

CITY OF ATASCADERO

DEL RIO ROAD
COMMERCIAL AREA
SPECIFIC PLAN

March 2012



civil engineers • land surveyors • land planners

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

Adopted July 2012
Amended October 2020
Amended July 2021

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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 certify that the foregoing is a true and correct copy of Ordinance Atascadero City Council at a regular meeting thereof held on July 10 duly published pursuant to State Law.

DATED:

7-18-12

Marcia
Marcia McClure

ORDINANCE NO. 562

SPECIFIC PLAN DOCUMENT ADOPTED

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

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

WHEREAS, an application has been received from:

Walmart Stores, Inc. (2001 S.E. 10th Street Bentonville, AR 72716)
EDA Design Professionals (1998 Santa Barbara St. Suite 200 San Luis Obispo, CA 93455)
Applicant, and;

The Rottman Group (P.O. Box 227 Santa Maria, CA 93450)
Design Group (689 Tank Farm Road San Luis Obispo, CA 93453) Applicant

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

WHEREAS, the Planning Commission has recommended that a General Plan Land Use Diagram Amendment to change the Land Use within the project site to Commercial Retail (CR), High-Density Residential (HD), and Single-Family Residential (SFR-X); and,

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

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

WHEREAS, a Final EIR, Finding of Fact and Statement of Overriding Considerations have been prepared for the project and made available for public review and comment in accordance with the requirements of the California Environmental Quality Act (CEQA); and,

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

WHEREAS, the Final EIR, Finding of Fact and Statement of Overriding Considerations have been recommended by the Planning Commission for certification to the State Board of Equalization;

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

WHEREAS, timely and properly noticed Public Hearings upon the proposed Ordinance were held by the Planning Commission and City Council;

Commercial Area Specific Plan (SP 2009-0003), after first studying EIR, Finding of Fact and Statement of Overriding Considerations prepared by the City of Atascadero.

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 (Zoning Ordinance) including the SP-2 Ordinance;**
- 2. The establishment, and subsequent operation or use of the project will not be because of the circumstances and conditions applicable to the project, detrimental to the health, safety, or welfare of the residents residing or working in the neighborhood of the project, or injurious to property or improvements in the vicinity of the project;**
- 3. The proposed Specific Plan will be compatible with the existing conditions in surrounding neighborhoods and surrounding land uses and General Plan policies.**

As discussed in General Plan Amendment Finding 1, the proposed project will be compatible with existing and desired conditions in surrounding neighborhoods. The proposed Project would allow for an efficient and attractive community retail hub in North Atascadero that will serve the growing local demand for retail products and services in North Atascadero, while at the same time revitalizing and more visible properties located just off Highway 1. The project will allow for the development of a master planned community that is compatible with General Plan policies.

As discussed in detail in General Plan Amendment Finding 2,

approval of the Specific Plan, Zone Change and General Plan Amendment. The Project is in line with the City's goal of creating an efficient, attractive and vibrant commercial center of this type at this ideal location. In addition to creating additional employment and tax revenue, attracting much needed tax revenue, the Project also meets the demands of residents for a grocery store in the north area, offering a broad array of convenient shopping options. Accordingly, modification of zoning regulations and standards is warranted by the Project design and the amenities provided.

5. The Specific Plan standards or processing requirements shall provide an opportunity to best utilize special characteristics of the site to have a beneficial effect on the area.

The proposed General Plan Amendment, Zone Change and General Plan Amendment allow the development of a master-planned, vibrant and accessible community retail hub to North Atascadero which is not currently allowed by existing zoning. The Project will serve the growing local market for groceries and restaurants in North Atascadero, while also utilizing one of the City's larger and more visible properties. The Specific Plan, Zone Change and General Plan Amendment will support the development of a commercial center and economic development of the area.

The purpose of the Del Rio Road Commercial Area Specific Plan is to guide the development of the site in a manner that benefits the public, and the City of Atascadero. The Specific Plan achieves its purposes by providing for the efficient use of land, resolving conflicts between existing and proposed land uses, and establishing development standards and procedures to be met in the Specific Plan area. The development regulations contained in the Specific Plan are designed to take into account the unique characteristics of the site and surrounding area, and the needs of the commercial land uses proposed for the site. The Specific Plan is intended to foster greater economic development and

achieves General Plan objective of a master planned 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 are achieved through existing development standards and requirements.

The benefits derived from the Specific Plan can be achieved through existing development standards or processing. The Specific Plan specifies land use standards and policies for the project, including additional design guidelines as well as landscaping and screening, on-site circulation, loading and outdoor seating areas beyond the Municipal Code standard in order to ensure compatibility for the site. In addition, it facilitates a variety of uses (i.e. achieves General Plan objective of a commercial center). Also, the additional area gained from redesignating 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 policies are warranted to promote orderly and harmonious development and certain redeeming features to compensate for requirements.

As discussed in General Plan Amendment Findings, the project is revitalizing one of the City's larger and more visible parcels and will serve as an example for the community in energy efficiency and a variety of sustainability features in the construction, including a solar store that would reduce its demand for resources, utilize green building to promote waste reduction. The additional area gained from redesignating 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.

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

Development regulations and requirements contained in this Ordinance supplement or replace those of the City of Atascadero that might otherwise apply to lands within the Del Rio Road Commercial Area Specific Plan area. For projects within the Specific Plan area, the standards in the Del Rio Road Commercial Area Specific Plan shall govern over more general policies and standards applied through other ordinances to the extent the provisions of the Specific Plan and the other ordinances are in conflict, the provisions of the Specific Plan will prevail. For policies or standards relating to a particular subject not addressed in the Specific Plan, the existing policies and standards of the City Code shall continue to apply.

SECTION 2. Approval. The Atascadero City Council, as assembled on June 26, 2012, approved the Del Rio Road Commercial Area Specific Plan 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 Council, with the ayes and noes, shall be published twice: at least five days prior to its passage in the Atascadero News, a newspaper published and circulated in the City of Atascadero, and the expiration of fifteen (15) days after its final passage, in the Atascadero News, published and circulated in the City of Atascadero. A copy of the full ordinance shall be on file in the City Clerk's Office on and after the date following its passage and shall be available to any interested member of the public.

INTRODUCED at a regular meeting of the City Council held on Ju
and ADOPTED by the City Council of the City of Atascadero, Stat
2012, by the following roll call vote:

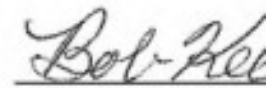
AYES: Council Members Clay, Fonzi, O'Malley, Sturtevant a

NOES: None


ABSTAIN: None

ABSENT: None

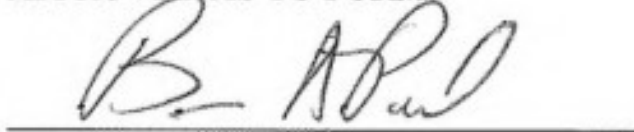
CITY OF ATAS


Bob Kelley, Mayor

ATTEST:


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

APPROVED AS TO FORM:


Brian A. Pierik, City Attorney

ORDINANCE NO. 641

**AN ORDINANCE OF THE CITY COUNCIL OF
ATASCADERO, CALIFORNIA, AMENDING THE
COMMERCIAL AREA SPECIFIC PLAN TO MODI
ALLOWED LAND USES, ASSOCIATED PROJECT DI
RELATED TRAFFIC MITIGATION MEA**

(AMND18-0079)

*DEL RIO ROAD COMMERCIAL AREA SPECIFIC
1800, 1829, 1831, 1843, 1905, 2005, 2055, 2115, 2205, 23
EL CAMINO REAL AND 4999, 5505, 5700, 5701, 5705 D.
APNS 049-131-070, 049-151-005, 049-151-036, 049-151-0:
049-151-041, 049-102-020, 049-102-031, 049-102-032, 0
049-102-056, 049-112-002, 049-112-018, 049-112-019, 0
049-112-036, 049-112-039*

WHEREAS, the City of Atascadero has initiated an amen
Commercial Area Specific Plan (DRCASP) to respond to changing e
formal cancellation of the proposed Walmart regional retail store proje

WHEREAS, the site's current General Plan Land Use Designat
(GC), High-Density Residential (HDR), and Single-Family Residential

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

WHEREAS, the City Council adopted the Del Rio Road Com
and associated entitlements on July 10, 2012; and

WHEREAS, to assess potential environmental impacts a Specific Plan amendments relative to the DRCASP EIR, City staff DRCASP EIR pursuant to CEQA (herein referred to as “Addendum

WHEREAS, W-Trans, a transportation engineering firm, prepared report and traffic evaluation which provided analysis and evidence that there was sufficient capacity for the Del Rio Road / El Camino Real Road / US Highway 101 for land use modifications listed in the proposed Del Rio Road Commercial Area Specific Plan with modified mitigation interchange becoming “unacceptable in operations” according to California

WHEREAS, based on the W-Trans Report and proposed Specific Plan staff prepared draft language amending Mitigation Measure TRANS 1d and eliminating Mitigation Measure TRANS 1e of the DRCASP mitigation measures to eliminate the roundabouts from the intersection of Del Rio Road and from the Del Rio/Highway 101 interchange, defines payment of common required improvements, as well as timing and phasing of those improvements that traffic is mitigated throughout development of the Specific Plan

WHEREAS, minor edits were made to other mitigation measures, changes and elimination of Walmart specific language for consistency with the amended Del Rio Road Commercial Area Specific Plan; and

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

WHEREAS, Section 21000, *et seq.*, of the Public Resources Code, *et seq.*, of Title 14 of the California Code of Regulations (herein referred to as “Guidelines”), which govern the preparation, content, and process of

welfare of its citizens by applying orderly development and expansion opportunities within the City; and

WHEREAS, timely and properly noticed Public Hearings upon amendment and EIR addendum was held by the City Council of the City of Atascadero, hearing evidence, oral and documentary, was admitted on behalf of said

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

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

SECTION 2. Public Hearing. The City Council of the City of Atascadero Hearing held on September 22, 2020 considered the proposed zoning to

SECTION 3. Facts and Findings. The City Council make determinations and approvals with respect to the Municipal Code Text

A. Findings for Approval of Amendments to the Del Rio Ranch Specific Plan

1. The proposed project or use satisfies all applicable provisions (Ordinance) including the SP-2 Ordinance; and,
2. The establishment, and subsequent operation or conduct of the circumstances and conditions applied in the particular case will not be detrimental to the health, safety, or welfare of the general public or persons in the neighborhood of the use, or be detrimental to the public improvements in the vicinity of the use; and,
3. The proposed Specific Plan will be compatible with existing

Fact: The plan sets forth land use and development standards for the transformation of a currently underutilized area into a more vibrant and attractive an ideal location. With incorporation of development standards into the Specific Plan, future development will be compatible with surrounding neighborhoods and the environment. In addition to creating jobs and business opportunities and attracting much needed investment, the development of the Specific plan area will allow for convenient shopping, service, and restaurant options. The inclusion of zoning regulations and development standards is necessary to ensure the successful and successful development of this commercial node.

5. The Specific Plan standards or processing requirements provide an opportunity to best utilize special characteristics of the site and have a beneficial effect on the area.

Fact: The proposed amendments to the Specific Plan will result in the creation of a master-planned, vibrant and attractive and cohesive commercial area in Atascadero. Amendments focus on expanding use of the site and surrounding area while limiting high traffic generating uses and uses that are incompatible with the surrounding neighborhood.

The purpose of the Del Rio Road Commercial Area Specific Plan is to guide the development of the site in a manner that benefits residents and the City of Atascadero. The Specific Plan accomplishes this by providing for the efficient use of land, ensuring compatibility with surrounding proposed land uses, and establishing environmental and design standards and procedures to be met in development of the Specific Plan. The regulations contained in the Specific Plan address the unique characteristics of the site and surrounding properties, as well as the needs and goals envisioned for the site. These efforts are intended to ensure that development, employment opportunities, and design goals are achieved through the use of conventional zoning and

Fact: The Specific Plan amendments focus on expand and encouraging jobs focused commercial development. The Specific Plan specifies land use standards and policies including additional design guidelines as well as and landscaping, and screening, on-site circulation, loading and outdoor seating beyond the Municipal Code standard in order to ensure compatibility for the site. In addition, it facilitates development of a variety of uses (i.e. achieves General Plan objectives for a commercial center).

7. The Specific Plan development standards or processing to promote orderly and harmonious development and features to compensate for requested modifications.

Fact: The proposed Specific Plan amendments will support household jobs in the City adjacent to existing residential areas for reducing Vehicle Miles Travelled. The Amendments and complimentary uses of land with a mix of commercial and residential uses to serve existing and future residents to address the imbalance of jobs and housing.

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

Fact: The Del Rio Road Commercial Area Specific Plan policies of the City of Atascadero General Plan within the Specific Plan is generally consistent with the City of Atascadero but provides additional development standards and guidance to achieve the specific vision for the project area. The City Code is utilized for certain aspects, such as the minimum parking requirements.

SECTION 4. CEQA. An addendum to the previously certified Area Specific Plan Final Environmental Impact Report (SCH# 2010) proposed Specific Plan amendments.

SECTION 5. Approval. The City Council of the City of Atascadero assembled on September 22, 2020 resolved to introduce for first reading an Ordinance that will approve amendments to the Del Rio Road Commercial Area Specific Plan the following:

EXHIBIT A: Del Rio Road Commercial Area Specific Plan amendments

SECTION 6. Interpretation. This Ordinance must be broadly construed to accomplish the purposes stated in this Ordinance. It is the City Council's intent that this Ordinance be interpreted or implemented by the City and others in the manner and for the purposes set forth in this Ordinance.

SECTION 7. Preservation. Repeal of any provision of the Ordinance, Sections, does not affect any penalty, forfeiture, or liability incurred by any person for prosecution and imposition of penalties for any violation occurring on or after the effective date. Any such repealed part will remain in full force and effect for prosecuting violations occurring before the effective date of this Ordinance.

SECTION 8. Effect of Invalidation. If this entire Ordinance is declared invalid by a court of competent jurisdiction, any repeal or amendment of this Ordinance by this Ordinance will be rendered void and cause such other City Ordinance to remain in full force and effect for all purposes.

SECTION 9. Severability. If any part of this Ordinance is declared invalid by a court of competent jurisdiction, the City Council intend that the invalidity affect the effectiveness of the remaining provisions or applications as if the invalid part had never been included.

City of Atascadero
Ordinance No. 641
Page 7 of 7

INTRODUCED at a regular meeting of the City Council held on
PASSED, APPROVED and **ADOPTED** by the City Council of the C
California, on October 13, 2020.

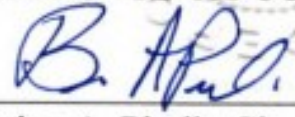
CITY OF ATASC


Heather Moreno, I

ATTEST:


Lara K. Christensen, City Clerk

APPROVED AS TO FORM:


Brian A. Pierik, City Attorney

STATE OF CALIFORNIA)
COUNTY OF SAN LUIS OBISPO) ss
CITY OF ATASCADERO)

I, LARA K. CHRISTENSEN, City Clerk of the City
HEREBY CERTIFY that Ordinance No. 641 was duly intr
meeting held September 22, 2020 and adopted at a regular
Council held on the 13th day of October 2020 by the follow
wit:

AYES: Council Members Bourbeau, Fonzi, Funk, Newsor

NOES: None

ABSENT: None



LARA K. CHRISTENSEN,

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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-24 (RMF-24) 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	3.6 ac. net	86 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.

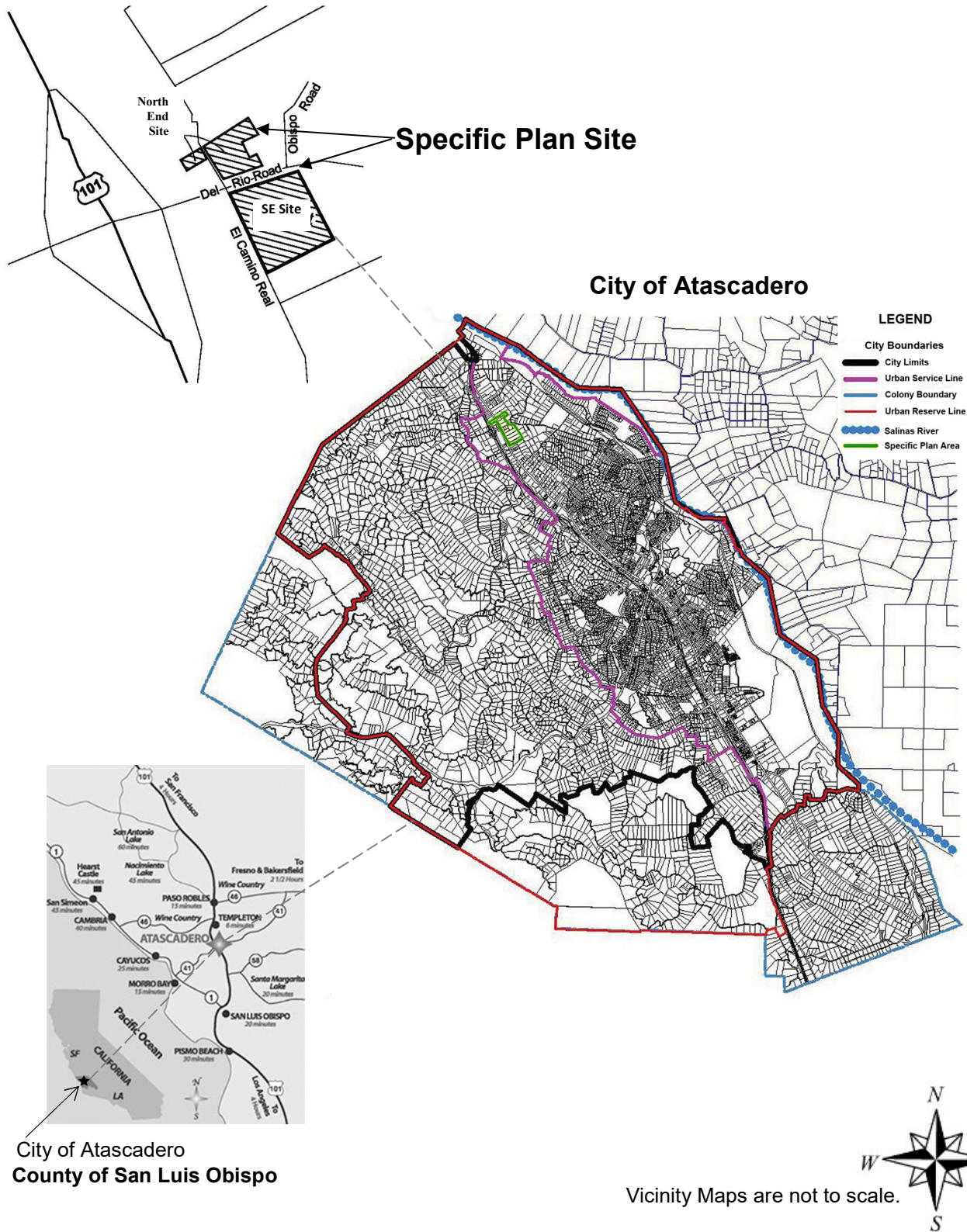


Figure 1-1: Del Rio Road Commercial Area Specific Plan Site Vicinity

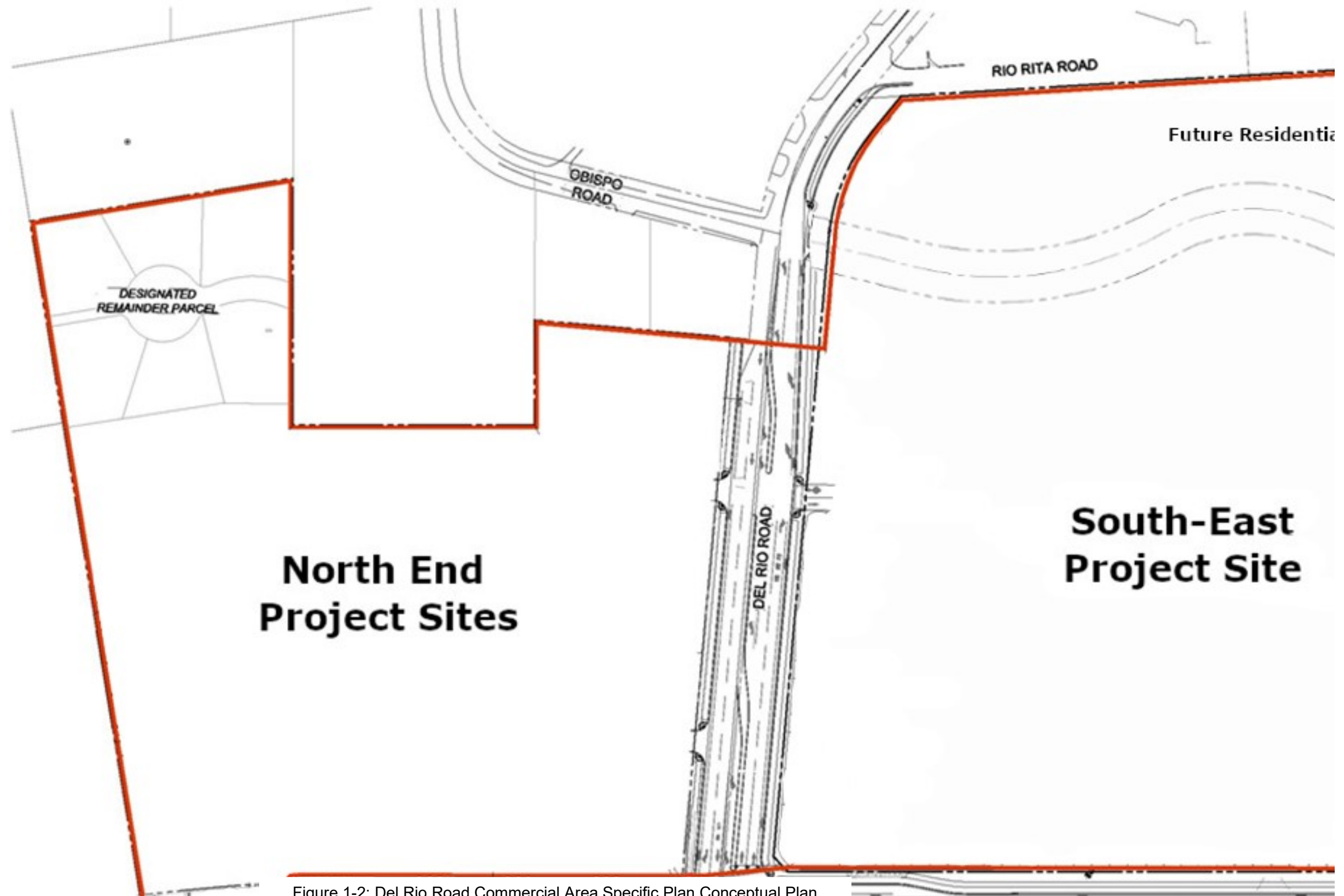


Figure 1-2: Del Rio Road Commercial Area Specific Plan Conceptual Plan

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-24) 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 (CPK) 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, or as amended with the 2020 or 2021 Specific Plan Amendment as described further in this document, 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 and subsequent addendums 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.

II SETTING & EXISTING CONDITIONS

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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)

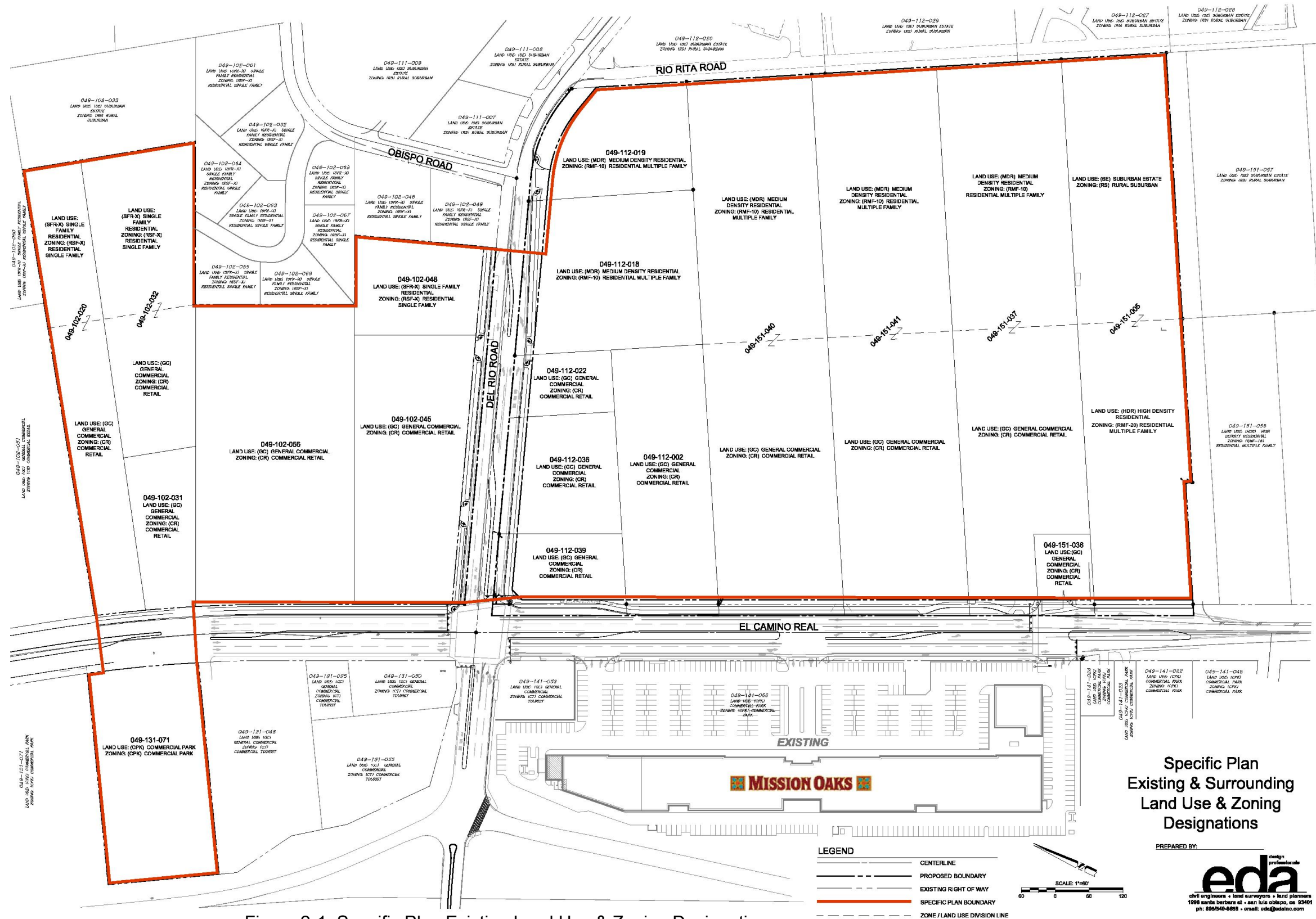


Figure 2-1: Specific Plan Existing Land Use & Zoning Designations

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.

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.

- 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, 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.

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

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 3.6 net acres of High Density Residential uses have been included in the Specific Plan. Accordingly, a maximum of up to 86 dwelling units would be permitted in this area. This use is located on the eastern portion of the project site, mainly abutting existing single-family homes along Rio Rita Street and the proposed public road. Density for the residential site shall be based on net acreage, exclusive of road right-of-way and any openspace easements encompassing the area.

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	3.6 NET ac.	86 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.

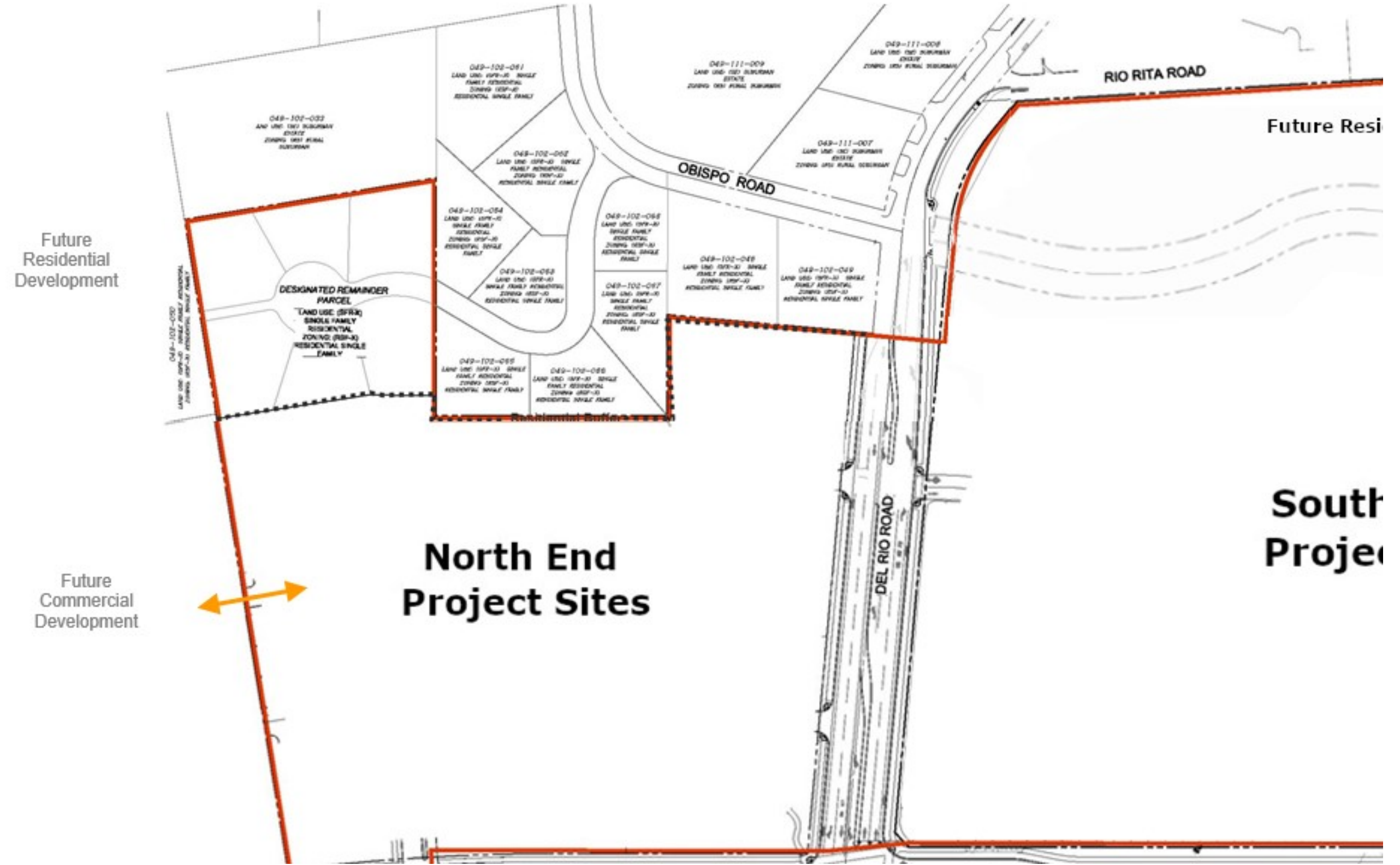


Figure 3-1: Del Rio Road Commercial Area Specific Plan Conceptual Land Use Plan

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 eastern 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 3.6 net acre (5 ac. gross) Multiple Family Outparcel (RMF-24) 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 entry on Del Rio Road and one signalized entry on El Camino Real. Additionally, an extension of Obispo Road is provided off Del Rio 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) Obispo Road will be extended through the project site as a public road. The Road will be designed to the City's current collector standard and a 60-foot wide right-of-way easement will be dedicated to the City. The commercial area and residential area 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) A project entry 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.
- 10) 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.
- 6) 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.

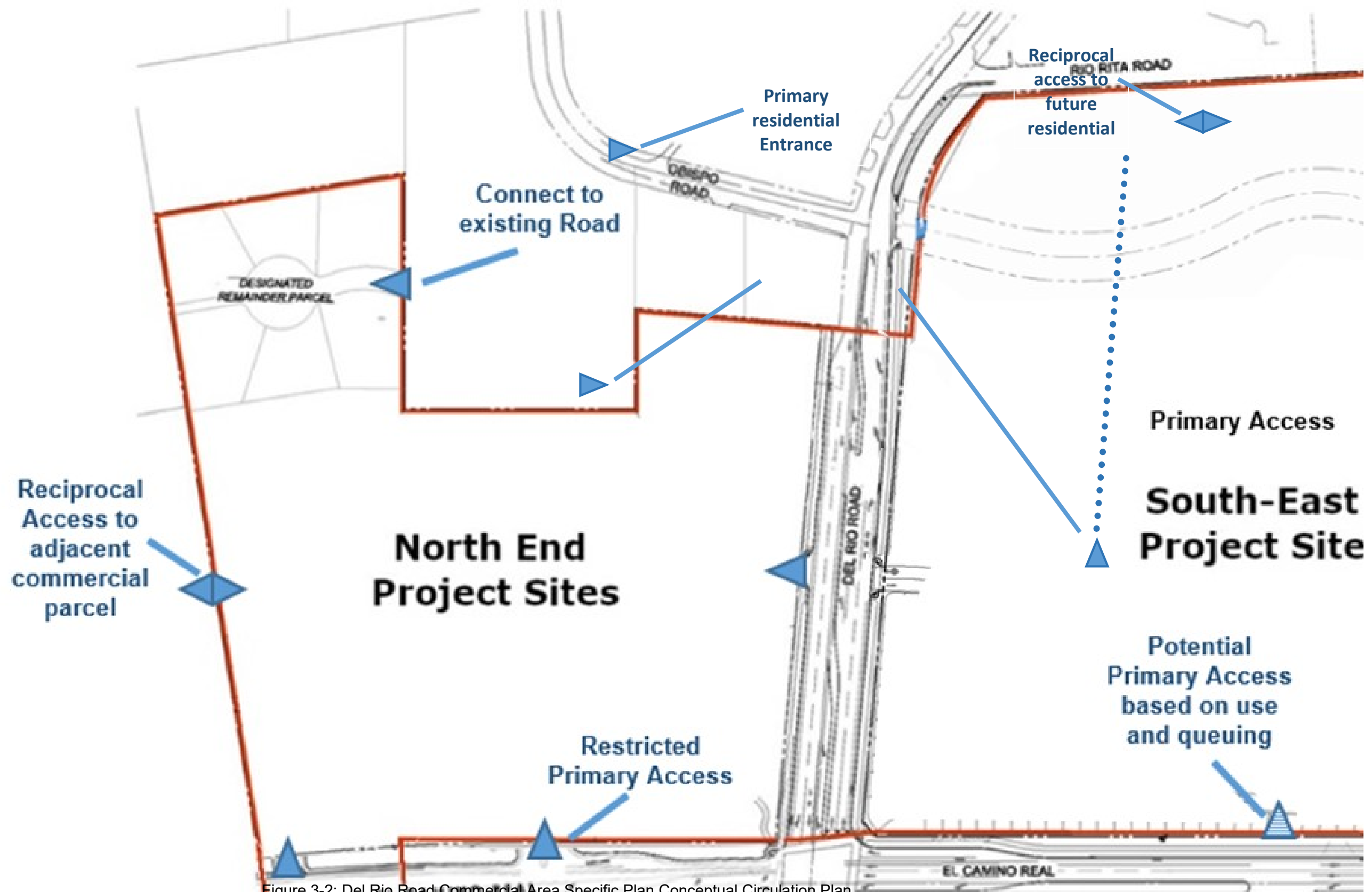


Figure 3-2: Del Rio Road Commercial Area Specific Plan Conceptual Circulation Plan

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 Del Rio Road and/or available connection points to existing facilities within the fronting City streets, subject to the approval of the City Engineer.
- 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 private roads not designed to accommodate on-street parking 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.

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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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) Brewery – Production
 - b) Building Materials and Hardware w/ outdoor sales less than 20,000 sf
 - c) Data and Computer Services Center
 - d) Farm Equipment and Supplies with outdoor sales area up to 20,000 square-feet.
 - e) Horticultural Specialties w/ outdoor sales area less than 20,000 sf
 - f) Manufacturing – Low Intensity
 - g) Medical Research
 - h) Research and Development
 - i) 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 with the following additional finding: The use must make a strategic contribution to and synergy with a viable commercial center; including consideration of revenue generation, compatibility, and phasing:
 - a) Auto Repair Services (indoor only, no outdoor storage of inoperative vehicles)
 - b) Manufacturing and Processing – High Intensity (indoor only)
 - c) Winery – production
 - d) 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
 - e) RCFE – Independent Living / Senior Apartments (on the second floor or above only)
 - f) Recreational Vehicle Parks with the following findings:
 - i) The use may only be allowed on the South-East project site

- ii) The use must be limited to stays of less than 30-days and be a transient lodging use subject to TOT.
- iii) The use may occupy a maximum of 20% of the South-East project site. An additional 1.8 acres may be used for associated permanent cabins and “glamping” uses.
- iv) The use must be visually screened from El Camino Real and the adjacent residential uses
- v) RV parks must be an integral part of the master Plan of Development of the site that includes other visitor serving elements.
- g) Warehousing – (where the active office and employee component is less than 25% of the floor area) - providing a finding of community benefit can be made
- h) Temporary revenue generating land uses during site development with conditional use permit which will be subject to findings and conditions that include, but are not limited to, the following:
 - i) City Council review and approval of the conditional use permit
 - ii) A development agreement, or similar mechanism for enforcement, shall be required
 - iii) Temporary uses shall be of limited duration, not to exceed 18 months, unless an extension is granted by City Council
 - iv) Adequate emergency access shall be provided for all temporary uses
 - v) Utilities shall be installed as needed to accommodate temporary uses
 - vi) Appropriate mitigation to address dust and dirt track out onto public right of way shall be incorporated in the approved plans for temporary uses.
 - vii) Temporary use areas shall be reviewed for aesthetics, neighborhood compatibility and site impacts through the Conditional Use Permit process.
 - viii) Any other conditions necessary based on proposed land use and temporary development plans
- 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)
 - n) Sports Assembly

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	<p>Parcel Size: No minimum parcel size with shared parking and access easements recorded</p> <p>Lot Width: No minimum lot width</p> <p>Lot Depth: No minimum lot depth</p> <p>Lot Coverage: No maximum; subject to required building setbacks, parking, and landscape requirements.</p>
MAXIMUM BUILDING HEIGHT	<p>Occupied Building Height: 35 feet</p> <p>Non-Occupied Building Height: 45 feet (Architectural Features)</p>
MINIMUM BUILDING SETBACKS	<p>Front Yard: 10 feet for street trees. Encroachments permitted with MPD approval</p> <p>Side Yard: 10 feet for street trees. Encroachments permitted with MPD approval</p> <p>Rear Yard: None</p> <p>Adjacent to Residential zoned Property: 30 Feet</p> <p>Setback from Right-of-way to parking: 10 Feet</p>
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 24 units per acre. The Residential Multiple Family Outparcel

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 24 units per acre, consistent with the maximum density analyzed in the Specific Plan EIR 2020 addendum. 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. Density for the residential site shall be based on net acreage, exclusive of road right-of-way and any openspace easements recorded over the property.

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.

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

5.1 Commercial Retail (CR) Design Guidelines	v-1
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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

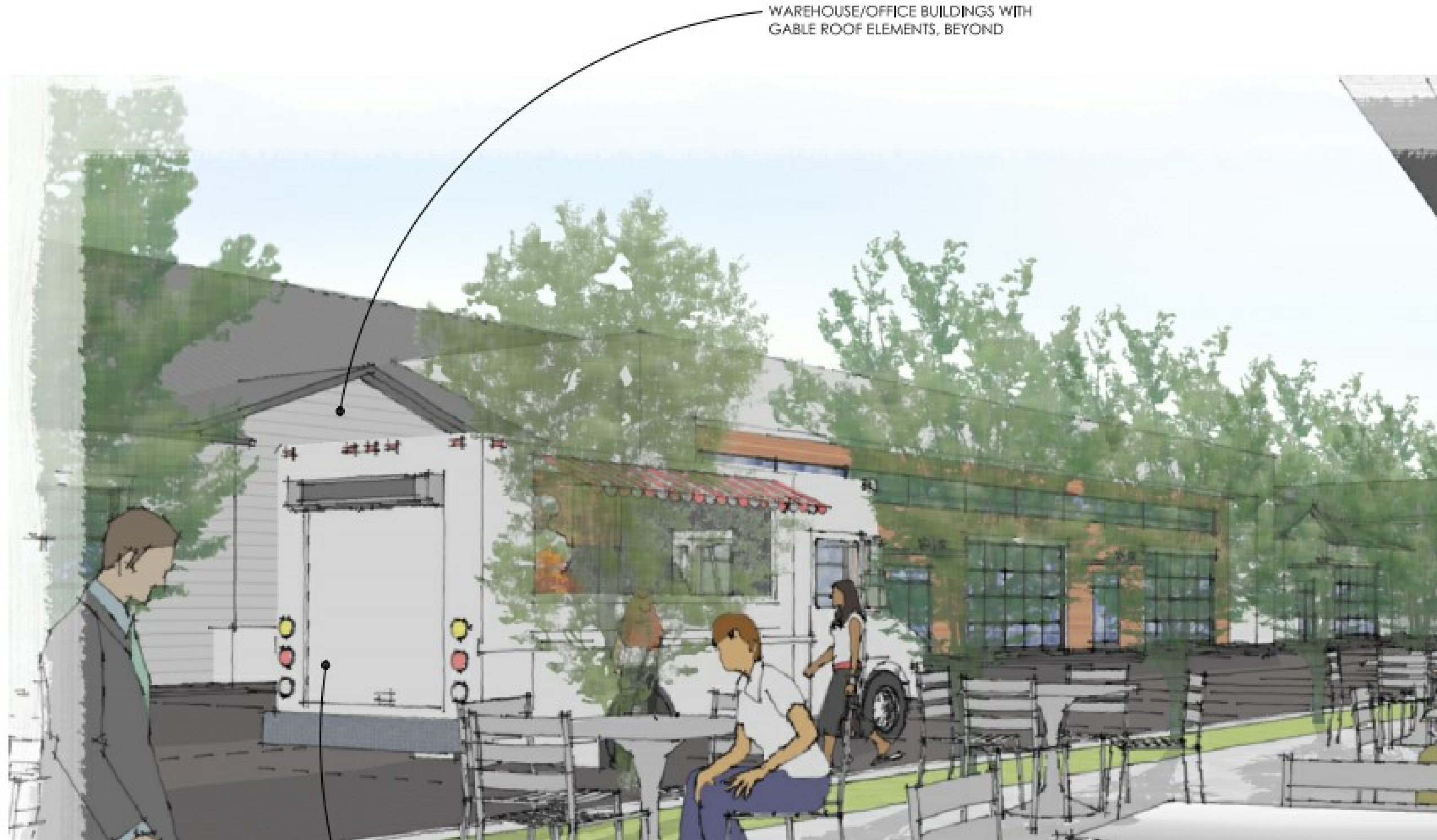


Figure 5-3: Architectural Design Concept – Outdoor Space



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.

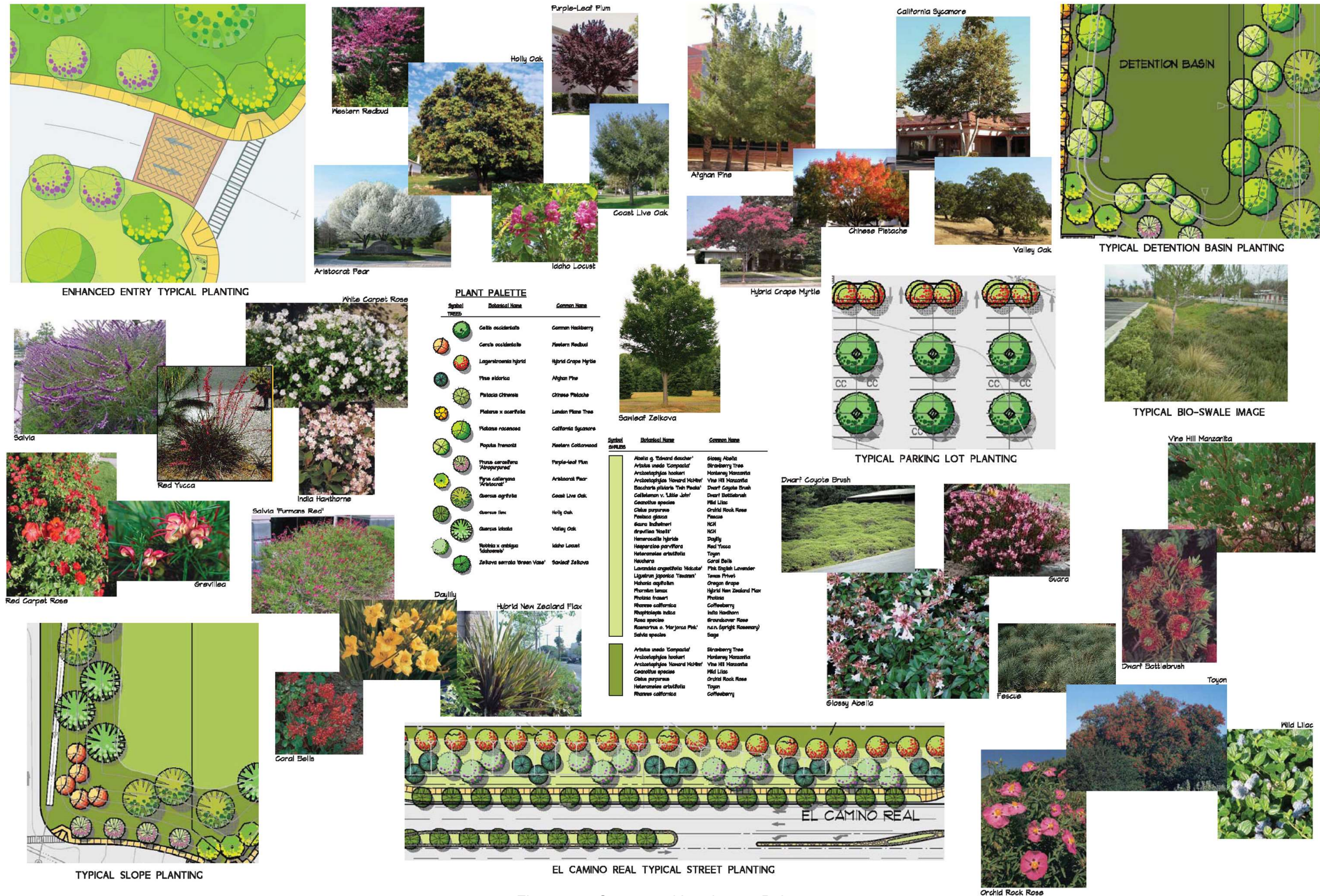


Figure 5-5: Conceptual Landscape Palette

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 SIGN

One suspended or projecting sign is allowed per business. Hanging signs must have 7' of clearance from the sidewalk. 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.**



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 placed outside of the window. If painted on the outside, a sealer and maintenance is required. Only the name of the business and address is permitted. Lettering is limited to 8" in height and shall not exceed 50% of the window area. Only one window may have window lettering on one window on each frontage (i.e., French windows), then lettering shall be limited to a single word. Letters shall not be spelled out with one letter in each pane extending across 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 at the eastern edge of the South-East project site.

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

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

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 subject to final action by the City Council. 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 subject to final action by the City Council. 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 accepted 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

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).