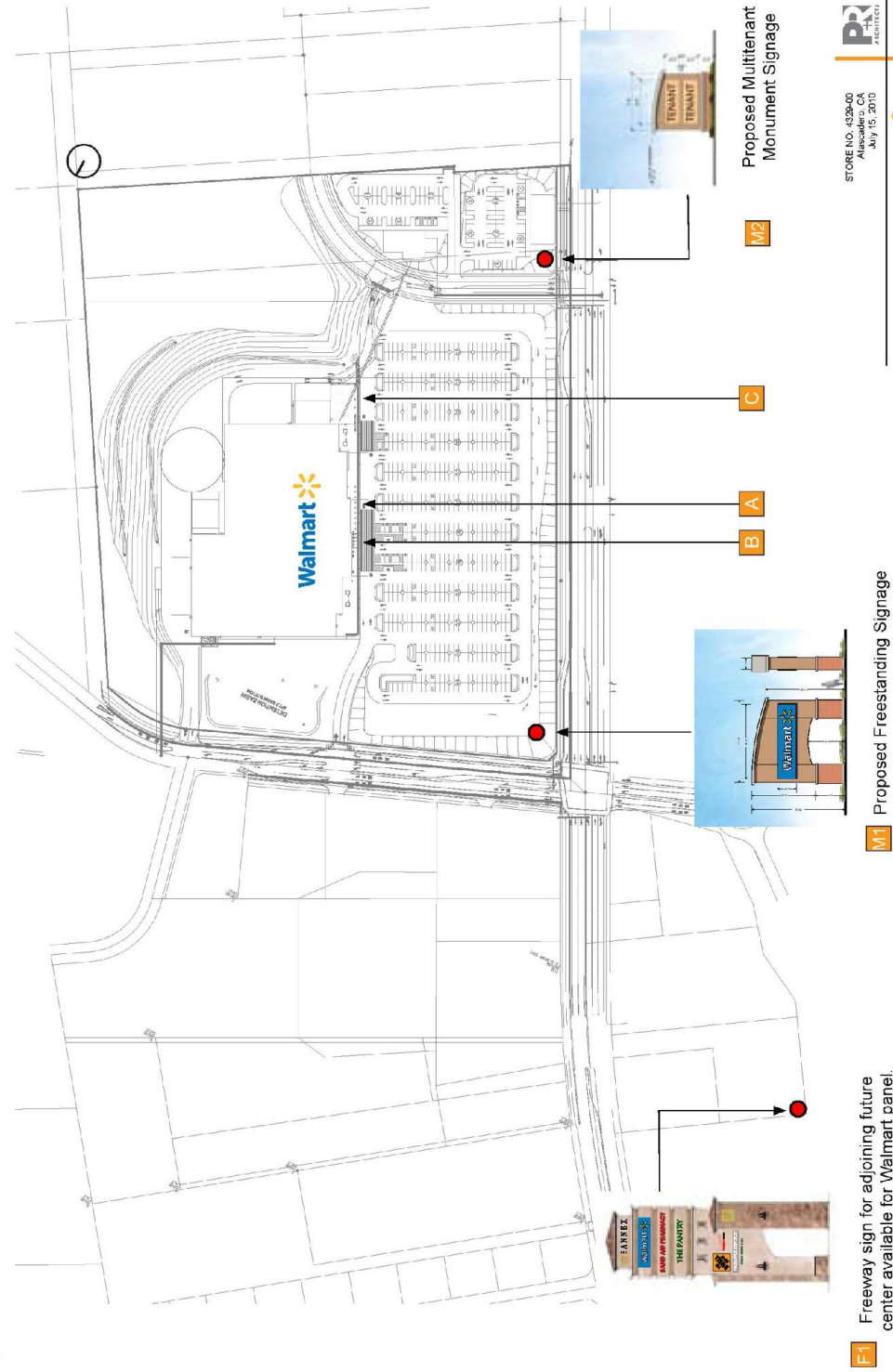
STORE NO. 4322-00
Atascadero, CA
July 16, 2010



5

EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Site Plan Indicating Signage



STORE NO. 4326-00
Atascadero, CA
July 15, 2010

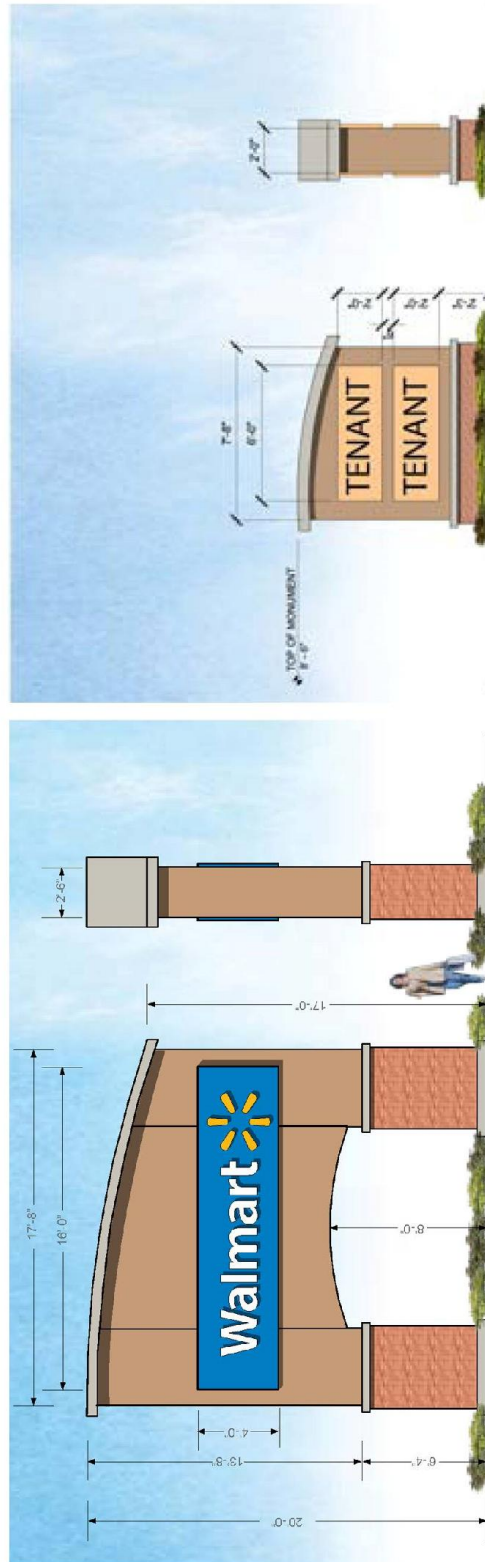


Walmart

6

EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Proposed Freestanding Sign



M1 Proposed Freestanding Signage
Walmart Sign Area Per Side: 64.00 S.F.

M2 Monument Signage
Walmart Sign Area Per Side: 24.00 S.F.
THE SIGN M2 WILL BE THE RESPONSIBILITY
OF FUTURE TENANT TO PROVIDE.

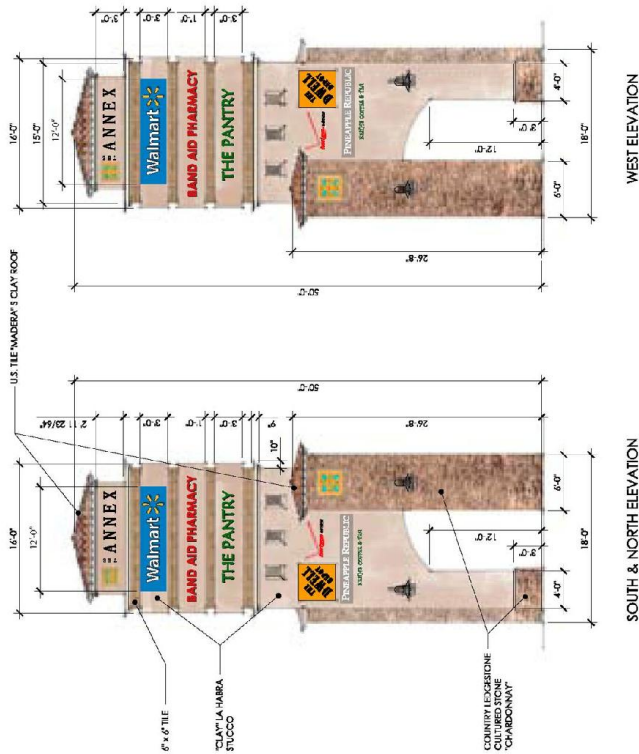
STORE NO. 4326-00
Atascadero, CA
July 15, 2010



7

EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Proposed Freestanding Sign



SIGNAGE PROGRAM

FREEWAY SIGN

F1 Proposed Freestanding Signage
Walmart Sign Area Per Side: 64.00 S.F.

FREEWAY SIGN TO BE CONSTRUCTED BY DEVELOPER.



STORE NO. 4322-00
Atascadero, CA
July 15, 2010



EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Front - West Elevation

ILLUMINATED SIGN (I):

Configuration: Channel letters with vacuum formed face (pan-formed) anchored to building surface (concrete block or plaster). Internally illuminated with LED.
Face: Constructed with Sunguard Weatherable Polycarbonate
Color: White with a yellow spark
Mounting: Anchor bolt/bracket - size to be submitted to jurisdiction for approval prior to installation.
Minimum 3 anchors per sign

NON-ILLUMINATED SIGN (N):

Configuration: Plexiglas formed letters stud mounted to building surface (concrete block or plaster).
Face: Constructed with Sta-Tuf Plastic
Color: White
Mounting: Threaded stud - size to be submitted to jurisdiction for approval prior to installation.
Minimum 3 studs per sign.



SIGN	NAME	DIMENSION	TOTAL
A (I)	Walmart	8'-0" x 37'-3"	298.00 sf
B (N)	Market & Pharmacy	3'-5 1/2" x 29'-8 1/2"	102.58 sf
C (N)	Outdoor Living	3'-4 7/8" x 22'-7 7/8"	77.24 sf

Sign Area Sub-Total: **477.82 sf**
Total Building Signage Area: **477.82 sf**

STORE NO. 4328-00
Atascadero, CA
JULY 16, 2019



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EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Rear - East Elevation

ILLUMINATED SIGN (I):

Configuration: Channel letters with vacuum formed face (pan-formed)

anchored to building surface (concrete block or plaster). Internally illuminated with LED.

Face: Constructed with Sunguard Weatherable Polycarbonate

Color: White with a yellow spark

Mounting: Anchor bolt/bracket - size to be submitted to jurisdiction for approval prior to installation.

Minimum 3 anchors per sign

NON-ILLUMINATED SIGN (N):

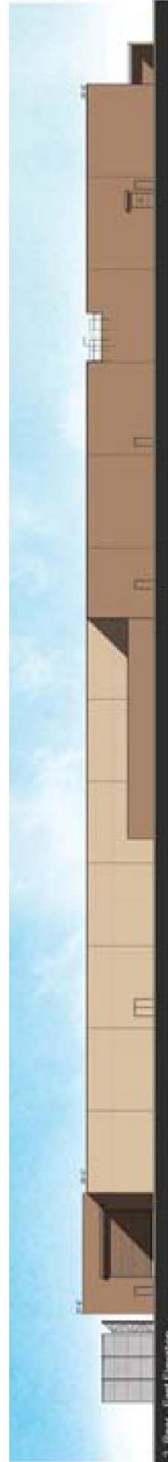
Configuration: Plexiglas formed letters stud mounted to building surface (concrete block or plaster).

Face: Constructed with Sta-Tuf Plastic

Color: White

Mounting: Threaded stud - size to be submitted to jurisdiction for approval prior to installation.

Minimum 3 studs per sign.



SIGN	NAME	DIMENSION	TOTAL
N/A	N/A	N/A	N/A

Sign Area Sub-Total: **N/A sf**
Total Building Signage Area: **477.82 sf**

STORE NO. 4326-00
Atascadero, CA
July 15, 2010



Walmart

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EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Left - North Elevation

ILLUMINATED SIGN (I):

Configuration: Channel letters with vacuum formed face (pan-formed)

anchored to building surface (concrete block or plaster). Internally illuminated with LED.

Face: Constructed with SunGuard Weatherable Polycarbonate

Color: White with a yellow spark

Mounting: Anchor bolt/bracket - size to be submitted to jurisdiction for approval prior to installation.

Minimum 3 anchors per sign

NON-ILLUMINATED SIGN (N):

Configuration: Plexiglas formed letters stud mounted to building surface (concrete block or plaster).

Face: Constructed with Sta-Tuf Plastic

Color: White

Mounting: Threaded stud - size to be submitted to jurisdiction for approval prior to installation.

Minimum 3 studs per sign.



SIGN	NAME	DIMENSION	TOTAL
N/A	N/A	N/A	N/A

Sign Area Sub-Total: **N/A sf**
Total Building Signage Area: **477.82 sf**

STORE NO. 4328-00
Atascadero, CA
July 15, 2010



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EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Right - South Elevation

ILLUMINATED SIGN (I):

Configuration: Channel letters with vacuum formed face (pan-formed)

anchored to building surface (concrete block or plaster). Internally illuminated with LED.

Face: Constructed with Sunguard Weatherable Polycarbonate

Color: White with a yellow spark

Mounting: Anchor bolt/bracket - size to be submitted to jurisdiction for approval prior to installation.

Minimum 3 anchors per sign

NON-ILLUMINATED SIGN (N):

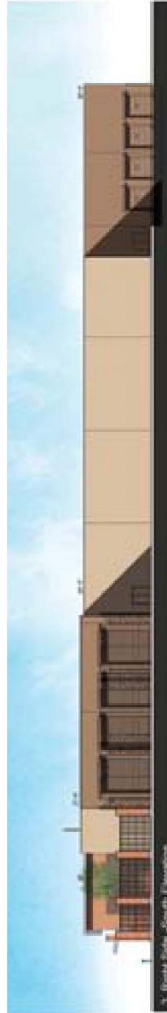
Configuration: Plexiglas formed letters stud mounted to building surface (concrete block or plaster).

Face: Constructed with Sta-Tuf Plastic

Color: White

Mounting: Threaded stud - size to be submitted to jurisdiction for approval prior to installation.

Minimum 3 studs per sign.



SIGN	NAME	DIMENSION	TOTAL
N/A	N/A	N/A	N/A

Sign Area Sub-Total: **N/A sf**
Total Building Signage Area: **477.82 sf**

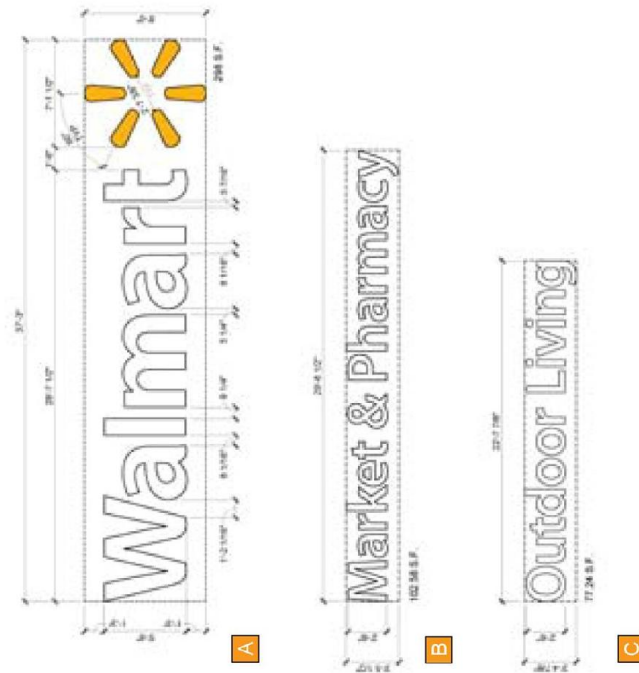
STORE NO. 4326-00
Atascadero, CA
July 15, 2010



12

EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Signage Details



STORE NO. 4322-00
Atascadero, CA
July 15, 2010

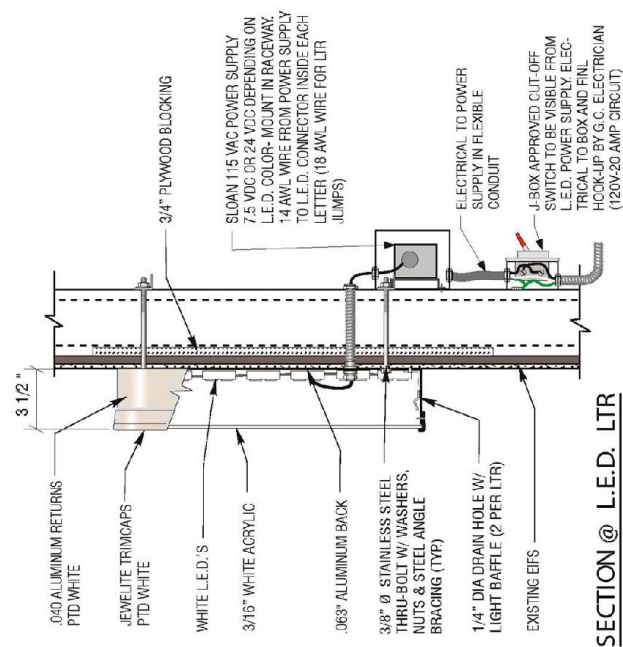
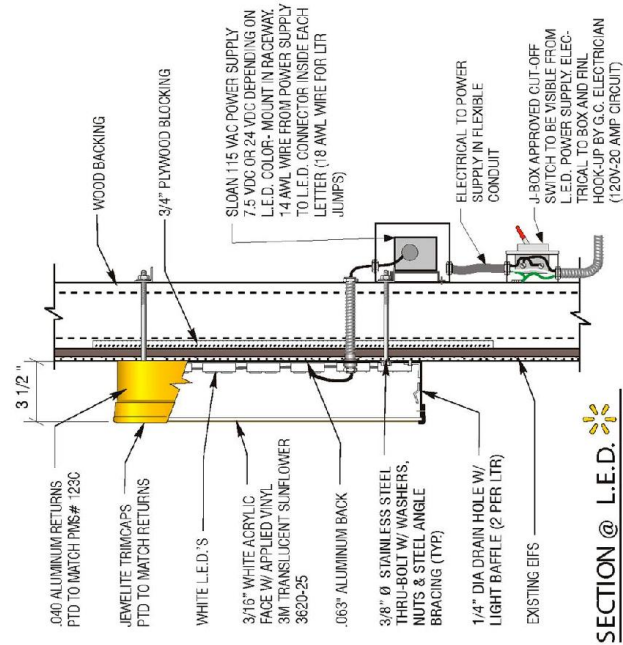


Walmart

13

EXHIBIT 12: MAJOR TENANT PROJECT SIGN PROGRAM

Installation Details



STORE NO. 4326-00
Atascadero, CA
July 15, 2010



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EXHIBIT 13: ANNEX PROJECT SIGN PROGRAM

Exhibit L Sign Program



THE ANNEX

Application for:

General Plan Amendment
Zone Change
Vesting Tentative Parcel Map
Specific Plan
Tree Removal

April 2, 2010

EXHIBIT 13: ANNEX PROJECT SIGN PROGRAM

Exhibit Signage Program



THE ANNEX

Application for:
General Plan Amendment
Zone Change
Vesting Tentative Parcel Map
Specific Plan
Tree Removal

EXHIBIT 13: ANNEX PROJECT SIGN PROGRAM

Exhibit Signage Program



Signage Program Summary:

In compliance with City requirements, the Annex project will consist of wall mounted signs, with one tenant wall sign per business street frontage of 20 square feet, or 30 square feet where tenant space is 10,000 square feet or more. In several cases, where national stores are anticipated, extra signage is requested. In total, the Annex project will consist of 400 square feet of allowable wall signs and 150 square feet of requested additional wall signs. All wall signs will utilize materials, colors, and design motifs that are compatible with the architecture and color of the buildings on-site and adjacent properties and will be internally illuminated.

Parcel 1 of the Annex project will feature 2 monument signs at the southwest corner of the lot and the main westerly driveway along El Camino Real, as well as a smaller secondary address sign at the southerly driveway along Del Rio Road. Parcel 2 will also have 1 monument sign at the main driveway along El Camino Real. All monument signs will feature landscaping or decorative hardscaping at the base and will be consistent with the architectural design of the shopping center.

Additionally, the Annex will feature a free-standing freeway oriented sign, approximately 50 feet in height, with a maximum area not to exceed 60 square feet per tenant that will be consistent with the architectural design of the shopping center. Signage will consist of individually illuminated pan channel letters for each tenant and approximately 30 square feet of center identification. The free-standing sign will be available for use to any business within the specific plan boundary.

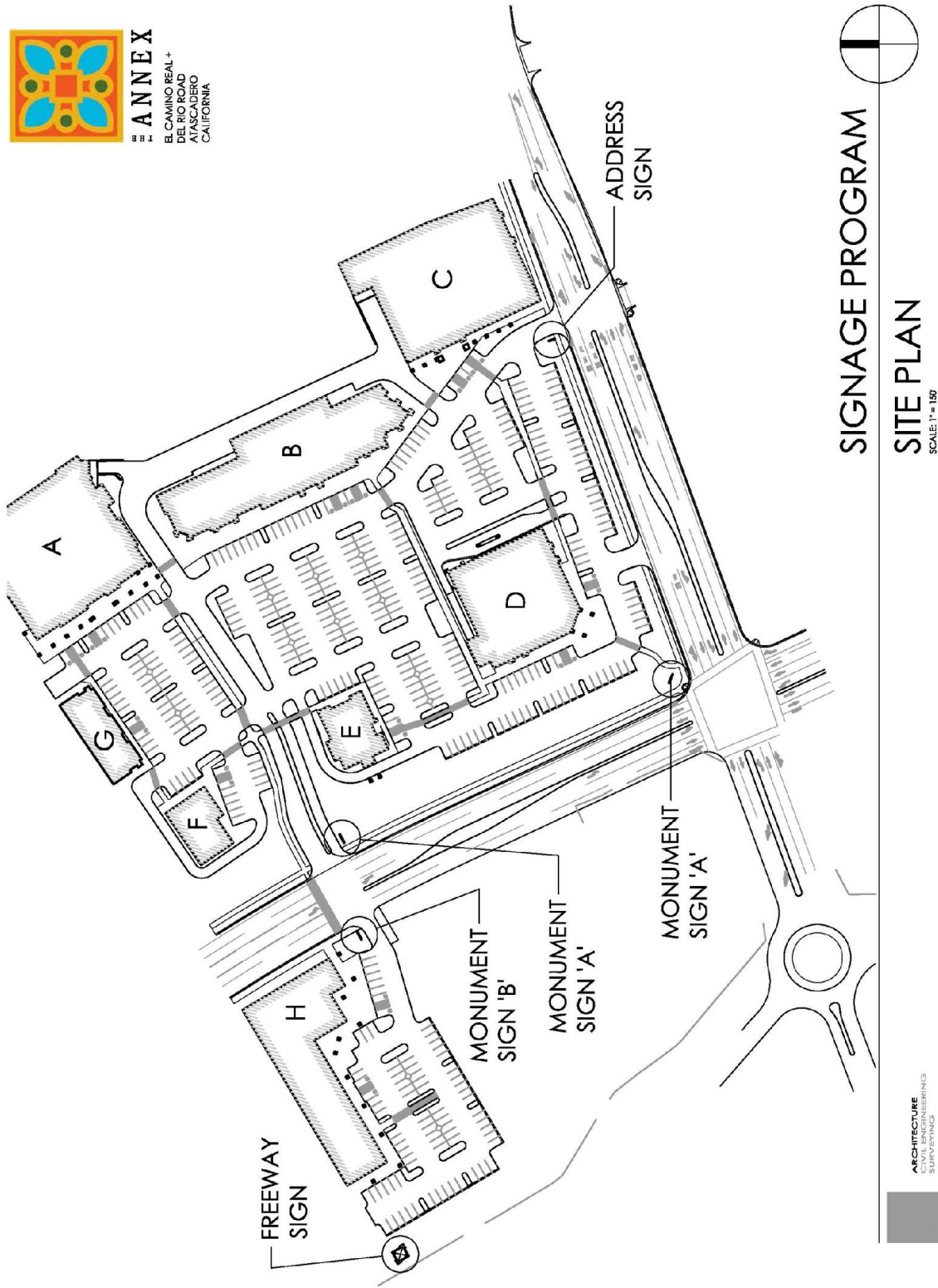


THE ANNEX

Application for:

General Plan Amendment
Zone Change
Vesting Tentative Parcel Map
Specific Plan
Tree Removal

EXHIBIT 13: ANNEX PROJECT SIGN PROGRAM



ARCHITECTURE
CIVIL ENGINEERING
SURVEYING
SAN LUIS OBISPO, CA 95060
PHONE: (805) 544-4700
WWW.OMNIENGINEERING.COM



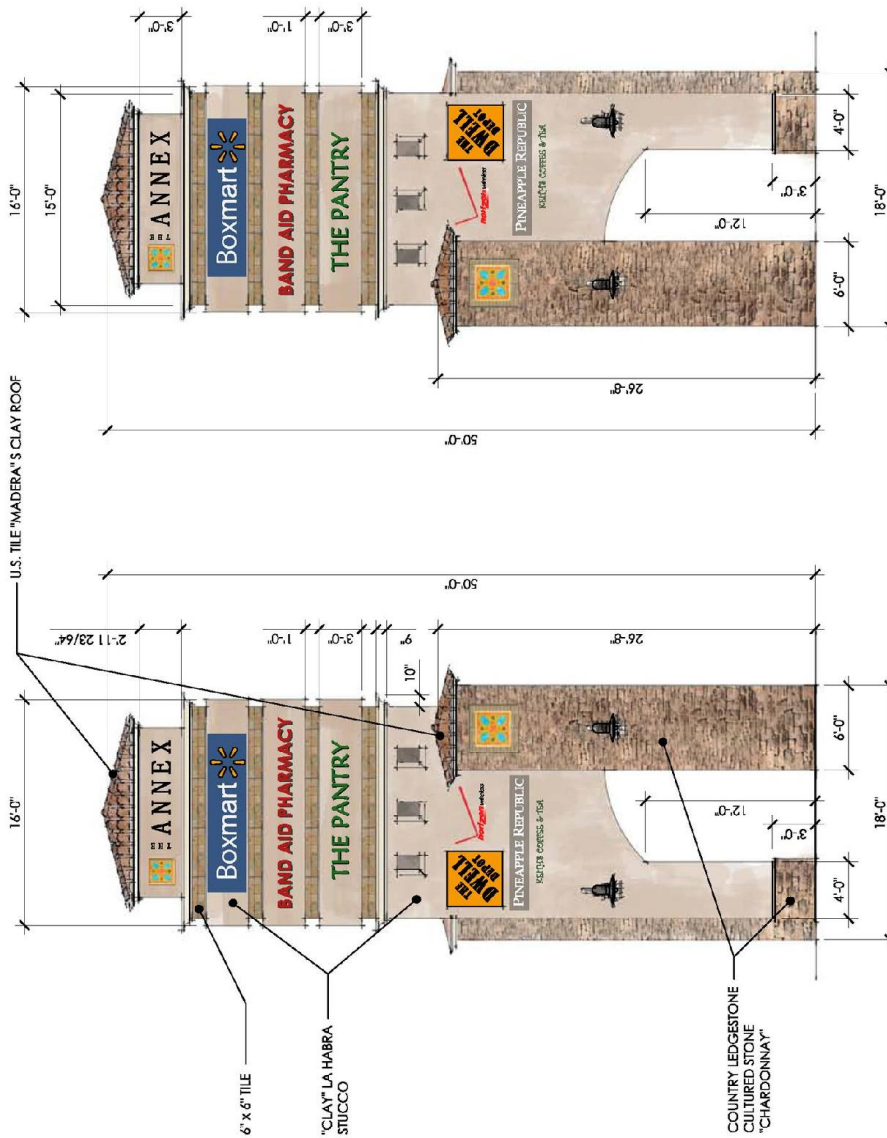
EXHIBIT 13: ANNEX PROJECT SIGN PROGRAM



The ANNEX Signage Square Footage

Building	Tenant	SF	Allowable Signage		Additional Signage	
			Façade	SF	Façade	SF
A		24,911	West	30		
					South	30
B	1	1,984	West	20		
B	2	2,143	West	20		
B	3	2,623	West	20		
B	4	11,483	West	30		
B	5	1,767	West	20		
B	6	2,896	West	20		
C		25,839	West	30		
					South	30
D		16,250	South	30		
					North	20
					West	30
E		4,556	South	20		
					North	10
F		4,180	South	20		
					East	10
G	1	1,651	South	20		
G	2	1,689	South	20		
G	3	1,651	South	20		
H	1	7,500	South	20		
					East	20
H	2	3,117	South	20		
H	3	3,117	South	20		
H	4	3,117	South	20		
Total Allowable				400		
Total Additional						150

EXHIBIT 13: ANNEX PROJECT SIGN PROGRAM



WEST ELEVATION

SOUTH & NORTH ELEVATION

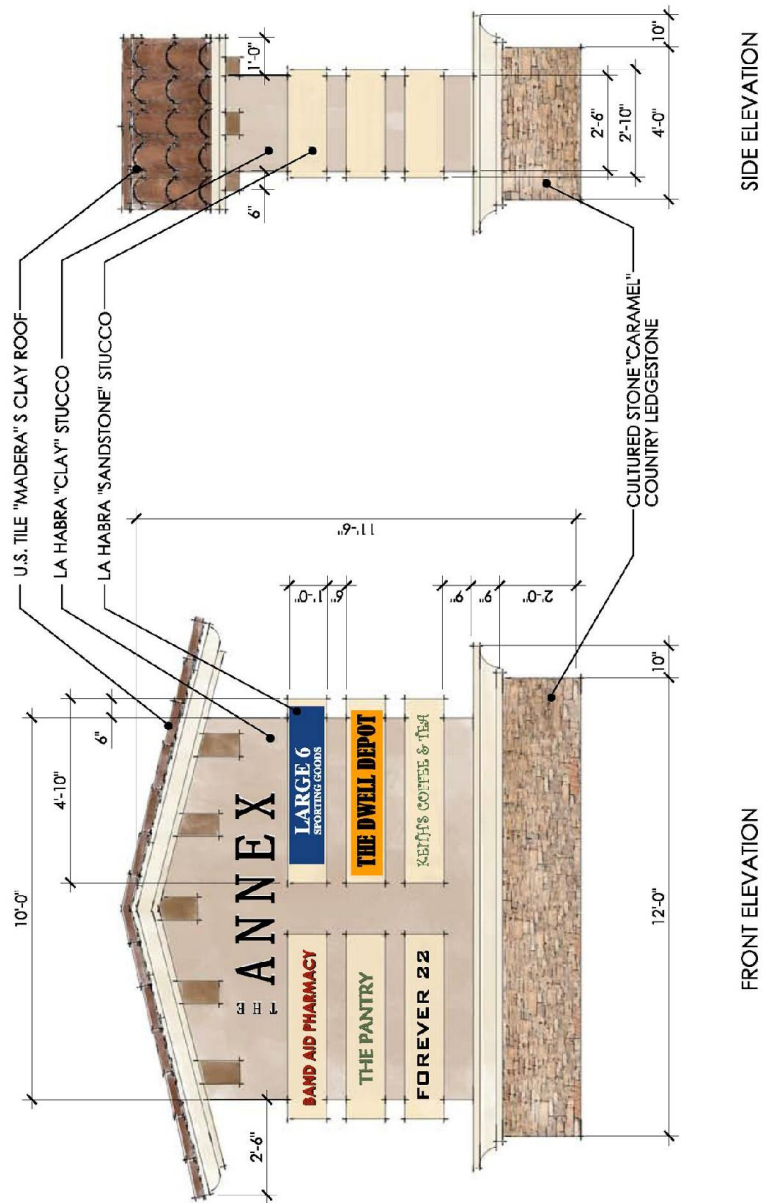
SIGNAGE PROGRAM

FREEWAY SIGN

SCALE: 3/32" = 1'-0"



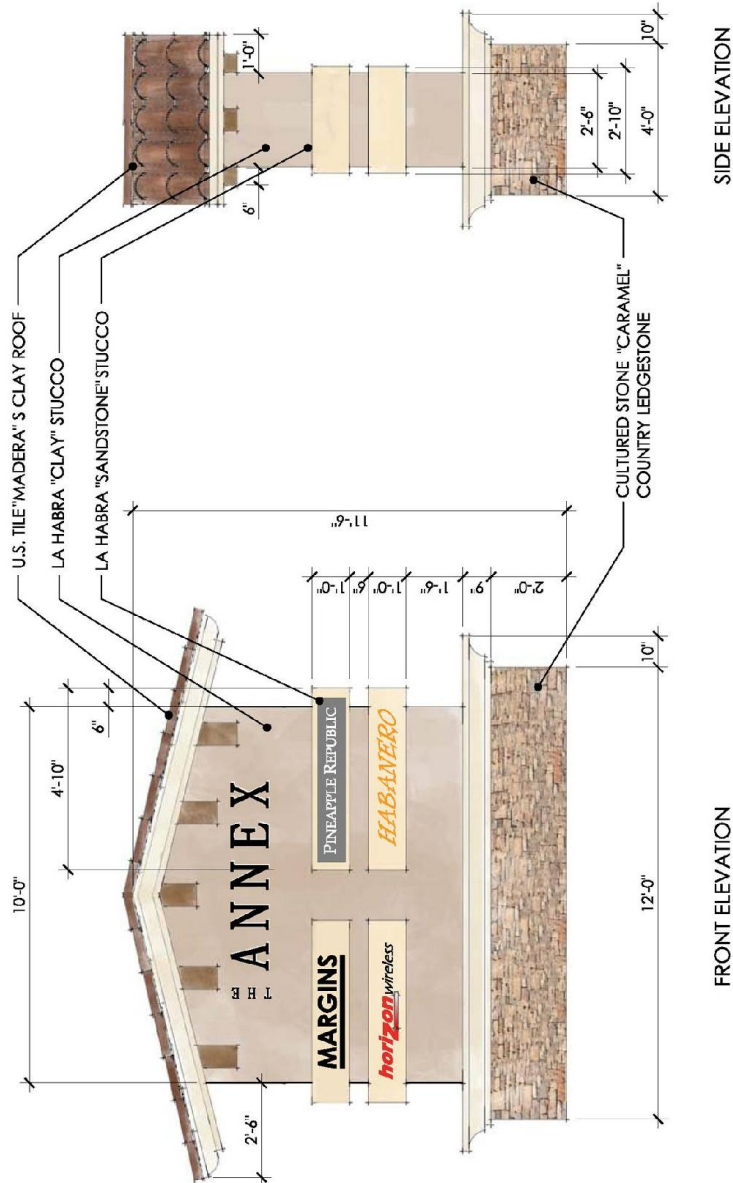
EXHIBIT 13: ANNEX PROJECT SIGN PROGRAM



SIGNAGE PROGRAM
MONUMENT SIGN 'A'
SCALE: 1/4" = 1'-0"

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





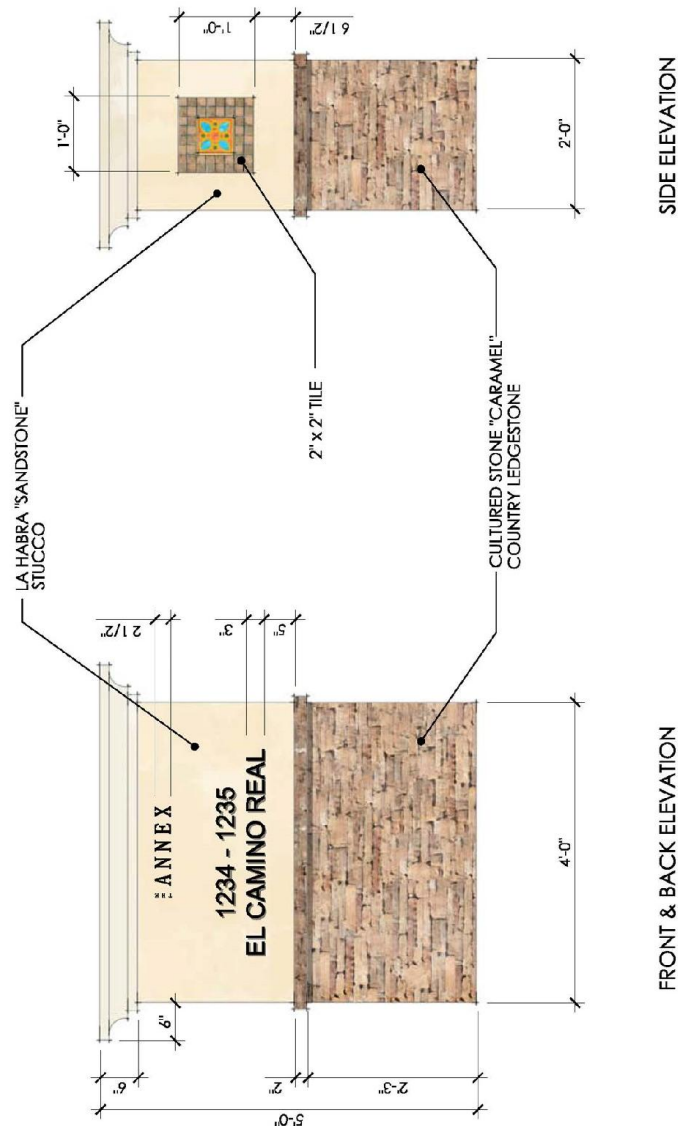
SIGNAGE PROGRAM

MONUMENT SIGN 'B'

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



EXHIBIT 13: ANNEX PROJECT SIGN PROGRAM



SIGNAGE PROGRAM

ADDRESS SIGN

SCALE 1/2" = 1'-0"



VIII APPENDICES

Appendix A: Precise Description of Specific Plan Boundary Area	A-1
Appendix B: Development Approvals	B-1
Appendix B C: Project Consistency Analysis	B C-1

PRECISE DESCRIPTION OF SPECIFIC PLAN BOUNDARY
MAJOR TENANT PROJECT
PRECISE BOUNDARY DESCRIPTION

The land referred to herein is situated in the City of Atascadero, County of San Luis Obispo, State of California, described as follows:

PARCEL A: APN NO.: 049-112-002

Lot 7-A in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps, in the office of the County Recorder of said County.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PARCEL B: APN NO.: 049-112-018

That portion of Lot 6 in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps, described as follows:

Beginning at the most Westerly corner of said Lot 6, being a point in the center line of Del Rio Road;

Thence South 30°08' East, along the Southwest line of said Lot, 359.25 feet to the most Southerly corner thereof;

Thence North 59°52' East, along the Southeast line of said Lot, 275 feet;

Thence North 30°50' East, 318.22 feet to a point on the centerline of Del Rio Road;

Thence South 68°26' West, along said center line, 275 feet to the Point of Beginning.

Also excepting therefrom that portion thereof included in Del Rio Road.

PARCEL C: APN NO.: 049-112-019

That portion of Lot 6 in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps, described as follows:

Beginning at a point on the center line of Del Rio Road, which bears North 68°26' East, 275 feet from the most Westerly corner of said Lot 6, said point being the most Northerly corner of the property conveyed to Joseph W. Vollmer, et ux., by deed dated May 25, 1961, and recorded June 2, 1961 in Book 1126, Page 328 of Official Records;

Thence South 30°50' East, along the Northeast line of the property so conveyed, 318.22 feet to the most Easterly corner thereof, being a point on the Southeast line of said lot;

Thence North 59°52' East along said Southeast line, 192.29 feet to the most Easterly corner of said lot;

Thence North 30°08' West, along the Northeast line of said lot, 238.00 feet to a point on the center line of Del Rio Road;

Thence North 77°14' West along said center line 0.61 feet;

Thence continuing along said center line on a curve to the left with a radius of 286.6 feet through an angle of 34°20' for a distance of 171.74 feet;

Thence South 68°26' West, along said center line, 43 feet to the Point of Beginning.

Also excepting therefrom that portion of said land included within the lines of Del Rio Road as shown on the map above referred to.

PARCEL D: APN NO.: 049-112-022

The Northeasterly 111 feet, measured along the Northwestern line of Lot 7, in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps.

Also excepting therefrom that portion of said land included within the lines of Del Rio Road as shown on the map above referred to.

PARCEL E: APN NO.: 049-112-036

Parcel 2 of Map AT AL-87-082, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded November 17, 1987 in Book 42, Page 47 of Parcel Maps.

PARCEL F: APN NO.: 049-112-039

Parcel 1 of Map AT AL-87-082, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded November 17, 1987 in Book 42, Page 47 of Parcel Maps.

PARCEL G: APN NO.: 049-151-005

That portion of Lot 11 in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps, described as follows:

Beginning at a point common to Lots 11, 10, and 5, Block 22, said Point of Beginning is the Northern corner of Lot 11, Block 22;

Thence along a line common to Lots 11 and 5, Block 22, South 30°08' East, 187.00 feet to a point;

Thence South 59°52' West, 764.17 feet to a point;

Thence North 30°08' West, 12.00 feet to a point;

Thence South 59°52' West, 266.64 feet to a point on the center line of California State Highway;

Thence running along said center line of the California State Highway North 26°39' West,

175.32 feet to a point common to Lots 11 and 10, Block 22;

Thence along line common to Lots 11 and 10, Block 22, North 59°52' East, 1,020.18 feet to the Point of Beginning.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PARCEL H: APN NO.: 049-151-036

That portion of Lot 10, in Block 22 of Atascadero Colony, in the City of Atascadero County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps, described as follows:

Beginning at the most Southerly corner of said Lot 10, being a point on the centerline of California State Highway as shown on the map above referred to;
Thence North 59°52' East, along the Southeasterly line of said Lot, 50.09 feet to a point on the Easterly right of way line of the property conveyed to the State of California, by deed dated August 16, 1929 and recorded October 11, 1929 in Book 72, Page 453 of Official Records, and the True Point of Beginning;
Thence North 26°39'30" West, along said right of way line, 100 feet;
Thence North 59°52' East, parallel with the Southeasterly line of said Lot, 125.00 feet;
Thence South 26°39'30" East, parallel with said Easterly right of way line, 100 feet to a point on the Southeasterly line of said Lot;
Thence South 59°52' West, along said Southeasterly line, 125.00 feet to the True Point of Beginning.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PARCEL I: APN NO.: 049-151-037

Lot 10, in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps.

Excepting therefrom the Southeast portion of said land as described in the Deed to Tod Natho and Doshia J. Natho, recorded April 7, 1964 in Book 1291, Page 714 of Official Records.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PARCEL J: APN NO.: 049-151-040

Lot 8, in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PARCEL K: APN NO.: 049-151-041

Lot 9, in Block 22 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to Map recorded October 21, 1914 in Book 3AC, Page 25 of Maps.

Also excepting therefrom all streets and roads as shown on the map above referred to.

PRECISE DESCRIPTION OF SPECIFIC PLAN BOUNDARY

ANNEX PROJECT PRECISE BOUNDARY DESCRIPTION

The land referred to herein is situated in the City of Atascadero, County of San Luis Obispo, State of California, described as follows:

Parcel A: A.P.N.: 049-102-020

That portion of Lot 30 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded October 21, 1914 in Book 3, Page 66 of Maps, described as follows:

Beginning at the Southwest corner of said Lot 30, said point being common to Lots 29 and 30 in said block 49 and on the centerline of the California State Highway, as shown on Page 66 of Maps of Atascadero Colony;
Thence North 540 06' East along a line common to said Lots 29 and 30, 850.00 feet to a point;
Thence South 350 54' East, 105.00 feet to a point;
Thence South 550 06' 45" West, 852.32 feet to a point on the centerline of the California State Highway;
Thence along said centerline on a curve to the left with a central angle of 30 21' 08" and a radius of 800 feet a distance of 46.80 feet to a point;
Thence continuing along said centerline North 350 54' West, 43.20 feet to the Point of Beginning.

Excepting therefrom all streets, roads and alleys as shown on the map above referred to.

Parcel B: A.P.N.: 049-102-031

That portion of Lot 30 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded October 21, 1914 in Book 3, Page 66 of Maps, in the office of the County Recorder of said county, described as follows:

Beginning at the most Southerly corner of said lot, said point being on the centerline of the California State Highway as shown on the map of Atascadero Colony, recorded in Book 3, Page 66 of Maps; thence Northwesterly along said centerline on a curve to the left with a radius of 800 feet through an angle of 50 53' 32" for a distance of 82.35 feet to the most Southerly corner of the property so conveyed to Eric Oscar Ericson, et ux., in deed dated August 22, 1950 and recorded September 19, 1950 in Book 579, Page 175 of Official Records; thence along the Southeasterly line of said property, North 550 06' 45" East 319 feet; thence South 340 53' 15" East 129.31 feet to the Southeasterly line of said Lot 30; thence along said Southeasterly line, South 630 21' West 330 feet to the point of beginning.

Excepting therefrom that portion of said land lying within the lines of El Camino Real as shown on the map above referred to.

Parcel C: A.P.N.: 049-102-032

That portion of Lot 30 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded October 21, 1914 in Book 3, Page 66 of Maps, described as follows:

Beginning at the most Southerly corner of said Lot 30, said point being in the centerline of the California State Highway on the line common to Lots 30 and 31 in said Block; thence North 63° 21' East along said common line 330 feet to the true point of beginning, said point being the most Easterly corner of the property conveyed to Margaret E. Smalley, et al., by deed dated July 23, 1951 and recorded July 31, 1951 in Book 620, Page 430 of Official Records; thence North 34° 53' 15" West along tile Northeasterly line of said property 129.31 feet to the Southeasterly line of the property conveyed to Eric Oscar Ericson, et ux., by deed dated August 22, 1950 and recorded September 19, 1950 in Book 579, Page 175 of Official Records; thence North 55° 06' 45" East along said Southeasterly line of the property last above mentioned, 533.32 feet; thence South 35° 54' East, 206.93 feet to the Southeasterly line of said Lot 30; thence South 630 21' West, 541.73 feet to the point of beginning.

Parcel D-I: A.P.N.: Ptn. 049-102-045

That portion of Lot 32 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded October 21, 1914 in Book 3, Page 1 et seq., of Maps, described as follows:

Beginning at a point on the centerline of Del Rio Road North 68° 26' East, 349.87 feet from the intersection of the centerlines of the State Highway and Del Rio Road; thence North 260 39' West, 134.0 feet to a point; thence North 63° 21' East, 179.29 feet to a point in the Westerly line of the land described in the deed recorded February 16, 1950 in Book 552, Page 140 of Official Records; thence Northerly along said Westerly line to a point in the Northerly line of said lot which is 527.79 feet East from the most Westerly corner of said Lot 32; thence South 63° 21' West, 527.79 feet to the most Westerly corner of said lot; thence South 26° 39' East, 215.89 feet to the intersection of the centerline of the State Highway with the centerline of Del Rio Road; Thence North 68° 26' East 349.87 feet to the point of beginning.

Also excepting therefrom those portions of said land included within the lines of the California State Highway and Del Rio Road as shown on the map above referred to.

Parcel D-2: A.P.N.: Ptn. 049-102-045

That portion of Lot 32 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded October 21, 1914 in Book 3 at Page 1 et seq., of Maps, described as follows:

Beginning at a point on the centerline of Del Rio Road distant thereon North 68° 26' East, 349.87 feet from the point of intersection of said centerline with the centerline of the California

State Highway as shown on said map; thence North 68° 26' East along the centerline of Del Rio Road, 180.00 feet to the Southwest corner of the land described in the deed to W.L. Turley, et ux., recorded February 16, 1950 in Book 552, Page 140 of Official Records; thence North 26° 39' West, 149.95 feet; thence South 63° 21' West, 179.29 feet; thence South 26° 39' East, 134.00 feet to the true point of beginning.

Also excepting therefrom that portion of said land lying within the lines of Del Rio Road as shown on the map above referred to.

Parcel E: A.P.N.: 049-102-048

That portion of Lot 32 in Block 49 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, being Parcel 3 of Parcel Map No. CO-70-108 recorded November 20, 1970 in Book 5, Page 28 of Parcel Maps, in the office of the County Recorder of said county.

Excepting therefrom all oil or other hydrocarbon products and all other minerals products, without the right, however, to prospect for or take the same from said land while said land is used for residential, agricultural or horticultural purposes as reserved by Colony Holding corporation, a corporation in deed recorded November 10, 1916 in Book 111, Page 285 of Deeds.

Also excepting therefrom those portions of said land lying within the lines of Del Rio Road as shown on the map above referred to.

Parcel F: A.P.N.: 049-102-056

Parcel B of Parcel Map AT 84-149, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded January 21, 1987 in Book 40, Page 76 of Parcel Maps, in the office of the County Recorder of said county.

Excepting therefrom all oil, minerals and other hydrocarbon substances in, under or upon said land.

Parcel G: A.P.N.: 049-131-070

Lot 3 in Block 48 of Atascadero Colony, in the City of Atascadero, County of San Luis Obispo, State of California, according to map recorded July 21, 1916 in Book 3, Page 65A of Maps, in the office of the County Recorder of said county.

Excepting therefrom all streets, roads and alleys as shown on the map above referred to.

Also excepting therefrom those portions conveyed to the State of California by deeds recorded January 23, 1950 in Book 549, Page 170 of Official Records and January 13, 1964 in Book 1278, Page 654 of Official Records

~~DEL RIO ROAD
COMMERCIAL AREA
SPECIFIC PLAN~~

~~APPENDIX B: DEVELOPMENT APPROVALS~~

Pages Reserved for City Approvals

The Specific Plan is consistent with the General Plan and advances the policies and goals described below. Please refer to Specific Plan EIR Section 3.8, Land Use, for additional description of the Specific Plan's consistency with the General Plan.

Element	Goal/Policy		Consistency Determination
	No.	Text	
2 - Land Use, Open Space and Conservation Element	Goal LOC 1	Protect and preserve the rural atmosphere of the community by assuring "elbow room" for residents by means of maintenance of large lot sizes which increase in proportion to distance beyond the Urban Core.	Consistent: The Specific Plan would develop commercial and residential uses on property designated for urban development within the Urban Core. The Specific Plan incorporates various planning techniques to achieve compatibility with neighboring large-lot residential uses, including orienting commercial buildings away from residential dwelling, establishing landscaped buffers along property lines, and reserving acreage for future residential development immediately adjacent to existing residential properties. These characteristics are consistent with the goal of facilitating land use compatibility with large-lot residential uses.
	Policy 1.1	Preserve the rural atmosphere of the community and assure "elbow room" in areas designated for lower density development by guiding new development in the Urban Core to conform to the historic Colony land use patterns of the City and to respect the natural environment, hillside areas, and existing neighborhoods.	Consistent: The Specific Plan area is within the Urban Core and is located within a designated retail node. The Specific Plan incorporates various planning techniques to achieve compatibility with neighboring low-density residential uses, including orienting commercial buildings away from residential dwellings, establishing landscaped buffers along property lines, and reserving acreage for future residential development immediately adjacent to existing residential properties. Additionally, the Major Tenant-South-East Project grading plan is intended to minimize disturbance to the highly visible upper elevations of the site and concentrate new development in the lower areas, consistent with the policy of respecting the natural environment,

			hillside areas, and existing neighborhoods.
	Policy 1.2	Ensure the rural character of Atascadero is preserved by respecting the historic Colony boundaries and cooperate with the County on regional planning issues surrounding the Colony.	Consistent: The project is within the Urban Reserve line, which approximates the historic 1913 Atascadero Colony boundary and is recognized as the ultimate boundary for the City of Atascadero. As such, the project's urban uses are located with an area designated for such development.
	Policy 1.3	Enhance the rural character and appearance of the City, including commercial corridors, gateways and public facilities.	Consistent: The project would develop a commercial retail development on El Camino Real, a commercial corridor. The Specific Plan would employ design guidelines to provide a consistent and visually appealing design theme for both the Annex and Major Tenant Project sites. The project would also use landscaping along roadway frontages and property lines to minimize the visibility of parking, loading, and storage areas. Collectively, these characteristics are consistent with enhancing the appearance of commercial corridors within the City.
	Policy 1.4	Ensure that "darkness" remain a rural characteristic by requiring that all exterior lighting does not result in significant off-site spillage or glare.	Consistent: The project includes the installation of exterior building lights, freestanding parking lot lights, and building mounted illuminated signage. Specific Plan EIR Mitigation Measure AES-3 requires the applicant to submit a photometric plan to the City of Atascadero for review and approval. The photometric plan will identify types of exterior lighting fixtures and their locations on the project site. All light fixtures will be fully shielded or employ full cutoff fixtures to minimize light trespass onto neighboring properties. Additionally, parking lot lighting will be directed away from public streets and residences so that it does not produce glare.
	Goal LOC 2	Preserve residential neighborhoods and the	Consistent: The project would plant trees along the street frontages with

		winding tree-lined nature of the street and road system.	the Major Tenant and Annex Project sites, which would be consistent with the goal of maintaining the tree-lined nature of the street system.
	Policy 2.1	Ensure that new development is compatible with existing and surrounding neighborhoods.	Consistent: The project employs design measures to facilitate compatibility with surrounding neighborhoods. The Major Tenant and Annex commercial buildings, parking lots, and vehicular entrances are oriented towards US 101, El Camino Real, and Del Rio Road and away from the residential uses to the north, east, and south. This would also serve to discourage project-related trips from traveling on the residential streets east of the project site. Sound walls and landscaping would be provided in the rear of the Major Tenant and Annex Shopping Center commercial sites to screen views and minimize noise impacts. Collectively, these characteristics would ensure that the project is compatible with surrounding neighborhoods.
	Policy 2.3	Incorporate Pedestrian and Transit Oriented design concepts into new residential and commercial development within the Urban Core.	Consistent: The project provides safe travel routes that ensure destinations may be reached conveniently by public transportation, bicycling or walking. The circulation network is designed to allow pedestrians a safe path from public and private areas to and from the Major Tenant store and the Annex Shopping Center commercial buildings. Further, the project will accommodate a bus stop on El Camino Real and provide secure bicycle parking near Major Tenant building and Annex Shopping Center building entrances.
	Goal LOC 3	Transform the existing El Camino Real "strip" into a distinctive, attractive and efficient commercial, office, and industrial park area, which can provide for the long-term economic viability	Consistent: The Major Tenant and Annex Shopping Center commercial sites are designed to locate landscaping, pedestrian facilities, and (where possible) buildings along roadway frontages in order to soften the visual appearance of the site. This design is

		of the community.	distinctly different than "strip development," in which parking lots are featured prominently and often at the expense of landscaping and pedestrian facilities. Thus, the project is consistent with the goal of transforming the El Camino Real corridor from a "strip" to a distinctive, attractive and efficient commercial, office, and industrial park area.
	Policy 3.1	Encourage retail businesses at efficient and attractive nodes along El Camino Real and Morro Road with mixed office and residential uses between those nodes.	Consistent: The Specific Plan's retail uses would be located at a "node" with El Camino Real and Del Rio Road. The Specific Plan sets forth detailed design guidelines for building design, landscaping, and signage to ensure that commercial uses are attractive and compatible with their surroundings. Finally, the Specific Plan allows for office uses within the Commercial Retail zoned uses and includes multi-family and single-family residential components.
	Goal LOC 4	Provide for a strong and distinctive Downtown Area.	Consistent: The project would locate regional-serving retail commercial uses near the US 101/Del Rio Road interchange. This is an appropriate location for such uses, given the visibility and accessibility to the freeway. In contrast, the Downtown Area consists primarily of local serving retail and restaurant uses. Thus, the project would indirectly contribute to maintaining a strong and distinctive Downtown Area by appropriately siting regional serving retail uses outside of this area.
	Goal LOC 5	Preserve the contours of the hills. Buildings built on hillsides shall conform to the topography using the slope of the land as the basis for the design of the structure.	Consistent: The Major Tenant <u>South-East</u> Project site ranges in elevation from 870 feet near the Del Rio Road/El Camino Real intersection to 970 feet in the southeast corner. The site would be graded to create a finished floor elevation of 892 feet for the Major Tenant store and 889 feet and 897 feet for each of the Commercial Outparcels. The highest portion of the site (the 2.8-acre, future residential

			<p>parcel) would be maintained at its current elevation (approximately 935 to 970 feet in elevation). As such, the grading plan is intended to minimize disturbance to the highly visible upper elevations of the site and concentrate new development in the lower areas, consistent with the goal of matching buildings to the topography of the site.</p> <p>Note that the Annex-North End Project site contains flat relief and would not be considered hillside.</p>
	Policy 5.1	Reduce multi-family densities and increase single family lot sizes as site slope increases.	Consistent: The Multiple Family Outparcel uses would be located on a bench in the upper elevations of the property. As such, these uses would not be located on a slope. The Single Family Outparcel uses would be located on flat relief.
	Policy 5.2	Require hillside development and subdivisions to blend in with surrounding topography.	Consistent: As previously discussed, the Major TenantSouth-East Project site grading plan seeks to blend development in with the site topography by locating the Major Tenant store and Commercial Outparcels in the lower elevation of the site and preserving the existing elevations of the highest portions of the site.
	Policy 5.3	Prevent unnecessarily intensive grading of development sites.	Consistent: As previously discussed, the Major TenantSouth-East Project site grading plan seeks to avoid unnecessary intensive grading by locating the Major Tenant store and Commercial Outparcels in the lower elevations of the site and preserving the existing elevations of the highest portions of the site.
	Goal LOC 6	Preserve natural flora and fauna and protect scenic lands, sensitive natural areas, historic buildings and cultural resources.	Consistent: The Specific Plan EIR included an analysis of impacts to Biological Resources and Cultural Resources in Specific Plan EIR Section 3.3, Biological Resources and 3.4, Cultural Resources. Mitigation is incorporated into the project to mitigate impacts from development of the project.

	Policy 6.1	Ensure that development does not degrade scenic and sensitive areas, including historic sites, creeks, riparian corridors, wetlands, woodlands, hillsides, and other valuable habitats.	Consistent: The Specific Plan EIR included an analysis of impacts to Biological Resources and Cultural Resources in Section 3.3, Biological Resources and 3.4, Cultural Resources. Mitigation is incorporated into the project to mitigate impacts from development of the project.
	Policy 6.2	Protect prehistoric cultural resources from disturbance associated with development.	Consistent: A Cultural Resource Assessment was prepared as part of the Specific Plan EIR and included a field survey for potential archaeological resources. As discussed in Specific Plan EIR Section 3.4, Cultural Resources, because of the property's proximity to Graves Creek and known archaeological sites, the project area has the potential to contain previously unidentified archaeological resources. Mitigation Measure CUL-2 requires full-time monitoring by a qualified archaeologist during all earthmoving (grading and excavation) activities associated with the project. This measure will ensure that potentially significant resources are documented and protected.
	Policy 6.3	Encourage conservation and preservation of neighborhoods, Colony Homes and sound housing, including places and building of historical and architectural significance.	Consistent: Specific Plan EIR Section 3.4, Cultural Resources, identified the Colony Home at 1800 El Camino Real on the Annex Project site as having local historic significance. Mitigation Measures CUL-1a and CUL-1b are required to be implemented to reduce the impact related to the residence through archival documentation of as-found conditions and relocation of the residence to a site deemed suitable by the City of Atascadero.
	Policy 6.4	Encourage conservation and preservation of structures and houses that have historical and architectural significance.	Consistent: Specific Plan EIR Section 3.4, Cultural Resources, identified the Colony Home at 1800 El Camino Real on the <u>Annex-North End</u> site as having local historic significance. Mitigation Measures CUL-1a and CUL-1b are required to be

			implemented to reduce the impact related to the removal of the residence through archival documentation of as-found conditions and relocation of the residence to a site deemed suitable by the City of Atascadero.
	Goal LOC 7	Tree-covered hills shall be preserved to retain the distinctive scenic quality of the community.	Consistent: The project would-is <u>proposed to</u> retain 34 trees on the Major Tenant <u>South-East</u> Project site, which are primarily located in the upper elevations of the property. As many as 86 trees would be removed from the Major Tenant <u>South East</u> Project site and replaced in accordance with the requirements of the Atascadero Native Tree Ordinance. This would include onsite planting of native tree species on the various slopes of the project site.
	Policy 7.1	Ensure that the native trees of Atascadero are protected from new development in order to retain the natural character of the community.	Consistent: The project would retain 34 trees on the Major Tenant <u>South-East</u> Project site, which are primarily located in the upper elevations of the property. As many as 86 native trees on the Major Tenant <u>South-East</u> Project site and as many as 46 native trees on the Annex <u>North End</u> Project site would be removed, as it is not feasible to avoid removal of these trees. Although tree removal would occur on the site, substantial replanting and new landscaping would reduce this impact. Additionally, the project will replace any tree removed as part of the project with a similar species or pay an in-lieu contribution to the City's tree replacement fund.
	Policy 7.2	Protect and replenish native tree populations, including saplings.	Consistent: The project will remove as many as 86 native trees from the Major Tenant <u>South-East</u> Project site and 46 native trees from the Annex <u>North End</u> Project site. The project will replace any tree removed as part of the project with a similar species or pay an in-lieu contribution to the City's tree replacement fund.
	Goal LOC 8	Watershed areas of Atascadero shall be	Consistent: The project would implement storm water pollution

		protected.	prevention management practices during construction and operations to prevent pollutants from entering downstream waterways.
	Policy 8.1	Ensure that development along Atascadero Creek, Graves Creeks, the Salinas River, blue line creeks, and natural springs, lakes, or other riparian areas does not interrupt natural flows or adversely impact riparian ecosystems and water quality.	Consistent: The Specific Plan boundaries do not encompass any of the waterways named in this policy. As such, development of the project would not interrupt natural flows or adversely impact riparian ecosystems.
	Policy 8.4	Review and regulate all proposed on-site wastewater disposal systems to protect public health and water quality.	Consistent: The project would be served by sanitary sewer service provided by the City of Atascadero. No septic or alternative wastewater disposal systems would be installed as part of the project. Furthermore, existing septic tanks on the project site would be properly abandoned according to City standards.
	Policy 8.5	The City shall implement a storm water control program consistent with the requirements of the National Pollution Discharge Elimination System (NPDES) Permit Program (Phase II).	Consistent: The project incorporates mitigation that requires the submission of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would be consistent with the City's Storm Water Management Program.
	Goal LOC 10	Conserve energy and resources by preventing or correcting degradation of the environment.	Consistent: The Major Tenant <u>South-East</u> store incorporates numerous project design features that conserve energy and resources through building design. Other project buildings would be designed to California Title 24 Building Standards, which is widely regarded as a benchmark for energy efficiency.
	Policy 10.1	Ensure efficient and adequate solid waste disposal by reducing waste volumes through recycling and other methods.	Consistent: Mitigation measures have been incorporated to require both construction and operational waste recycling as part of the project.
	Policy 10.2	Support ongoing water conservation efforts	Consistent: The project would implement design features and mitigation measures that promote

			water conservation, including drought-tolerant landscaping and water efficient fixtures.
	Policy 10.3	Support regional efforts to maintain clean air.	Consistent: The project would support regional efforts to maintain clean air by preparing a Construction Activity Management Plan to reduce NO ₂ and PM ₁₀ during construction. The project will reduce operational emissions by encouraging and providing transportation alternatives that reduce vehicle trips. Furthermore, as discussed in Specific Plan EIR Section 3.2, Air Quality and Greenhouse Gases, the project would be expected to reduce trip lengths for local residents who patronize existing discount stores in other markets.
	Policy 10.4	Ensure that development in mineral resource areas is appropriate and compatible with existing uses.	Consistent: The Specific Plan area does not contain any known mineral deposits or active mineral extraction operations. In addition, the City of Atascadero General Plan does not identify the Specific Plan area as containing mineral resources of local importance.
	Policy 10.5	Encourage soil conservation by minimizing grading and preventing erosion.	Consistent: As previously discussed, the Major Tenant South-East Project site grading plan seeks to avoid unnecessary intensive grading by locating the Major Tenant store and Commercial Outparcels in the lower elevations of the site and preserving the existing elevations of the highest portions of the site. Furthermore, mitigation is incorporated that requires a SWPPP to prevent soil erosion.
	Goal LOC 11	Provide an adequate supply of City park facilities to all.	Consistent: The project would provide development fees to the City of Atascadero for park development impact fees in accordance with the City's fee schedule.
	Goal LOC 13	Provide for a sound economic base to sustain the City's unique character by establishing a range of employment and business	Consistent: The project would provide new employment opportunities for local residents. It is estimated that the Specific Plan's commercial uses (Major Tenant and

		opportunities and generate sufficient revenue to support adequate levels of public services, and environmental, social and educational quality.	Annex) would employ as many as 507 workers. Employment opportunities would include full-time and part-time positions, and range from entry-level to management-level positions. Additionally, the project would provide residents with greater shopping opportunities, allowing resident to keep their retail expenditures within their community.
	Policy 13.1	Facilitate convenient location of goods and services needed by local residents.	Consistent: The project is located within the Atascadero city limits along the El Camino Real corridor and near existing residential uses. The Major Tenant store would retail groceries and everyday household items, as well as offer in-store services such as a bank, medical clinic, vision center, and salon. The Commercial Outparcels and the Annex Shopping Center Commercial uses would offer <u>complementary employment opportunities in addition to</u> retail and restaurant uses. Accordingly, the project would be well positioned to conveniently serve the needs of Atascadero
	Policy 13.3	Expand tourist commercial nodes to serve the traveling public at freeway interchanges and develop tourist destinations based on the Atascadero's rural character.	Consistent: The project would be located near the US 101/Del Rio Road interchange and would be visible from the freeway. As such, it would be well positioned to cater to the traveling public.
	Policy 13.4	The City shall continue to take a long-range view of its fiscal condition, and specifically the possibility of enhancing revenues, in order to maintain and, wherever possible and desirable, enhance current levels of service.	Consistent: The Specific Plan would guide the development of as much as 260,460 square feet of commercial uses and 50 dwelling units on two under-utilized sites. These uses would generate new tax revenues that would directly accrue to the City of Atascadero, as well as new employment and retail opportunities for local residents that would indirectly accrue revenues to the City (i.e., employee wages that are spent locally on taxable items). As such, the project would afford the City the possibility of enhancing its revenues.

	Goal LOC 14	Retain and expand existing businesses and attract new businesses to improve the availability of goods and services.	Consistent: The project would develop 260,460 square feet of retail, <u>office,</u> and restaurant uses on the project site and would be anchored by a Major Tenant store. The Major Tenant store would retail everyday items (such as groceries and general merchandise) and operate 24 hours a day. The <u>commercial developments would consist of a variety of uses including larger business park employment centers, Commercial Outparcels and the Annex Shopping Center would consist of smaller</u> specialty retail and restaurant uses. Accordingly, the project would improve the availability of good and services to Atascadero residents <u>as well as provide an employment rich jobs center.</u>
	Policy 14.2	Attract new development and land uses that provide jobs and services for residents, provided that those uses are consistent with the City's character.	Consistent: The project would provide new employment opportunities for local residents. The project would provide residents with greater shopping opportunities, allowing residents to keep their retail expenditures within their community. The project would provide design and landscaping features that reflect local characteristics.
	Policy 14.3	Plan for a regional commercial center near U.S. 101.	Consistent: The project would develop 260,460 square feet of retail and restaurant uses anchored by a Major Tenant store <u>commercial and office park uses that is</u> located near the US 101/Del Rio Road
	Goal LOC 15	Provide adequate public services for high quality, orderly and sensible growth.	Consistent: The project would provide onsite infrastructure improvements and pay development fees to local public service providers. This would be consistent with the objective of ensuring adequate public services.
	Policy 15.1	Growth should be directed to areas where services can be provided in a cost effective manner.	Consistent: The project is site is located within the City limits on land designated for urban development. Public utility providers were consulted to determine if services could be provided to the project site. Providers indicated that existing utility lines are available to the project site; moreover, the project would make onsite infrastructure improvements

			and pay development fees to local public service providers.
	Policy 15.3	Ensure that adequate service capacity and facilities exist prior to approving new development.	Consistent: Public service providers were consulted to determine if adequate service capacity and facilities exist to serve the project. Mitigation is required, where necessary, to ensure that the project maintains adequate levels of service.
	Policy 15.5	Two tiers of public service will be provided within the City based on the Urban Services Line (USL).	Consistent: The project is within the USL and there would be served by the highest level of urban services.
	Policy 15.6	Ensure that new development pays the cost of providing and/or installing all capital facilities needed to support it, including the infrastructure necessary to attract high-tech and professional support businesses.	Consistent: The project would pay development fees to local public service providers and pay for all onsite infrastructure improvements necessary to serve the project.
	Policy 15.7	Continue to support effective regional planning for solid and hazardous waste.	Consistent: The project would be served by the City's solid waste service provider. Mitigation requires the implementation of recycling measures, which would be expected to reduce solid waste generation, consistent with regional efforts in this regard. The project would not be a large quantity generator of hazardous wastes.
3 - Circulation Element	Goal CIR 1	Provide a balanced, safe, and efficient circulation system that serves all segments of the community, and is designed and constructed to preserve rural character.	Consistent: The project would install roadway improvements or provide fair share costs for roadway improvements to mitigate for its traffic impacts. This would contribute to maintaining a roadway network that provides the safe and efficient movement of people and goods.
	Policy 1.1	Plan, fund and implement circulation improvements necessary to comply with adopted City safety and level of service standards, and the General Plan.	Consistent: The project would install roadway improvements or provide fair share costs for roadway improvements to mitigate for its traffic impacts and comply with adopted City safety and level of service standards.
	Policy 1.2	Provide regional facilities to	Consistent: Most project-related trips

		minimize through-traffic intrusion on local streets and to avoid barriers to local traffic.	would be expected to use US 101 or El Camino Real to access the project site, thereby avoiding impacts to local streets. Through construction and/or provision of fair share costs, the project would implement improvements to the US 101/Del Rio Road interchange and El Camino Real to ensure that these facilities can adequately accommodate project-related trips.
	Policy 1.3	Maintain LOS C or better as the standard at all intersections and on all arterial and collector roads. Upon City Council approval, accept LOS D where residences are not directly impacted and improvements to meet the City's standard would be prohibitively costly or disruptive.	Consistent: The Specific Plan EIR traffic analysis evaluated LOS for project roadways affected by the project. The project would install roadway improvements or provide fair share costs for roadway improvements to mitigate for its traffic impacts and comply with adopted City standards.
	Policy 1.5	Maintain an adequate and well designed supply of off-street parking, particularly in commercial, industrial, and higher-density residential areas.	Consistent: The project would provide off-street parking within the Major Tenant parcel and Commercial Outparcels. Approximately 697 off-street parking spaces would be available for vehicular parking throughout the site. The Annex Shopping Center component would provide 470 off-street parking spaces each development project. These counts would be sufficient to meet the parking demand of each component.
	Goal CIR 2	Provide for walkways, horse trails, and bikeways without curbs and sidewalks in rural areas. Provide a comprehensive system of routes to schools and parks which include creekside trails.	Consistent: Currently, no sidewalks or bicycle facilities existing along the project frontages with El Camino Real and Del Rio Road. The project would install sidewalks and bicycle facilities existing along the project frontages with these roadways, which is consistent with the objective of providing a compressive bicycle and pedestrian network.
	Policy 2.1	Provide for a comprehensive system of creekside trails, roadside	Consistent: Currently, no sidewalks or bicycle facilities existing along the project frontages with El Camino Real

		pathways, equestrian trails, multi-use trails and bikeways to connect neighborhoods, schools, commercial, and recreation areas, in accordance with the Bikeway and Trail Plan.	and Del Rio Road. The project would install sidewalks and provide room for Class II bicycle facilities existing along the project frontages with these roadways, which is consistent with the objective of providing a comprehensive bicycle and pedestrian network.
	Policy 2.2	Accommodate bicycles at major destinations including downtown, bus stops, schools, and other public facilities.	Consistent: The project would provide bicycle storage facilities throughout the site. This is consistent with the objective of accommodating bicycles at major destinations.
	Policy 2.3	Promote walking as an alternative to vehicle travel in retail district and multi-family areas.	Consistent: The project would provide sidewalks along street frontages and pedestrian connections between sidewalks and project buildings. This is consistent with promoting walking as an alternative to vehicle travel in retail districts.
	Goal CIR 3	Provide and promote alternative modes of travel to reduce traffic congestion and improve air quality by providing viable transit alternatives.	Consistent: The project would provide a bus stop, bicycle storage facilities, and pedestrian facilities. This is consistent with the objective of promoting alternative modes of travel.
	Policy 3.1	Promote alternative to single-occupancy vehicle travel, particularly for commute trips.	Consistent: The project would provide a bus stop, bicycle storage facilities, and pedestrian facilities. This is consistent with the objective of promoting alternative to single-occupancy vehicle travel.
	Policy 3.2	Encourage expansion of public transit as needed to meet the changing needs of the area for local and regional access, including fixed route and demand response.	Consistent: The project would provide a bus stop and, therefore, be accessible to public transit. This is consistent with the objective of promoting expansion of public transit to meet the changing needs of the area.
	Policy 3.3	Comply with the Transportation Demand Management program requirements of the San Luis Obispo County Clean Air Plan to reduce peak-period trip generation.	Consistent: The project would provide a bus stop, bicycle storage facilities, and pedestrian facilities. All of these features are consistent with the various measures identified in the Transportation Demand Management program.
4 - Safety and	Goal SFN 1	Attain a High Level of Emergency Preparedness.	Consistent: The Specific Plan EIR evaluated potential impacts

Noise Element			associated with geologic and seismic hazards, hazardous materials, flooding, and fires. Mitigation is incorporated as needed to reduce impacts to a less than significant level. Furthermore, the Atascadero Fire and Police Department indicated that adequate resources are available to maintain levels of police, fire, and other emergency services.
	Policy 1.3	Coordinate with County and State agencies, news media, and others working to reduce the risks of disasters through effective preparedness, response and recovery.	Consistent: The Specific Plan EIR evaluated potential impacts associated with geologic and seismic hazards, hazardous materials, flooding, and fires, which is consistent with the objective of reducing the risks of disasters through effective preparedness, response and recovery.
	Policy 1.5	Perform assessment aimed at reducing or eliminating long-term risks to improve the efficiency and decrease the cost of disaster response and recovery.	Consistent: The Specific Plan EIR assesses the project's susceptibility to hazards and requires mitigation to reduce potential exposure to acceptable levels. This is consistent with the objective of performing assessments aimed at reducing or eliminating long-term risks.
	Goal SFN 2	Reduce damage to structures and danger to life caused by flooding and dam inundation.	Consistent: The project is not located in flood zone or flood inundation zone.
	Goal SFN 3	Reduce the threat to life, structures, and the environment caused by fire.	Consistent: The project site is not located near the urban-wildland interface and, therefore, is not susceptible to wildfires. Buildings within the Major Tenant Project site and the Annex Project site would install onsite fire suppression systems (e.g., sprinkler systems and hydrants) and be designed to allow unobstructed access for large emergency vehicles. Furthermore, the Atascadero Fire Department indicated that resources are available to maintain an adequate level of fire service.
	Policy 3.1	Carefully site and configure new development in higher	Consistent: According to the General Plan, the project site is not in

		fire risk areas.	an area of high risk for fire.
	Policy 3.2	Plan for adequate facilities, equipment, and personnel to meet fire-fighting demands.	Consistent: The Atascadero Fire Department was consulted about potential impacts during the preparation of the Specific Plan EIR. The Fire Department indicated that it did not anticipate that the project would pose any significant challenges in terms of service needs. Furthermore, the project would pay all applicable development fees for fire protection.
	Policy 3.3	Sustain the ability of the Fire Department to respond to emergencies.	Consistent: The Atascadero Fire Department was consulted about potential impacts during the preparation of the Specific Plan EIR. The Fire Department indicated that it did not anticipate that the project would pose any significant challenges in terms of service needs. Furthermore, the project would pay all applicable development fees for fire protection.
	Goal SFN 4	Minimize the potential for loss of life and property resulting from geologic and seismic hazards	Consistent: Preliminary geotechnical investigations were prepared for the Major Tenant Project and Annex Project sites that assessed geologic and seismic conditions. The Specific Plan EIR summarizes the findings of the investigations and sets forth mitigation measures intended to reduce the risk of injury, loss of life, and property damage from geologic and seismic hazards.
	Policy 4.1	Ensure that developments, structures, and public facilities adequately address geologic and seismic hazards.	Consistent: Preliminary geotechnical investigations were prepared for the Major Tenant Project and Annex Project sites. The Specific Plan EIR evaluated potential impacts associated with geologic and seismic hazards. The project incorporates mitigation measures that reduce the risk of injury, loss of life, and property damage from earthquakes, landslides, and other geologic hazards.
	Policy 4.2	Ensure that structures are designed and located to	Consistent: Mitigation is incorporated in the Specific Plan EIR

		withstand strong ground-shaking, liquefaction, and seismic settlement.	requiring the submission of a design-level geotechnical study and building plans to the City of Atascadero for review and approval prior to issuance of building permits for each development within the Specific Plan. The building plans will include all applicable recommendations of the geotechnical study and comply with all applicable requirements of the most recent version of the California Building Standards Code. Compliance with mitigation will ensure that structures are designed and located to withstand strong ground-shaking, liquefaction, and seismic settlement.
	Policy 4.3	Avoid development in area at risk for slope failure when possible, and ensure that hillside developments employ appropriate design and construction techniques.	Consistent: According to the General Plan Figure IV-4: Fault Line and Geohazard Map, the project site is not in an area of high risk for landslides.
	Goal SFN 5	Reduce the potential for harm to individuals and damage to the environment from hazardous materials, radiation, electromagnetic fields, radon, and unsafe trees and structures.	Consistent: The Specific Plan EIR evaluated potential impacts associated with hazardous materials, electromagnetic fields, radon, and unsafe structures and identified mitigation measures where necessary to reduce risks to acceptable levels.
	Goal SFN 6	Protect the citizens of Atascadero from the harmful and annoying effects of exposure to excessive noise.	Consistent: The Specific Plan EIR analyzed the project's potential to expose nearby sensitive land uses to excessive levels of noise. Mitigation is required where necessary to reduce offsite noise exposure to acceptable levels.
	Goal SFN 7	Protect the economic base of Atascadero by preventing incompatible land uses from encroaching upon existing or planned noise producing uses.	Consistent: The project's future residential component is considered a noise-sensitive land use. The residential uses were evaluated for potential exposure to unacceptable noise levels from the project's nonresidential uses. Mitigation requires the future Multiple Family Outparcel use on the <u>Major Tenant South-East</u>

			Project site be evaluated by a qualified noise consultant to ensure that these units incorporate noise attenuation measures. This is consistent with the objective of protecting the economic base of Atascadero from encroachment of incompatible land uses.
	Goal SFN 8	Preserve the tranquility of residential areas by preventing the encroachment of noise-producing uses.	Consistent: The Specific Plan EIR analyzed the project's potential to expose nearby residential land uses to excessive levels of noise. Mitigation is proposed where necessary to reduce offsite noise exposure to acceptable levels. As such, the tranquility of the surrounding residential uses would not be adversely affected by the project.
	Goal SFN 10	Avoid or reduce noise impacts through site planning and project design, giving second preference to the use of noise barriers and/or structural modifications to buildings containing noise-sensitive land uses.	Consistent: The project is oriented to have noise source locations (driveways, parking lots, etc.) directed towards El Camino Real and US 101 and away from the residential uses to the north, east, and south of the project site. Noise barriers are only proposed in cases where noise sources cannot be located elsewhere due to operational needs or site constraints (e.g., drive-thru speakers, trash compactors, etc.) . This is consistent with the objective of emphasizing site design to attenuate noise, with reliance on noise barriers as second preference.
	Policy 1	The noise standards in this chapter represent maximum acceptable noise levels. New development should minimize noise exposure and noise generation. The City shall maintain a Noise Ordinance that implements the requirements of the Noise Element.	Consistent: The project would minimize noise exposure and noise generation by orienting noise source locations such as driveways and parking lots towards El Camino Real and US 101 and installing noise barriers to protect nearby residences from unwanted noise. Noise generation would also be reduced by project design features such as sealed rubber gaskets in the Major Tenant loading docks (which reduces noise from opening and closing of

			doors) and devices on Major Tenant trucks that limit idling to no more than 3 minutes.
	Policy 3	Noise created by new transportation noise sources, including roadway improvement projects, shall be mitigated so as not to exceed the levels specified in Table IV-3 within the outdoor activity areas and interior spaces of existing noise sensitive land uses.	Consistent: The standards set forth in Table IV-3 were used in assessing transportation noise impacts. Mitigation is required where necessary to reduce the noise generated to acceptable levels.
	Policy 5	Noise created by new proposed stationary noise sources or existing stationary noise sources which undergo modifications that may increase noise levels shall be mitigated so as not to exceed the noise level standards of Table IV- 4 on lands designated for noise-sensitive uses. This policy does not apply to noise levels associated with agricultural operations.	Consistent: The standards set forth in Table IV-4 were used in assessing stationary noise impacts. Mitigation is required where necessary to reduce the noise generated to acceptable levels.
	Policy 6	The City shall consider implementing mitigation measures where existing noise levels produce significant noise impacts to noise-sensitive land uses or where new development may result in cumulative increases of noise upon noise-sensitive land uses.	Consistent: The Specific Plan EIR analyzed the cumulative increase in noise levels associated with implementation of the project. Mitigation is required where necessary to reduce offsite noise exposure to acceptable levels.
5 - Housing Element	Goal HOS 1	Promote diverse and high quality housing opportunities to meet the needs of all segments of the community.	Consistent: The project includes single-family and multiple-family residential uses in a later phase. As many as 50 73 dwelling units would be developed.
	Policy 1.1	Encourage steady production of new housing, including mixed-use projects in commercial land use areas, to meet the	Consistent: The project includes single-family and multiple-family residential uses in a later phase. As many as 50 73 dwelling units would be developed. The residential units

		needs of all household types in the City.	would be adjacent to the non-residential uses and could be characterized as "horizontal" mixed-use. This is consistent with encouraging the steady production of new housing. Including mixed-use projects in commercial land use areas.
	Goal HOS 4	Protect and conserve the existing housing stock and neighborhoods.	Consistent: The Specific Plan includes setback and landscaping requirements to segregate and buffer the non-residential uses from the residential uses surrounding the Major Tenant Project and Annex <u>commercial</u> Project sites. These characteristics would serve to protect the existing neighborhoods surrounding the project area.
	Policy 4.1	Encourage conservation and preservation of neighborhoods and sound housing, including places and buildings of historical and architectural significance.	Consistent: There is an existing dilapidated, unoccupied Colony Home on the Annex-North End Project site that may meet local historical significance criteria. The applicant is seeking to relocate this structure to another location. This is consistent with the objective of conserving and preserving buildings of historical significance.
	Policy 4.2	Encourage conservation and preservation of houses that have historical and architectural significance.	Consistent: There is an existing dilapidated, unoccupied Colony Home on the 1800 El Camino Real parcel within Annex-North End Project site that may meet local historical significance criteria. The applicant is seeking to relocate this structure to another location. This is consistent with the objective of conserving and preserving buildings of historical significance.
	Policy 4.3	Encourage attractive architecture and site landscaping that respect terrain and native trees.	Consistent: The Specific Plan contains design standards and guidelines that are consistent with City standards. The Major Tenant store and Annex Shopping Center <u>commercial developments</u> would employ contemporary architecture and install landscaping throughout the site. A tree removal

			Protection Plan will be provided to the City prior to grading. Removed trees will be replaced with new trees that will be planted onsite.
	Goal HOS 10	Ensure an adequate supply of land for new housing production.	Consistent: The Housing Element does not identify any of the <u>pre-rezoned residential</u> parcels comprising the project site in the inventory of the sites needed to meet the City's regional housing needs. Therefore, re-designating the residentially designated parcels to non-residential use would not adversely affect the City's ability to produce new housing. Furthermore, both the Major Tenant Project and Annex Project components <u>Specific Plan</u> contemplates future residential uses that would allow for as many as <u>50-72</u> new dwelling units. The ultimate development of these dwelling units could be credited towards the City's regional housing needs allocation.
	Policy 10.1	Encourage infill and intensification in areas suitable for housing within the USL	Consistent: The project would be located on an infill site and would provide housing within the USL
	Policy 10.2	Consider revising the Zoning Ordinance to allow mix use project outside the downtown area.	Consistent: The project, which is located outside of the downtown area, would provide a mix of uses, including commercial and residential.