



Atascadero City Council

Staff Report - Community Development Department

PLN 2017-1626 / PLN 2007-1246 Del Rio Road Commercial Area Specific Plan – Annex Hotel

RECOMMENDATION(S):

Planning Commission recommends:

1. Adopt Resolution A approval of an Addendum to the Final Environmental Impact Report – Del Rio Road Commercial Area Specific Plan;
2. Adopt Resolution B, approving an amendment to PLN 2007-1246, Master Plan of Development;
3. Adopt Resolution C, recommending approval of PLN 2017-1626, a conditional use permit.

REPORT-IN-BRIEF:

The applicant is proposing a four (4) story, 120-room hotel north of Del Rio Road between Hwy 101 and El Camino Real within the Del Rio Road Commercial Area Specific Plan (DRCASP). This portion of the Specific Plan is known as the “Annex” portion of the Specific Plan. The applicant’s proposal includes the following:

- A total of 120 rooms
- 4-stories in height with a maximum height of 49-feet for a tower feature.
- Total building pad area of 22,218 sf;
- Total building area of 73,833 sf (includes multi-story)
- Hotel amenities including outdoor patio spaces, pool, fitness room, and meeting spaces;
- A total of 147 parking spaces over two (2) legal lots of record.

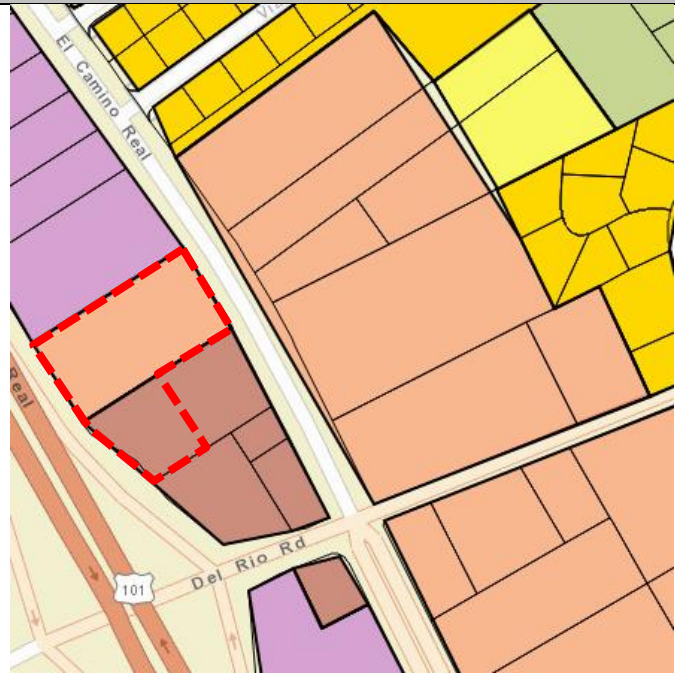

The proposed use is consistent with the allowed uses within the Del Rio Road Commercial Area Specific Plan. However, amendments to the development plan are needed to illustrate the revised building site. The Specific Plan assumed a total of 16,850 sf of single story retail pads with 88 parking spaces. The hotel consists of a building pad with 18,402 square feet with a four-story building and 147 parking spaces. The Conditions of Approval and the Specific Plan requires that the Master Plan of

Development amendments be reviewed by City Council. Since the amendment to the development plan does not create more substantial environmental impacts than were analyzed in the Specific Plan EIR, staff is proposing an addendum to the EIR that identifies the development plan changes.

A separate approval will need to be adopted for a portion of the adjacent parcel (APN 049-131-055) for consideration as a separate “parking lot”. The parking lot is outside of the Del Rio Road Commercial Area Specific Plan, and would be on a separate lot from the Hotel, but would be utilized for parking through reciprocal agreements with adjacent future commercial properties. The Planning Commission voted X-X, recommending approval of the proposed amendments certified FEIR, the Master Plan of Development, and use permit for the parking lot on the adjacent lot.

DISCUSSION:

PROJECT ADDRESS:	1800 & 1950 El Camino Real	Atascadero, CA	APN	049-131-070 / 055
PROJECT PLANNER	Alfredo R. Castillo, AICP Associate Planner	470-3436	acastillo@atascadero.org	
APPLICANT	MP Annex, LLC, 284 Higuera Street, San Luis Obispo, CA 93401 Patti Whelen, Whelen Consulting, PO Box 5021, San Luis Obispo, CA 93401			
PROPERTY OWNER	MP Annex, LLC, 284 Higuera Street, San Luis Obispo, CA 93401			
GENERAL PLAN DESIGNATION:	ZONING DISTRICT:	SITE AREA	EXISTING USE	PROPOSED USE
General Commercial (GC)	Commercial Retail (CR) / SP-2 / Commercial Tourist (CT)	2.42 net acres	Single Family Residence – Colony Residence	120 room Hotel / Parking Lot
ENVIRONMENTAL DETERMINATION				
<input checked="" type="checkbox"/> Environmental Impact Report SCH: 20100051034 – Final EIR Del Rio Road Commercial Area Specific Plan (Addendum) <input type="checkbox"/> Negative / Mitigated Negative Declaration <input type="checkbox"/> Categorical Exemption CEQA – Guidelines Section 153_____ <input type="checkbox"/> Statutory Exemption §§ 21000, et seq & _____ <input type="checkbox"/> No Project – Ministerial Project				

Existing Zoning		Existing Aerial / Surrounding	
			
North:	South:	East:	West:
Commercial Park (CPK)	Commercial Tourist (CT)	Commercial Retail (CR) / SP-2 Overlay (DRCASP)	Freeway (US 101 Right of Way)

Background:

The Del Rio Road Commercial Area Specific Plan was approved by the City Council in June 2012. The Specific Plan consisted of two components. The first portion is a large retail site on the southeast corner of Del Rio Road / El Camino Real designed for the Wal-Mart site, 2 commercial pads and a multi-family residential site. The 2nd component is known as the Annex site includes the following:

- 13 gross acres at the north east corner of Del Rio and El Camino Real and on the west side of El Camino between Highway 101 and El Camino Real;
- 120,900 sf of commercial retail uses
- 6 single-family residences east of the commercial area.

Since 2013, Clint Pierce, (MP Annex, LLC) has owned all portions of the Annex. He is currently moving forward with plans to build a hotel. Other portions of the Annex development may not move forward until interchange improvements are completed at Del Rio Road and HWY 101, assuming that the former Wal-Mart commercial site moves forward with development.

Summary:

The project area is approximately 2.42 net acres with a gentle slope of less than 10 percent. The site is partially developed with a vacant single-family residence, which is a designated colony house. The colony house is required to be relocated from this site and the applicant has worked with the Atascadero Historical Society to relocate the

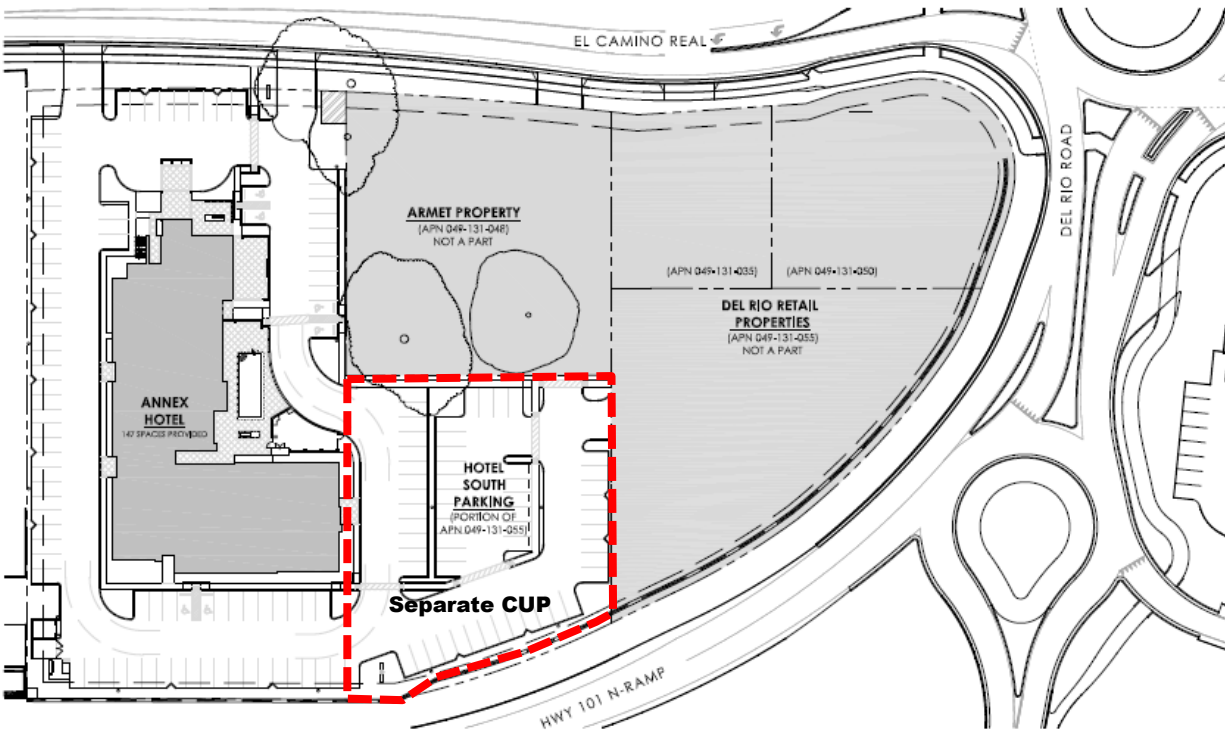
house to Hotel Park, where the Historical Society seeks to build a historical park. This action is in accordance with the certified FEIR. The proposed hotel development, which will front US 101, will be the first phase of what is now known as the “Del Rio Road Marketplace” development. The shift from commercial retail uses to tourism/hotel uses is consistent with the general theme of current economic trends, as more retail is internet driven. Smaller retail pads are no longer desirable, unless designed for restaurant or service uses and items that are not available on the internet.

Analysis:

The proposed project is on a 1.8-acre site of the “Annex” portion of the Del Rio Road Commercial Area Specific Plan. The applicant wishes to amend the master plan of development to accommodate a 120-room hotel. The footprint of the hotel is approximately 25% larger than the retail area proposed in the Specific Plan, however the parking area is smaller and now includes only 74 designated parking spaces instead of 84 that were identified in Specific Plan. 60 additional parking spaces are proposed outside of the specific plan area to serve the hotel. The master plan of amendment includes the following components:

- 120 room, 4-story hotel;
- 44-foot building height with a 49-foot tall tower feature 4-sided architectural design;
- Approximately 22,218 sf of total building and patio coverage;
- Total Floor Area Ratio (FAR) 0.93;
- 74 parking spaces within the Del Rio Road Commercial Area Specific Plan parcel;
- 60 parking spaces within a portion of APN 049-131-055 parcel (formerly Armet parcel);
- Proposed 40-foot high freeway-oriented freestanding sign;
- Proposed monument signage.

Proposed Site Plan – Annex Hotel



The Specific Plan includes a list of allowed uses. While the “hotel / motel” use was not originally identified in the Plan, it is listed in the underlying Commercial-Retail (CR) zone as an “allowed use” and is therefore allowed within the Specific Plan.

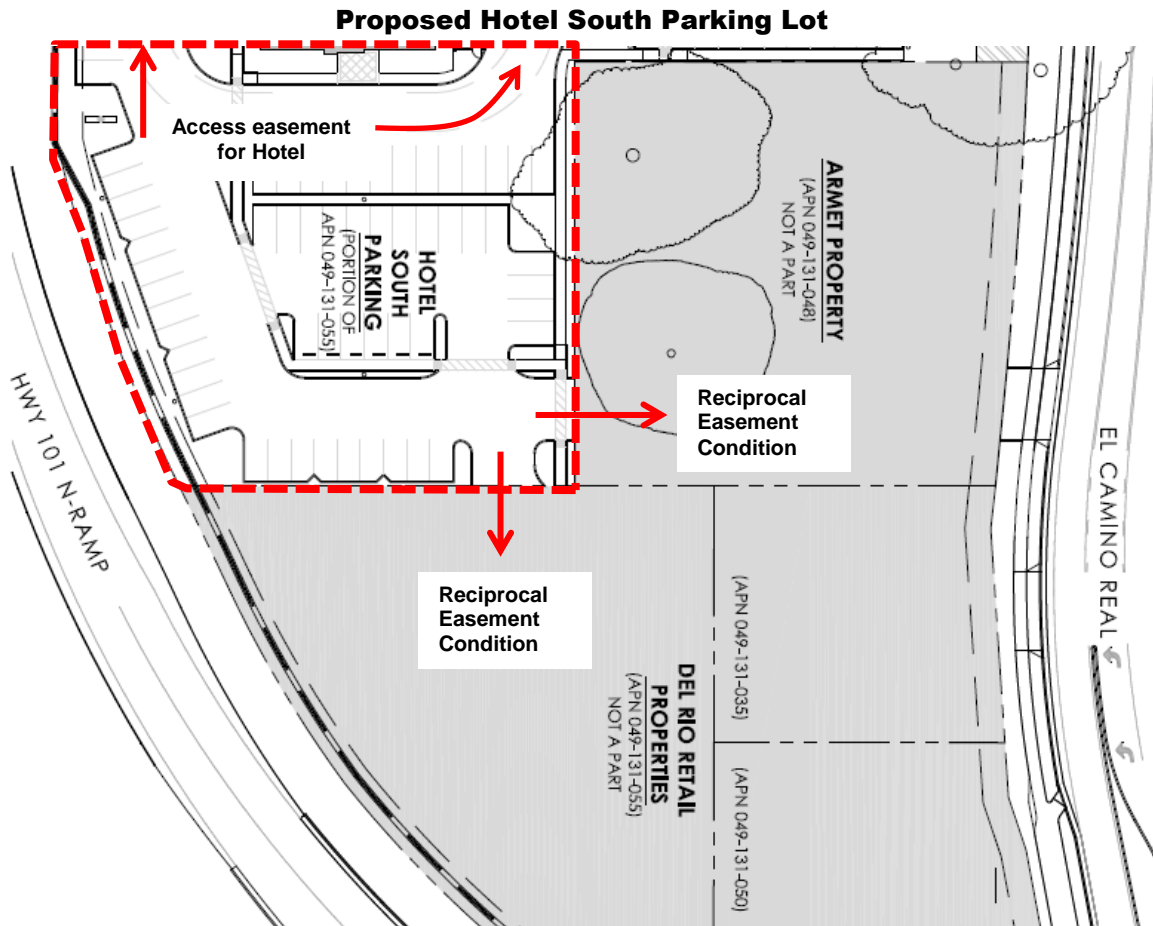
Based on the development proposal, the Community Development Director has determined that the hotel use is consistent with the purpose and intent of the Specific Plan. The hotel use will not create environmental impacts that were not identified in the EIR, since traffic volumes and air quality impacts will be at lower levels than those associated with a retail development.

Use Permit for Hotel South Parking Lot

Sixty (60) parking spaces for the proposed project are located on a portion of San Luis Obispo Assessor Parcel Number (APN) 049-131-055. The applicant has completed a purchase of this portion of the property and has recently completed a lot line adjustment with a certificate of compliance (COC) as a part of PLN 2017-1626. Since this portion of the proposed project falls outside of the Specific Plan area, the City’s Municipal Code governs the development of the site. Section 9-3.330, Non-Residential District Allowable Uses, lists parking lots as an Administrative Use Permit.

Because this portion of the property is proposed to be included as a part of a master plan of development, a Conditional Use Permit will satisfy the use permit requirements for “parking lots”. The proposed parking lot meets all landscaping and parking lot criteria as defined in the City’s Municipal Code. The southern portion parking has been designed in such a manner to allow for reciprocal access to property owned by Armet to

the east, and to other properties owned by Mr. Pearce directly adjacent to the south. Conditions of Approval include a condition to provide reciprocal access to the Hotel, the remaining portion of APN 049-031-055, and properties directly adjacent to the south of the parking lot. Findings for use permit for the southern parking lot portion of the proposed project are shown in Attachment 5.



Architectural Detailing and Height Waiver Exception

The Specific Plan indicates a maximum building height of 35-feet for “occupied” areas and 45-feet for “Non-occupied” areas. The proposed hotel will have areas above 35-feet that will be occupied, while the average height of the building is approximately 42-feet. The roof parapet will reach 44-feet in height and the tower feature will be at approximately 49-feet. The Specific Plan defines occupied through the following:

Table 4-1: Commercial Retail Development Standards – DRCASP

Regions normally occupied by people generally consisting of the space between the finished pad and 6-feet above the floor or roof, excluding architectural features.

The Specific Plan defaults to the City’s Municipal Code on exceptions. The City’s Municipal Code contains a height waiver exception within its development standards as follows:

9-4.113 – Height Limitations, Atascadero Municipal Code

Planning Commission Waiver. The height limitations of this section may be modified through conditional use permit approval, provided the Planning Commission first finds the project will not result in substantial detrimental effects on the enjoyment and use of adjoining properties and that the modified height will not exceed the lifesaving equipment capabilities of the Fire Department.

Annex Hotel – Proposed Height / Elevation



Section 6.5 of the Specific Plan, Implementation of Development Standards, allows for “existing development standards and policies of the City’s General Plan and Zoning Ordinance to apply where development standards and policies relating to a particular subject have not been provided in the Specific Plan.” The Specific Plan builds in “the ability of modifications which are deemed minor and that are in keeping with the purpose and intent of the approved Specific Plan.” The Community Development Director has deemed this action to be minor, and has designated the City Council as the reviewing authority.

The proposed project includes a total height of 49-feet from finished floor (ground level) to the top of architectural features (beacon tower). From finished floor to “occupied” areas, the proposed height is 42-feet, which is a 17 percent increase in overall height. The City approved a similar height exception in 2011 for the Marriott Springhill Suites adjacent to Home Depot. The additional height is needed to maintain a minimum building coverage and therefore maintain a smaller amount of impervious surface on the site, while accommodating an appropriate number of hotel rooms. Atascadero Fire has reviewed the development proposal and has affirmed that the proposed height will not

affect its emergency response capabilities. The Design Review Committee has also reviewed the proposed height and is recommending approval.

The certified Final EIR for the proposed project contains mitigation measures pertaining to light and glare, and elevations for appropriate colors and materials. The proposed project employs appropriate colors and materials that are compatible with the surrounding uses, as this is the first use within the proposed development in the Specific Plan. Mitigation Measures for lighting include a photometric plan to be provided prior to issuance, as well as conditions to ensure nighttime light and glare is minimized for surrounding neighborhoods. Specific findings for the height waiver exception and amendment to the master plan of development are included in Attachment 4.

The proposed architecture of the building evokes mid-century modern design themes with the use of rigid squares and shapes, consistent with mid-century modern motifs. It incorporates complementary colors and materials to provide accents and architectural articulation that result in a very high quality design. The proposed project utilizes stone veneer, wood veneer to accent architectural pop-outs, and the use of various colors such as cool and warm greys, and a signature green accent color that is a part of the “home 2 suites” brand. Section 5.1.1 of the Specific Plan contains design guidelines, which were meant to be flexible to correspond with “changing conditions in lifestyles, the market place, and economic conditions” (Del Rio Road CASP). The proposed project’s architecture is consistent with guidelines 1-14, based on the submitted materials, colors, and building architecture. This building will set the design theme for this emerging commercial node as it is the first new development since the adoption of the Specific Plan. The Planning Commission has reviewed the design of project recommends approval.

Landscaping Plan

The proposed landscaping plan is consistent with the goals and policies of both the Specific Plan and the Atascadero Municipal Code, including landscaping for parking lots. Consistent with both the Specific Plan and the master plan of development, London Plane trees are included along El Camino Real. Additional plantings along the freeway have been included to reduce bulk and height of the proposed development and for consistency with the landscape plan conditions of the previously approved master plan of development.

Stormwater Drainage

The previously approved development included 71,785 sf of pervious surfaces, which is based on approved Vesting Tentative Parcel Map 09-0073. Since the project was approved in 2012, prior to the initiation of the Regional Water Quality Control Board (RWQCB) post-storm water construction regulations, it is considered a previously approved project. The certified Final EIR contains mitigation measures in regards to the site’s stormwater drainage that remains applicable to which the project comply with. The proposed annex hotel portion contains approximately 66,015 sf of impervious surfaces. The proposed amendment reduces the amount of impervious surface by 8%, which is a superior project when compared to the previously approved project in terms of

stormwater runoff. Based on vesting development rights granted with the approval of the vesting tentative parcel map, in addition to the project's annex hotel parcel's reduction of impervious surface, the proposed project amendments are in substantial conformance.

The Hotel South Parking, which was not included in the 2012 project approvals, is subject to the post stormwater construction regulations established by the RWQCB. This portion of the project includes the use of bio-filtration swales, and underground stormwater chambers to meet the intent of both stormwater control and stormwater filtration with ground water re-charge.

Signage Program

The Specific Plan includes design guidelines for signs as well as, a sign program that was adopted by resolution. Consistent with section 5.1.5.(8) through (10), additional

Proposed Hotel Signage



signs or deviation of sign design may be requested through an administrative use permit (AUP) process. The Specific Plan implementation section allows for the City Council to approve sign exceptions. Since the proposed project includes site plan amendments, a proposed sign package will amend Exhibit 13 of the Specific Plan. The proposed sign program amendments include a monument sign in a location consistent with Exhibit 13, however the height of the sign has been reduced from 10-feet to 9 feet, and the design of the monument sign has changed to match the proposed new architecture of the building. The proposed sign program changes are consistent with sign design guidelines of the Specific Plan, however since the sign program was adopted, an amendment is still necessary.

Supplemental Traffic Analysis

The certified Final EIR contained a traffic analysis originally completed in 2010 for the Specific Plan, and later updated in 2012. It was the 2012 traffic study to which mitigation measures were crafted and adopted as a part of the certified Final EIR. The Final EIR contained mitigation measures that require intersection improvements at El Camino Real / Del Rio Road and Del Rio Road / US 101 interchange. This traffic analysis was completed assuming retail commercial uses throughout the entire specific plan area. The applicant has provided a supplemental traffic analysis reviewed by City Staff. The supplemental traffic analysis, with the additional information provided by the applicant,

shows that there are no new significant environmental effects, and that only technical changes are necessary to the certified Final EIR mitigation measures. An addendum has been prepared and is included as an attachment (Attachment 3).

Findings

To approve of the proposed project, the City Council must make the following findings. These findings and the facts to support these findings are included in the attached resolutions. The Planning Commission is recommending that the findings be made.

Conditional Use Permit / Master Plan of Development (AMC Section 9-2.110(b).(3).(iv)

1. The proposed project or use is consistent with the General Plan;
2. The proposed project or use satisfies all applicable provisions of this title;
3. The establishment, and subsequent operation or conduct of the use will not, because of the circumstances and conditions applied in the particular case, be detrimental to the health, safety or welfare of the general public or persons residing or working in the neighborhood of the use, or be detrimental or injurious to property or improvements in the vicinity of the use;
4. That the proposed project or use will not be inconsistent with the character of the immediate neighborhood or contrary to its orderly development;
5. That the proposed use or project will not generate a volume of traffic beyond the safe capacity of all roads providing access to the project, either existing or to be improved in conjunction with the project, or beyond the normal traffic volume of the surrounding neighborhood that would result from full development in accordance with the land use element;
6. That the proposed project is in compliance with any pertinent city policy or criteria adopted by ordinance or resolution of the city council;
7. Height Waiver exception as provided in the resolution.

Conclusion:

The Del Rio Road Commercial Area Specific Plan is considered an economic development hot spot and this is considered a priority project. The applicant has worked diligently with Staff on crafting the site plan and architecture. The applicant has a major hotel operator on-board and is ready to move forward with the project. The architecture, landscaping, and sign program is consistent with the intent of the Specific Plan. The proposed project continues to accomplish the Specific Plan's objectives including:

- Implementing the General Plan, consistent with the City's Planned land uses;
- Maximizes the property's potential in manner consistent with the General Plan;
- Broadens the City's tax base by providing local and regional tax generating uses through Transient Occupancy Tax (TOT);
- Maximizes the economic viability of the vacant site;

- Provides necessary adequate infrastructure and public amenities;
- Locates a commercial project at the intersection of two major streets, consistent with the General Plan's urban form frameworks;
- Ensures consistent and rational development of the site in accordance with established functional , environmental, and aesthetic standards.

The Planning Commission is recommending to the City Council approval of the proposed project amendments and the use permit for the proposed parking lot.

ENVIRONMENTAL DETERMINATION:

As lead agency, the City of Atascadero prepared an Environmental Impact Report (EIR) for the Del Rio Road Commercial Area Specific Plan, in compliance with the California Environmental Quality Act (CEQA) (Public Resources Code, section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Section 15000 et seq., as amended). The City Council certified the final EIR (Final EIR) for the Del Rio Road Commercial Area Specific Plan at a public hearing on June 26, 2012. As noted in the Final EIR, the analysis was at a "project" level of detail, which anticipated the potential impacts of future discretionary approvals to implement the project. The Final EIR expressly states that applications for subsequent site plan amendments, substitution of uses, and Architectural Review would not require preparation of subsequent environmental documentation, unless otherwise required by CEQA Section 21166.

Although there have been no substantial changes to the project that introduce new project impacts, an addendum has been prepared to identify the revised project scope and describe new information. None of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. More specifically, the project has identified a use that is less intense (hotel use) in terms of traffic versus a commercial retail use that was originally proposed in the Specific Plan. This change does not constitute substantial changes to the project or the circumstances due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Similarly, neither subsequent considerations by the applicant, MP Annex, LLC, nor statutory changes regarding traffic analysis changes constitute new information that would show new effects or substantially more severe effects. Likewise, there are no known mitigation measures that would in fact be infeasible or that would substantially reduce significant effects, that the project proponent has declined to adopt. Furthermore, there have been no other changes, evidence or new information which would require revisions to the previous EIR. Because none of the criterion in section 15162 has been met, an addendum is appropriate and is provided in Attachment 3 of this Staff Report. The Planning Commission is recommending approval of the proposed FEIR Addendum to the City Council.

FISCAL IMPACT:

The proposed project will likely be the first project to break ground within the boundaries of the Del Rio Road Commercial Area Specific Plan. The Specific Plan is intended to be a catalyst for future commercial development, specifically targeting development that

will increase revenue for the City. The City has captured some growth in hotel occupancy rates, with the opening of the Spring Hill Suites in 2015. The hotel had an average occupancy rate of 75% which generates Transit Occupancy Tax (TOT) that is charged on a per room / per night stay. This tax directly benefits the City as it monies collected that is directly paid into the City's general revenue fund.

The proposed project amends the Master Plan of Development and substitutes retail / commercial uses for a hotel use. This use generates valuable TOT for the City. Additionally, the proposed project is considered an "extended stay" hotel. The hotel is geared towards business travelers, contractors, and other professions that stay for multiple days at a time. This type of hotel is lacking in the North County and the San Luis Obispo County in general. These type of guests take advantage of nearby amenities such as restaurants, grocery stores, and other local business that contribute to the economic "multiplier" effect. The proposed amendments to the Master Plan of Development are considered fiscally positive for the City.

ALTERNATIVES:

1. The City Council may make modifications to the project and/or conditions of approval for the project. Any proposed modifications including conditions of approval, should be clearly re-stated in any vote on any of the attached resolutions. Any revisions to amend conditions of approval for PLN 2007-1246 should be carefully considered.
2. The City Council may determine that more information is needed on some aspect of the project and may refer the item back to the applicant and staff to develop the additional information. The Council should clearly state the type of information that is required. A motion, and approval of that motion, is required to continue the item to a future date is required.
3. The City Council may deny the amendment. The Commission must specify what findings cannot be made, and provide a brief oral statement, based on the Staff Report, oral testimony, site visit, correspondence, or any other rational introduced and deliberated by the City Council. If denying the proposed amendments, all previous project approvals will remain in place.

ATTACHMENTS:

1. Project Review / Environmental Review Checklist
2. Applicant Design Application
3. Draft Resolution A – Addendum to FEIR Del Rio Road Commercial Area Specific Plan
4. Draft Resolution B – Master Plan of Development Amendment
5. Draft Resolution C– Use Permit Approval

**ATTACHMENT 1: PROJECT REVIEW / ENVIRONMENTAL REVIEW CHECKLIST
 PLN 2015-1556**

Basic Project Information

Project Number:	PLN 2007-1246 / 2017-1626
Planner:	Alfredo R. Castillo, AICP <i>ARC</i>
Project Address:	1800 & 1860 El Camino Real
APN:	049-131-070, 048, 055 (lot line adjustment)
City: Atascadero	County: San Luis Obispo
Site Area:	2.42 acres
General Plan Designation:	General Commercial (GC)
Zoning District:	Commercial Retail (CR) / SP-2 / Commercial Tourist
Project Description:	<ul style="list-style-type: none"> • A total of 120 rooms; • 4-stories in height with a maximum height of 49-feet for a tower feature; • Total building pad area of 22,218 sf; • Total building area of 73,833 sf (includes multi-story); • Hotel amenities including outdoor patio spaces, pool, fitness room, and meeting spaces; • A total of 147 parking spaces over two (2) legal lots of record.

Existing & Surrounding Information

Existing Uses:	Vacant / Colony House		
Use Classification:	Hotel / Parking	Allowed <input checked="" type="checkbox"/> Hotel	Conditional <input checked="" type="checkbox"/> Parking lot
Surrounding Uses / Zoning District:	North:	Mini-Storage / Commercial Park (CPK)	
	South:	Vacant / Commercial Tourist	
	East:	Vacant / Commercial Retail (CR) / SP-2	
	West:	US Highway 101	
Colony house(s) on property?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Notes: To be moved to different location per FEIR.
Any existing structures 50 years or older?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Notes: To be moved to different location per FEIR.

Does the site contain any jurisdictional waters? (blue line creeks, wetlands, etc.)	<input type="checkbox"/> Atascadero Creek <input type="checkbox"/> Graves Creek <input type="checkbox"/> Paloma Creek <input type="checkbox"/> Boulder Creek <input type="checkbox"/> Other _____ <input checked="" type="checkbox"/> N/A
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Zoning Ordinance / Municipal Code Standards:

Does the proposed project exceed the maximum density allowed in the existing/proposed zoning district?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Calculate density:	
What is the total non-residential square foot (sf) and Floor Area Ratio? <input type="checkbox"/> N/A	Total Square Foot: 22,218 Pad FAR 0.93			
Does the proposed project meet setback standards? (AMC 9-4) <input type="checkbox"/> N/A	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If no explain:	
Does the proposed project meet maximum height standards? (AMC 9-4) <input type="checkbox"/> N/A	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	If no explain: Height waiver required.	
If the proposed project requires fencing, does it meet standards? (AMC 9-4) <input type="checkbox"/> N/A	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If no explain:	
If the proposed project requires landscaping, does it meet standards? (AMC 9-4 / AMC 8-10) <input type="checkbox"/> N/A	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If no explain:	
If the proposed project includes a parking requirement, does it meet standards? (AMC 9-4) <input type="checkbox"/> N/A	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Parking Required: 134 Parking Provided: 147	If no explain:
If the proposed project includes lighting, does it meet standards? (AMC 9-4) <input type="checkbox"/> N/A	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	If no explain:	

<p>Does the proposed project meet established standards for uses listed in AMC 9-6, if applicable?</p> <p><input checked="" type="checkbox"/> N/A</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	<p>If no explain:</p>
<p>Does the proposed project need any other exceptions to the City Zoning Ordinance?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>If yes explain:</p>

<p style="text-align: center;">Environmental Information</p>			
<p>Is the proposed project under the screening criteria for Project Air Quality Analysis by SLOAPCD?</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	<p>Notes:</p>
<p>Based on aerial photography of the site, will the project have an effect on any riparian or sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>Notes:</p>
<p>Is the proposed project located on or near a known historical or cultural resource (Use GIS internal mapping)?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>Notes:</p>
<p>Does the site contain any evidence of past landslides, unstable soils or serpentine rock?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>Notes:</p>
<p>Does the proposed project include more than 50 cubic yards of grading?</p>	<p>Yes <input checked="" type="checkbox"/> (requires grading plan)</p>	<p>No <input type="checkbox"/></p>	<p>Notes: See previous project approvals /certified FEIR</p>
<p>Does the proposed project including grading on slopes greater than 10 percent?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>Notes:</p>

<p>Does the new project include more than 2,500 square feet of new or replacement impervious surface? (required for RWQCB Post Stormwater Construction Regulations)</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	<p>Total amount of impervious surface 66,015 sf on hotel lot 24,957 sf on parking lot</p>
<p>Does the proposed project remove any native trees? (AMC 9-11)</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	<p>Number of Trees proposed to be removed: Removed per FEIR / DRCASP project approval</p> <p>Total DBH proposed to be remove: Fees paid per project approval</p>
<p>Is the project located on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (Cortese List)?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>If Yes explain:</p>

Environmental Information

<p>Does the proposed project alter the existing drainage pattern of the site or alter a designated waters of the US?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>If Yes explain:</p>
<p>Does the proposed project increase noise levels in excess of City Standards when the use is complete?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>If Yes explain:</p>
<p>Does the proposed project increase temporary noise levels that cannot be mitigated by the City's existing Noise Ordinance?</p>	<p>Yes <input checked="" type="checkbox"/></p>	<p>No <input type="checkbox"/></p>	<p>If Yes explain: Covered by certified FIER for Del Rio Road CASP</p>
<p>Does the proposed project require construction of new water and/wastewater treatment facilities?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>If Yes explain:</p>

<p>Does the proposed project require the construction of new recreational facilities?</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>If Yes explain:</p>	
<p>Does the proposed project decrease the established traffic Level of Service below Level "C" as contained in the General Plan? (Use ITE Trip Generation for review)</p>	<p>Yes <input type="checkbox"/></p>	<p>No <input checked="" type="checkbox"/></p>	<p>Number of daily trips generated: 980 ADT PM Peak: 72</p>	<p>If Yes explain:</p>
<p>City Council Policy</p>				
<p>Is the project applicable to any of the following City Council policies?</p>	<p>Inclusionary Housing <input type="checkbox"/> Mixed-Use Processing <input type="checkbox"/> Park / Creek Reservation <input type="checkbox"/> Planned Development <input checked="" type="checkbox"/> Prime Commercial Sites <input checked="" type="checkbox"/></p>			

ATTACHMENT 2: APPLICANT DESIGN PACKAGE
PLN 2017-1626 / 2007-1246

Please see attached on the following page.

DRAFT RESOLUTION A

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
ATASCADERO, CALIFORNIA, APPROVING AN ADDENDUM TO THE
PREVIOUSLY-CERTIFIED ENVIRONMENTAL IMPACT REPORT FOR
THE DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN AND
DETERMINE THAT SAID ADDENDUM, TOGETHER WITH THE
PREVIOUSLY-CERTIFIED ENVIRONMENTAL IMPACT REPORT,
SERVES AS THE APPROPRIATE ENVIRONMENTAL
DOCUMENTATION FOR THE PROPOSED MASTER PLAN OF
DEVELOPMENT AMENDMENTS**

**PLN 2007-1246
DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN
PEARCE / MP ANNEX, LLC**

WHEREAS, an application has been received from MP Annex, LLC, 284 Higuera Street, San Luis Obispo, California 93401, (Applicant / Owner), to consider an amendment to an approved master plan of development for the Del Rio Road Commercial Area Specific Plan; and,

WHEREAS, in conjunction with the approval of the Del Rio Road Commercial Area Specific Plan, General Plan Amendments, Zone Text and Map Amendments, Specific Plan, Vesting Tentative Parcel Maps, Tree Removal Permits and certification of an Environmental Impact Report ("EIR") on a 39.3± acre site located on El Camino Real and Del Rio Road, Atascadero, CA 93422 (APN 049-112-002, 018, 019, 022, ,036, 039, 049-151-005, 036, 037, 040, 041, 049-102-020, 031, 032, 045, 048, 056 and 049-131-070) (herein referred to as the "Project"), the City Council of the City of Atascadero, on June 26, 2012, certified the Del Rio Road Commercial Area Specific Plan Final Environmental Impact Report (State Clearinghouse No. 2010051034) (herein referred to as the "DRCASP EIR"), adopted a Statement of Overriding Considerations and adopted a Mitigation Monitoring Program in compliance with the California Environmental Quality Act (herein referred to as "CEQA"); and

WHEREAS, an application was received by the MP Annex, LLC, to amendment to Master Plan of Development to modify proposed commercial-retail uses on the annex portion of the approved Specific Plan and replace it with a 120-room hotel room, 4-story hotel on the property on the northwest of the intersection of Del Rio Road and El Camino Real; and

WHEREAS, W-Trans, a transportation engineering firm, provided the City with a detailed report and traffic evaluation which provided analysis and evidence in support of conclusions that there was sufficient capacity for the Del Rio Road / El Camino Real intersection

and the Del Rio Road / US Highway 101 for both a 120-room hotel, big box retail use, and additional uses prior to the interchange becoming “unacceptable in operations” according to Caltrans; and,

WHEREAS, based on the W-Trans Report City staff prepared draft language amending Mitigation Measure Trans-1d and Trans 1e of the DRCASP Final EIR that further defines payment of in-lieu fees for the Del Rio Road / US Highway 101 interchange, as well as, allows for development to occur to meet the goals and objectives of the Specific Plan while ensuring that development of the entire project does not occur until Del Rio Road / US Highway 101 interchange improvements have been completed; and,

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

WHEREAS, the Addendum concluded that the proposed master plan of development amendments would not result in 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 Recourses Code and Section 15000, *et seq.*, of Title 14 of the California Code of Regulations (herein referred to as the “CEQA Guidelines”), which govern the preparation, content, and processing of environmental impact reports, have been fully implemented in the preparation of the Del Rio Road Commercial Area Specific Plan and Addendum; and

WHEREAS, the Atascadero Planning Commission held a public hearing on June 28, 2017, where they considered testimony from staff, the applicant and the public prior to recommending approval of the proposed Addendum to the Del Rio Road Commercial Area Specific Plan; and

WHEREAS, the City Council of the City of Atascadero held a public hearing on July 11, 2017, where they considered testimony from staff, the applicant and the public prior to approving the proposed Addendum to the Del Rio Road Commercial Area Specific Plan; and

NOW, THEREFORE, BE IT RESOLVED, the City Council of the City of Atascadero, hereby resolves to adopt an Addendum to the Del Rio Road Commercial Area Specific Plan Final Environmental Impact Report (SCH# 2010051034) based on the following Findings:

SECTION 1. Findings to Adopt an Addendum for a Certified Final EIR. The City Council of the City of Atascadero finds as follows:

1. The Addendum to the Del Rio Road Commercial Area Specific Plan EIR was prepared and reviewed in compliance with the provisions of CEQA and the CEQA Guidelines; and

Fact. City Staff has prepared a proposed addendum to a certified Final EIR consistent with sections 15164 of the CEQA Guidelines and the City of Atascadero, as the lead agency, has determined that an addendum to a previously certified EIR is to be prepared

as the amendments are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

2. The information and analysis contained in the Addendum, which is attached hereto as Exhibit A, reflects the City's independent judgment as to the environmental consequences of the proposed amendments to the master plan of development; and

Fact. The analysis confirmed an assumption made by Staff that there was additional capacity for the interchange. The analysis provided a supplemental review indicating that there are no new "substantial" changes, and ultimately the Specific Plan development would still be responsible for completion of a new interchange at Del Rio Road / US Highway 101.

3. That, based upon the evidence submitted and as demonstrated by the analysis included in the Addendum, none of the conditions described in Sections 15162 or 15163 of the CEQA Guidelines calling for the preparation of a subsequent or supplemental EIR or negative declaration have occurred; specifically there has not been any substantial changes in the Project that require major revisions of the Del Rio Road Commercial Area Specific Plan EIR because of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

Fact. No, there is no evidence suggesting that any substantial changes to the project have been proposed. As noted above, the previous EIR analyzed the impacts of the Specific Plan Amendment with commercial retail uses throughout the majority of the project. The proposed master plan of development addendum would include a 120 room hotel, when compared to the 16,850 sf of retail envisioned. With the supplemental traffic analysis that identifies uses in the Specific Plan area, and an update to the baseline traffic scenario, no new mitigation is warranted: a new interchange will be needed for build-out of the Specific Plan, and the timing of this mitigation is tied to anticipated traffic impacts. The amendment to the mitigation measure further refines the intent of the language, which is to ensure that development of the Specific Plan does not degrade the interchange into unacceptable levels. The proposed language amendment allows for some development to proceed, with the City collecting additional monies that specifically go towards improving the Del Rio Road / US 101 interchange.

4. There have not been any substantial changes with respect to the circumstances under which the Project is undertaken that require major revisions of the Del Rio Road Commercial Area Specific Plan EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

Fact. No, there is no evidence suggesting that there have been substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions to the previous EIR. At the time of the certification of the previous EIR, commercial-retail uses were envisioned for the majority of the proposed Specific Plan. Additionally, a portion of the property was banked owned through foreclosure, so it was unknown what the time frame was for development of the annex portion of the Specific

Plan. The additional traffic supplemental analysis reveals that no new significant environmental effects would result from the substitution of a hotel, and there will be no increase in the severity of any previously identified significant effects. Nonetheless, it is important to note that there has been no change at this time from the circumstances analyzed in the EIR.

5. There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the Del Rio Road Commercial Area Specific Plan EIR was certified, that shows any of the following: (a) the Project will have one or more significant effects not discussed in the Del Rio Road Commercial Area Specific Plan EIR; (b) significant effects previously examined will be substantially more severe than shown in the Del Rio Road Commercial Area Specific Plan EIR; (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project, but the project proponents decline to adopt the mitigation measure or alternative; or (d) mitigation measures or alternatives which are considerably different from those analyzed in the Del Rio Road Commercial Area Specific Plan EIR would substantially reduce one or more significant effects on the environment, but the Project proponents decline to adopt the mitigation measure or alternative.

Fact. No, there is no evidence suggesting that there is new information of substantial importance relating to new significant effects or the severity of previously identified significant effects, or new alternatives or mitigation measures or the efficacy of previously considered alternatives or mitigation measures. At the time of the certification of the EIR, retail uses were envisioned for the Annex portion. This analysis reveals that no new significant environmental effects would result from construction of a hotel, instead of a commercial retail uses, and there will be no increase in the severity of any previously identified significant effects. As a consequence of this conclusion, it can be concluded that no new mitigation measures or alternatives need be analyzed. Nonetheless, it is important to note that there has been no change at this time from the circumstances analyzed in the EIR.

BE IT FURTHER RESOLVED that, pursuant to the above findings, the City Council determines that the previously-certified Del Rio Road Commercial Area Specific Plan, together with the Addendum, are adequate to serve as the required environmental documentation for the proposed master plan of development amendment and hereby approve and adopt the Addendum as attached as Exhibit A; and

BE IT FURTHER RESOLVED that the documents and other materials, including without limitation staff reports, memoranda, maps, letters and minutes of all relevant meetings, which constitute the administrative record of proceedings upon which the City Council's resolution is based are located at the City of Atascadero, City Clerk, 6500 Palma Avenue, Atascadero, CA 93422. The custodian of records is the City Clerk.

EXHIBIT A: Addendum – Final Environmental Impact Report for the Del Rio Road Commercial Area Specific Plan

On motion by Council Member _____ and seconded by Council Member _____, the foregoing Resolution is hereby adopted on this 11th day of July, 2016, in its entirety on the following roll call vote:

AYES:

NOES:

ABSENT:

ADOPTED:

CITY OF ATASCADERO

By: _____
Tom O'Malley, Mayor

ATTEST:

Lara Christensen, C.M.C.,
City Clerk

APPROVED AS TO FORM:

Brian A. Pierik, City Attorney

EXHIBIT A: Addendum – Final Environmental Impact Report for the Del Rio Road Commercial Area Specific Plan



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

1.1 INTRODUCTION

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

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

§21166. Subsequent or Supplemental Impact Report; Conditions.

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

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

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

15162. Subsequent EIRs and Negative Declarations.

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

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

The City has received an application for a hotel use within the Del Rio Road Commercial Area Specific Plan. Hotel uses are allowed within the Commercial Retail (CR) zone, which is therefore allowed within the specific plan, if an amendment to the master plan of development is approved. Before acting on the proposed amendment, the Planning Commission and the City Council must apply the standards outlined above to determine whether a subsequent or supplement EIR is required. After reviewing the facts and analyzing the circumstances. City staff has determined that a new EIR is not required because none of the circumstances described in CEQA Section 21166, as implemented by CEQA Guidelines Section 15162, would occur. Staff has prepared an addendum to discuss these issues and the basis for this determination.

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

The certified Final EIR for the Del Rio Road Commercial Area Specific Plan included a traffic analysis originally completed in 2010 for the Specific Plan, and later updated in

2012. It was the 2012 traffic study to which mitigation measures were crafted and adopted as a part of the certified Final EIR. The Draft EIR contained mitigation measures that required intersection improvements at El Camino Real / Del Rio Road and improvements to the Del Rio Road / US 101 interchange. The Draft EIR analysis concluded the following:

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

The City received a comment letter from the Department of Transportation (Caltrans) in regards to proposed mitigation in the Draft EIR. Caltrans' comments included the following:

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

Warren Frace
April 30, 2012
Page 2

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

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

MM TRANS-1d – Prior to issuance of each building permit for the project, the project applicant shall provide the City of Atascadero with proportional-share fees for the conversion of the intersection of Del Rio Road/US 101 Northbound Ramps to a single-lane modern roundabout

with a minimum 150-foot-long, right-turn bypass lane on the westbound approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.

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

The City of Atascadero certified the Final EIR with this mitigation language. The mitigation was silent on the establishment of traffic thresholds (# of trips) for completion of improvements. The timing of the improvements was instead tied to specific development sites, therefore allowing Wal Mart to proceed and the Annex to wait for completion of interchange.

Because the annex portion did not contain a clear phasing, nor identify specific tenants, this portion of the Specific Plan included no clear metrics to base interchange performance models for the timing of improvements, tied to the amount of trips generated by the use. The City has been actively moving forward in the development process to construct interchange improvements, consistent with the Specific Plan, since 2013. Preliminary designs, including cost estimates and location of improvements have been identified.

City Staff requested a supplemental traffic analysis for the proposed hotel amendment since the Specific Plan only included a traffic analysis based on commercial retail trips. This analysis was reviewed by the City Engineer, its consultant on the interchange roundabout for Highway 101 / Del Rio Road (for peer review purposes), and the Community Development Department. This supplemental traffic analysis examined the following scenarios:

- The amount of existing plus baseline traffic (projects expected to be completed between 2016-2019) that have entitlements with the proposed hotel amendment in only;
- The baseline traffic, plus a large big box development with ancillary

commercial retail on the southern portion of the Specific Plan (formerly Walmart Site) measuring a total of 139,560 sf of commercial retail development, plus 44 high density multi-family units, plus the proposed hotel amendment project;

- Baseline traffic, with hotel, Walmart uses, plus additional peak hour trips (100, 150, and 300 peak hour pm trips) from the Specific Plan Area or nearby uses.

The supplemental study reviewed three key intersections:

- Del Rio Road / El Camino;
- Del Rio Road / US 101 Northbound Ramps;
- Del Rio Road / US 101 Southbound Ramps;

The supplemental traffic study assumed that development of the southern portion of the Specific Plan (Walmart portion), would complete the required roundabout consistent with project conditions of approval and the certified Final EIR Mitigation Measures. The supplemental traffic analysis concluded that a 120-room hotel room would create 980 new daily trips and 72 PM peak hour trips and 64 AM peak trips. The PM peak trips and total number of trips are significantly lower with a hotel use versus the originally proposed commercial retail development. The supplemental traffic study also identified performance measures for the Del Rio Road / US Highway 101 interchange, in addition to the Del Rio Road / El Camino Real intersection. The traffic supplemental determined:

- Existing traffic plus the proposed project (hotel amendment), all study intersections would operate above LOS C for the El Camino Real / Del Rio Road and acceptable levels for the US 101 / Del Rio Road interchange per Caltrans standards. This scenario assume no development in the southern portion of the Specific Plan (formerly Walmart portion), and existing signalized intersection would remain;
- Baseline traffic (which includes development on the southern portion of the Specific Plan) plus the proposed project (hotel amendment), all study intersections would operate above LOS C for the El Camino Real / Del Rio Road and acceptable levels for the US 101 / Del Rio Road interchange per Caltrans standards. This scenario assumes that the Del Rio Road / El Camino Real intersection would be converted to a 4-leg roundabout, consistent with the certified Final EIR mitigation measure MM Trans 1-a and 1-b, as well as, the master plan of development condition of approval;
- Baseline traffic, plus the hotel. Plus additional trips, concludes that a total of 150 PM peak trips are available before the US 101 / Del Rio Road interchange degrades into an “unacceptable” level of operations, triggering the need for a 5-legged roundabout, consistent with Final EIR MM Trans 1-d and 1-e.

Therefore, based on the supplemental traffic analysis findings, the addendum to the certified Final EIR for the Del Rio Road Commercial Area Specific Plan proposes the the following mitigation measures modification. Added language is in bold underline, and removed verbiage in strikeout format:

Modifications to Del Rio Road Final EIR Mitigation Measures

MM TRANS-1d – Prior to issuance of each building permit(s) for the project, the project applicant(s) shall provide the City of Atascadero with proportional-share fees for the conversion of the intersection of Del Rio Road/US 101 Northbound Ramps to a single-lane modern roundabout with a minimum 150-foot-long, right-turn bypass lane on the westbound approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. ~~The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.~~ **The improvements shall be in place no later than the issuance of the first certificate of occupancy for any new commercial development constructed following the occupancy of Wal-Mart store, the 120 room hotel within the Annex portion and additional land uses that result in no more than 150 PM peak trips.**

MM TRANS-1e – Prior to issuance of each building permit for the project, the project applicant(s) shall provide the City of Atascadero with proportional-share fees for the construction of a five-legged, single-lane modern roundabout at the intersection of Del Rio Road/US 101 Southbound Ramps that incorporates Ramona Road as the fifth approach. The traffic impact fee shall be based on the size of the building subject to the building permit(s) and shall be consistent with the proportional share cost methodology prepared by RCS as described in the “TIF Collection Process” discussion in Section 3.11, Transportation. The City of Atascadero shall collect the fees and shall be responsible for constructing the roundabout improvements. Implementation of the northbound and southbound roundabouts shall occur in tandem. ~~The roundabout shall be in place no later than the issuance of the first certificate of occupancy for the Annex commercial uses.~~ **The improvements shall be in place no later than the issuance of the first certificate of occupancy for any new commercial development constructed following the occupancy of Wal-Mart store, the 120 room hotel within the Annex portion and additional land uses that result in no more than 150 PM peak trips.**

The certified Final EIR concluded that in order to mitigate impacts created by the completion of the Del Rio Road Commercial Area Specific Plan, a new 5-legged roundabout would be needed at the US 101 / Del Rio Road interchange. This impact would remain the same, with the proposed amendment in uses, when taken in conjunction with the project approvals of the Specific Plan. The supplemental traffic analysis, with the additional information provided by the applicant, shows that there are no "new significant environmental effects or substantial increase in the severity of previously identified significant effects." (Section 15162(a)(1).)

2.1 Application of CEQA Guideline Section 15612

Is there substantial evidence in the record revealing that there have been substantial changes proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects as a result of the MP Annex, LLC's proposed Hotel Use?

No, there is no evidence suggesting that substantial changes to the project have been proposed. As noted above, the previous EIR analyzed the impacts of the Specific Plan Amendment with commercial retail uses throughout the majority of the project. The proposed master plan of development addendum would include a 120 room hotel, when compared to the 16,850 sf of retail. With the supplemental traffic analysis identifying uses in both the Specific Plan area, as well as, an update to the baseline traffic scenario, impacts and mitigation are unchanged: a new interchange will be needed for build-out of the Specific Plan. The amendment to the mitigation measure further refines the intent and timing of the language, which is to ensure that development of the Specific Plan does not degrade the interchange into unacceptable levels. The proposed clarification allows for a portion of the Annex property development to proceed, with the City collecting additional monies that specifically go towards improving the Del Rio Road / US 101 interchange. Therefore, no substantial change in the project has been proposed.

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

No, there is no evidence suggesting that there have been substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions to the previous EIR. At the time of the certification of the EIR, commercial-retail uses were envisioned for the majority of the proposed Specific Plan. The additional traffic supplemental analysis reveals that no new significant environmental effects would result from the substitution of a hotel, and there will be no increase in the severity of any previously identified significant effects. Nonetheless, it is important to note that there has been no change at this time from the circumstances analyzed in the EIR.

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

more significant effects?

No, there is no evidence suggesting that there is new information of substantial importance relating to new significant effects or the severity of previously identified significant effects, or new alternatives or mitigation measures or the efficacy of previously considered alternatives or mitigation measures. At the time of the certification of the previous EIR, retail uses were envisioned for the Annex portion. This analysis reveals that no new significant environmental effects would result from construction of a hotel, instead of a commercial retail uses, and there will be no increase in the severity of any previously identified significant effects. As a consequence of this conclusion, it can be concluded that no new mitigation measures or alternatives need be analyzed. Nonetheless, it is important to note that there has been no change at this time from the circumstances analyzed in the EIR.

3.0 BASIS FOR DECISION TO PREPARE AN ADDENDUM

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

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

Although the project description and timing has been refined, an addendum is appropriate because there have been minor technical additions and new information and because none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

More specifically, the project will reduce the level of anticipated retail development, therefore reducing peak hour vehicle trips. These occurrences do not constitute substantial changes to the project or the circumstances due to the

involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects. Similarly, neither subsequent considerations nor statutory changes constitute new information that would show new effects or substantially more severe effects. Likewise, there are no known mitigation measures that would in fact be feasible or that would substantially reduce significant effects, that the project proponent has declined to adopt. Furthermore, there have been no other changes, evidence or new information which would require revisions to the previous EIR. Because none of the criterion in section 15162 has been met, an addendum is appropriate.

- 1 Attachment 1: Threshold for Roundabout Interchange Letter
- 2 Attachment 2: Annex Hotel Traffic Memorandum

Attachment 1: Threshold for Roundabout Interchange Letter

June 15, 2017

Mr. Clint Pearce
Madonna Enterprises
284 Higuera Street
San Luis Obispo, CA 93401

Mr. Rick Armet
Armet's Landscape, Inc.
9695 El Camino Real
Atascadero, CA 93422

Del Rio Retail Project - Traffic Threshold for Roundabout Interchange

Dear Mr. Pearce and Mr. Armet;

As requested, W-Trans has completed this traffic analysis related to the proposed retail uses near the intersection of Del Rio Road/El Camino Real in the City of Atascadero. The proposed plan includes multi-tenant retail, a gas station and a hotel to be located along the west side of El Camino Real, north of Del Rio Road. The focus of this analysis was to determine the threshold for requiring the installation of roundabout controls at the US 101/Del Rio Road interchange intersections.

Background

The *Del Rio Road Area Specific Plan Transportation Impact Analysis*, W-Trans, May 2012, evaluated the traffic impacts of a Walmart store and Annex projects with a focus on the Del Rio Road interchange and El Camino Real. The study recommended the installation of roundabout controls at the Del Rio Road/El Camino Real and Del Rio Road/US 101 Ramp intersections as mitigations to address the added traffic volumes and unacceptable queues which would occur between the freeway ramps and El Camino Real. These mitigations were adopted as part of the Specific Plan EIR.

W-Trans also determined that the roundabout at Del Rio Road/El Camino Real would be needed upon occupancy of the Walmart development. The current signalized intersections at the Del Rio Road/US 101 interchange could continue to operate acceptably with Walmart, but would begin to fail with the additional p.m. peak hour trips generated by projects in the area.

We understand that the WalMart project will construct the roundabout at Del Rio Road/El Camino Real as part of its development process. The roundabouts at the US 101 ramp intersections have been deferred, but preliminary designs have been completed. The purpose of this letter was to determine the point at which those roundabouts will need to be installed.

Study Area

1. Del Rio Road/El Camino Real
2. Del Rio Road/US 101 Northbound Ramps
3. Del Rio Road/US 101 Southbound Ramps

In this analysis, Del Rio Road/El Camino Real was assumed to be controlled by a roundabout intersection which will be completed as part of the Walmart development.

The Del Rio Road/US 101 Northbound Ramp and Del Rio Road/US 101 Southbound Ramp intersections were evaluated with their existing traffic signal controls. Traffic signal timing was assumed to be optimized to address changes in traffic volumes and balancing queues on the various approaches.

Traffic Volume Assumptions

New peak period vehicle turning movement counts were collected at the three study intersections during a.m. and p.m. peak periods on June 1, 2016. These traffic volumes were 12 to 14 percent higher than the volumes collected in 2010 which were used in the *Del Rio Road Area Specific Plan EIR*. Therefore, the new 2016 traffic volumes were used for this analysis.

Since the p.m. peak hour volumes are consistently higher than the a.m. peak hour, and are slightly higher than the weekend peak volumes (based on the counts collected in 2010) this analysis reflects p.m. peak hour conditions only.

Baseline traffic volumes were created by adding the anticipated Walmart generated traffic volumes to the 2016 existing traffic volumes. The Walmart traffic volumes were based on those estimated in the *Del Rio Road Area Specific Plan EIR*, but were adjusted to account for the latest planned floor area of the project which varied slightly from the EIR.

Incremental traffic growth conditions were determined by estimating traffic generated by new development in the Del Rio Retail project area, northwest of the Del Rio Road/El Camino Real intersection. The estimated trip generations of these developments are summarized in the enclosed table. The assumptions used to assign the project trips to the study area are shown in Table 1.

Route	Percent
US 101 North (to/from the north)	35%
US 101 South (to/from the south)	35%
El Camino Real (to/from the north)	5%
El Camino Real (to/from the south)	15%
Del Rio Road (to/from the east)	5%
Del Rio Road (to/from the west)	5%
TOTAL	100%

Sensitivity Analysis

Since the EIR identified deficient queuing conditions as a significant impact at the US 101 ramp intersections, this analysis focused on the queuing conditions between and approaching the study intersections. Queues referenced in the report represent the 95th percentile queues, and not the maximum queue which would be experienced. Intersection Level of Service calculations were completed and are referenced in the report. The sensitivity analysis addressed an array of incremental growth scenarios:

- Baseline (Existing 2016 + Walmart)
- Baseline + Hotel (Existing 2016 + Walmart + 80-Room Hotel at the Annex Phase 2)
- Baseline + 100 Trips (Existing 2016 + Walmart + 100 peak hour trips from the Annex Phase 2)
- Baseline + 150 Trips (Existing 2016 + Walmart + 150 peak hour trips from the Annex Phase 2)
- Baseline + 300 Trips (Existing 2016 + Walmart + 300 peak hour trips from the Annex Phase 2)

Traffic Conditions with Growth Increments

Following are the results of the technical analysis.

Baseline

With the addition of trips associated with the Walmart project, the study intersections would be expected to operate at LOS A or B during the p.m. peak hour. The queuing analysis indicates that all critical queues could be accommodated within the available storage provided.

Finding – ‘Baseline’ traffic operations would be considered acceptable.

Baseline + Hotel

With traffic from the hotel portion of the Annex project added to Baseline conditions, the study intersections would operate at LOS A or B or better during the p.m. peak hour. The queuing analysis indicates that all critical queues could be accommodated within the available storage provided.

Finding – ‘Baseline plus Hotel’ traffic operations would be considered acceptable.

Baseline + 100 Trips

With the addition of 100 p.m. peak hour trips from the Del Rio Retail project to Baseline conditions, the study intersections would be expected to operate at LOS A or B or better during the p.m. peak hour. The queuing analysis indicates that all critical queues could be accommodated within the available storage provided. However, the eastbound approach to the Northbound Ramp intersection would be near its maximum storage.

Finding – ‘Baseline plus 100 Trips’ traffic operations would be considered acceptable, but is very close to the threshold indicating need for the roundabouts.

Baseline + 150 Trips

With the addition of 150 p.m. peak hour trips from the Del Rio Retail project to Baseline conditions, the study intersections would operate at LOS A or B during the p.m. peak hour. The queuing analysis indicates that all critical queues could be accommodated within the available storage provided. However, the eastbound approach to the Northbound Ramp intersection would be near its maximum storage.

Finding – ‘Baseline plus 150 Trips’ traffic operations would be considered acceptable, but is very close the threshold.

Baseline + 300 Trips

With the addition of 300 p.m. peak hour trips from the Del Rio Retail project to Baseline conditions, the study intersections would operate at LOS A or B during the p.m. peak hour. The queuing analysis indicates that the eastbound and westbound approaches to the Northbound Ramp intersection would exceed the available storage capacity.

Finding – ‘Baseline plus 300 Trips’ traffic operations would not be acceptable and would require the installation of the roundabouts at the interchange.

Copies of the calculations for all scenarios are enclosed, and the peak hour queues for each scenario are summarized in Table 2.

Table 2 – Peak Hour Queues Near Del Rio Road Interchange						
Study Intersection Scenario	Eastbound		Westbound	Northbound		Southbound
	1. Del Rio Rd/El Camino Real	LT	R	LTR	L	TR
Available Storage	200	200	500	500	500	500
<u>Maximum Queue</u>						
Baseline (AM/PM)	32/78	40/61	54/67	42/84	23/48	53/67
Baseline + Hotel (AM/PM)	47/66	43/76	58/84	52/82	36/63	56/59
Baseline + 100 Trips (AM/PM)	52/79	41/76	58/67	51/93	36/62	75/74
Baseline + 150 Trips (AM/PM)	57/90	44/82	65/79	57/95	38/56	74/69
Baseline + 300 Trips (AM/PM)	63/102	55/97	80/100	51/118	41/67	92/110
2. Del Rio Rd/US 101 NB Ramps	LT		TR	LT	R	--
Available Storage	300		240	610	150	--
<u>Maximum Queue</u>						
Baseline (AM/PM)	149/240		97/151	43/62	72/105	--
Baseline + Hotel (AM/PM)	196/227		93/163	45/62	76/99	--
Baseline + 100 Trips (AM/PM)	148/ 302		94/172	47/71	79/107	--
Baseline + 150 Trips (AM/PM)	213/285		112/185	53/70	90/115	--
Baseline + 300 Trips (AM/PM)	257/ 404		134/ 254	54/69	84/106	--
3. Del Rio Rd/US 101 SB Ramps	TR		LT	--		LT R
Available Storage	680		300	--		650 650
<u>Maximum Queue</u>						
Baseline (AM/PM)	52/67		89/158	--		91/178 60/63
Baseline + Hotel (AM/PM)	53/56		103/142	--		98/179 62/64
Baseline + 100 Trips (AM/PM)	50/64		128/203	--		107/162 65/63
Baseline + 150 Trips (AM/PM)	54/57		142/208	--		120/175 57/63
Baseline + 300 Trips (AM/PM)	61/56		140/253	--		118/441 61/64

Notes: LT = Left-turn/through movement; TR = Through/right-turn movement; R = Right-turn movement; Maximum (95th Percentile) Queue represents the maximum queues that develop within SIMTRAFFIC (values represent the average of 10 SIMTRAFFIC runs); all distances are measured in feet; **Bold** text = deficient operation

Roundabouts Trigger

As indicated above, the Del Rio Road Retail project could generate up to 150 p.m. peak hour trips before the roundabout interchange would be warranted. Each of the project components are shown below in Table 3 along with their trip generating potential.

Table 3 – Project Components		
Project Component	Project Size	PM Peak Hour Trips
Fast Food with Drive Thru #1	3.4 ksf	111
Retail	6.75 ksf	98
Gas Station	12 fueling positions	166
Fast Food with Drive Thru #2	3 ksf	78
Hotel	80 rooms	48
Total		501

Theoretically, the following project components can be developed without needing to install the roundabout controls at the interchange:

Fast Food with Drive Thru #1 – This portion of the project could be developed, but no other development could occur.

Retail – This retail space could be developed in tandem with the Hotel.

Gas Station – Since the trip generation for this component alone exceeds 150, this project could not be developed without installation of the roundabouts.

Fast Food with Drive Thru #2 – This portion of the project could be developed in tandem with the Hotel.

Hotel – This is the lowest vehicle trip generator and could develop with either the retail space or the smaller fast food restaurant.

Summary of Findings

- After the development of the Walmart and installation of the roundabout at Del Rio Road/El Camino Real, the Del Rio Road interchange can accommodate expected vehicle queues with the existing traffic signals.
- An additional 150 p.m. peak hour trips could be generated by the Del Rio Retail development before the roundabout controls at the interchange are warranted.
- In order to produce queuing conditions which are more balanced and adjust to shorter storage areas, the development should have the traffic signal timing plan updated for implementation by Caltrans.
- It should be cautioned that there may be other development projects in the area which, over time, absorb the available capacity at the signalized intersections.

Further analysis of the Del Rio Retail project will be presented in an upcoming traffic impact analysis.

Mr. Clint Pearce and Mr. Rick Armet

Page 6

June 15, 2017

Please call me if you have questions about this analysis.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Weinberger". The signature is fluid and cursive, with the first name "Steve" being more prominent.

Steve Weinberger, PE

Principal

SJW/sab/ATA023.L1

Enclosures: Estimated Trip Generations, Queuing Calculations

Copy to: Mr. Steve Rigor, Arris Studio Architects (via email)

Attachment 2: Annex Hotel Traffic Memorandum



Memorandum

Date: April 7, 2017
Project: ATA023
To: Mr. Clint Pearce
Madonna Enterprises
284 Higuera Street
San Luis Obispo, CA 93401
From: Steve Weinberger
sweinberger@w-trans.com
Subject: The Annex Hotel Project – Existing plus Hotel Project Only Traffic Analysis

As requested, W-Trans has prepared a focused traffic analysis relative to the proposed 120 room hotel project known as "The Annex" to be located on the west side of El Camino Real, north of Del Rio Road in the City of Atascadero. The purpose of this letter is to address whether immediate development of The Annex would result in operational traffic impacts in the vicinity of the project under existing traffic conditions. This analysis does not assume development of any other land use in the vicinity other than the hotel.

Study Area and Periods

The study area consists of the following intersections:

1. Del Rio Road/El Camino Real
2. Del Rio Road/US 101 Northbound Ramps
3. Del Rio Road/US 101 Southbound Ramps

Under Existing plus Project conditions, the project's access point was also evaluated:

- El Camino Real/North Project Driveway

Operating conditions during the a.m. and p.m. peak periods were evaluated to capture the highest potential impacts for the proposed project as well as the highest volumes on the local transportation network. The morning peak hour occurs between 7:00 and 9:00 a.m. and reflects conditions during the home to work or school commute, while the p.m. peak hour occurs between 4:00 and 6:00 p.m. and typically reflects the highest level of congestion during the homeward bound commute. Volume data was collected on June 1, 2016 while local schools were in session.

Project Trip Generation

The anticipated trip generation for the proposed project was estimated using standard rates published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 9th Edition, 2012 for "Hotel" (ITE LU 310). The expected trip generation potential for the proposed project is indicated in Table 1. The proposed project is expected to generate an average of 980 trips per day, including 64 trips during the a.m. peak hour and 72 during the p.m. peak hour.

Land Use	Units	Daily		AM Peak Hour				PM Peak Hour			
		Rate	Trips	Rate	Trips	In	Out	Rate	Trips	In	Out
Hotel	120 rooms	8.17	980	0.53	64	38	26	0.60	72	37	35

Trip Distribution

The pattern used to allocate new project trips to the street network was based on trip distribution assumptions used in recent traffic studies in the area. The applied distribution assumptions are shown in Table 2.

Route	Percent
US 101 North	35%
US 101 South	35%
El Camino Real (to/from the north)	5%
El Camino Real (to/from the south)	15%
Del Rio Road (to/from the east)	5%
Del Rio Road (to/from the west)	5%
TOTAL	100%

Intersection Operation

Both with and without project traffic volumes added under existing conditions, the study intersections are operating acceptably at LOS A or B overall at all of the study intersections. A summary of the intersection level of service calculations is contained in Table 3. Copies of the Level of Service calculations are attached.

Study Intersection <i>Approach</i>	Existing Conditions		Existing plus Project	
	AM	PM	AM	PM
1. Del Rio Rd/El Camino Real	16.8/B	18.2/B	17.1/B	18.6/B
2. Del Rio Rd/US 101 NB Ramps	5.9/A	6.3/A	6.0/A	6.4/A
3. Del Rio Rd/US 101 SB Ramps	7.4/A	7.7/A	7.6/A	7.9/A
5. El Camino Real/North Project Driveway	--	--	1.6/A	1.5/A
<i>Eastbound Approach</i>	--	--	9.3/A	9.4/A

Notes: Results shown are LOS/Delay; Delay is measured in average seconds per vehicle; LOS = Level of Service; Results for minor approaches to two-way stop-controlled intersections are indicated in *italics*

Interchange Area Queuing

Queuing in the vicinity of the US 101 interchange at Del Rio Road was assessed under Existing and Existing plus Project conditions to determine whether the project would impact operation at the interchange or cause the need to construct the roundabouts at the interchange. Under each scenario, the projected 95th percentile queues were determined using the SIMTRAFFIC application of Synchro, and averaging the queues for each of ten runs.

Vehicle queues in the vicinity of the Del Rio Road freeway interchange are within acceptable storage under Existing and Existing plus Project conditions, except northbound queues exceed storage under Existing and Existing plus Project conditions by less than one vehicle length at Del Rio Road/El Camino Real. The project is not expected to significantly contribute to queueing, as the project would increase queues by approximately ten feet, which is less than one vehicle length, and the variance can be attributed to the stochastic nature of the SIMTRAFFIC program. A summary of the a.m. and p.m. peak hour queues is presented in Table 4. Copies of the SIMTRAFFIC projections are attached.

Table 4 – Peak Hour Queues Near Del Rio Road Interchange – Existing and Existing plus Project

Study Intersection Scenario	Lane Group							
	Eastbound		Westbound		Northbound		Southbound	
	LT	R		LTR	L	TR	L	TR
Del Rio Rd/El Camino Real								
Available Storage	262	262	--		150	1,685	150	197
<u>Maximum Queue</u>								
Existing (AM/PM)	124/131	71/86	--	121/92	114/ 155	48/60	24/35	62/71
Existing plus Project (AM/PM)	121/133	63/98	--	121/111	108/ 166	64/138	23/39	78/106
Del Rio Rd/US 101 NB Ramps				TR	LT	R		
Available Storage	300	--	--	240	610	150	--	--
<u>Maximum Queue</u>								
Existing (AM/PM)	132/125	--	--	92/122	50/57	62/65	--	--
Existing plus Project (AM/PM)	146/145	--	--	90/115	42/52	62/71	--	--
Del Rio Rd/US 101 SB Ramps		TR	LT				LT	R
Available Storage	--	680	300	--	--	--	650	650
<u>Maximum Queue</u>								
Existing (AM/PM)	--	49/53	90/120	--	--	--	79/122	58/62
Existing plus Project (AM/PM)	--	52/45	91/131	--	--	--	83/102	53/65

Notes: L = Left-turn movement; LT = Left-turn/through movement; LTR = Left-turn/through/right-turn movement; TR = Through/right-turn movement; R = Right-turn movement; ; Maximum (95th Percentile) Queue represents the maximum queues that develop within SIMTRAFFIC (values represent the average of 10 SIMTRAFFIC runs); all distances are measured in feet; **Bold** text = deficient operation

Left-Turn Lane Warrants

The need for left-turn lanes on El Camino Real was evaluated based on criteria contained in the *Intersection Channelization Design Guide*, National Cooperative Highway Research Program (NCHRP) Report No. 279, Transportation Research Board, 1985, as well as a more recent update of the methodology developed by the Washington State Department of Transportation. The NCHRP report references a methodology developed by M. D. Harmelink that includes equations that can be applied to expected or actual traffic volumes in order to determine the need for a left-turn pocket based on safety issues. Based on our research and discussions with Caltrans staff, this methodology is consistent with the "Guidelines for Reconstruction of Intersections," August 1985, which was referenced in Section 405.2, Left-turn Channelization, of previous editions of the Caltrans *Highway Design Manual*, though this reference has been deleted from the most recent edition of this manual.

The need for left-turn channelization in the form of a left-turn pocket on El Camino Real was evaluated based on the p.m. peak hour volumes, which has the highest left-turn and through volumes, as well as safety criteria. Under Existing plus Project conditions, a left-turn lane would not be warranted on El Camino Real at the project driveway (North Driveway). Left-turn lane warrant calculations are attached.

Conclusions and Recommendations

- Currently, the three study intersections operate acceptably.
- The proposed project would generate an average of 980 trips per day, including 64 trips during the a.m. peak hour and 72 during the p.m. peak hour.
- With the addition of project-generated traffic, all of the study intersections are expected to continue operating acceptably.
- The project is not expected to significantly impact queuing operations at the Del Rio Road freeway interchange under Existing and Existing plus Project conditions.
- A left-turn lane is not warranted on El Camino Real at the project access at North Driveway under Existing plus Project conditions.

Thank you for giving W-Trans the opportunity to provide these services. Please call if you have any questions.

SJW/sab/ATA023.M1

Attachments: Level of Service Calculations
Queueing Analysis Summary
Left Turn Lane Warrant Analysis

HCM Signalized Intersection Capacity Analysis

1. El Camino Real & Del Rio Road

8/16/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Lane Volume (vph)	55	113	154	100	100	100	100	100	100	100	100	100
Max Lane Volume (vph)	100	100	100	100	100	100	100	100	100	100	100	100
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.88	1.00	0.85	0.99	1.00	0.98	1.00	0.98	1.00	1.00	0.91	1.00
Satd. Flow (prot)	1833	1933	1829	1829	1770	1829	1770	1829	1770	1833	1770	1833
Flt Permitted	0.87	1.00	0.94	0.94	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (perm)	1619	1933	1738	1738	1770	1829	1770	1829	1770	1833	1770	1833
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	62	127	164	28	162	18	129	72	10	11	56	86
RTOR Reduction (vph)	0	0	137	0	7	0	6	0	0	0	57	0
Lane Group Flow (vph)	0	183	47	0	201	0	129	76	0	11	56	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases	4	4	4	8	8	8	5	2	1	6	6	6
Permitted Phases	4	4	4	8	8	8	5	2	1	6	6	6
Actuated Green, G (s)	13.5	13.5	13.5	13.5	13.5	13.5	5.7	21.4	4.6	20.3	20.3	20.3
Effective Green, g (s)	13.0	13.0	13.0	13.0	13.0	13.0	5.2	21.9	4.1	20.8	20.8	20.8
Actuated g/C Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.10	0.43	0.08	0.41	0.41	0.41
Clearance Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	412	403	443	443	443	443	60.0	765	142	682	682	682
Util. Ratio	0.12	0.03	0.12	0.12	0.12	0.12	0.10	0.08	0.14	0.08	0.08	0.08
vs Ratio Perm	0.46	0.12	0.45	0.45	0.45	0.45	0.10	0.08	0.14	0.08	0.14	0.14
Uniform Delay, d1	16.0	14.6	16.0	22.2	22.2	22.2	8.7	21.7	9.5	21.7	21.7	21.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.0	0.0	1.0	1.0	1.0	0.2	0.1	0.4	0.1	0.4	0.4
Delay (s)	16.3	14.6	16.0	23.2	23.2	23.2	8.9	21.8	9.9	21.8	21.8	21.8
Level of Service	B	B	B	C	C	C	A	C	A	C	C	A
Approach Delay (s)	15.5	17.0	17.0	23.8	23.8	23.8	23.8	23.8	23.8	23.8	23.8	23.8
Approach LOS	B	B	B	C	C	C	A	C	A	C	C	A
Intersection Summary												
HCM 2000 Control Delay	16.8											
HCM 2000 Level of Service	B											
HCM 2000 Volume to Capacity ratio	0.32											
Actuated Cycle Length (s)	51.0											
Sum of lost time (s)	12.0											
Intersection Capacity Utilization	42.2%											
ICU Level of Service	A											
Analysis Period (min)	15											
Critical Lane Group	c											

The Above Project TIS
AM Peak Hour Existing Conditions

8/16/2016

Syncro 8
W/Traffic

HCM Signalized Intersection Capacity Analysis

1. El Camino Real & Del Rio Road

8/16/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Lane Volume (vph)	78	156	212	100	100	100	100	100	100	100	100	100
Max Lane Volume (vph)	100	100	100	100	100	100	100	100	100	100	100	100
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	0.88	1.00	0.85	0.99	1.00	0.98	1.00	0.98	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1817	1933	1828	1828	1770	1828	1770	1828	1770	1817	1770	1817
Flt Permitted	0.83	1.00	0.93	0.93	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95
Satd. Flow (perm)	1554	1933	1719	1719	1770	1821	1770	1821	1770	1770	1770	1770
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	80	160	212	100	100	100	100	100	100	100	100	100
RTOR Reduction (vph)	0	0	207	0	6	0	0	0	0	0	0	24
Lane Group Flow (vph)	0	160	53	0	113	0	220	127	0	14	127	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases	4	4	4	8	8	8	5	2	1	6	6	6
Permitted Phases	4	4	4	8	8	8	5	2	1	6	6	6
Actuated Green, G (s)	11.4	11.4	11.4	11.4	11.4	11.4	9.7	26.7	4.2	21.2	21.2	21.2
Effective Green, g (s)	10.9	10.9	10.9	10.9	10.9	10.9	9.2	27.2	3.7	21.7	21.7	21.7
Actuated g/C Ratio	0.20	0.20	0.20	0.20	0.20	0.20	0.17	0.51	0.07	0.40	0.40	0.40
Clearance Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Vehicle Extension (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lane Grp Cap (vph)	314	320	348	348	348	348	302	360	121	711	711	711
Util. Ratio	0.10	0.03	0.07	0.07	0.07	0.07	0.02	0.09	0.01	0.09	0.09	0.09
vs Ratio Perm	0.51	0.16	0.16	0.16	0.16	0.16	0.14	0.14	0.12	0.18	0.18	0.18
Uniform Delay, d1	19.1	17.7	18.3	18.3	18.3	18.3	21.1	7.1	23.5	10.3	10.3	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	0.1	0.1	0.1	0.1	0.1	0.2	0.3	0.2	0.6	0.6	0.6
Delay (s)	19.5	17.8	19.1	19.1	19.1	19.1	28.4	7.4	23.7	10.9	10.9	10.9
Level of Service	B	B	B	B	B	B	C	A	C	B	B	B
Approach Delay (s)	18.5	19.1	19.1	19.1	19.1	19.1	20.4	12.0	12.0	12.0	12.0	12.0
Approach LOS	B	B	B	B	B	B	C	A	C	B	B	B
Intersection Summary												
HCM 2000 Control Delay	18.2											
HCM 2000 Level of Service	B											
HCM 2000 Volume to Capacity ratio	0.39											
Actuated Cycle Length (s)	53.8											
Sum of lost time (s)	12.0											
Intersection Capacity Utilization	45.0%											
ICU Level of Service	A											
Analysis Period (min)	15											
Critical Lane Group	c											

The Above Project TIS
PM Peak Hour Existing Conditions

8/16/2016

Syncro 8
W/Traffic

HCM Signalized Intersection Capacity Analysis
2. US 101 NB Ramps & Del Rio Road

8/16/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Lane Volume (vph)	56	246	0	0	182	154	35	0	0	0	0	0
Max Lane (vph)	1300	1500	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friction Pedestrians	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friction	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friction Protected	0.99	0.99	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1837	1837	1747	1747	1776	1533	1776	1533	1776	1533	1776	1533
Friction Permitted	0.81	0.81	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1510	1510	1747	1747	1776	1533	1776	1533	1776	1533	1776	1533
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	107	276	0	0	204	173	39	1	109	0	0	0
RTOR Reduction (vph)	0	0	0	0	51	0	0	0	83	0	0	0
Lane Group Flow (vph)	0	383	0	0	326	0	0	40	28	0	0	0
Conf. Facs. (#/hr)					249							
Turn Type	p/m/r	NA	NA	NA	Split	NA	Split	NA	NA	NA	NA	Perm
Permitted Phases	4	4	4	4	8	8	2	2	2	2	2	2
Actuated Green, G (s)	12.5	12.5	12.5	12.5	12.5	12.5	6.3	6.3	6.3	6.3	6.3	6.3
Actuated Green, g (s)	12.5	12.5	12.5	12.5	12.5	12.5	6.3	6.3	6.3	6.3	6.3	6.3
Actuated Cycle, C (s)	0.47	0.47	0.47	0.47	0.47	0.47	0.24	0.24	0.24	0.24	0.24	0.24
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	704	814	814	814	417	417	972	972	972	972	972	972
v/s Ratio Prot	0.19	0.19	0.19	0.19	0.19	0.19	0.02	0.02	0.02	0.02	0.02	0.02
v/s Ratio Perm	0.25	0.25	0.25	0.25	0.25	0.25	0.10	0.10	0.10	0.10	0.10	0.10
v/s Ratio	0.54	0.54	0.54	0.54	0.54	0.54	0.10	0.10	0.10	0.10	0.10	0.10
Uniform Delay, d1	5.1	4.7	4.7	4.7	8.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9	0.9	0.9	0.9	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Delay (s)	6.0	5.6	5.6	5.6	8.1	8.1	8.1	8.1	8.1	8.1	8.1	8.1
Level of Service	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay (s)	6.0	5.0	5.0	5.0	8.1	8.1	8.1	8.1	8.1	8.1	8.1	8.1
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Intersection Summary												
HCM 2000 Control Delay	5.9											
HCM 2000 Level of Service	A											
HCM 2000 Volume to Capacity ratio	0.50											
Actuated Cycle Length (s)	26.8											
Sum of lost time (s)	15											
Intersection Capacity Utilization	50.5%											
IOU Level of Service	A											
Analysis Period (min)	15											
c Critical Lane Group												

The Above Project TIS
AM Peak Hour Existing Conditions

Sheet 8
W/Tra

HCM Signalized Intersection Capacity Analysis
2. US 101 NB Ramps & Del Rio Road

8/16/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Lane Volume (vph)	64	276	0	0	170	162	75	0	0	0	0	0
Max Lane (vph)	1300	1500	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friction Pedestrians	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friction	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Friction Protected	0.99	0.99	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	1845	1845	1723	1723	1770	1533	1770	1533	1770	1533	1770	1533
Friction Permitted	0.87	0.87	1.00	1.00	0.95	1.00	0.95	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	1621	1621	1723	1723	1770	1533	1770	1533	1770	1533	1770	1533
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	300	0	0	185	168	82	0	165	0	0	0
RTOR Reduction (vph)	0	0	0	0	68	0	0	0	122	0	0	0
Lane Group Flow (vph)	0	370	0	0	315	0	0	82	44	0	0	0
Conf. Facs. (#/hr)					249							
Turn Type	p/m/r	NA	NA	NA	Split	NA	Split	NA	NA	NA	NA	Perm
Permitted Phases	4	4	4	4	8	8	2	2	2	2	2	2
Actuated Green, G (s)	11.3	11.3	11.3	11.3	11.3	11.3	7.0	7.0	7.0	7.0	7.0	7.0
Actuated Green, g (s)	11.3	11.3	11.3	11.3	11.3	11.3	7.0	7.0	7.0	7.0	7.0	7.0
Actuated Cycle, C (s)	0.43	0.43	0.43	0.43	0.43	0.43	0.27	0.27	0.27	0.27	0.27	0.27
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	686	744	744	744	471	471	471	471	471	471	471	471
v/s Ratio Prot	0.23	0.23	0.23	0.23	0.18	0.18	0.05	0.05	0.05	0.05	0.05	0.05
v/s Ratio Perm	0.53	0.53	0.53	0.53	0.42	0.42	0.17	0.17	0.17	0.17	0.17	0.17
v/s Ratio	0.74	0.74	0.74	0.74	0.42	0.42	0.17	0.17	0.17	0.17	0.17	0.17
Uniform Delay, d1	5.5	5.2	5.2	5.2	7.4	7.4	7.3	7.3	7.3	7.3	7.3	7.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.8	0.8	0.8	0.4	0.4	0.2	0.2	0.2	0.2	0.2	0.2
Delay (s)	6.3	6.0	6.0	6.0	7.8	7.8	7.5	7.5	7.5	7.5	7.5	7.5
Level of Service	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay (s)	6.3	5.6	5.6	5.6	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Intersection Summary												
HCM 2000 Control Delay	6.3											
HCM 2000 Level of Service	A											
HCM 2000 Volume to Capacity ratio	0.51											
Actuated Cycle Length (s)	26.3											
Sum of lost time (s)	15											
Intersection Capacity Utilization	52.3%											
IOU Level of Service	A											
Analysis Period (min)	15											
c Critical Lane Group												

The Above Project TIS
PM Peak Hour Existing Conditions

Sheet 8
W/Tra

HCM Signalized Intersection Capacity Analysis
3-US 101 SB Ramps & Del Rio Road

8/16/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	160	161	143	78	0	0	0	0	0	182	182
Volume (vph)	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Max Sat. (s)	0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	1.00	0.97	0.97	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1776	1805	1805	1776	1805	1776	1776	1776	1776	1776	1776	1776
Flt Permitted	1.00	0.67	0.67	1.00	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1785	1253	1253	1785	1253	1785	1785	1785	1785	1785	1785	1785
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor (gfh)	89%	89%	89%	89%	89%	89%	89%	89%	89%	89%	89%	89%
Adj. Flow (vph)	0	142	90	127	70	0	0	0	0	162	1	44
RTOR Reduction (vph)	0	47	0	0	0	0	0	0	0	0	0	26
Lane Group Flow (vph)	0	195	0	0	197	0	0	0	0	0	163	18
Turn Type	NA	NA	p+pr+pl	NA	NA	NA	NA	NA	NA	Split	NA	Perm
Protected Phases	4	3	8	3	8	3	8	3	8	6	6	6
Permitted Phases	8	8	8	8	8	8	8	8	8	6	6	6
Actuated Green, G (s)	8.2	8.2	8.2	8.2	8.2	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Effective Green, g (s)	8.2	8.2	8.2	8.2	8.2	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Actuated g/C Ratio	0.30	0.30	0.30	0.30	0.30	0.40	0.40	0.40	0.40	0.40	0.40	0.40
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Emission (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Emission (vph)	532	532	377	532	377	717	694	717	694	717	694	717
Lane Sp/Car (vph)	0.10	0.10	0.16	0.16	0.16	0.09	0.09	0.09	0.09	0.09	0.09	0.09
vs Ratio Perm	0.35	0.52	0.52	0.52	0.52	0.23	0.03	0.23	0.03	0.23	0.03	0.23
Uniform Delay, d1	7.4	7.9	7.9	7.4	7.9	5.3	4.9	5.3	4.9	5.3	4.9	5.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	0.4	1.3	0.4	1.3	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Delay (s)	7.8	7.8	9.2	7.8	9.2	5.5	4.9	5.5	4.9	5.5	4.9	5.5
Level of Service	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay (s)	7.8	7.8	9.2	7.8	9.2	5.4	5.4	5.4	5.4	5.4	5.4	5.4
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Intersection Summary												
HCM 2000 Control Delay	7.4											
HCM 2000 Volume to Capacity ratio	0.45											
Actuated Cycle Length (s)	27.2											
Intersection Capacity Utilization	42.7%											
Analysis Period (min)	15											
c Critical Lane Group												

The Above Project TIS
AM Peak Hour Existing Conditions

Synchro 8
W-Traffic

HCM Signalized Intersection Capacity Analysis
3-US 101 SB Ramps & Del Rio Road

8/16/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	0	160	157	137	126	0	0	0	0	219	219	0
Volume (vph)	0	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Max Sat. (s)	0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Total Lost Time (s)	0	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lane Util. Factor	0.95	1.00	1.00	0.97	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt Protected	1.00	0.97	0.97	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1776	1816	1816	1776	1816	1776	1776	1776	1776	1776	1776	1776
Flt Permitted	1.00	0.75	0.75	1.00	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (perm)	1776	1401	1401	1776	1401	1776	1776	1776	1776	1776	1776	1776
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor (gfh)	0	115	61	147	138	0	0	0	0	235	0	92
Adj. Flow (vph)	0	38	0	0	0	0	0	0	0	0	0	88
RTOR Reduction (vph)	0	138	0	0	285	0	0	0	0	0	0	34
Lane Group Flow (vph)	0	138	0	0	285	0	0	0	0	0	235	34
Turn Type	NA	NA	p+pr+pl	NA	NA	NA	NA	NA	NA	Split	NA	Perm
Protected Phases	4	3	8	3	8	3	8	3	8	6	6	6
Permitted Phases	8	8	8	8	8	8	8	8	8	6	6	6
Actuated Green, G (s)	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
Effective Green, g (s)	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
Actuated g/C Ratio	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37	0.37
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Emission (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Vehicle Emission (vph)	658	658	519	658	519	658	658	658	658	658	658	658
Lane Sp/Car (vph)	0.08	0.08	0.20	0.20	0.20	0.12	0.12	0.12	0.12	0.12	0.12	0.12
vs Ratio Perm	0.21	0.21	0.55	0.55	0.55	0.26	0.06	0.26	0.06	0.26	0.06	0.26
Uniform Delay, d1	6.7	7.7	7.1	6.3	7.1	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.2	1.2	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay (s)	6.8	6.8	8.9	6.3	8.9	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Level of Service	A	A	A	A	A	A	A	A	A	A	A	A
Approach Delay (s)	6.8	6.8	8.9	6.3	8.9	6.3	6.3	6.3	6.3	6.3	6.3	6.3
Approach LOS	A	A	A	A	A	A	A	A	A	A	A	A
Intersection Summary												
HCM 2000 Control Delay	7.7											
HCM 2000 Volume to Capacity ratio	0.55											
Actuated Cycle Length (s)	31.0											
Intersection Capacity Utilization	45.6%											
Analysis Period (min)	15											
c Critical Lane Group												

The Above Project TIS
PM Peak Hour Existing Conditions

Synchro 8
W-Traffic

HCM Signalized Intersection Capacity Analysis
1. El Camino Real & Del Rio Road

4/9/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Lane Volume (vph)	84	113	164	25	144	18	113	70	9	9	35	105
Flow (vph/ft)	84	113	164	25	144	18	113	70	9	9	42	50
Ideal Flow (vph/ft)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.85	0.99	1.00	0.98	1.00	0.98	1.00	0.90	1.00	0.94
Flt	0.97	1.00	0.85	0.99	1.00	0.98	1.00	0.98	1.00	0.94	1.00	0.94
Flt Protected	1824	1933	1827	1770	1831	1770	1831	1770	1831	1770	1831	1770
Satd. Flow (prot)	0.79	1.00	0.94	1.00	0.94	1.00	0.94	1.00	0.94	1.00	0.94	1.00
Flt Permitted	1463	1933	1729	1770	1831	1770	1831	1770	1831	1770	1831	1770
Satd. Flow (perm)	0.83	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Peak-hour factor, PHF	0.83	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	84	127	164	28	162	20	129	79	10	13	60	118
RTOR Reduction (vph)	0	0	137	0	7	0	0	6	0	0	70	0
Lane Group Flow (vph)	0	221	47	0	203	0	129	83	0	13	108	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Actuated Green, G (s)	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5	13.5
Effective Green, g (s)	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0	13.0
Actuated g/c Ratio	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25
Vehicle Time (s)	33	35	35	35	35	35	35	35	35	35	35	35
Vehicle Emission (s)	33	35	35	35	35	35	35	35	35	35	35	35
Lane Delay (vph)	372	403	440	440	440	440	440	440	440	440	440	440
vs Ratio Perm	<0.15	0.03	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12	0.12
vs Ratio Perm	0.59	0.12	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Uniform Delay, d1	16.7	14.6	16.0	29.2	8.7	21.7	9.6	21.7	9.6	21.7	9.6	21.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.7	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Delay (s)	18.4	14.6	17.1	32.9	9.0	21.8	10.1	21.8	10.1	21.8	10.1	21.8
Level of Service	B	B	B	C	A	C	A	C	A	C	B	B
Approach Delay (s)	16.7	17.1	17.1	23.1	17.1	23.1	17.1	23.1	17.1	23.1	17.1	23.1
Approach LOS	B	B	B	C	A	C	A	C	A	C	B	B
Intersection Summary												
HCM 2000 Control Delay	17.1											
HCM 2000 Volume to Capacity ratio	0.38											
Actuated Cycle Length (s)	51.0											
Intersection Capacity Utilization	49.6%											
Analysis Period (min)	15											
c Critical Lane Group												

The Above Project TIS
AM Peak Hour Existing plus Project (Held Only) Conditions
Synchro 8
W/Trans

HCM Signalized Intersection Capacity Analysis
1. El Camino Real & Del Rio Road

4/9/2017

Movement	EEL	EBT	EBR	WEL	WBT	WBR	NEL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Lane Volume (vph)	104	78	252	20	20	20	20	20	20	20	20	20
Flow (vph/ft)	104	78	252	20	20	20	20	20	20	20	20	20
Ideal Flow (vph/ft)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	0.85	0.99	1.00	0.98	1.00	0.98	1.00	0.90	1.00	0.94
Flt	0.97	1.00	0.85	0.99	1.00	0.98	1.00	0.98	1.00	0.94	1.00	0.94
Flt Protected	1811	1933	1824	1770	1824	1770	1824	1770	1824	1770	1824	1770
Satd. Flow (prot)	0.80	1.00	0.93	1.00	0.93	1.00	0.93	1.00	0.93	1.00	0.93	1.00
Flt Permitted	1463	1933	1712	1770	1824	1770	1824	1770	1824	1770	1824	1770
Satd. Flow (perm)	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	107	80	260	21	21	21	21	21	21	21	21	21
RTOR Reduction (vph)	0	0	205	0	6	0	0	7	0	0	33	0
Lane Group Flow (vph)	0	187	55	0	115	0	220	137	0	16	152	0
Turn Type	Perm	NA	Perm	Perm	NA	Perm	NA	Perm	NA	Perm	NA	Perm
Protected Phases	4	4	4	4	4	4	4	4	4	4	4	4
Permitted Phases	4	4	4	4	4	4	4	4	4	4	4	4
Actuated Green, G (s)	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0	12.0
Effective Green, g (s)	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5	11.5
Actuated g/c Ratio	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21	0.21
Vehicle Time (s)	33	35	35	35	35	35	35	35	35	35	35	35
Vehicle Emission (s)	33	35	35	35	35	35	35	35	35	35	35	35
Lane Delay (vph)	319	334	381	381	381	381	381	381	381	381	381	381
vs Ratio Perm	<0.13	0.03	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07	0.07
vs Ratio Perm	0.60	0.16	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32	0.32
Uniform Delay, d1	19.4	17.5	18.1	18.1	18.1	18.1	18.1	18.1	18.1	18.1	18.1	18.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.0	0.1	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Delay (s)	21.4	17.6	18.8	18.8	18.8	18.8	18.8	18.8	18.8	18.8	18.8	18.8
Level of Service	C	B	B	B	B	B	B	B	B	B	B	B
Approach Delay (s)	19.2	18.8	18.8	21.3	18.8	21.3	18.8	21.3	18.8	21.3	18.8	21.3
Approach LOS	B	B	B	C	B	C	B	C	B	C	B	C
Intersection Summary												
HCM 2000 Control Delay	18.8											
HCM 2000 Volume to Capacity ratio	0.43											
Actuated Cycle Length (s)	54.4											
Intersection Capacity Utilization	48.5%											
Analysis Period (min)	15											
c Critical Lane Group												

The Above Project TIS
PM Peak Hour Existing plus Project (Held Only) Conditions
Synchro 8
W/Trans

HCM Signalized Intersection Capacity Analysis
2: US 101 NB Ramps & Del Rio Road

4/9/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Lane Volume (vph)	65	261	0	0	193	163	35	411	0	0	0	0
Peak Hour Volume (vph)	65	261	0	0	193	163	35	411	0	0	0	0
Ideal Flow (veh/s)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flb. ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt	1.00	0.94	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Flt Protected	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1838	1746	1746	1746	1746	1746	1746	1746	1746	1746	1746	1746
Flt Permitted	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (term)	1512	1746	1746	1746	1746	1746	1746	1746	1746	1746	1746	1746
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	107	233	0	0	217	183	39	455	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	50	0	0	96	0	0	0	0
Lane Group Flow (vph)	0	400	0	0	350	0	0	40	29	0	0	0
Conf. Pass. (#/hr)					249							
Turn Type	p+mt	NA	NA	Split	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		8		2		2		2		2
Permitted Phases	4	12.9		12.9		6.3		6.3		6.3		6.3
Effective Green, G (s)	12.9	12.9		12.9		6.3		6.3		6.3		6.3
Effective Red, R (s)	0.47	0.47		0.47		0.23		0.23		0.23		0.23
Clearance Time (s)	4.0	4.0		4.0		4.0		4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0		3.0		3.0		3.0
Lane Grp. Cap. (vph)	717	829		829		411		396		396		396
VS Ratio Prot.	0.26	0.20		0.20		0.02		0.02		0.02		0.02
VS Ratio Perm.	0.56	0.42		0.42		0.10		0.08		0.08		0.08
Uniform Delay, d1	5.1	4.7		4.7		8.2		8.2		8.2		8.2
Progression Factor	1.00	1.00		1.00		1.00		1.00		1.00		1.00
Incremental Delay, d2	0.9	0.3		0.3		0.1		0.1		0.1		0.1
Delay (s)	6.1	5.0		5.0		8.3		8.3		8.3		8.3
Level of Service	A	A		A		A		A		A		A
Approach Delay (s)	6.1	5.0		5.0		8.3		8.3		8.3		8.3
Approach LOS	A	A		A		A		A		A		A
Intersection Summary	6.0 HCM2000 Level of Service											
HCM 2000 Control Delay	0.51											
HCM 2000 Volume to Capacity ratio	0.51											
Actuated Cycle Length (s)	27.2											
Intersection Capacity Utilization	52.4%											
Analysis Period (min)	15											
c Critical Lane Group												

The Above Project TIS
AM Peak Hour Existing plus Project (Held Only) Conditions

Synchro 8
W/Trans

HCM Signalized Intersection Capacity Analysis
2: US 101 NB Ramps & Del Rio Road

4/9/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4	4	4	4	4	4	4	4	4	4	4	4
Lane Volume (vph)	64	260	0	0	184	164	75	417	0	0	0	0
Peak Hour Volume (vph)	64	260	0	0	184	164	75	417	0	0	0	0
Ideal Flow (veh/s)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flb. ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Flt	1.00	0.93	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00	1.00
Flt Protected	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (prot)	1846	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734
Flt Permitted	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Satd. Flow (term)	1622	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734	1734
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	70	315	0	0	200	211	82	479	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	66	0	0	132	0	0	0	0
Lane Group Flow (vph)	0	385	0	0	345	0	0	82	47	0	0	0
Conf. Pass. (#/hr)					249							
Turn Type	p+mt	NA	NA	Split	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	7	4		8		2		2		2		2
Permitted Phases	4	11.9		11.9		7.0		7.0		7.0		7.0
Effective Green, G (s)	11.9	11.9		11.9		7.0		7.0		7.0		7.0
Effective Red, R (s)	0.44	0.44		0.44		0.28		0.28		0.28		0.28
Clearance Time (s)	4.0	4.0		4.0		4.0		4.0		4.0		4.0
Vehicle Extension (s)	3.0	3.0		3.0		3.0		3.0		3.0		3.0
Lane Grp. Cap. (vph)	717	767		767		460		411		411		411
VS Ratio Prot.	0.24	0.20		0.20		0.05		0.03		0.03		0.03
VS Ratio Perm.	0.54	0.45		0.45		0.18		0.11		0.11		0.11
Uniform Delay, d1	5.5	5.2		5.2		7.7		7.6		7.6		7.6
Progression Factor	1.00	1.00		1.00		1.00		1.00		1.00		1.00
Incremental Delay, d2	0.8	0.4		0.4		0.2		0.1		0.1		0.1
Delay (s)	6.3	5.6		5.6		7.9		7.7		7.7		7.7
Level of Service	A	A		A		A		A		A		A
Approach Delay (s)	6.3	5.6		5.6		7.8		7.8		7.8		7.8
Approach LOS	A	A		A		A		A		A		A
Intersection Summary	6.4 HCM2000 Level of Service											
HCM 2000 Control Delay	0.51											
HCM 2000 Volume to Capacity ratio	0.51											
Actuated Cycle Length (s)	26.9											
Intersection Capacity Utilization	54.5%											
Analysis Period (min)	15											
c Critical Lane Group												

The Above Project TIS
PM Peak Hour Existing plus Project (Held Only) Conditions

Synchro 8
W/Trans

HCM Signalized Intersection Capacity Analysis
 3- US 101 SB Ramps & Del Rio Road

4/9/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4											
Traffic Volume (vph)	0	162	161	162	81	0	0	0	0	0	196	1
Flow (vph)	0	162	161	162	81	0	0	0	0	0	196	1
Flow (vph)	0	162	161	162	81	0	0	0	0	0	196	1
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0											
Lane Util. Factor	1.00											
FL	0.95											
FL Protected	1.00											
Satd. Flow (prot)	1796											
FL Permitted	1.00											
Satd. Flow (perm)	1796											
Peak-hour factor, PHF	1.00											
Growth Factor (vph)	89%											
Adj. Flow (vph)	144											
RTOR Reduction (vph)	46											
Lane Group Flow (vph)	188											
Turn Type	NA											
Permitted Phases	4											
Actuated Green, G (s)	8.4											
Effective Green, G (s)	8.4											
Actuated y/c Ratio	0.38											
Vehicle Passes (s)	3.0											
Lane Grp Cap (vph)	537											
vs Ratio Perm	0.11											
vs Ratio	0.35											
Uniform Delay, d1	7.5											
Progression Factor	1.00											
Incremental Delay, d2	0.4											
Delay (s)	7.9											
Level of Service	A											
Approach LOS	A											
Intersection Summary												
HCM 2000 Control Delay	7.6											
HCM 2000 Volume to Capacity ratio	0.47											
Actuated Cycle Length (s)	27.6											
Intersection Capacity Utilization	44.1%											
Analysis Period (min)	15											
c Critical Lane Group												

The Above Project TIS
 AM Peak Hour Existing plus Project (Held Only) Conditions

Synchro 8
 W-T-Trans

HCM Signalized Intersection Capacity Analysis
 3- US 101 SB Ramps & Del Rio Road

4/9/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	4											
Traffic Volume (vph)	0	169	167	169	83	0	0	0	0	0	231	0
Flow (vph)	0	169	167	169	83	0	0	0	0	0	231	0
Flow (vph)	0	169	167	169	83	0	0	0	0	0	231	0
Ideal Flow (vph)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0											
Lane Util. Factor	1.00											
FL	0.95											
FL Protected	1.00											
Satd. Flow (prot)	1777											
FL Permitted	1.00											
Satd. Flow (perm)	1777											
Peak-hour factor, PHF	0.93											
Growth Factor (vph)	117											
Adj. Flow (vph)	61											
RTOR Reduction (vph)	37											
Lane Group Flow (vph)	141											
Turn Type	NA											
Permitted Phases	4											
Actuated Green, G (s)	12.0											
Effective Green, G (s)	12.0											
Actuated y/c Ratio	0.38											
Vehicle Passes (s)	3.0											
Lane Grp Cap (vph)	678											
vs Ratio Perm	0.08											
vs Ratio	0.21											
Uniform Delay, d1	6.6											
Progression Factor	1.00											
Incremental Delay, d2	0.2											
Delay (s)	6.7											
Level of Service	A											
Approach LOS	A											
Intersection Summary												
HCM 2000 Control Delay	7.9											
HCM 2000 Volume to Capacity ratio	0.58											
Actuated Cycle Length (s)	31.5											
Intersection Capacity Utilization	47.1%											
Analysis Period (min)	15											
c Critical Lane Group												

The Above Project TIS
 PM Peak Hour Existing plus Project (Held Only) Conditions

Synchro 8
 W-T-Trans

HCM Unsignalized Intersection Capacity Analysis
 5. El Camino Real & North Driveway

4/6/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	1	2	2	2	2	2
Lane Volume (veh/h)	24	36	135	145	145	145
Flow Volume (veh/h)	24	36	135	145	145	145
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	24	36	135	145	145	145
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
Px platoon unblocked						
V/C conflicting volume						
V/C1: sigap1: contra: vol						
V/C2: sigap2: contra: vol						
V/C: unblocked: vol						
IC: 2-stage (s)						
IF (s)						
p0: queue free %						
ch: capacity (veh/h)						
ch: capacity (veh/h)						
Direction Lane #	EBL	EBR	NBL	NBT	SBT	SBR
Volume Total	24	36	135	145	145	145
Volume Left	24	36	0	0	0	0
Volume Right	0	0	135	145	145	145
ESH	0.03	0.03	0.03	0.03	0.03	0.03
Volume to Capacity	0.03	0.03	0.03	0.03	0.03	0.03
Queue Length (95th ft)	2	2	0	0	0	0
Control Delay (s)	93	1.8	0.0	0.0	0.0	0.0
Lane LOS	A	A	A	A	A	A
Approach Delay (s)	93	1.8	0.0	0.0	0.0	0.0
Approach LOS	A	A	A	A	A	A
Intersection Summary						
Average Delay	1.6					
Intersection Capacity Utilization	30.2%					
Analysis Period (min)	15					
ICU Level of Service	A					

The Above Project TIS
 AM Peak Hour Existing plus Project (Held Only) Conditions

Syncro 8
 W-Trips

HCM Unsignalized Intersection Capacity Analysis
 5. El Camino Real & North Driveway

4/6/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	1	2	2	2	2	2
Lane Volume (veh/h)	24	36	135	145	145	145
Flow Volume (veh/h)	24	36	135	145	145	145
Sign Control	Stop	Stop	Free	Free	Free	Free
Grade	0%	0%	0%	0%	0%	0%
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	24	36	135	145	145	145
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
Px platoon unblocked						
V/C conflicting volume						
V/C1: sigap1: contra: vol						
V/C2: sigap2: contra: vol						
V/C: unblocked: vol						
IC: 2-stage (s)						
IF (s)						
p0: queue free %						
ch: capacity (veh/h)						
ch: capacity (veh/h)						
Direction Lane #	EBL	EBR	NBL	NBT	SBT	SBR
Volume Total	24	36	135	145	145	145
Volume Left	24	36	0	0	0	0
Volume Right	0	0	135	145	145	145
ESH	0.04	0.02	0.02	0.02	0.02	0.02
Volume to Capacity	0.04	0.02	0.02	0.02	0.02	0.02
Queue Length (95th ft)	3	2	0	0	0	0
Control Delay (s)	94	1.3	0.0	0.0	0.0	0.0
Lane LOS	A	A	A	A	A	A
Approach Delay (s)	94	1.3	0.0	0.0	0.0	0.0
Approach LOS	A	A	A	A	A	A
Intersection Summary						
Average Delay	1.5					
Intersection Capacity Utilization	34.2%					
Analysis Period (min)	15					
ICU Level of Service	A					

The Above Project TIS
 PM Peak Hour Existing plus Project (Held Only) Conditions

Syncro 8
 W-Trips

Queuing and Blocking Report
 AM Peak Hour Existing Conditions

8/16/2016

Intersection: 1: El Camino Real & Del Rio Road

Movement	EB	WB	NB	SB	LT	TR	LT	TR	L	TR
Directions Served										
Maximum Queue (ft)	123	67	103	84	39	14	56			
Average Queue (ft)	69	42	75	60	19	5	35			
85th Queue (ft)	124	71	121	114	48	24	62			
Link Distance (ft)	262	262			1035		197			
Upstream Blk. Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			150		150					
Storage Blk. Time (%)			0		0					
Queuing Penalty (veh)			0		0					

Intersection: 2: US 101 NB Ramps & Del Rio Road

Movement	EB	WB	NB	SB	LT	TR	LT	TR	L	TR
Directions Served										
Maximum Queue (ft)	116	84	42	60						
Average Queue (ft)	76	52	19	37						
85th Queue (ft)	125	82	49	62						
Link Distance (ft)	342	262	912							
Upstream Blk. Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			225		225					
Storage Blk. Time (%)										
Queuing Penalty (veh)										

Intersection: 3: US 101 SB Ramps & Del Rio Road

Movement	EB	WB	SB	SB	TR	LT	LT	R	L	TR
Directions Served										
Maximum Queue (ft)	42	80	69	47						
Average Queue (ft)	26	50	46	26						
85th Queue (ft)	48	90	79	66						
Link Distance (ft)	3	342	965							
Upstream Blk. Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			16		25					
Storage Blk. Time (%)			4		2					
Queuing Penalty (veh)			7		4					

The Annex Project TIS
 W-Trans

The Annex Project TIS
 W-Trans

Queuing and Blocking Report
 PM Peak Hour Existing Conditions

8/16/2016

Intersection: 1: El Camino Real & Del Rio Road

Movement	EB	WB	NB	SB	LT	TR	LT	TR	L	TR
Directions Served										
Maximum Queue (ft)	121	75	133	139	59	33	62			
Average Queue (ft)	71	55	49	105	27	10	38			
85th Queue (ft)	131	86	92	155	60	35	74			
Link Distance (ft)	262	262			1035		197			
Upstream Blk. Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			150		150					
Storage Blk. Time (%)			1		1					
Queuing Penalty (veh)			1		1					

Intersection: 2: US 101 NB Ramps & Del Rio Road

Movement	EB	WB	NB	SB	LT	TR	LT	TR	L	TR
Directions Served										
Maximum Queue (ft)	116	107	49	68						
Average Queue (ft)	76	65	23	40						
85th Queue (ft)	125	82	49	65						
Link Distance (ft)	342	262	912							
Upstream Blk. Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			225		225					
Storage Blk. Time (%)										
Queuing Penalty (veh)										

Intersection: 3: US 101 SB Ramps & Del Rio Road

Movement	EB	WB	SB	SB	TR	LT	LT	R	L	TR
Directions Served										
Maximum Queue (ft)	50	111	103	48						
Average Queue (ft)	28	67	64	37						
85th Queue (ft)	53	120	122	62						
Link Distance (ft)	3	342	965							
Upstream Blk. Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)			19		25					
Storage Blk. Time (%)			19		6					
Queuing Penalty (veh)			17		12					

The Annex Project TIS
 W-Trans

The Annex Project TIS
 W-Trans

Queuing and Blocking Report
 AM Peak Hour Existing Conditions

8/16/2016

Intersection: 4: El Camino Real & South Driveway

Movement
Directions Served
Minimum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk. Time (%)
Queuing Penalty (veh)
Storage Bay Dist. (ft)
Storage Blk. Time (%)
Queuing Penalty (veh)

Intersection : 5: El Camino Real & North Driveway

Movement
Directions Served
Minimum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk. Time (%)
Queuing Penalty (veh)
Storage Bay Dist. (ft)
Storage Blk. Time (%)
Queuing Penalty (veh)

Zone Summary

Zone-wide Queuing Penalty: 42

Queuing and Blocking Report
 PM Peak Hour Existing Conditions

8/16/2016

Intersection: 4: El Camino Real & South Driveway

Movement
Directions Served
Minimum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk. Time (%)
Queuing Penalty (veh)
Storage Bay Dist. (ft)
Storage Blk. Time (%)
Queuing Penalty (veh)

Intersection: 5: El Camino Real & North Driveway

Movement
Directions Served
Minimum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk. Time (%)
Queuing Penalty (veh)
Storage Bay Dist. (ft)
Storage Blk. Time (%)
Queuing Penalty (veh)

Zone Summary

Zone-wide Queuing Penalty: 46

Queuing and Blocking Report
 AM Peak Hour Existing plus Project (Hotel Only) Conditions

4/9/2017

Intersection: 1: El Camino Real & Del Rio Road

Movement	EB	EB	WB	NB	NB	SB	SB
	LT	TR	LT	TR	L	TR	L
Directions Served	11	56	110	0	56	17	71
Maximum Queue (ft)	11	56	110	0	56	17	71
Average Queue (ft)	73	37	71	55	31	6	43
85th Queue (ft)	124	63	121	108	64	23	78
Link Distance (ft)	282	282	282	1635	1635	157	157
Upstream Blk. Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					150		150
Storage Blk. Time (%)					0		0
Queuing Penalty (veh)					0		0

Intersection: 2: US 101 NB Ramps & Del Rio Road

Movement	EB	WB	NB	NB	SB	SB
	LT	TR	LT	TR	L	TR
Directions Served	138	62	31	51		
Maximum Queue (ft)	138	62	31	51		
Average Queue (ft)	78	51	6	33		
85th Queue (ft)	149	90	42	62		
Link Distance (ft)	342	282	282	912		
Upstream Blk. Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					225	
Storage Blk. Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 3: US 101 SB Ramps & Del Rio Road

Movement	EB	WB	SB	SB
	LT	TR	LT	R
Directions Served	46	82	78	43
Maximum Queue (ft)	46	82	78	43
Average Queue (ft)	28	49	42	23
85th Queue (ft)	52	91	83	53
Link Distance (ft)	3	342	965	
Upstream Blk. Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				95
Storage Blk. Time (%)				2
Queuing Penalty (veh)				3

Queuing and Blocking Report
 PM Peak Hour Existing plus Project (Hotel Only) Conditions

4/9/2017

Intersection: 1: El Camino Real & Del Rio Road

Movement	EB	EB	WB	NB	NB	SB	SB
	LT	TR	LT	TR	L	TR	L
Directions Served	161	89	94	146	85	34	98
Maximum Queue (ft)	161	89	94	146	85	34	98
Average Queue (ft)	79	57	62	69	43	11	55
85th Queue (ft)	133	98	111	166	138	39	106
Link Distance (ft)	282	282	282	1635	1635	157	157
Upstream Blk. Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)					150		150
Storage Blk. Time (%)					4		0
Queuing Penalty (veh)					5		0

Intersection: 2: US 101 NB Ramps & Del Rio Road

Movement	EB	WB	NB	NB	SB	SB
	LT	TR	LT	TR	L	R
Directions Served	131	106	43	66		
Maximum Queue (ft)	131	106	43	66		
Average Queue (ft)	78	62	25	44		
85th Queue (ft)	145	95	52	71		
Link Distance (ft)	342	282	282	912		
Upstream Blk. Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)					225	
Storage Blk. Time (%)					0	
Queuing Penalty (veh)					0	

Intersection: 3: US 101 SB Ramps & Del Rio Road

Movement	EB	WB	SB	SB
	TR	LT	TR	R
Directions Served	43	113	90	51
Maximum Queue (ft)	43	113	90	51
Average Queue (ft)	25	68	58	35
85th Queue (ft)	45	131	102	65
Link Distance (ft)	3	342	965	
Upstream Blk. Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				95
Storage Blk. Time (%)				2
Queuing Penalty (veh)				17

Queuing and Blocking Report
 AM Peak Hour Existing plus Project (Hotel Only) Conditions

4/9/2017

Intersection: 4: El Camino Real & South Driveway

Movement	EB	NB
Directions Served	LR	LT
Minimum Queue (ft)	31	24
Average Queue (ft)	16	7
95th Queue (ft)	36	3
Link Distance (ft)	321	292
Upstream Blk. Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk. Time (%)		
Queuing Penalty (veh)		

Intersection : 5: El Camino Real & North Driveway

Movement	EB	NB
Directions Served	LR	LT
Minimum Queue (ft)	31	24
Average Queue (ft)	16	7
95th Queue (ft)	36	3
Link Distance (ft)	321	292
Upstream Blk. Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk. Time (%)		
Queuing Penalty (veh)		

Zone Summary

Zone wide Queuing Penalty: 38

Queuing and Blocking Report
 PM Peak Hour Existing plus Project (Hotel Only) Conditions

4/9/2017

Intersection: 4: El Camino Real & South Driveway

Movement	EB	NB
Directions Served	LR	LT
Minimum Queue (ft)	37	16
Average Queue (ft)	22	3
95th Queue (ft)	41	1
Link Distance (ft)	321	292
Upstream Blk. Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk. Time (%)		
Queuing Penalty (veh)		

Intersection: 5: El Camino Real & North Driveway

Movement	EB	NB
Directions Served	LR	LT
Minimum Queue (ft)	37	16
Average Queue (ft)	22	3
95th Queue (ft)	41	1
Link Distance (ft)	321	292
Upstream Blk. Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk. Time (%)		
Queuing Penalty (veh)		

Zone Summary

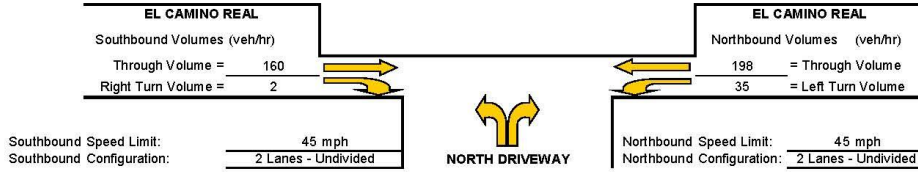
Zone wide Queuing Penalty: 52

Turn Lane Warrant Analysis - Tee Intersections

Study Intersection: EL CAMINO REAL/NORTH DRIVEWAY
 Study Scenario: PM EXISTING PLUS PROJECT

Direction of Analysis Street: North/South

Cross Street Intersects: From the West



Southbound Right Turn Lane Warrants

1. Check for right turn volume criteria

NOT WARRANTED - Less than 40 vehicles

2. Check advance volume threshold criteria for turn lane

Advancing Volume Threshold AV = -
 Advancing Volume Va = 162
 If $AV < Va$ then warrant is met -

Right Turn Lane Warranted: NO

Southbound Right Turn Taper Warrants (evaluate if right turn lane is unwarranted)

1. Check taper volume criteria

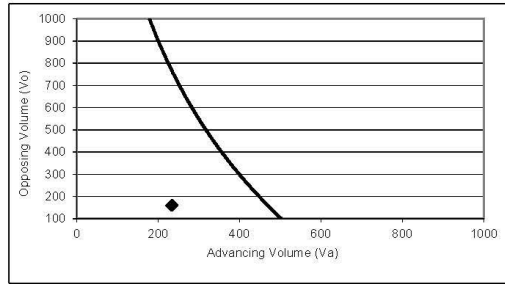
NOT WARRANTED - Less than 20 vehicles

Advancing Volume Threshold AV = -
 Advancing Volume Va = 162
 If $AV < Va$ then warrant is met -

Right Turn Taper Warranted: NO

Northbound Left Turn Lane Warrants

Percentage Left Turns %lt 15.0 %
 Advancing Volume Threshold AV 469 veh/hr
 If $AV < Va$ then warrant is met



◆ Study Intersection
 Two lane roadway warrant threshold for: 45 mph
 Turn lane warranted if point falls to right of warrant threshold line

Left Turn Lane Warranted: NO

Methodology based on Washington State Transportation Center Research Report *Method For Prioritizing Intersection Improvements*, January 1997.
 The right turn lane and taper analysis is based on work conducted by Cottrell in 1981.
 The left turn lane analysis is based on work conducted by M.D. Harmelink in 1967, and modified by Kikuchi and Chakroborty in 1991.

**ATTACHMENT 4: DRAFT RESOLUTION B – MASTER PLAN OF DEVELOPMENT
AMENDMENT
PLN 2007-1246**

**DRAFT RESOLUTION B
MASTER PLAN OF DEVELOPMENT AMENDMENT**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
ATASCADERO APPROVING A MASTER PLAN OF DEVELOPMENT
AMENDMENT**

**PLN 2007-1246
DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN
PEARCE / MP ANNEX, LLC**

WHEREAS, an application has been received from MP Annex, LLC (284 Higuera Street, San Luis Obispo, CA 93401) Owner and Applicant Clint Pearce (284 Higuera Street, San Luis Obispo, CA 93401), to consider a Planning Application PLN 2007-1246, an amendment to a previously approved master plan of development on a 1.73 acre site located on 1800 El Camino Real, Atascadero, CA 93422 (APN's 049-131-070) within the boundaries of the Del Rio Road Commercial Area Specific Plan; and,

WHEREAS, the site's current zoning district is Commercial Retail (CR), with a Specific Plan Overlay (SP-2 / Del Rio Road Specific Plan); and,

WHEREAS, the SP-2 overlay requires the adoption of a Master Plan of Development, and to be amended by City Council resolution; and

WHEREAS, the City Council approved the original Master Plan of Development for this portion of the project on June 26, 2012; and,

WHEREAS, the City Council may amend the Specific Plan Exhibits and Appendix via resolution, consistent with the Specific Plan Overlay zone (SP-2); and,

WHEREAS, an Final EIR for the Del Rio Road Commercial Area Specific Plan was certified by the City Council on June 26, 2012 for the project and made available for public review in accordance with the requirements of the California Environmental Quality Act (CEQA); and,

WHEREAS, an Addendum to the Final EIR for the Del Rio Road Commercial Area Specific Plan has been prepared for the project and made available for public review in accordance with the requirements of the California Environmental Quality Act (CEQA) for addendums to certified FEIR where no new substantial issues are present; and,

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

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

WHEREAS, the Planning Commission of the City of Atascadero, at a duly noticed Public Hearing held on June 28, 2017, studied and considered PLN 2007-1246, after studying and recommending approval for the addendum prepared for the certified Final EIR for the Del Rio Road Commercial Area Specific Plan, and

WHEREAS, the City Council of the City of Atascadero, at a duly noticed Public Hearing held on July 11, 2017, studied and considered PLN 2007-1246, after studying and recommending approval for the addendum prepared for the certified Final EIR for the Del Rio Road Commercial Area Specific Plan, and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Atascadero makes the following findings, determinations and approvals with respect to the proposed Master Plan of Development amendment:

SECTION 1. Findings for Approval of Height Waiver. The City Council of the City of Atascadero finds as follows:

The proposed project will not result in substantial detrimental effects on the enjoyment and use of adjoining properties; and

Fact. The proposed project does not result in substantial detrimental effects on the enjoyment of the use of adjoining properties as the proposed four (4) story hotel is a total of 49-feet in height, including architectural elements. The certified Final EIR reviewed building heights at a maximum of 45-feet. The total height of the structure is just 8-percent, which is under the department's typical threshold for what is considered a major amendment for a master plan of development, which is an adopted City Council Policy (Staff Interpretation Policy adopted September 28, 2004). The proposed height does not block viewsheds of residences to the east, nor those residences located on the westside of the City. The proposed project is located along Highway 101 and is directly adjacent to an existing mini-storage, as well as vacant lots. The vacant lots directly to the south are zoned commercial-tourist (CT) and are expected to develop with freeway oriented non-residential development. Based on the existing zoning and lack of development along El Camino Real, the proposed project will not result in substantial detrimental effects on the enjoyment and use of adjoining properties.

1. The modified height will not exceed the lifesaving equipment capabilities of the Fire Department.

Fact. The Atascadero Emergency Services Department (Atascadero Fire Department) has reviewed the proposed project and determined that based on building placement including setbacks, location of turnouts and fire lanes, that the proposed project will not exceed the lifesaving equipment capabilities of the Department.

SECTION 2. Findings for Approval of Master Plan of Development Amendment. The City Council of the City of Atascadero finds as follows:

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

Fact. The proposed project is consistent with the General Plan, and the Del Rio Road Commercial Area Specific Plan. The Specific Plan's goals included development that creates economic development. A hotel use generates, through multiplier effect, economic development within the City, and additional Transient Occupancy Tax (TOT), which is consistent with both the goals of the policies of both the Specific Plan and the General Plan.

2. The proposed project or use satisfies all applicable provisions of this title; and

Fact. The proposed project is located within the SP-2 overlay zone. The SP-2 requires the adoption of a master plan of development, as well as, development consistent with the design guidelines of the Specific Plan. The Specific Plan's design guidelines are flexible enough to accommodate the architecture proposed by the applicant. Section 1 contains language for a height waiver, therefore with affirming section 1, the proposed project amendments satisfied all applicable provisions of this title.

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

Fact. The proposed project will not be detrimental to the health, safety, and welfare of the general public as outlined in the project's proposed mitigated negative declaration.

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

Fact. The proposed project amendment substitutes proposed retail commercial development along El Camino Real and Highway 101 with a hotel use. The Specific Plan is intended to be a catalyst for commercial development. A hotel use, while not originally included in the Specific Plan, is an allowed use and is consistent with the goals and policies of the Del Rio Road Commercial Area Specific Plan.

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

Fact. The proposed project will generate 980 new daily trips, with a total of 72 PM peak and 64 AM peak trips. The PM peak trips are significantly lower with a hotel use versus the originally proposed commercial retail development. A supplemental traffic study also identified performance measures for the Del Rio Road / US Highway 101 interchange, in addition to the Del Rio Road / El Camino Real intersection to ensure that no new impacts would be created as analyzed in the certified Final EIR for the Del Rio Road Commercial Area Specific Plan. Implementation of the Final EIR addendum will ensure safe capacity of all roads providing access to the project.

6. That the proposed project is in compliance with any pertinent City policy or criteria adopted by ordinance or resolution of the City Council; and

Fact. The proposed project is in compliance with the City Council's policy on prime commercial sites.

7. Any additional findings deemed necessary.

Fact. Findings for height waiver is included in Section 1 a this resolution.

SECTION 3. Approval of Master Plan of Development. The City Council of the City of Atascadero, in a regular session assembled on July 11, 2017 resolved to approve Amendments the Master Plan of Development subject to the following:

1. EXHIBIT A: Specific Plan Master Plan of Development Conditions of Approval
2. EXHIBIT B: Specific Plan Master Plan of Development Plans
3. EXHIBIT C: Specific Plan Master Plan of Development Plans – Special Conditions
4. EXHIBIT D: Fire Hydrant Location Map
5. EXHIBIT E: Permit Processing Hierarchy
6. EXHIBIT F: Walmart Parking Lot Revisions
7. EXHIBIT G: Annex Hotel Amendment Elevations / Color Board

On motion by Council Member _____ and seconded by Council Member _____, the foregoing Resolution is hereby adopted on this 11th day of July, 2016, in its entirety on the following roll call vote:

AYES:

NOES:

ABSENT:

ADOPTED:

CITY OF ATASCADERO

By: _____
Tom O'Malley, Mayor

ATTEST:

Lara Christensen, C.M.C.,
City Clerk

APPROVED AS TO FORM:

Exhibit A
Conditions of Approval
City of Atascadero



Conditions of Approval Specific Plan Master Plan of Development Conditions of Approval (Del Rio Road Commercial Area Specific Plan)	Timing GP: Grading Permit BP: Building Permit SIP: Subdivision Improvement Plans FM: Final Map TO: Temporary Occupancy FI: Final inspection FO: Final Occupancy	Responsibility /Monitoring PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer WW: Wastewater CA: City Attorney
Planning Services		
1. All permits, map, improvements and uses shall be consistent with the requirements of the adopted Del Rio Road Commercial Area Specific Plan and all appendices.	On going	PS
2. All architecture, signage, and landscaping on the Walmart and Annex sites shall be consistent with Specific Plan exhibits and guidelines, except as identified in the Master Plan of Development Conditions of Approval.	On going	PS
3. All project amendments and determinations shall be consistent with the requirements of the Specific Plan.	On going	PS
4. All permits, construction activities and uses shall comply with the requirements of the Mitigation Monitoring and Reporting Program for the Del Rio Road Commercial Area Specific Plan Final Environmental Impact Report.	On going	PS
5. The Walmart parking lot design shall be revised consistent with Exhibit F to include the following: <ul style="list-style-type: none"> a. Provide a pedestrian-friendly and interconnected pedestrian walkway with shade trees central to the main building entry of the Walmart Store. b. Provide decorative shopping cart corrals with perimeter landscaping. c. Additional landscape planters shall be provided. d. Provide additional shade tree planting in parking lots consist with the Zoning Ordinance to reduce evaporative emissions from parked vehicles. The landscaping design shall provide 50 percent tree coverage within 10 years of construction using low ROG-emitting, low-maintenance tree species. 	BP	PS
6. Prior to issuance of grading permit all tree protection measures shall be complied with consistent with the MMRP and Tree Removal Permit.	GP	PS
7. All commercial lots shall incorporate thematic benches, trash receptacles, bollards, and bike racks consistent with the Specific Plan Design Guidelines.	BP	PS
8. Concurrent with building permit applications, complete site landscaping and irrigation plans shall be submitted consistent with the conceptual landscape plans in the specific plan and include the following: <ul style="list-style-type: none"> a. Trees and plant materials shall be provided as needed 	BP	PS

<p>Conditions of Approval Specific Plan Master Plan of Development Conditions of Approval (Del Rio Road Commercial Area Specific Plan)</p>	<p>Timing</p> <p>GP: Grading Permit BP: Building Permit SIP: Subdivision Improvement Plans FM: Final Map TO: Temporary Occupancy FI: Final inspection FO: Final Occupancy</p>	<p>Responsibility /Monitoring</p> <p>PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer WW: Wastewater CA: City Attorney</p>
<p>to provide adequate coverage of landscape areas.</p> <p>b. London Plane trees shall be used as street trees along El Camino Real.</p> <p>c. Afgan Pines on all site plans shall be replaced with Coast Live Oaks and Valley Oaks.</p> <p>d. Walmart Site</p> <ol style="list-style-type: none"> 1. Additional coast live oak plantings shall be included on the Walmart rear cut slope along with other appropriate plant material. 2. The Rio Rita frontage and undisturbed slope areas shall be landscape with native plants and trees consistent with Specific Plan section 5.1.2.14. <p>e. Annex Site</p> <ol style="list-style-type: none"> 1. Additional landscape screening and evergreen trees shall be provided along the northeastern Annex property line adjacent to single-family residential property. 		
<p>9. The following residential buffering shall be shown on plans prior to issuance of building permits for each lot:</p> <ol style="list-style-type: none"> a. There shall be a 30 foot minimum setback of any commercial building to an adjacent residential lot line. b. A six (6) foot tall, decorative, earth toned split-face block masonry wall shall be installed along the all Annex Project Site property lines that adjoin residentially zoned land. Perimeter walls shall be installed prior to construction of the adjacent commercial building. A minimum 10-foot wide landscape area with screening trees shall be provided on the commercial side of the wall. c. A decorative three-rail fence shall be provided at the top of the slope along the Walmart property frontage on the southwest side of Rio Rita Road. The fence shall be made of faux wood pre-cast concrete (not wood). d. The design, color and materials of any fences adjoining residential zones shall be reviewed and approved by the City. e. No lighting shall be installed along a residential lot line that causes any light spillage or glare to affect residential properties. Wall mounted lights shall not be permitted to create offsite glare for neighboring residential uses. f. All loading docks and trash enclosures/compactors shall be screened and shall include sound walls when located adjacent to residential property. 	<p>BP</p>	<p>PS</p>

Conditions of Approval Specific Plan Master Plan of Development Conditions of Approval (Del Rio Road Commercial Area Specific Plan)	Timing GP: Grading Permit BP: Building Permit SIP: Subdivision Improvement Plans FM: Final Map TO: Temporary Occupancy FI: Final inspection FO: Final Occupancy	Responsibility /Monitoring PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer WW: Wastewater CA: City Attorney
10. The design, color, height and material of any fences or walls within the project site shall be reviewed and approved by the City. All walls shall be constructed of split face masonry block or architectural quality masonry veneers, consistent with the site architecture.	GP / BP	PS
11. Concurrent with any Final Parcel Map approval, the applicant shall record reciprocal access easement and maintenance agreement for all shared driveways, drive isles and solid waste storage for parcels within the project site as well as to give access to adjacent commercial lots, as required by the City Engineer and/or the Del Rio Road Commercial Area Specific Plan consistent with Exhibit C. Reciprocal access easements will be provided by the Annex project in favor of adjacent commercially zoned property as shown Exhibit C.	FM	PS
12. All freestanding and wall mounted exterior lighting shall not exceed 30 feet in height above finished grade. All exterior lighting fixtures shall be selected to be consistent with the approved photometric plans (Exhibit X, sheet C-7) and incorporate IESNA full cut off / flat lens fixtures, or equivalent technology for all parking lot and non-decorative lighting.	PB	PS
13. The final site design, signage and architecture for the two (2) 1-acre Commercial Outparcels on the Major Tenant site shall be approved as part of the building permit process, and shall be consistent the Specific Plan design guidelines. Exterior architectural design, colors and materials will be consistent with the Annex project design guidelines.	BP	PS
14. The Major Tenant Project has one 2.8 acre Multiple Family Outparcel (RMF-20) designated for development at a later date. The site layout, grading, landscaping, architectural design and any additional environmental review will be subject to the future approval of a City Conditional Use Permit (CUP) subject to the following: <ol style="list-style-type: none"> a. The project will be designed to preserve native trees to the extent possible. Tree removals shall be analyzed and mitigated as part of the future CUP and associated environmental process. A subsequent Tree Removal Permit shall be required for any tree removals on the RMF-20 site. b. This development shall comply with the City's inclusionary housing policy. c. Building architecture will be complementary to the Annex project design guidelines. Design review shall be completed as part of the Conditional Use 	Future conditional use permit	PS

Conditions of Approval Specific Plan Master Plan of Development Conditions of Approval (Del Rio Road Commercial Area Specific Plan)	Timing GP: Grading Permit BP: Building Permit SIP: Subdivision Improvement Plans FM: Final Map TO: Temporary Occupancy FI: Final inspection FO: Final Occupancy	Responsibility /Monitoring PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer WW: Wastewater CA: City Attorney
Permit process. d. All vehicular access shall be taken from the “new street” within the project area. Access to Rio Rita shall be limited to emergency access only.		
15. The Specific Plan includes a Planned Development-17 (PD-17) overlay to allow lot sizes smaller than one-half acre, with a maximum of 4 units per gross acre for The Annex Project’s 1.7 acre residential site: a. A future subdivision Tract Map and Conditional Use Permit (Master Plan of Development), will be required for and a 6 lot Tract Map development of the subject parcel beyond the one 1.7 acre single-family lot. b. Project access will be from Marisol Way. c. Marisol Way will end as a cul-de-sac in the residential project with a paved emergency and pedestrian connection provided to the vacant parcel to the north. d. The subdivision will be annexed into the City’s community facilities district. e. The subdivision will be required to form a road maintenance mechanism. f. The subdivision will provide affordable housing consistent the City’s inclusionary housing policy. g. Project architecture and landscaping will be approved as part of the conditional use permit.	Future Tentative Map / conditional use permit	PS
16. The single-family residential portion of the project is required to satisfy the following condition (commercial and multi-family residential rental uses are exempt from this requirement): The emergency services and facility maintenance costs listed below shall be 100% funded by the project in perpetuity. The service and maintenance costs shall be funded through a community facilities district established by the City at the developer’s cost. The funding mechanism must be in place prior to or concurrently with acceptance of a final map(s). The funding mechanism shall be approved by the City Attorney, City Engineer and Administrative Services Director prior to acceptance of any final map(s). The administration of the above mentioned funds shall be by the City. Developer agrees to participate in the community facilities district and to take all steps reasonably required by the City with regard to the establishment of the district and assessment of the property. a. All Atascadero Police Department service costs to the	FM	PS / CE

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<p>project.</p> <p>b. All Atascadero Fire Department service costs to the project.</p> <p>c. Off-site common City of Atascadero park facilities maintenance service costs related to the project.</p>		
<p>17. Within the Specific Plan boundary, all maintenance costs listed below shall be 100% funded by the project in perpetuity, except for the public facilities that are currently maintained by the City of Atascadero and noted below. The service and maintenance cost shall be funded through an entity or mechanism established by the developer, subject to City Staff approval. This entity or mechanism must be in place prior to, or concurrently with acceptance of any Final Map(s). The entity or mechanism shall be approved by the City Attorney, City Engineer and Administrative Services Director prior to acceptance of any Final Map(s). The administration of the above mentioned funds, and the coordination and performance of maintenance activities, shall be the responsibility of the entity or mechanism.</p> <p>a. All streets, bridges, sidewalks, streetlights, street signs, roads, emergency access roads, emergency access gates, traffic control signals, pavement markings and sewer mains within the proposed project including residential streets within any residential subdivision. Exception: new collector street located south of Walmart store within the Specific Plan Area will be maintained by the City of Atascadero.</p> <p>b. All landscaping and lighting within the proposed Specific Plan area.</p> <p>c. All creeks, flood plains, floodways, wetlands, and riparian habitat areas that may be within the project boundaries.</p> <p>d. Property line walls, fences, retaining walls, solid waste storage areas, signs, slopes, and parking lots within the project boundaries.</p> <p>e. Open areas on private property within the proposed project area including detention facilities, bio-swales, and other low-impact-development features.</p> <p>f. Newly constructed drainage facilities on private property within the proposed project area.</p> <p>g. Landscaped frontages, medians, and the El Camino Real round-about center islands within the right-of-way of all public streets within the defined specific plan boundary.</p>	<p>FM</p>	<p>PS / CE</p>

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<p>h. On-site sewer and storm drains located outside of the right-of-way.</p>		
<p>18. Permits and plans for the project will be required consistent with Exhibit D. The Community Development Director or City Engineer may approve variations to Exhibit D as long as the underlying intent of the permitting process is maintained.</p>	<p>On-going</p>	<p>PS. CE</p>
<p>19. Construction permits for any grading or structures within the Specific Plan area shall not be issued until a final parcel map has been recorded for the respective site financial mechanisms are in place for required frontage improvements.</p>	<p>On going</p>	<p>PS / CE</p>
<p>20. Prior to the issuance of any permits or recordation of any final maps, for the Walmart portion of the project the applicant shall enter into an Improvement Agreement with the City of Atascadero. At a minimum, the Improvement Agreement shall include the following:</p> <ol style="list-style-type: none"> a. Timing and amount of City traffic impact fee for the Del Rio Interchange roundabouts to be paid in progress payments in the following amounts: (1) Payment of \$250,000 when the Walmart entitlements are final; (2) Payment of \$600,000 due at the time of grading permit and (3) Payment for the balance due at time of building permit. Timing and amount of other City traffic impact fees to be paid in amounts and times as set forth in the Improvement Agreement. b. Provisions for Walmart relating to its proportional share for the roundabouts at the Del Rio 101 Interchange. In the event of a cost overrun above the \$4.5 million estimated costs for these roundabouts, then Walmart will pay to the City its proportional share of the overrun up to a maximum of \$200,000. In the event of a cost underrun below the \$4.5 million estimated cost for these roundabouts, then Walmart will receive a credit or refund for its proportional share of the underrun up to a maximum of \$200,000. c. Requirements and timing of all off-site circulation improvements. d. The provisions in the Improvement Agreement shall be consistent with the applicable mitigation required in the certified Final Environmental Impact Report. 	<p>Prior to GP / BP / FM</p>	<p>PS / CE</p>
<p>21. Prior to the issuance of any permits or recordation of any final maps, for the Annex portion of the project the applicant shall enter into an Improvement Agreement with the City of Atascadero. At a minimum, the Improvement Agreement shall include the following:</p> <ol style="list-style-type: none"> a. Timing and amount of City traffic impact fees to be paid. b. Provisions for the Annex relating to its proportional share for the roundabouts at the Del Rio 101 Interchange. In the event of a cost overrun above the \$4.5 million estimated 	<p>Prior to GP / BP / FM</p>	<p>PS / CE</p>

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<p>costs for these roundabouts, the Annex will pay to the City its proportional share of the overrun up to a maximum of \$200,000. In the event of a cost underrun below the \$4.5 million estimated cost for these roundabouts, then the Annex will then receive a credit or refund for its proportional share of the underrun up to a maximum of \$200,000.</p> <p>c. Requirements and timing of all off-site circulation improvements.</p> <p>d. The provisions in the Improvement Agreement shall be consistent with the applicable mitigation required in the certified Final Environmental Impact Report.</p>		
Fire Department		
<p>22. The location of all fire hydrants, fire department connections (FDC's) and fire lanes shall be reviewed and approved by the Atascadero Fire Department prior to the issuance of building permits.</p> <p>a. At a minimum, fire hydrants shall be installed at the locations shown on Exhibit D or at alternative locations approved by the Atascadero Fire Department.</p>	BP	FD
<p>23. Prior to issuance of the first building permit, the applicant shall obtain approval from the City Fire Department for any private driveway sections.</p>	BP	FD
<p>24. Prior to occupancy of the first building, the applicant shall paint curbs red with white lettering every 50 feet stating "No Parking– Fire Lane" along all driveways with a curb-to-curb width of less than 34-feet. This shall be shown on all applicable plans prior to issuance of first building permit</p>	FO	FD
Police Department		
<p>25. Large anchor stores exceeding 40,000 square feet shall include the following security measures <u>(excluding hotel uses in the annex portion):</u></p> <p>a. Conduct a risk analysis (crime survey) of the area to evaluate the security needs for the store and implement a security plan based upon this analysis.</p> <p>b. Provide lighting in the parking areas that will ensure public safety. Lighting shall be a maximum of four (4) footcandles within parking lot areas.</p> <p>c. Prohibit consumption of alcohol in the parking lots by having associates regularly "patrol" the parking areas while collecting shopping carts, and report any inappropriate activity to the store managers.</p>	FO / On going	PD

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26. Large anchor stores exceeding 40,000 square feet shall install closed-circuit camera systems (surveillance cameras) inside and outside the store. The location of cameras and the protocols for storing and sharing video footage shall be coordinated with the Atascadero Police Department. <u>(excludes hotel uses in the annex portion)</u>	FO / On going	PD
27. Large anchor stores exceeding 40,000 square feet shall establish a parking lot patrol for store areas, which assists customers, ensures safety and takes action to identify and prevent any suspicious activity (such as loitering and vandalism) both during the day and nighttime hours. In addition, the following are required <u>(excluding hotel uses in the annex portion)</u> : <ol style="list-style-type: none"> a. Signs shall be visibly posted throughout the property noticing the enforcement of loitering, vandalism and trespassing laws. b. Store operators shall work with the Atascadero Police Department to enforce trespass laws by signing a “Letter of Trespass Authority” with the Department. c. Store operators will not permit overnight parking and will remove vehicles parked in their lot and enforce this provision as appropriate. 	FO / On going	PD
28. Large anchor stores exceeding 40,000 square feet shall establish a Risk Control Team, which is a team of associates responsible and trained to identify and correct safety and security issues at the site. The Risk Control Team shall coordinate with the Atascadero Police Department. <u>(excludes hotel uses in the annex portion)</u>	FO / On going	PD
Public Works		
29. Prior to occupancy of the first building on either the Walmart or Annex Sites, the developer shall form a Landscape and Lighting Assessment District or comparable mechanism for payment of the operating and maintenance costs of the following: <ol style="list-style-type: none"> a. Frontage street lights; b. Parkway and median landscaping and irrigation; c. Wall maintenance in conjunction with landscaping; d. Graffiti abatement. 	BP	PW
30. Prior to the issuance of an encroachment permit(s) for construction of any offsite improvements, the applicant(s) shall submit plans and supporting calculations/reports including street improvements, underground utilities,	BP	PW

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<p>composite utilities, traffic control and grading/drainage plans prepared by a registered civil engineer for review and approval by the City Engineer. The Submitted plans shall be in conformance with the requirements of the Vesting Tentative Map, City Standard Specifications and Drawings and Specific Plan or as required by the City Engineer.</p>		
<p>31. Prior to the issuance of any onsite improvement Building Permit; the on-site public improvements shall be designed in accordance with the Vesting Tentative Parcel Map, Specific Plan, City Engineering Specifications and Drawings or as required by the City Engineer.</p>	BP	PW
On-site Circulation		
<p>32. The location, width and depth of all project driveways shall substantially conform to the approved Vesting Tentative Parcel Map issuance. This shall be shown on all applicable plans prior to of first building permit. No additional driveways shall be permitted along the project frontage.</p>	BP	CE
<p>33. Any dead-end drive aisles shall have a hammerhead or turn-around area to facilitate vehicular movements. This shall be shown on all applicable plans prior to issuance of first building permit.</p>	BP	CE
<p>34. The site shall be designed to adequately accommodate all vehicles (e.g. automobiles, vans, trucks) that can be expected to access the site. This includes, but is not limited to, adequate maneuvering areas around loading zones and parking spaces, and appropriate turning radii.</p>	BP	CE
Transit		
<p>35. The Walmart and Annex sites shall provide a bus stop at the El Camino Real frontage fronting both the Walmart and Annex frontage as shown on Master Plan of Development. The bus stop shall be designed and constructed to the City Engineer's satisfaction and include the following elements:</p> <ol style="list-style-type: none"> a. A 8'X14' permanent, City approved transit shelter structure, that compliments the architecture of the development it fronts, and includes a bench, trash receptacle, solar lighting (all electrical conduits shall be located within the shelter structure), bicycle racks and rain gutters. b. Color elevations and materials board for the proposed bus shelter structure shall be supplied to the Community Development Director, for review and approval, prior to construction 	BP	CE
<p>36. Color elevations and materials board for the proposed bus shelter structure shall be supplied to the City Engineer, for</p>	BP	CE

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review and approval, prior to construction.		
37. The bus stop shall comply with all ADA and State accessibility regulations as specified in the most recent version of the California Disabled Accessibility Guidebook (CalDag). Proposed disabled access shall be delineated on construction plans.	BP	CE
38. The bus stop location shall be a minimum of 100' from the intersection of Del Rio Road and El Camino Real or as approved by the City Engineer.	BP	CE
Traffic Impact Fees		
39. Offsite Improvements - Prior to issuance of building permits for each project in the Specific Plan, the project applicants shall provide the City of Atascadero with all applicable traffic impact fees for their proportional share impact on TIF funded Circulation System Facilities other than the Del Rio Road/US 101 interchange, which is are subject to a separate TIF payment described below. The traffic impact fees for all uses shall be subject to the City's latest adopted fee schedule, with the exception of the Walmart Superstore that will pay \$11.14 per square foot in accordance with the proportional share methodology prepared by RCS, which is based on the ITE land-use rate for "Free Standing Discount Superstores." In order to receive TIF credits for the extra capacity created (capacity does not include curb, gutter, sidewalk, or parking lanes) the applicants shall submit copies of invoices tied to specific portions of the improvement work (eg. Demo, grading, sub-grade, base, paving, striping) for approval by the City Engineer and Director of Administrative Services.	BP	CE
40. Interchange funding - Prior to issuance of each building permit for the projects in the Specific Plan, the project applicant shall provide the City of Atascadero with proportional share fees for the construction of a five-legged, single-lane modern roundabout at the intersection of Del Rio Road/US 101 Southbound Ramps that incorporates Ramona Road as the fifth approach; and the conversion of the intersection of Del Rio Road/US 101 Northbound Ramps to a single-lane modern roundabout with a minimum 150-foot-long right-turn bypass lane on the westbound approach. The traffic impact fee shall be based on the size of the building subject to the building permit and shall be consistent with the proportional share cost methodology prepared by RCS as described in the "TIF Collection Process" discussion in Section 3.11, Transportation, of the	BP	CE

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Final EIR.		
Street Improvements		
41. The Applicants for the Walmart and Annex sites shall construct all frontage improvements for their respective frontage including: temporary infrastructure transitions, bicycle and traffic lanes, medians, street lights, signage, landscaping, curbs, gutters and sidewalks along entire frontage as shown or described in the Final Environmental Impact Report Traffic Study, Specific Plan, or Vesting Tentative Parcel map. All plans shall be acceptable to the City Engineer prior to permit issuance	FM	PW
42. The applicant shall include low glare, LED cobra style street lights in the offsite improvement plans. Light spacing shall be based on the AASHTO Roadway Lighting Design Guide (2005) and approved by the City Engineer. Light color shall be approved by the City Engineer.	FM	PW
43. The applicants shall acquire and dedicate to the City the right-of-way required for all street improvements as identified in the Final Environmental Impact Report Traffic Study, the Vesting Tentative Map, and Specific Plan. The Applicant shall provide sufficient right of way to convert the intersection at Del Rio Road/El Camino Real to a modern roundabout. The roundabout will require an inscribed diameter of approximately 160 feet and will include a combination of single and dual circulating lanes. Single-lane approaches are required for the southbound and westbound entrances. The northbound approach shall include a dual-lane entry with a left-only lane and a shared through/right-turn lane. The eastbound approach shall include a shared through/left-turn lane and a 125-foot long right-turn lane. Travel lanes shall be a minimum of twelve foot wide. The roundabout shall include facilities for pedestrians and bicyclists The applicants shall design the roundabout in conformance with the conceptual plan is shown in Figure 3 of the Del Rio Road Area Specific Plan Transportation Impact Analysis for the City of Atascadero February 6, 2012. The Applicant is responsible for all frontage improvement costs.	FM	PW
44. The first Applicant (Walmart or Annex) to submit Offsite Public Improvement Plans shall first submit a plan line for Del Rio Road from El Camino Real to the easterly end of the pavement transition to existing road facilities. The Plan Line shall be approved by the City Engineer prior to approval of any offsite improvements on the Del Rio Road frontage.	BP	CE

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45. The Walmart frontage improvement plans shall include: a. A left turn pocket for the driveway across from the Annex Project. b. A southbound left turn pocket at the proposed public street.	FM	PW
46. The proposed signalization of the intersection of the proposed public street into the Walmart site from El Camino Real, including bicycle loop detectors, shall be constructed in accordance with City Engineering Standards, and approved by the City Engineer. The signal shall be installed prior to issuance of the Walmart Building's final certificate of occupancy. Walmart shall be responsible for the cost of installing these improvements.	FM	PW
47. The applicant(s) shall improve the intersection of Del Rio Road and Rio Rita Road to meet site distance, horizontal and vertical alignment standards of the City Engineering Standards. The proposed improvements shall be acceptable to the City Engineer.	FM	PW
48. Prior to street improvement plan approval by the City Engineer, the applicant shall submit a street tree location plan to the Community Development Department for review and approval. The location of the street trees shall not conflict with sewer or storm drain infrastructure. The plan shall include proposed sewer lateral locations and storm drain infrastructure for reference.	FM	PW
49. Prior to building final, the applicant shall construct and final full street improvements as shown in the Specific Plan and required by the mitigation monitoring program within the affected portion of the Walmart project site, to the satisfaction of the City Engineer	FM	PW
50. Prior to building final, the applicant(s) shall install a community mailbox and post in accordance with the City's standards, and secure approval of the U.S. Postal Service prior to installation. The community mailboxes shall not cause a sight distance obstruction and shall have a minimum four foot clear zone behind the mailbox.	FM	PW
Grading		
51. Prior to issuance of a grading permit for this project, the applicant shall submit a copy of the grading permit for the export site and an exhibit of the proposed haul route. The applicant is responsible for ensuring that the receiving site has obtained the required approvals from all applicable agencies for the soil hauling operation and the placement of fill off-site	GP	PW
52. The applicant shall, to the City Engineer's satisfaction,	GP	PW

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<p>comply with all Geology, Soils and Seismicity mitigation measures and time frames contained in the City Council adopted Mitigation Monitoring and Reporting Program</p>		
<p>53. The applicant shall comply with the following requirements for the soil hauling operation:</p> <ol style="list-style-type: none"> a. Obtain an encroachment permit from the City Engineer for the work. b. The hours of operation shall be between 8:30 am to 3:30 pm, Monday through Friday. c. Provide street sweeping service on all City streets along the haul route during all hours of work on a schedule approved by the City Engineer. d. Provide traffic control and flagging personnel along the haul route to the satisfaction of the City Engineer. 	GP	PW
<p>54. Prior to issuance of a grading permit, the applicant(s) shall sign a Haul Route Repair Agreement and pay a Haul Route Pavement Repair Security Cash Deposit (Deposit) of \$100,000, which may be increased or decreased based upon an estimated cost to complete the repairs of streets damaged during the dirt hauling operation. The limits and scope of the repairs shall be determined by the City Engineer. In order to receive a refund of the Deposit, the applicant or subsequent property owners shall complete any required pavement repairs to the satisfaction of the City Engineer within six months from the completion of the dirt hauling operation or prior to issuance of Building Permits. If the pavement repairs are not completed within six months, the City may use the Deposit to complete the repairs and for any incurred staff and administrative costs. Any funds remaining at the completion of the repairs will be refunded to the applicant. If the Deposit is insufficient to complete the repairs, the City shall seek additional funds from the applicant</p>	GP	PW
<p>55. Prior to grading permit issuance, the applicant shall obtain City Engineer approval of a drainage study for the proposed private onsite and public offsite storm drain system from the City Engineer. The study shall demonstrate that runoff generated onsite will not negatively affect downstream waterways or properties. Onsite and offsite storm drain facilities shall comply with City Engineering Drainage Standards.</p>	GP	PW
<p>56. Maintenance responsibilities for all slopes, retaining walls, drainage devices, and erosion and sedimentation control devices/systems not accepted by the City shall be the responsibility of the property owner in perpetuity.</p>	GP	PW
<p>57. Prior to the construction of offsite improvements the project</p>	GP	PW

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<p>applicant(s) shall prepare and submit a Construction Traffic Control Plan for review and approval by the City Engineer. The plan shall identify routing for all delivery and haul trucks and, if necessary, limit deliveries to non-peak times. To the extent feasible, truck routing should avoid travel through residential areas and emphasize the use of US 101. The plan shall be developed in conformance with the California MUTCD, latest edition. The plan shall include the following provisions:</p> <ol style="list-style-type: none"> a. Maintain access for land uses in proximity of the project site during project construction. b. Schedule deliveries and pick-ups of construction materials to non-peak travel periods, to the maximum extent feasible. c. Coordinate haul trucks, deliveries and pick-ups to reduce the potential of trucks waiting to load or unload for protracted periods of time. d. Minimize obstruction of through traffic lanes on surrounding public streets. e. Construction equipment traffic entering and exiting the project site shall be controlled by flagman. f. Identify designated transport routes for heavy trucks (in addition to haul trucks) to be used over the duration of the proposed project. g. Schedule vehicle movements to ensure to the maximum extent feasible that there are no vehicles waiting offsite and impeding public traffic flow on the surrounding streets. h. Establish requirements to ensure the safety of the pedestrians and access to local businesses. i. Coordinate with adjacent businesses and emergency service providers to ensure adequate access exists to the project site and neighboring businesses. j. Prohibit parking for construction workers except on the project site and any designated off-site parking locations. These off-site locations shall not include adjacent commercial center parking lots or residential streets and will require the approval of the City Engineer 		
58. Prior to occupancy of the first building of either the Annex or Walmart site that is directly adjacent to the Del Rio Road frontage , the applicant(s) shall install a four foot wide, class II base shoulder on Del Rio Road as right of way allows. The design of the widened shoulder shall be approved by the City Engineer and the improvements	GP	PW

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designed from the Del Rio Road Project boundary to San Benito Road.		
59. All sidewalks shall be designed connect to existing sidewalks, where already installed, or transition pedestrians in a safe manner back to the right of way. The sidewalk fronting the Annex project shall end at the intersection of Obispo and Del Rio Roads. The applicant shall provide an accessible ramp at that location. All transitions shall be acceptable to the City Engineer.	GP	PW
Storm Drainage		
60. Prior to issuance of grading permits in Jurisdictional Waters of the United States, the applicant shall acquire permits from the Army Corps of Engineers, California Department of Fish and Game, and the Regional Water Control Board for any work within any natural drainage course. A copy of the permits, or a response letter from each agency indicating a permit is not required, shall be submitted to the City prior to issuance of grading permits.	GP	PW
61. The applicant shall, to the City Engineer's satisfaction, comply with all stormwater mitigation measures and time frames contained in the Mitigation Monitoring and Reporting Program.	BP	PW
62. The applicant or subsequent property owners shall be responsible for providing regularly scheduled maintenance of the storm drain infrastructure, as required by the City Engineer.	BP	PW
63. The applicant shall form an organized drainage maintenance entity to finance the future ongoing maintenance and capital replacement of water quality, low impact development, hydromodification, erosion and sedimentation devices/systems identified on the project's approved storm drain plan. The applicant shall pay for all costs associated with the formation of the maintenance entity. Water quality, erosion and sedimentation devices/systems shall include but are not limited to catch basin inserts, debris excluders, bio-treatment basins, vortex separation type systems, and other devices/systems for storm water quality. The applicant shall be responsible for the maintenance of all project water quality, erosion and sedimentation devices/systems until the district has been established.	BP	PW
64. Prior to issuance of grading permit, the applicant shall have approved by the City Engineer, an Urban Stormwater Mitigation Plan that incorporates appropriate post construction best management practices (BMPs), maximizes pervious surfaces, and includes infiltration into	GP	PW

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the design of the project to the extent technically feasible.		
65. The applicant must obtain coverage under a statewide General Construction Activities Stormwater Permit (General Permit). In accordance with the General Permit, the applicant shall file with the State a Notice of Intent (NOI) for the proposed project. Prior to issuance of grading permit by the City, the applicant shall have approved by the City Engineer a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall include a copy of the NOI and shall reference the corresponding Waste Discharge Identification (WDID) number issued by the State upon receipt of the NOI.	BP	PW
66. Prior to issuance of a grading permit applicant shall consult with the Central Coast RWQCB regarding further actions with the groundwater plume on the Walmart site. Consultation shall result in written confirmation to the City from the RWQCB Staff of any clean-up, corrective action or monitoring that may be needed prior to, or post construction.	GP	PW
67. Prior to the issuance of building permits the applicant shall submit calculations to support the design of any storm drainage structures or pipes. Closed conduits shall be designed to convey the 10-year flow with gravity flow, the 25-year flow with head, and provide safe conveyance for the 100-year overflow.	BP	PW
68. Prior to the issuance of building permits the applicant shall provide for the detention and metering out of developed storm runoff so that the peak runoff and its associated duration is equal to or less than undeveloped storm runoff quantities to the satisfaction of the City Engineer.	BP	PW
69. Drainage basins shall be designed to desilt, detain and meter storm flows as well as release them to natural runoff locations.	BP	PW
70. Prior to the issuance of building permits the applicant shall show the method of dispersal at all pipe outlets. Include specifications for size & type.	BP	PW
71. Prior to storm drain plan approval by the City Engineer, the applicant shall obtain all onsite or offsite easements needed for future storm drainage system maintenance by the City.	BP	PW
72. Prior to the issuance of building permits the applicant shall show method of stormwater conveyance to approved off-site drainage facilities	BP	PW
73. Concentrated drainage from off-site areas shall be conveyed across the project site in drainage easements. Applicant shall acquire drainage easements where needed.	BP	PW

Conditions of Approval Specific Plan Master Plan of Development Conditions of Approval (Del Rio Road Commercial Area Specific Plan)	Timing GP: Grading Permit BP: Building Permit SIP: Subdivision Improvement Plans FM: Final Map TO: Temporary Occupancy FI: Final inspection FO: Final Occupancy	Responsibility /Monitoring PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer WW: Wastewater CA: City Attorney
Drainage shall cross lot lines only where a drainage easement has been provided. If drainage easement cannot be obtained the storm water release must follow the historic path, rate and velocity as prior to the subdivision.		
SEWER AND UTILITIES		
74. Prior to issuance of building permits for each component of the Specific Plan, the applicant's plans shall be in compliance with the City Sanitary Sewer Management Plan, including City standards for the Fats, Oils and Grease (FOG) Program; and the installation of adequately sized grease interceptors for all food service establishments, gas stations, auto shops, etc.	BP	PW
75. Existing sewer manhole frame and covers relocated or adjusted because of street or other construction shall be replaced with current City Standard Manhole Cover per Standard Drawing No. 608 or as required by the City Engineer.	BP	PW
76. All existing above ground utilities shall be undergrounded on project frontage in the 10-foot wide PUE.	BP	PW
77. All sewer system design plans shall be reviewed and approved by the City Engineer.	BP	PW
78. Prior to sewer plan approval, the applicant shall provide a sewer area study for the extension of the unnamed public road on the Walmart site in accordance with City Engineering Specifications and policies for review and approval by the City Engineer.	BP	PW
79. All onsite private sewer mains and laterals shall be privately owned and maintained. Sewer mains in Public Roads shall be owned and maintained by the City.	FM	PW
80. Prior to recording the final map, provisions for the repair and maintenance of the private sanitary sewer system shall be included in the CC&R's for the development. Included shall be a mechanism to maintain the private sewer and structures, such as a maintenance association. The City Engineer and City Attorney shall approve the final form prior to recordation.	FM	PW
81. Applicant shall pay all sewer fees including extension (Annexation), Connection and Reimbursement fees (if applicable) prior to issuance of each building permit.	BP	PW
82. Private gravity mains within the specific plan area shall be sized and installed in accordance with the Uniform Plumbing Code. Public gravity mains within the specific plan area shall be a minimum of eight (8) inches in diameter.	FM	PW
83. Drainage piping serving fixtures which have flood level rims	FM	PW

Conditions of Approval Specific Plan Master Plan of Development Conditions of Approval (Del Rio Road Commercial Area Specific Plan)	Timing GP: Grading Permit BP: Building Permit SIP: Subdivision Improvement Plans FM: Final Map TO: Temporary Occupancy FI: Final inspection FO: Final Occupancy	Responsibility /Monitoring PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer WW: Wastewater CA: City Attorney
located below the elevation of the next upstream manhole cover of the public or private sewer serving such drainage piping shall be protected from backflow of sewage by installing an approved type backwater valve. Fixtures above such elevation shall not discharge through the backwater valve.		
84. All sanitary sewer (SS) mains shall terminate in manholes unless extension of the main, at some later date, is anticipated. If extension of a SS main is anticipated, said SS main may terminate in a cleanout providing the next downstream manhole is less than 300 linear feet from the cleanout and that the point of termination is not a reasonable location for a SS main angle point or intersection.	FMBP	PW
Amendment #1 – Annex Hotel Specific Conditions		
85. <u>Wall mounted Building Signage for Parcel 8 in the annex portion of the specific plan shall be sized appropriately to be compatible with architectural façade elements. Any signage that does not comply with this condition will be forwarded to DRC for review and approval.</u>	BP	PS
86. <u>The design of vehicular access and control must be evaluated in light of future development both across the street and on adjacent parcels to the South. On an interim basis, a two way left turn lane could be sufficient to serve the hotel site. However, when the Annex develops across El Camino Real, access control may require modifications such as dedicated left-turn pockets (depending upon access locations to the Annex). Therefore, to the extent possible, driveway locations shall be located and designed to preclude turning movement conflicts with future driveways for the Annex Shopping Center and the adjacent southerly properties.</u>	BP	PW
87. <u>Prior to issuance of Certificate of Occupancy, a nighttime lighting final will be required for consistency with the Final EIR and Atascadero Municipal Code.</u>	BP	PS
88. <u>Prior to issuance of Certificate of Occupancy, a reciprocal parking / access agreement shall be entered into with western portion of 049-131-048.</u>	BP	PS

Conditions of Approval Specific Plan Master Plan of Development Conditions of Approval (Del Rio Road Commercial Area Specific Plan)	Timing GP: Grading Permit BP: Building Permit SIP: Subdivision Improvement Plans FM: Final Map TO: Temporary Occupancy FI: Final inspection FO: Final Occupancy	Responsibility /Monitoring PS: Planning Services BS: Building Services FD: Fire Department PD: Police Department CE: City Engineer WW: Wastewater CA: City Attorney
End of Conditions		

EXHIBIT B: Specific Plan Master Plan of Development Plans
Del Rio Road Commercial Area Specific Plan
(PLN 2007-1245 & PLN 2007-1246)

Exhibits attached to
Section VII of Specific Plan

VII EXHIBITS

Exhibit 1: Del Rio Road Commercial Area Specific Plan Site Plan	VII-1
Exhibit 2: Major Tenant Project Conceptual Site Plan	VII-2
Exhibit 3: Annex Project Conceptual Site Plan	VII-3
Exhibit 4: City of Atascadero Existing Land Use	VII-4
Exhibit 5: City of Atascadero Proposed Land Use	VII-5
Exhibit 6: City of Atascadero Existing Zoning	VII-6
Exhibit 7: City of Atascadero Proposed Zoning	VII-7
Exhibit 8: Major Tenant Project Preliminary Utility Plan	VII-8
Exhibit 9: Annex Project Preliminary Utility Plan	VII-9
Exhibit 10: Major Tenant Project Preliminary Grading Plan	VII-10
Exhibit 11: Annex Project Preliminary Grading Plan	VII-11
Exhibit 12: Major Tenant Project Sign Program	VII-12
Exhibit 13: Annex Project Sign Program	VII-28

Exhibit B – Section VII: Del Rio Specific Plan Exhibit 9 Amendment

DEL RIO ROAD
COMMERCIAL AREA
SPECIFIC PLAN

UTILITY SERVICE CONTACTS

UTILITY	CONTACT NAME	PHONE	ADDRESS
AT&T
...

LEGEND

SYMBOL	DESCRIPTION
...	...
...	...

**See Amendment #1
PLN 2017-1626
Annex Hotel
Exhibit 14**

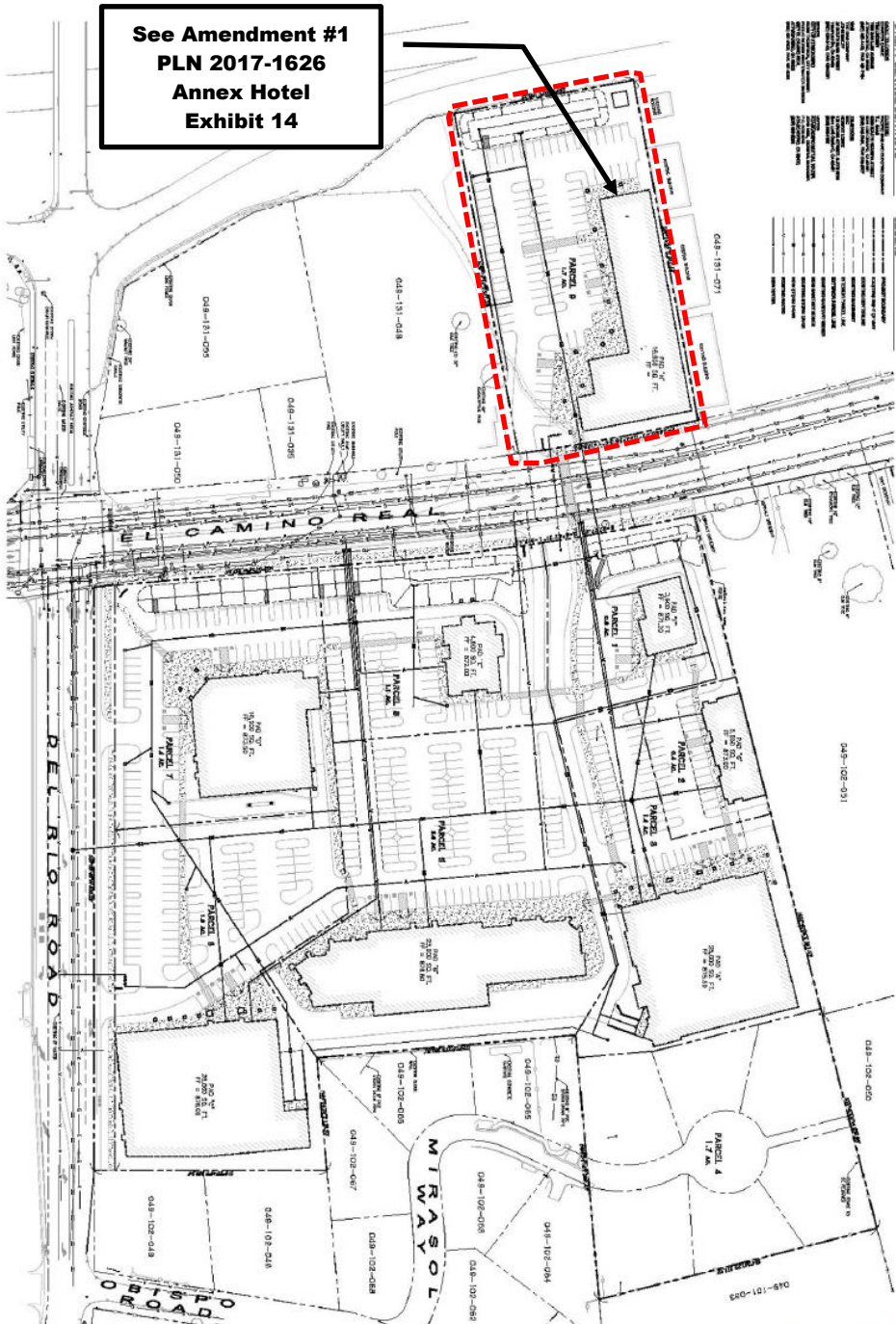


EXHIBIT 9: ANNEX PROJECT SITE PRELIMINARY UTILITY PLAN

CITY OF ATASCADERO

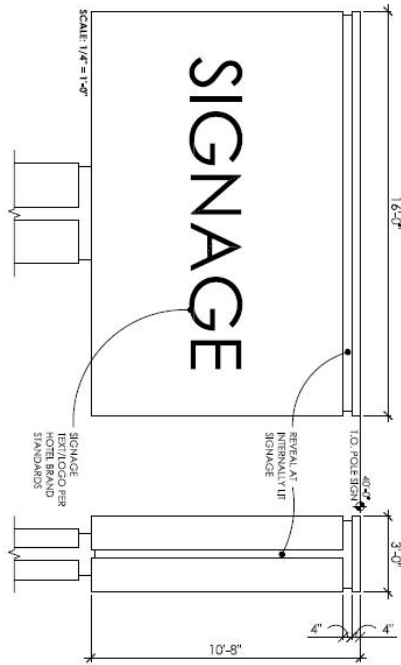
DEL RIO ROAD COMMERCIAL AREA SPECIFIC PLAN

**Exhibit B – Section VII: Del Rio Specific Plan Exhibit 13 Annex Project
Sign Program (Parcel 8 Only)**



POLE SIGNAGE

4" STONE VENEER BASE PER COLORBOARD

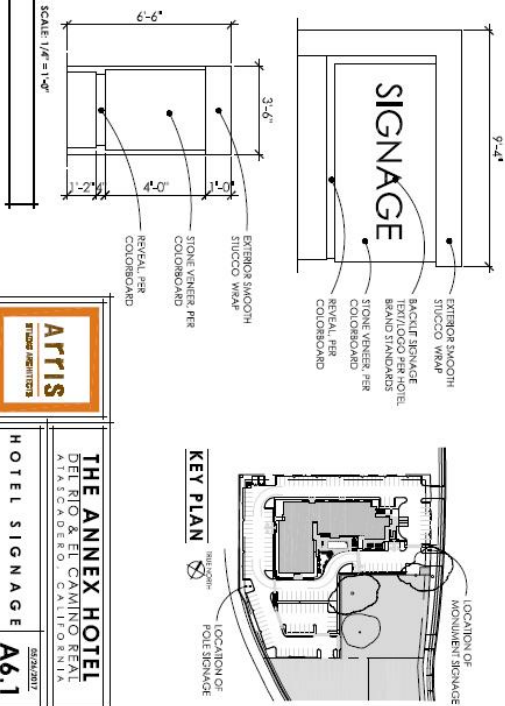


SCALE: 1/4" = 1'-0"

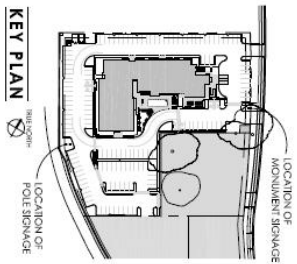


MONUMENT SIGNAGE

PROPOSED HOTEL SIGNAGE



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



KEY PLAN

	THE ANNEX HOTEL	
	DEL RIO & EL CAMINO REAL ATASCADERO, CALIFORNIA	
HOTEL SIGNAGE A6.1		DATE: 11/21/2011

EXHIBIT C: Specific Plan Master Plan of Development Plans – Special Conditions
Del Rio Road Commercial Area Specific Plan
(PLN 2007-1245 & PLN 2007-1246)

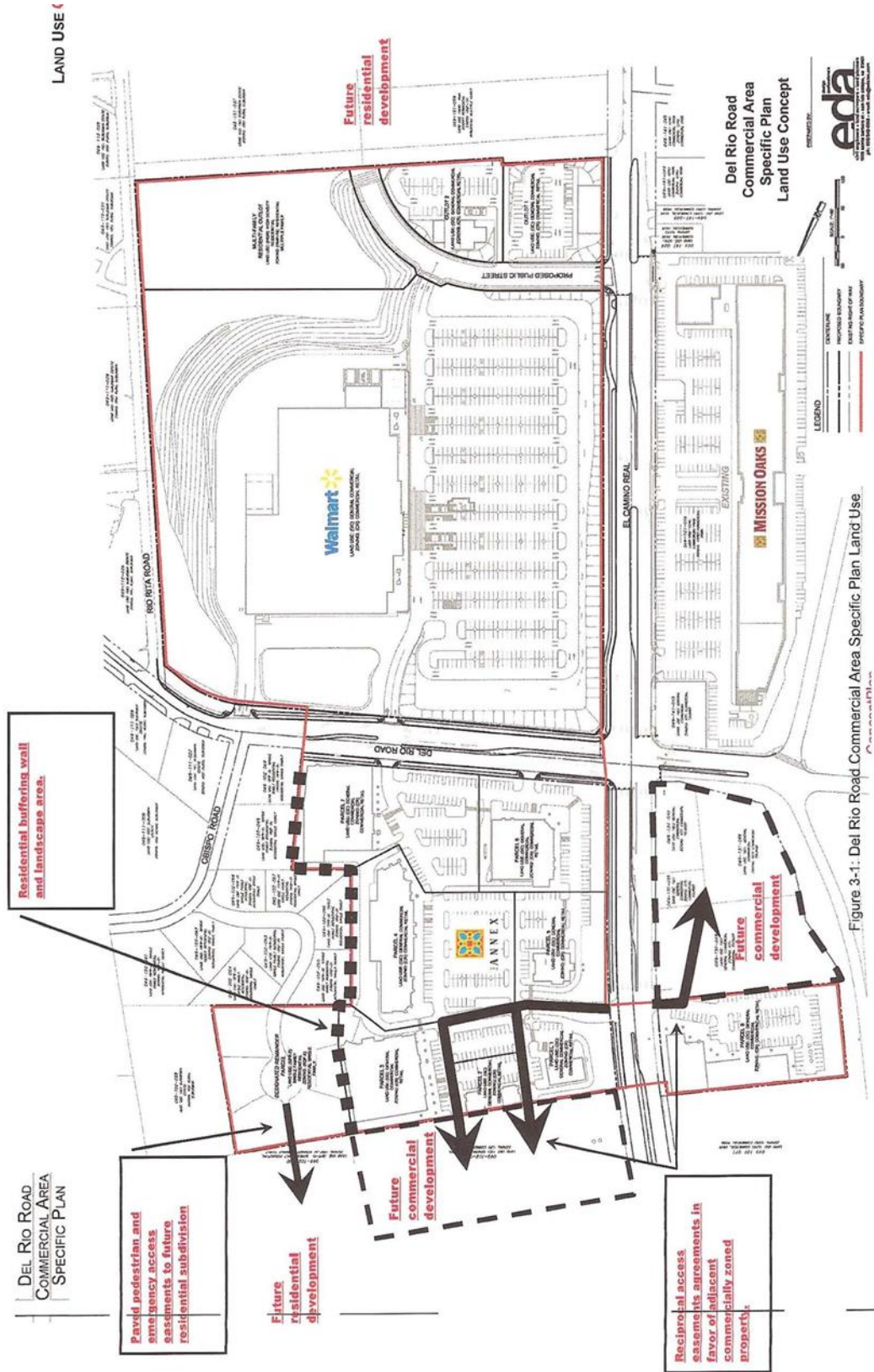


Figure 3-1: Del Rio Road Commercial Area Specific Plan Land Use

DEL RIO ROAD
COMMERCIAL AREA
SPECIFIC PLAN

LAND USE

EXHIBIT D: Specific Plan Master Plan of Development Plans – Fire Hydrant Location Map
Del Rio Road Commercial Area Specific Plan
(PLN 2007-1245 & PLN 2007-1246)

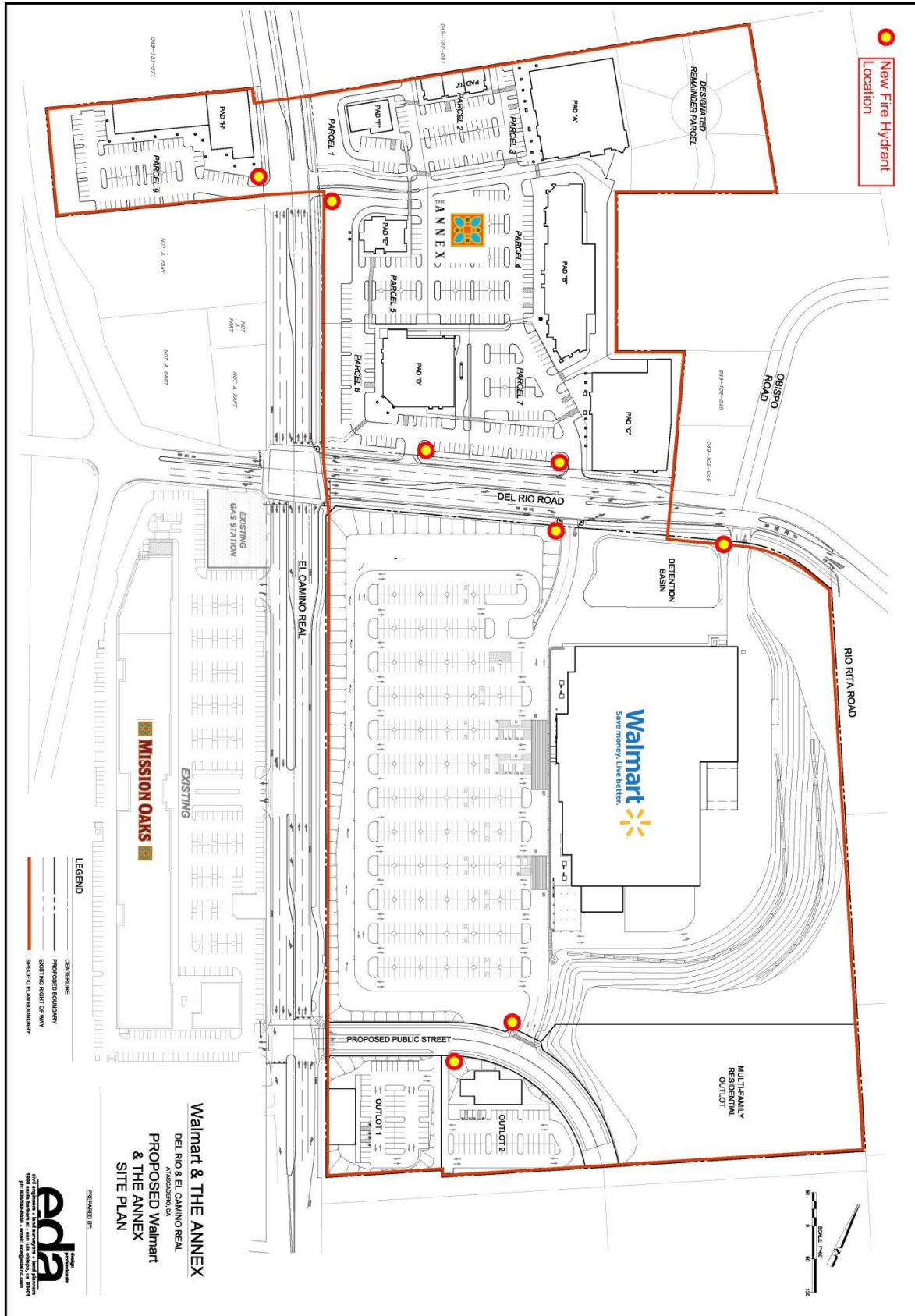


EXHIBIT E: Specific Plan Master Plan of Development Plans –Permit Processing Hierarchy

**Del Rio Road Commercial Area Specific Plan
(PLN 2007-1245 & PLN 2007-1246)**

The following permits and plans will be required for the development of the Specific Plan. The Community Development Director or City Engineer may approve variations to this outline as long as the underlying intent of the permitting process is maintained:

Permit Processing Hierarchy - Walmart Portion of Specific Plan

- A. Rough grading permit** (restoration bond required)
 - 1. SWPPP / NPDES
 - 2. Haul Routes
 - 3. Fill locations at Annex with written authorization of Annex owner

- B. Subdivision improvements – prior to final map** (bonding required)
 - 1. Pad grading and drainage
 - 2. Retaining walls
 - 3. On-site utilities(mains within easements, and service lateral stub-outs)
 - a. Storm Drainage
 - b. Sewer
 - c. Water
 - d. Gas / Electric / Communication (joint trench conduits within easements)
 - 4. On-site public improvements (new street)
 - 5. Off-site public improvements
 - a. El Camino Real frontage improvements
 - b. Del Rio Road frontage improvements
 - c. El Camino Real / Del Rio roundabout
 - d. Rio Rita frontage improvements
 - e. Sewer, storm drain and Utility improvements that are required on all affected streets.
 - f. Low Impact Development/Hydromodification required improvements
 - g. New signal (El Camino Real / new street)

- C. Commercial Building Permits – prior to store opening**
 - 1. Buildings and structures
 - 2. Off-site public improvement - San Anselmo signal (bonding required)
 - 3. On-site improvements
 - a. Parking lots
 - i. Curbs
 - ii. Paving
 - iii. Drainage
 - iv. Lighting
 - v. Cart corrals
 - vi. Accessible parking / routes of travel / pedestrian walkways
 - vii. Low Impact Development Improvements that are part of the hardscape/landscape
 - b. Solid waste storage enclosures
 - c. Landscaping
 - d. Signage
 - e. Fencing / Soundwalls

D. Multi-family residential Building Permit

1. CUP approval of Master Plan / Tree Removal Permit (Planning Commission)
2. Grading, Drainage, Tree protection plan
3. On-site improvements
 - a. Utilities
 - b. Curbs
 - c. Paving
 - d. Drainage
 - e. Lighting
 - f. Accessible parking / routes of travel
 - g. Pedestrian walkways
 - h. Project Amenities
 - i. Landscaping
 - j. Signage
 - k. Fencing
4. Buildings and structures

Permit Processing Hierarchy - Annex Portion of Specific Plan

A. Rough grading permit

1. SWPPP / NPDES

B. Subdivision improvements – prior to final map (bonding required)

1. Pad grading and drainage
2. Retaining walls
3. On-site utilities (mains within easements, and service lateral stub-outs)
 - a. Storm Drainage
 - b. Sewer
 - c. Water
 - d. Gas / Electric / Communication (joint trench conduits within easements)
4. Off-site public improvements
 - a. El Camino Real frontage improvements
 - b. Del Rio Road frontage improvements
 - c. El Camino Real / Del Rio roundabout
 - d. Sewer, storm drain and Utility improvements that are required on all affected streets.
 - e. Low Impact Development/Hydrmodification required improvements

C. Commercial Building Permits

1. Buildings and structures
2. On-site improvements
 - a. Parking lots
 - i. Curbs
 - ii. Paving
 - iii. Drainage
 - iv. Lighting
 - v. Cart corrals
 - vi. Accessible parking / routes of travel / pedestrian walkways
 - vii. Low Impact Development Improvements that are part of the hardscape/landscape
 - b. Solid waste storage enclosures
 - c. Landscaping
 - d. Signage
 - e. Fencing / Soundwalls

D. Single-Family Residential Permits

1. Tentative Map / Conditional Use Permit Master Plan of Development Approval (Planning Commission)
2. Subdivision Tract Improvement Plan
3. Residential buildings permits

EXHIBIT F: Specific Plan Master Plan of Development Plans – Walmart Parking Lot with additional landscape

**Del Rio Road Commercial Area Specific Plan
(PLN 2007-1245 & PLN 2007-1246)**

Staff Recommended Parking Lot



**EXHIBIT G: Annex Hotel Elevations / Color Board
Del Rio Road Commercial Area Specific Plan
(PLN 2007-1246)**

****ALL EXHIBITS IN PROJECT FILE PLN-2017-1626 AND ARE INCORPORATED VIA REFERENCE****



**CONCEPTUAL ELEVATION
WEST/EL CAMINO REAL-FACING FACADE**

	THE ANNEX HOTEL DEL RIO & EL CAMINO REAL ATASCADERO, CALIFORNIA
	CONCEPTUAL ELEVATION A4.0 <small>08/24/2017</small>



**CONCEPTUAL ELEVATION
SOUTH FACADE**

	THE ANNEX HOTEL DEL RIO & EL CAMINO REAL ATASCADERO, CALIFORNIA
	CONCEPTUAL ELEVATION A4.1 <small>08/24/2017</small>



CONCEPTUAL ELEVATION

EAST/US101-FACING FACADE

	THE ANNEX HOTEL DEL RIO & EL CAMINO REAL ATASCADERO, CALIFORNIA
	05/24/2017 CONCEPTUAL ELEVATION A4.2



CONCEPTUAL ELEVATION

NORTH FACADE

	THE ANNEX HOTEL DEL RIO & EL CAMINO REAL ATASCADERO, CALIFORNIA
	05/24/2017 CONCEPTUAL ELEVATION A4.3



M1
METAL ROOFING
METAL AWNINGS/ARBORS
METAL ACCENTS
AEP SPAN
"COOL MATTE BLACK"



M2
ALUMINUM STOREFRONT
KAWNEER
"BLACK" #40



P1
PAINTED EXTERIOR STUCCO
SMOOTH FINISH
BENJAMIN MOORE
2124-70 "DISTANT GRAY"



P2
PAINTED EXTERIOR STUCCO
SMOOTH FINISH
BENJAMIN MOORE
2121-30 "PEWTER"



P3
PAINTED EXTERIOR STUCCO
SMOOTH FINISH
BENJAMIN MOORE
2121-20 "STEEL WOOL"



P4
ACCENT COLOR - PAINT
BRAND SIGNATURE COLOR
BENJAMIN MOORE
398 "FLOWER POWER"

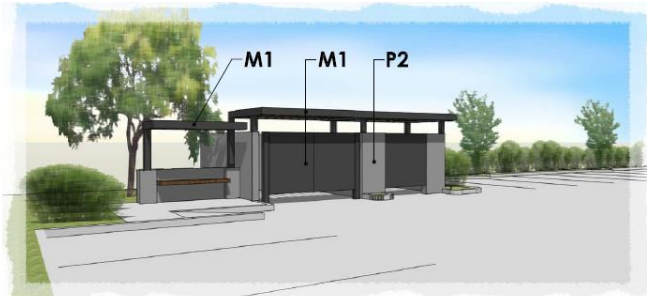
V1
WOOD VENEER
TRESPA
METEGON FLUSH PANEL
"ITALIAN WALNUT"



V2
STONE VENEER
ELDORADO STONE
LEDGESTONES
"BIRCH"

PROPOSED COLOR & MATERIAL BOARD

	THE ANNEX HOTEL DEL RIO & EL CAMINO REAL ATASCADERO, CALIFORNIA	
	COLOR/MATERIAL BOARD	05/24/2017 A5.0



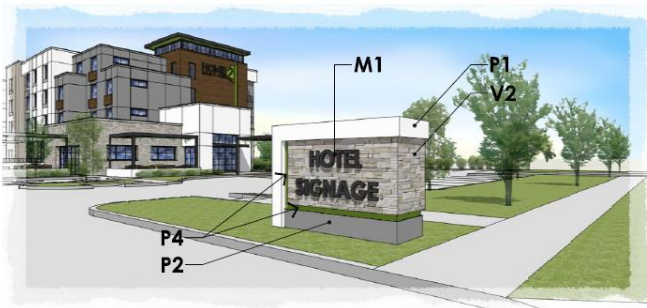
TRASH ENCLOSURE



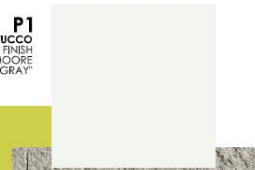
P2
PAINTED EXTERIOR STUCCO
SMOOTH FINISH
BENJAMIN MOORE
2121-30 "PEWTER"



M1
METAL ARBORS
METAL ACCENTS
AEP SPAN
"COOL MATTE BLACK"



MONUMENT SIGNAGE AT EL CAMINO REAL



P1
PAINTED EXTERIOR STUCCO
SMOOTH FINISH
BENJAMIN MOORE
2124-70 "DISTANT GRAY"



P4
ACCENT COLOR - PAINT
BRAND SIGNATURE COLOR
BENJAMIN MOORE
398 "FLOWER POWER"

V2
STONE VENEER
ELDORADO STONE
LEDGESTONES
"BIRCH"

PROPOSED COLOR & MATERIAL BOARD - TRASH ENCLOSURE & MONUMENT SIGNAGE

	THE ANNEX HOTEL DEL RIO & EL CAMINO REAL ATASCADERO, CALIFORNIA	
	COLOR/MATERIAL BOARD	05/24/2017 A5.1

**ATTACHMENT 5: DRAFT RESOLUTION C – Conditional Use Permit – Annex Hotel
South Parking Lot
PLN 2017-1626**

**DRAFT PC RESOLUTION C
CONDITIONAL USE PERMIT**

**RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF ATASCADERO RECOMMENDING THAT THE CITY
COUNCIL APPROVE A CONDITIONAL USE PERMIT**

**PLN 2017-1626
ANNEX HOTEL
PEARCE / MP ANNEX, LLC**

WHEREAS, application has been received from MP Annex, LLC (284 Higuera Street, San Luis Obispo, CA 93401) Owner and Applicant Clint Pearce (284 Higuera Street, San Luis Obispo, CA 93401) to consider Planning Application PLN 2017-1626, for a project consisting of a Conditional Use Permit on a 0.70 acre site located on a portion of 1860 & 1862 El Camino Real, Atascadero, CA 93422 (APN's 049-131-055); and,

WHEREAS, the site's current General Plan Land Use Designation is General Commercial (GC); and,

WHEREAS, the site's current Zoning District is Commercial Tourist (CT); and,

WHEREAS, section 9-3.330 of the Atascadero Municipal Code identified that a use permit is required for "Parking Lots" as a primary use in all non-residential zones; and

WHEREAS, the proposed project qualifies for an Categorical Exemption consistent with CEQA Guidelines Section 15311: Accessory Structures, as the proposed use is considered a small parking lot under California Public Resources Code section 21083 and 21084; and

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

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

WHEREAS, the Planning Commission of the City of Atascadero, at a duly noticed Public Hearing held on June, 28, 2017, studied and considered PLN 2017-1626, after studying and considering the proposed CEQA Categorical Determination and reviewing proposed uses, and

WHEREAS, the City Council of the City of Atascadero, at a duly noticed Public Hearing held on July, 11, 2017, studied and considered PLN 2017-1626, after studying and considering the proposed CEQA Categorical Determination and reviewing proposed uses, and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Atascadero makes the following findings, determinations and approvals with respect to the proposed Conditional Use Permit:

SECTION 1. Findings of Environmental Exemption. The City Council of the City of Atascadero finds as follows:

1. The proposed project is Categorically Exempt (Class 11) from the provisions of the California Environmental Quality Act (California Public Resources Code §§ 21000, et seq., “CEQA”) and CEQA Guidelines (Title 14 California Code of Regulations §§ 15000, et seq.) CEQA pursuant to CEQA Guidelines Section 15311, for accessory structures. A notice of determination is included as Exhibit A.

Fact. Class 11 exemptions cover, what the CEQA considers “small parking lots”. As the primary parking lot for the adjacent hotel use contains more parking, this is considered a small parking lot for the purposes of CEQA analysis.

SECTION 2. Findings for approval of Conditional Use Permit. The City Council of the City of Atascadero finds as follows:

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

Fact. The proposed project is consistent with the General Plan goals and policies as the parking lot, as a primary use, will be utilized to support a new hotel directly adjacent to the Del Rio Road Specific Plan, as well as, provide additional parking for potential future uses.

2. The proposed project or use satisfies all applicable provisions of this title; and

Fact. The proposed use satisfies all applicable provisions for construction of a parking lot within the Atascadero Municipal Code.

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

Fact. The proposed parking lot will not be detrimental to the health safety, and welfare for persons residing or working in the neighborhood.

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

Fact. The proposed use is directly adjacent to a proposed hotel within the Del Rio Road Commercial Area Specific Plan and fronts Highway 101. The proposed use is not inconsistent with the character of the immediate neighborhood.

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

Fact. The parking lot will be used by a directly adjacent hotel. The parking lot itself will not generate a volume of traffic beyond the safe capacity. Additionally, the parking lot will be designed to accommodate future improvements within the Del Rio Road / El Camino Real intersection.

SECTION 3. Approval of Conditional Use Permit. The City Council of the City of Atascadero, in a regular session assembled on July 11, 2017 resolved to approve the Conditional Use Permit subject to the following:

8. EXHIBIT A: CEQA Exemption
9. EXHIBIT B: Conditions of approval
10. EXHIBIT C: Site Plan
11. EXHIBIT D: Grading & Utility Plan
12. EXHIBIT E: Landscaping Plan

On motion by Council Member _____ and seconded by Council Member _____, the foregoing Resolution is hereby adopted on this 11th day of July, 2016, in its entirety on the following roll call vote:

AYES:

NOES:

ABSENT:

ADOPTED:

CITY OF ATASCADERO

By: _____
Tom O'Malley, Mayor

ATTEST:

Lara Christensen, C.M.C.,
City Clerk

APPROVED AS TO FORM:

**Exhibit A: CEQA Exemption
PLN 2017-1626**



**CITY OF ATASCADERO
NOTICE OF EXEMPTION**

6500 Palma Avenue Atascadero, CA 93422 805.461.5000

TO: File Date Received June 20, 2017

FROM: Alfredo Castillo, AICP
Associate Planner
City of Atascadero
Community Development Department
6500 Palma Avenue
Atascadero, CA 93422

SUBJECT: **Filing of Notice of Determination in Compliance with Section 21152.1 of the Public Resources Code**

Project Title: Conditional Use Permit 2017-0306

Project Applicant: M.P. Annex, LLC
284 Higuera St.
San Luis Obispo, CA 93401

Project Location: 1860 El Camino Real, Atascadero, CA (Southwest corner)
(San Luis Obispo County, APN# 049-131-055)

Project Description: Small parking lot in Commercial Tourist zone

Name of Public Agency Approving Project: City of Atascadero

Name of Person or Agency Carrying Out Project: M.P. Annex, LLC (owner)

Exempt Status:

- | | |
|---|--|
| <input type="checkbox"/> Ministerial (Sec. 15073) | <input type="checkbox"/> Emergency Project (Sec. 1507 (b) and (c)) |
| <input type="checkbox"/> Declared Emergency (Sec. 15061 (a)) | <input type="checkbox"/> General Rule Exemption (Sec. 15061.c) |
| <input checked="" type="checkbox"/> Categorically Exempt (Sec. 15301-15333) | <input type="checkbox"/> Statutory Exemption (Sec. 15260-15285) |

Reasons why project is exempt: Class 11 of the California Environmental Quality Act (CEQA)
(Section 15311 (b), Small parking lots)

Lead Agency Contact Person: Alfredo Castillo, AICP, Associate Planner

Date Exemption Accepted: June 20, 2017



Alfredo Castillo, AICP
Associate Planner

Exhibit B
Conditions of Approval
City of Atascadero



PLN 2017-1626
Annex Hotel – South Parking
A Portion of 049-131-055

The following conditions of approval apply to the project referenced above. The conditions of approval are grouped under specific headings that relate to the timing of required compliance. Additional language within a condition may further define the timing of the required compliance.

- A. The following conditions shall be satisfied prior to the issuance of the first of any DEMOLITION PERMIT, BUILDING PERMIT, SUBDIVISION IMPROVEMENT, or at the time specified in the condition.**
1. Public improvement plans shall be prepared by a registered Civil Engineer and approved by the City Engineer prior to the start of any work. The plans shall include, but are not limited to the following: PWD
 - a. On-site and off-site grading, drainage and erosion control.
 - b. Public street design.
 - c. Public and private utilities necessary to serve the development.
 - d. Extension or modifications to the AMWC water distribution system.
 - e. Extension or modifications to the City wastewater collection system, or, on-site wastewater treatment (e.g. - septic/leach-field systems).
 - f. Storm water management and collection system.

 2. A Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer. PWD

 3. The developer shall submit a detailed hydrology study to be prepared and submitted for review and approval by the City Engineer. The analysis shall be prepared by a registered civil engineer and shall quantify the effects of the proposed development on adjacent and downstream properties. The scope of the study shall include analysis of all existing public and private drainage facilities and creek capacities between the subject property and an adequate point of discharge. Storm water detention or retention facilities will be required. All proposed detention or retention basin and associated drainage improvements, except those within a public street, shall be privately owned and maintained by the property owner. PWD

 4. A Storm Water Control Plan (SWCP) shall be prepared in accordance with City Standard Specifications and the Regional Water Quality Control Board Res. No. R3-2013-0032 PWD

5. Landscaping plan shall be consistent with the City's water efficient landscaping ordinance and be submitted for approval. PLN
6. A photometric plan shall be submitted for review and approval by the Planning and Building Department. PLN

B. The following conditions shall IMPLEMENTED DURING THE CONSTRUCTION PHASE OF THE PROJECT.

7. The developer shall complete street improvements for El Camino Real in conformance with the plans prepared for the round-about at El Camino Real and Del Rio Rd and in accordance with City standard details/standard specifications, to the satisfaction of the City Engineer. PWD
8. Street pavement shall be widened to meet the new frontage improvements. Pavement transitions may be required to be extended beyond the limits of the property frontage to integrate the new widened street improvements with the existing roadway, to the satisfaction of the City Engineer. PWD
9. Street striping, signage, traffic signals, and any traffic control improvements shall be in accordance with the CA Manual on Unified Traffic Control Devices (CA-MUTCD), and to the satisfaction of the City Engineer. PWD
10. Street lighting may be required, as determined by the City Engineer. PWD
11. Utility laterals shall be extended and adjusted to conform to the new street improvements. PWD
12. The developer shall extend or modify the water distribution system as required by the AMWC to adequately serve the new development. PWD
13. The developer shall extend or modify the public storm water collection system as required by the City Engineer to adequately serve the new development. PWD
14. Culverting or modifications to existing open channels shall be in compliance with City standards and policies, and be approved by the City Engineer. PWD
15. The development shall be designed to intercept cross lot drainage and direct any overland run-off to an approved point of discharge (e.g. - street, storm drain, drainage swale & easement, other acceptable point of discharge), as approved by the City Engineer. PWD

C. The following conditions shall be met prior to the RELEASE OF UTILITIES, FINAL INSPECTION, OR ISSUANCE OF A CERTIFICATE of occupancy, whichever occurs first.

16. Prior to final inspection of the El Camino Real improvements, the developer shall submit record drawings for review and approval by the City Engineer. PWD
17. A Storm Water System Operations & Maintenance Plan and Storm Water Maintenance & Management Agreement shall be approved by the City PWD

Engineer and recorded against the subject property prior to a Final Inspection.

18. Reciprocal access agreements shall be recorded with APN 049-131-048 (Armet) property directly east of the subject property, and APN 049-131-070 (Annex Hotel) directly north of the subject property. Agreement shall be recorded prior to final planning inspection for landscaping and lighting. PLN

D. The following conditions shall be complied with AT ALL TIMES that the use permitted by this planning application occupies the premise and shall be applied to the project in perpetuity until such time that the use is extinguished.

19. The entitlement described at the location per this resolution is determined to be vested with the property upon issuance of a building permit. PLN

20. Approval of this entitlement shall be final and effective consistent with Atascadero Municipal Code (AMC) Section 9-1.111 seq. et. al. PLN

21. Project construction must be in accordance with provided Exhibit(s), adopted with this Resolution. Changes to architecture, landscaping design, and non-substantive subdivision design may be approved by the Design Review Committee (DRC). PLN

22. In accordance with the Atascadero Municipal Code Section 9-8.105, any violation of any of the Conditions of Approval is unlawful and may be cause for revocation of this entitlement and subject the applicant and/or future property owners to the penalties set for in the Atascadero Municipal Code, as well as any other available legal remedies. PLN

23. The applicant shall agree to indemnify and defend at his/her sole expense any action brought against the City, its present or former agents, officers, or employees because of the issuance of this approval, or in any way relating to the implementation thereof, or in the alternative, to relinquish such approval. The applicant shall reimburse the City, its agents, officers, or employees, for any court costs and attorney's fees which the City, its agents, officers or employees may be required by a court to pay as a result of such action. The City may, at its sole discretion, participate at its own expense in the defense of any such action but such participation shall not relieve applicant of his/her obligations under this condition. CM

24. Should the described use be abandoned or extinguished, the property may be used and / or developed with any use allowed by the underlying zoning district. PLN

25. Discharges to the public storm drain system are subject to review under the City's MS4 State Permit and the boundaries established by the Regional Water Quality Control Board for discharges to waters of the United States. Illicit discharges shall not be approved and shall be eliminated where known to exist or are identified. Certain non-storm water discharges may not be considered illicit where it can be shown that these waters are not contaminated. Uncontaminated spring water, pumped ground water, and water from crawl space pumps are not considered illicit discharges and are therefore not prohibited from discharging to the storm drain system. The developer shall PWD

provide verification that the proposed discharge waters are not contaminated, to the satisfaction of the City Engineer.

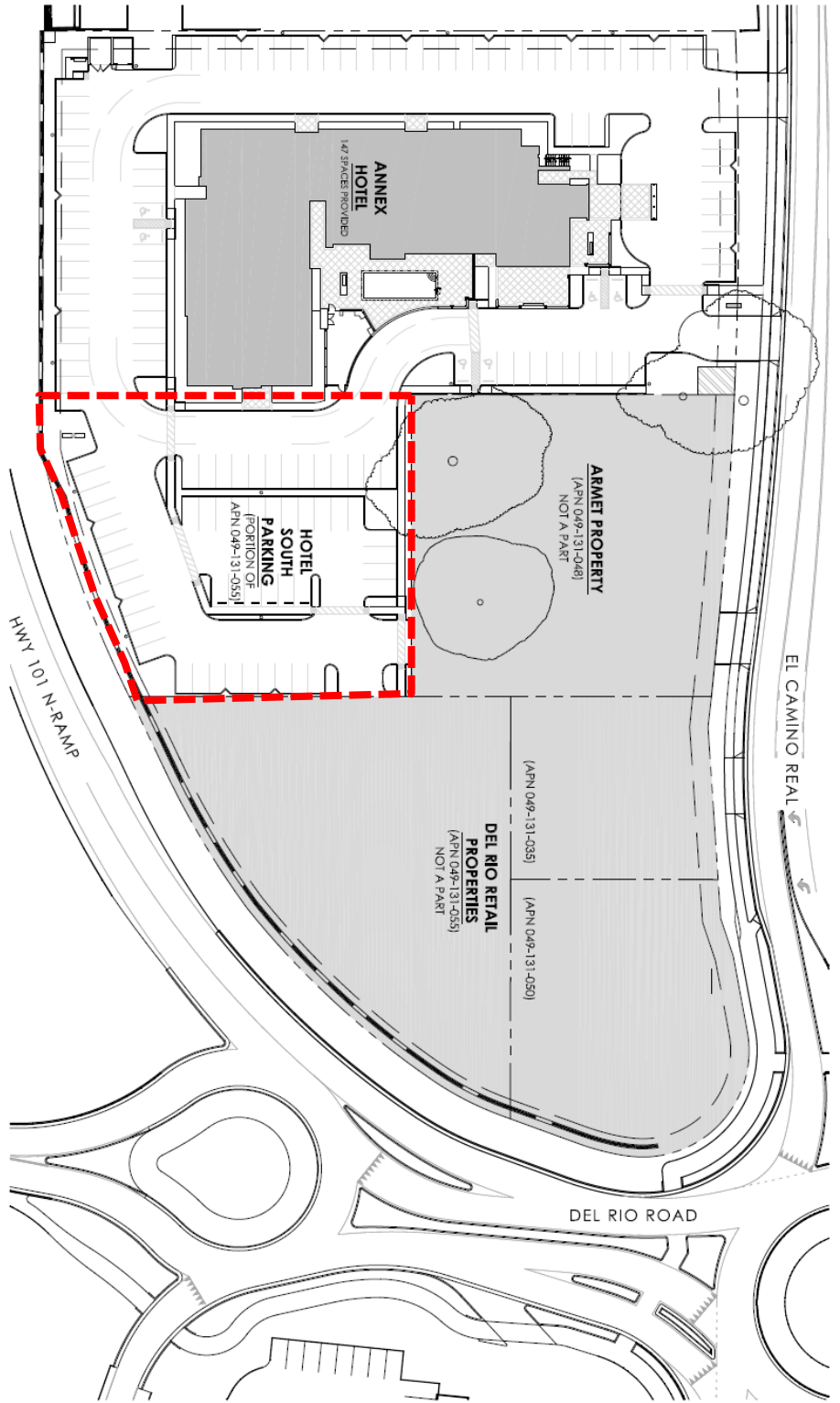
****END CONDITIONS****

EXHIBIT C: SITE PLAN

PLN 2017-1626

****ALL EXHIBITS ARE LOCATED IN PROJECT FILE****

PROPOSED SITE PLAN



ARTIS STRONG INVESTMENTS	THE ANNEX HOTEL DEL RIO & EL CAMINO REAL ATASCADERO, CALIFORNIA
CONCEPTUAL SITE PLAN 1/17/2017 10:00 AM	
A1.0	REVISION

