CITY OF MORRO BAY
PLANNING COMMISSION
AGENDA

The City of Morro Bay provides essential public services and infrastructure to maintain a safe, clean and healthy place for residents and visitors to live, work and play.

Regular Meeting -Tuesday, June 2, 2020 - 6:00 P.M.
Held Via Teleconference

Chairperson Gerald Luhr

Vice-Chairperson Jesse Barron
Commissioner Michael Lucas
Commissioner Joseph Ingraffia
Commissioner Susan Stewart

ESTABLISH QUORUM AND CALL TO ORDER

PLANNING COMMISSIONER ANNOUNCEMENTS

Public Participation:
In order to prevent and mitigate the effects of the COVID-19 pandemic, and limit potential spread within the City of Morro Bay, in accordance with Executive Order N-29-20, the City will not make available a physical location from which members of the public may observe the meeting and offer public comment. Remote public participation is allowed in the following ways:

- *Community members are encouraged to submit agenda correspondence in advance of the meeting via email to the Community Development office at planningcommission@morrobayca.gov prior to the meeting and will be published on the City website with a final update one hour prior to the meeting start time. Agenda correspondence received less than an hour before the meeting start time may not be posted until after the meeting.*

- *Members of the public may watch the meeting either on cable Channel 20 or as streamed on the City website.*

- *Alternatively, members of the public may watch the meeting and speak during general Public Comment or on a specific agenda item by logging in to the Zoom webinar using the information provided below. Please use the "raise hand" feature to indicate your desire to provide public comment. Each speaker will be allowed three minutes to provide input.*

  Please click the link below to join the webinar:
  - *https://us02web.zoom.us/j/82722747698?pwd=aWZpTzcwTHlRTk9xaTlmWVNWRWFUQT09*
    Password: 135692

*Or Telephone Attendee: (408) 638-0968 or (669) 900 6833 or (346) 248 7799; Webinar ID: 827 2274 7698; Password: 135692; Press * 9 to "Raise Hand" for Public Comment*

PRESENTATIONS

A. CONSENT CALENDAR

A-1 Current and Advanced Planning Processing List
Staff Recommendation: Receive and file.

B. PUBLIC HEARINGS

B-1 **Case No.:** CUP19-12, CDP20-001, PKG19-05
Site Location: 405 Atascadero Road, Morro Bay, CA
Project Description: Application for Conditional Use Permit (CUP19-12), Coastal Development Permit (CDP20-001), Parking Exception (PKG19-05) and adoption of the Mitigated Negative Declaration (May 2020) together with the mitigation and monitoring conditions for a proposed 35-unit affordable housing project, in a cluster of 2 and 3-story buildings surrounding a common courtyard area. The project totals 26,052 square feet of building area on .94 acres. The design provides a single vehicular access to Sunset Ave and provides a parking lot with 35 spaces. The project is zoned MCR/R-4/PD/SP and is not within the Coastal Commission Appeals Jurisdiction.
CEQA Determination: An Initial Study was prepared that resulted in a Mitigated Negative Declaration (May 2020) with Mitigation and Monitoring measures to reduce impacts to less than significant.
Staff Recommendation: Conditionally Approve the project by adopting Planning Commission resolution 11-20 making the necessary findings for the project for approval of CUP19-12, CDP20-001, PKG19-05 and adoption of the May 2020 Mitigated Negative Declaration with conditions and mitigation measures for approval of the project.
Staff Contact: Nancy Hubbard, Contract Planner (805) 772-6211
nhubbard@morrobayca.gov

C. NEW BUSINESS

C-1 **Site Location**: 1001 Front St – Review of Conditional Use Permit #A00-054/UP0-284.
Project Description: Conditional Use Permit 1 Year Review per Planning Commission condition #9 to approved permit.
Staff Recommendation: Review and provide comment on CUP to staff and/or permittee as applicable
Staff Contact: Cindy Jacinth, Senior Planner (805) 772-6577

D. UNFINISHED BUSINESS

E. PLANNING COMMISSIONER COMMENTS/FUTURE AGENDA ITEMS

F. COMMUNITY DEVELOPMENT DIRECTOR COMMENTS

G. ADJOURNMENT
Adjourn to the next regular Planning Commission meeting on June 16, 2020 at 6:00 p.m. via teleconference.

PLANNING COMMISSION MEETING PROCEDURES

This Agenda is subject to amendment up to 72 hours prior to the date and time set for the meeting. Please refer to the Agenda posted at the Community Development Department, 955 Shasta Avenue, for any revisions, or call the Department at 805-772-6264 for further information.

Written testimony is encouraged so it can be distributed in the Agenda packet to the Commission. Material submitted by the public for Commission review prior to a scheduled hearing should be received by the

Planning Division at the Community Development Department, 955 Shasta Avenue, no later than 5:00 P.M. the Tuesday (eight days) prior to the scheduled public hearing. Written testimony provided after the Agenda packet is published will be distributed to the Commission but there may not be enough time to fully consider the information. Mail should be directed to the Community Development Department, Planning Division.

This Agenda may be found on the Internet at: www.morrobayca.gov/planningcommission or you can subscribe to Notify Me for email notification when the Agenda is posted on the City's website. To subscribe, go to www.morrobayca.gov/notifyme and follow the instructions.

The Brown Act forbids the Commission from taking action or discussing any item not appearing on the agenda, including those items raised at Public Comment. In response to Public Comment, the Commission is limited to:

1. Responding to statements made or questions posed by members of the public; or
2. Requesting staff to report back on a matter at a subsequent meeting; or
3. Directing staff to place the item on a future agenda. (Government Code Section 54954.2(a))

Commission meetings are conducted under the authority of the Chair who may modify the procedures outlined below. The Chair will announce each item. Thereafter, the hearing will be conducted as follows:

1. The Planning Division staff will present the staff report and recommendation on the proposal being heard and respond to questions from Commissioners.
2. The Chair will open the public hearing by first asking the project applicant/agent to present any points necessary for the Commission, as well as the public, to fully understand the proposal.
3. The Chair will then ask other interested persons to present testimony either in support of or in opposition to the proposal.
4. Finally, the Chair may invite the applicant/agent to respond to the public testimony. Thereafter, the Chair will close the public testimony portion of the hearing and limit further discussion to the Commission and staff prior to the Commission taking action on a decision.

APPEALS

If you are dissatisfied with an approval or denial of a project, you have the right to appeal this decision to the City Council up to 10 calendar days after the date of action. Pursuant to Government Code §65009, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Commission, at, or prior to, the public hearing. The appeal form is available at the Community Development Department and on the City's web site. If legitimate coastal resource issues related to our Local Coastal Program are raised in the appeal, there is no fee if the subject property is located with the Coastal Appeal Area. If the property is located outside the Coastal Appeal Area, the fee is a $277 flat fee. If a fee is required, the appeal will not be considered complete if the fee is not paid. If the City decides in the appellant's favor then the fee will be refunded.

City Council decisions may also be appealed to the California Coastal Commission pursuant to the Coastal Act Section 30603 for those projects that are in their appeals jurisdiction. Exhaustion of appeals at the City is required prior to appealing the matter to the California Coastal Commission. The appeal to the City Council must be made to the City and the appeal to the California Coastal Commission must be made directly to the California Coastal Commission Office. These regulations provide the California Coastal Commission 10 working days following the expiration of the City appeal period to appeal the decision. This means that no construction permit shall be issued until both the City and Coastal Commission appeal period have expired without an appeal being filed. The Coastal Commission's Santa Cruz Office at (831) 427-4863 may be contacted for further information on appeal procedures.

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the Community Development Department at (805) 772-6264. Notification 24 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting.

City of Morro Bay
Community Development Department
Current & Advanced Project Tracking Sheet
This tracking sheet shows the status of the work being processed by the Planning & Building Divisions

New Planning items or items recently updated are highlighted in yellow.

Approved projects are deleted on next version of log.

Agenda No: A-1

Meeting Date June 2, 2020

#	Applicant/ Property Owner	Project Address	Application Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
Hearing or Action Ready Projects:										
1	Post	2445 Greenwood	4/20/20	CDP20-006	**Demo existing older home and replace with new 2-story home**	Project deemed incomplete, comment letter sent 5/12/20. Resubmittal approved, project deemed complete, preparing for public notice.				nh
2	HASLO	405 Atascadero Road	9/24/19	CUP19-12/ PKG19-05/ CDP	**CUP, CDP and PKG approval for of a proposed 35 unit affordable housing project**	Scheduled for Planning Commission for conceptual review 11/5/19. PC provided input, waiting for resubmittal. Project deemed complete. MND public draft circulation(3/6 through 4/6/2020) complete. MND finalized and PC hearing scheduled for June 2, 2020		PN-Conditionally Approved 10/10/2019		NH
30 -Day Review, Incomplete or Additional Submittal Review Projects:										
3	Bean	Unaddressed Main Street (AKA 199 Sandpiper Court)	12/19/19	CUP19-20, CDP19-047	**CUP/CDP for new home on triangular small parcel on the bluff. Proposed home is 526 sf 2-stories with access easement to Main Street**	Project deemed incomplete, comment letter sent January 7, 2020. Waiting for resubmittal.				nh
4	Brebes	495 Driftwood	6/14/19	CDP19-022/PKG19-07	**New duplex residential units - attached 2 story buildings with 2 car garages.**	Project deemed incomplete 12/31/19. Applicant changing project density, waiting for resubmittal. Correction letter send 5/25/20. Waiting for resubmittal.				nh
5	Lawrence	2590 Hemlock Ave	10/25/19	CDP19-040	**Admin CDP for Demo of existing residence, rebuild new with ADU.**	Submittal under review. Correction letter sent 11/25/19.				wu
6	Gambril	571 Embarcadero	10/14/19	MAJ19-006	**Major Modification to CUP Amendment for proposed public access improvements, dock and gangway realignment, conversion of 2nd floor to hotel units and request for 1st floor ADA accessible hotel unit**	CUP Amendment reviewed by PC on 12/18/18. Major Modification Request under review. Submitted correction response letter 11/13/19. cj		PN-Conditionally Approved 10/16/2019		cj
7	Rhine LP/Morro 94	3300 Panorama	8/20/19	MAJ 19-005	**After the fact permit application for removal of 3 sheds and possible siding treatment for transformer building.**	Submittal is under review. Deemed incomplete 8-29-19. Resubmitted information received, applicant to complete all close out requirements prior to scheduling PC hearing.				nh
8	Cleary	1282 and 1290 Embarcadero Road	5/23/19	CDP19-016	**CDP for removal of major vegetation.**	Submittal is under review. Correction letter sent 6/10. Awaiting resubmittal.				wu
9	Eisemann	535 Atascadero Road	3/7/19	PAR19-01	**Final Parcel map**	Submittal is under review. Planning disapproved 3/14/19. Resubmittal disapproved on May 14, 2019. Resubmittal received , review comments provided 6-5-19. Disapproved 11-5-19. Waiting for revised submittal to remove improvements not requested by CalTrans		PN- Disapproved 11-6-2019		nh
10	Najarian	1339 Berwick	11/30/18	CDP 18-014	**Admin CDP for new construction of SFR and ADU with attached garage**	Application deemed incomplete, comments sent to applicant on 12/27/18. Followed up with application 2/3/20, applicant is planning on a resubmittal.				nh

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11	T-Mobiile	1478 Quintana	2/26/18	A00-056	**Modification to UP0-052/CP0-073 for upgrade to existing wireless site**	Under initial review. Correction Letter sent 3/30. Unauthorized work completed by owner. Spoke with the agent 11/5 about process moving forward. Spoke with agent again 2/7. Resubmittal 2/26.Correction letter sent 3/13. Awaiting resubmittal. Update: Project determined to only require building permit.		JW approved		wu
Projects Appealed to Planning Commission or PC Continued projects:										
12	State Parks - Mike Walgren	11 State Park Road	8/20/18	CDP 18-004, CUP18-04	**Coastal Development Permit & Conditional Use Permit to install modular building for office space, parking and landscape improvements at Morro Bay State Park**	Submitted on 8-20-18. Deemed incomplete 9.10.18. Applicant to resubmit plans. Plans resubmitted with additional information on 10-26-18. Project deemed complete. Scheduled for PC on December 18, 2018. Continued to date uncertain by PC on 12/18/18. Applicant to provide additional information. Followed up with applicant 2/3/20 - they are waiting for reports prior to resubmittal.		PN- Approved 9/4/2018		nh
13	City of Morro Bay	End of Nutmeg	1/18/12	UP0-344	**Environmental documents for Nutmeg Tanks.** Permit number for tracking purposes only County issuing permit. Demo existing and replace with two larger reservoirs. City handling environmental review	KW--Environmental contracted out to SWCA estimated to be complete on 4/27/2012. SWCA submitted draft I.S. to City on May 1, 2012. MR-Reviewed MND and met with SWCA to make corrections. In contact with County Environmental Division for their review. MND received by SWCA on 10/7/12. MND out for public notice and 30 day review as of 11/19/12. 30 day review ends on 12/25/12. No comments received. Scheduled for 1/16/13 Planning Commission meeting and then to be referred back to SLO County. Planning Commission continued this item to address concerns regarding traffic generated from the removal of soil. In applicant's court, they are addressing issues brought up by neighbors during initial P.C. meeting. Project has been redesigned and will be going forward with concrete tanks. Modifications to the MND are in process. Neighborhood meeting conducted with Engineering on 9/27/2013. Revising project description and MND.	No review performed.	BCR- Needs new MND for concrete tank, less truck trips.Neighborhood mtg held 9/27. Neighbors generally support new design that reduces truck trips by 80%. Concrete batch plant set up on site will further reduce impact. 5/5/14 - Cannon contract signed to finish permit phase. Construction will be delayed to FY15/16		cj
Projects Appealed or Forwarded to City Council:										
14	City of Morro Bay	Citywide	6/19/13	A00-015	**Sign Ordinance Update.** Text Amendment Modifying Section 17.68 "Signs"	Text Amendment Modifying Section 17.68 "Signs". Planning Commission reviewed 5/17/2010. Item heard at 5/24/11 City Council Meeting. Interim Urgency Ordinance approved to allow projecting signs. PC reviewed 2/7/2011. Workshops scheduled 9/29/11 & 10/6/11 .City Council 12/13/11. Continued to 1/10/12 CC meeting. PC reviewed 5/2/2012. Update due to City Council in June 2013. Draft Sign Ordinance reviewed by PC on 6/19/13 & 7/3/13. PC has reviewed Downtown, Embarcadero, and Quintana Districts as well as the Tourist-Oriented Directional Sign Plan. 8/21/13 Final Draft of Sign Ordinance approved at 9/4/13 PC meeting with recommendation to forward to City Council. Council directed staff to do further research with local businesses. Business workshops held fall/winter 13/14. Result of sign workshops discussed at 11-3-15 PC mtg. Revised Public Draft of Sign Ordinance posted to City website on July 6, 2017	No review performed.	N/R		sg
Environmental Review										

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15	City of Morro Bay	N/A		UP0-423	**MND for Chorro Creek Stream Gauges**	Applicant requesting meeting for week of 9/9/13. SWCA performing the environmental review. Received completed MND from Water Systems Consulting (WSC) on 4/1/15. Routed to State Clearinghouse for required 30 day review period. Tentative hearing 8/4/15. No recent activity.	No review performed.	MND complete. Cut permit checks to RWQCB and CDFW on 2/27/15		cj
Final Map Under Review Projects										
Projects requiring coordination with another jurisdiction:										
16	City of Morro Bay	Outfall			**Original jurisdiction CDP for the outfall and for the associated wells**	Coastal staff is working with staff. Coastal letter received 4/29/2013. Discussed project with Coastal staff in meeting 11-18-14.	No review performed.	City provided response to CCC on 7/12/13. Per Qtrly Conference Call CCC will take 30days to respond		
17	City of Morro Bay Desal Plant	170 Atascadero			**Project requires a Coastal Development Permit for upgrades at the Plant. Final action taken Sent to CCC but pursuant to their request the City has rescinded the action.**	Waiting for outcome from the CDP application for the outfall. Discussed project with Coastal staff in meeting 11-18-14.	No review performed.	BCR- Phase 1 Maint and Repair project is underway. Desal plant start-up scheduled for 10/15/13. Phase 1 complete and finaled. Phase 2 on hold as of 7/22/14.		

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Projects going forward to Coastal Commission for review (Pending LCP Amendments) / or State Department of Housing:										
18	City of Morro Bay	Citywide			**<u>Plan Morro Bay</u>: General Plan / Local Coastal Program / Zoning Code Update project**	Comprehensive overall update to the City's 1988 General Plan, 1984 Local Coastal Program, and 1997 Zoning Code. General Plan Advisory Committee meetings ongoing. For more information or to get involved, visit www.morrobayca.gov/planmb. Project to be complete with documents ready for adoption and certification by end of 2019. Public draft of combined General Plan/ LCP released May 2018 for review. Working with Coastal staff on CCC input.				
19	City of Morro Bay	Citywide	10/16/13	A00-013. A00-029: Ordinance 601	**Zoning Text Amendment - Second Unit**	Secondary Unit Ordinance Amendment. Ordinance 576 passed by City Council in 2012. 6-11-13 City Council direction to staff to bring back to Planning Commission for review of ordinance. At 10-16-13 PC meeting, Commission recommended changes to maximum unit size and tandem parking design where units over 900 sf and/or tandem parking design of second unit triggers a CUP process. Council accepted PC recommendation at 2-11-14 meeting and directed staff to bring back revised ordinance for a first reading and introduction. Item continued to 4/22/14 Council meeting to allow time for Coastal staff comment regarding proposed changes. Council approved Into and First Reading on 4/22/14. Final Adoption of Ord. 585 at 5/13/14 Council meeting. Ordinance to be sent as an LCP Amendment for certification by Coastal Commission. **New language for PC and Council review. Second reading going to council on April 12, 2016. PC reviewed change 5-3-16. CC second First Reading 6-28-16.. Application submitted to Coastal**	No review performed.			wm
Projects Continued Indefinitely, No Response to Date on Incomplete Letter or inactive:										
20	Verizon / Knight	~~184 Main~~ new location, Corner of Main and Cabrillo	11/19/14	UP0-394 and CP0-512	**Coastal Development Permit and Conditional Use Permit for installation of new Wireless Facility/Verizon antennas on existing pole.**	Under Review. JG. Incomplete. Waiting on response from Tricia Knight. Wants to keep project open and figure out the parking situation or move location. 1/26. JG. Applicant looking to move location to pole across the street. resubmittal rcv'd 5/26. Deemed Complete, waiting for Applicant to confirm PC meeting date. PC hearing held on 9/6/16 and continued for further review to 11-1-16 PC hearing. Continuance requested. Continued to a date uncertain		PN- Conditionally approved 6/14/16		jg
Grants										
21	California Coastal Commission, California Ocean Protection Council	City-wide	*4/6/16*		**$400,000 Grant for LCP update to address sea-level rise and climate change impacts. Round 3 Grant award of $200,000 for Lateral Access Plan, and ESHA delineation. Round 6 funding of $60,000 received Mar 2020.**	Grant agreements for both the grants are in place and grant administration has been turned over to Michael Baker International, per terms of the GP/LCP update contract. Received signed grant agreement for $200,000 LCP Planning grant by CCC for Round 3 awards 2-27-17. Additional LCP grant funding received in 2020 under Round 6 for $60,000 to complete LCP update.	*No review performed.*	*N/A*		*sg*
22	City of Morro Bay	City-wide			**Community Development Block Grant/HOME Program - Urban County Consortium**	Staff has ongoing responsibilities for contract management in coordination with County staff administraiton. Final 2016 funding recommendations reviewed by Council on 3-8-16. 2016 Subrecipient Agreement executed and Council approved 2018-2020 Cooperation Agreement with County on 6-13-17. City Council to review new Cooperation Agreement for 2021-2023 CDBG Program Years at 5/26/20 Council meeting.	No review performed.	N/R		cj

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23	City of Morro Bay	City-wide				**Climate Action Plan - Implementation**	Staff has ongoing responsibilities for implementation of Climate Action Plan as adopted by City Council January 2014. Staff coordinating activities with other Cities and County of SLO via APCD.				cj
Projects in Building Plan Check:											
24	Nagy	2996	Alder	5/18/20	B20-0081	Addendum to B18-0033, change in elevator product, complete framing for lift.		Ready issue			co
25	Gulley	679	Atascadero	2/27/20	B20-0042	Add 135 sq. ft. bathroom addition.		Ready to issue			sg
26	LaPlante	3093	Beachcomber	4/29/17	B-31487	New SFR: 3,495 sf w/ 500 sf garage on vacant land. No activity on this project. Remains in plan check.	Approved 8-9-18. Requested permit extension.	Ready to issue	PN - Approved 6/21/2018	Emailed comments on 10-20-17.	cj
27	Auerbach	3200	Beachcomber Dr.	12/30/19	B19-0277	Convert 100 sf of enclosed sun-room area to living space and add 67 sq ft of new living area. Demo kitchens and add 3 beams, new windows, siding, update electrical, water heater and forced air unit, misc, clean up.	Disapproved Jan 14, 2020, additional information provided and Planning approved building permit 4/7/20	Bldg -Approved 5/20/20			nh
28	Voss	3302	Beachcomber Dr.	4/20/20	B20-0070	New 120 s.f. 1-story addition to existing 1200 s.f. 1-story residence.		Bldg - Approved 5/20/20			sg
29	Jones	1362	Berwick Dr	8/5/19	B19-0169	Interior remodel, remove existing roof over existing garage and replace with 352 sf deck.	Disapproved 9/11/19. Awaiting resubmittal.	Bldg - Disapproved 9/4/19			wu
30	Diaz	365	Driftwood	1/6/20	B19-0280	328 sq ft addition to master bedroom and bath on second flr. Convert covered patio to living space 50 sq ft enclosed covered porch 30 sq ft interior remodel.	Under review. Planning disapproved 1/31/20.	Bldg - Disapproved 1/15/20			wu
31	Brebes	495	Driftwood	12/20/19	B19-0269	New 3778 sf duplex homes including garages on lot with existing SFH	Pending approval of planning permits, applicant changing potential density on the site in CDP permit process.	Bldg - Disapproved 2/7/20			nh
32	City of Morro Bay	595	Embaracadero	12/31/19	B19-0278	Commercial T.I. to former Aquarium building to meet accessibility requirements, remove asbestos from 1st floor, update electrical, mechanical and plumbing, new structural shear wall, repair concrete columns, new raised deck, stairs & railing for tasking room & brewery (Three stacks & A Rock Brewing Company	Approved.	Bldg - Disapproved 1/29/20			sg
33	City of Morro Bay	1279	Embarcadero	5/4/20	B20-0076	Construct 800 sq ft single story addition to USCG Motor Life Boat Station at Morro Bay.	Disapproved 5/13/20 - Plan check corrections memo sent to Building. Cj.	Bldg - Plancheck			cj
34	Wilkie	476-A	Hill	3/26/20	B20-0057	ATTACHED ADU - Convert exisitng attached garage to 344 sf Accessory Dwelling Unit.	Pending planning permit approval.	Bldg. - 4/8/20			wu
35	Soares	2400	Ironwood Ave.	4/27/20	B20-0074	2400 IRONWOOD AVE, Morro Bay, CA, 93442		Bldg - Disapproved 4/30/20			
36	Olson	2290-A	Juniper	3/16/20	B20-0053	Convert existing workshop into ADU, repair upper level deck due to dry rot and construct new entry landing w/stairs.	CDP 20-004 permit issued May 12, 2020. Building permit conditionally approved 4/26/2020	Bldg. Approved - 4/20/20			nh
37	Friesen	2390	Juniper	3/5/20	B20-0043	Build new observation deck over existing roof top.		Bldg - Approved 3/12/20			sg
38	Peter	890	Main St.	2/13/19	B19-0026	ADA and parking lot improvements. ADA stall to be relocated closer to street and make van accessible.	Approved on 3/1/19 - sg	Bldg - Approved 2/27/19 Fire - Approved 2/26/19	Disapproved on 4/15/19		sg

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39	Sonic	1840	Main St.	10/17/17	B-31730	Sonic Drive-in Restaurant, 1395 sf building, 1020 sf covered patio, 2646 sf covered parking	Corrections sent 12-8-17. Resubmitted 3-2-18. Application incomplete and corrections sent 4-5-18. Resubmittal received and unaddressed corrections sent back 7-19-18. Project required to underground utilities. Utility plan and coordination with public utilities in process. cj. Requested permit extension. Awaiting resubmittal. Requested Permit Extension. Planning permit extension requested and granted to allow new permit expiration of April 2021.	BLDG - Disapproved by California Code Check (contract building inspection services (see memo) on 7-23-18. PB	Disapproved by jb on 11-21-17.	1-2-18 - Emailed BLDG (code ck) comments to architect. PB	cj
40	Shorey	1110	Marengo Dr	12/20/19	B19-0270	450 sq ft addition to guesthouse.	Disapproved pending approval of CDP19-048. CDP approved and permit issued 5/2020	Bldg - Disapproved 4/28/20			nh
41	LifePoint Church	615	Monterey	1/6/20	B19-0279	Remodel/upgrade current building	Planning disapproved 1/27/20.	Bldg - Disapproved 1/30/20			wu
42	Moss Lane Ventures, LLC	839	Morro Bay Blvd	3/4/20	B20-0046	New modular building for commercial coffee drive-through (Human Bean)	Under review, missing a planning requirement, expect to received 3/10/20. Planning approved.	Bldg - Disapproved 3/18/20			nh
43	Erb	2630	Nutmeg Ave	2/14/19	B19-0029	Demo 195 sf third story deck at front of home and rebuild with 80 sf extension to allow for deck beam and column support. Remove 152 sf deck on south side of home, misc. construction to repair water damage.	Dissapproved 3/6/19. Disapproved 4/9. Variance application approved. Awaiting building permit resubmittal.	Bldg - Approved 3/27/19			wu
44	Scharin Family Trust Johan C. Scharin Trustee	710	Quintana	5/21/20	B20-0082	Remodel of former Dollar Tree into a new O'Reilly Auto Parts for the retail sale of automotive parts and accessories.		Plancheck			wu
45	Tabrizi	1000	Quintana	12/29/20	B19-0274	Commercial remodel for cannabis dispensary to include new interior walls, doors, ceilings, casework, mechanical, electrical and plumbing.		Bldg - Approved 5/20/20			sg
46	Giannini	750	Radcliff Ave.	7/22/19	B19-0156	Remove three existing panel antennas, three radio and replace with three radio intergrated antennas and assoicated cabling. Install equipment expansions to the top of existing cabinets (approx 1'2') with associated electrical wiring.	Approved 9/26/19.	Ready to issue			cj
47	Kennedy	1130	Scott Street	12/20/19	B19-0271	New commercial project with residential security unit above	Conditionally approved 1/3/20	Bldg - Disapproved 1/7/20			nh
48	Anouck Ce Bris	516-A	Shasta	12/9/19	B19-0261	520 sf st ADU with studio below; addition to SFR	Planning permits issued. Waiting for resubmittal. Planning approved 5/10/20	Bldg - Approved 5/14/20			nh
49	Stanton	351	Trinidad	3/26/19	B19-0054	Repairs to existing 200 sf rooftop deck. Replace all dry-rot structural members, install new waterproof membrane,, new copper drip edge flashing, replace plaster, replace guardrail if needed.	Disapproved 4/11/19. Awaiting resubmittal.	Bldg - Approved 3/27/19			wu
50	Davis	1149	West Ave	7/8/19	B19-0145	Construct lower level 360 sf enclosed patio (12' x 30') at rear of existing SFR.	Disapproved, proposed enclosed patio extended into the 25 foot bluff setback.	Bldg - Approved 7/10/19			nh
51	Weaver	448	Yerba Buena	1/10/20	B20-0007	Rebuild existing deck & add 48 sq ft existing deck-85 sq ft. New deck 48 sq ft. Total 133 sq ft.		Bldg - Disapproved 2/3/20			sg

Planning Projects & Permits with Final Action: .

#	Applicant/ Property Owner	Project Address	Application Date	Permit Numbers	Project Description/Status	Planning Comments and Notations	Building/Fire Comments and Notations	Engineering Comments and Notations	Harbor/Admin Comments and Notations	Project Planner
1	Wilkie	476 Hill Street	3/25/20	CDP20-005	**ADU - Conversion of existing attached garage to a 344 sf Accessory Dwelling Unit.**	Submittal under review. Deemed complete. Admin noticing to begin as Staff time allows. Approved 5/1/2020.				wu
2	Olsen	2290 Juniper	3/13/20	CDP20-004	**Interior space conversion into a 468 sf JADU. No expansion of the existing home. Redesign of front stairway to provide better access to JADU.**	Planning comment letter sent 4/2/20 requesting clarification of details. Resubmittal received, project deemed complete. Preparing for administrative public noticing. Public notice period ended 5/10/20. Permit issued 5/12/20				nh
3	Shorey	1110 Marengo	12/20/19	CDP19-048	**Coastal Development Permit for a new 2-story home behind an existing home which will be expanded by 450 sf.**	Project deemed incomplete, comment letter sent January 7, 2020. Resubmittal received 3/10/20, under review. Applicant requested resubmittal to change classification of lower level living space as JADU for future use. Permit				nh
4	Angelucci	953 Pacific	8/20/19	CUP19-10	**459 sf 2nd story addition, new 246 sf detached garage with auto lift, 167 sf 2nd story deck, and 87 sf 2nd story view deck off of garage.**	Submittal under review. Correction letter sent 9/19/19. Resubmittal under review. Discussed issues with garage setback with Applicant. Letter from soils engineer under review. Resubmittal 12/5/19 under review. Deemed complete. Project requires additional environmental review. Scheduled for 4/21/20 PC Meeting. PC Approved.		PN- Conditionally Approved 9/10/2018		wu

Staff Directory:

Scot Graham - sg
Cindy Jacinth - cj
Willow Urquidi - wu
Nancy Hubbard - nh
Chad Ouimet - co
Pam Newman - pn
Herb Edwards - he

AGENDA NO:	B-1
MEETING DATE:	June 2, 2020

Staff Report

TO: **Planning Commissioners** **DATE: May 26, 2020**

FROM: **Nancy Hubbard, Contract Planner**

SUBJECT: **Application for Conditional Use Permit (CUP19-12), Coastal Development Permit (CDP20-001), Parking Exception (PKG19-05) and a Mitigated Negative Declaration (April 2020) together with the mitigation monitoring and reporting program for a proposed 35-unit affordable housing project, in four 2 and 3-story buildings surrounding a courtyard area. The project totals 26,052 square feet of building area on .94 acres. The design provides a single vehicular access to Sunset Ave and provides a parking lot with 35 spaces. The project is zoned MCR/R-4/PD/SP and is not within the Coastal Commission Appeals Jurisdiction.**

RECOMMENDATION:

CONDITIONALLY APPROVE THE PROJECT by adopting Planning Commission resolution 11-20 making the necessary findings for the project for approval of CUP19-12, CDP20-001, PKG19-05 with conditions of approval for the project and the adoption of the May 2020 Mitigated Negative Declaration with mitigation measures.

APPLICANT: Housing Authority of San Luis Obispo (HASLO)
ADDRESS/APN: 405 ATASCADERO ROAD/ 066-323-034, 035, 036
ZONING: MCR/R-4/PD/SP
(Mixed use/High density Residential/Planned Development/North Main Specific Plan area)

Proposed project

GENERAL PLAN/COASTAL LAND USE PLAN: Area 3 – Del Mar with land use designation of Mixed Use "F", which encourages uses that can function compatibly in a mixed-use area and includes high density apartments and condominiums.

Adjacent Zoning			
North	**R-2 – Duplex Residential.** *Currently a mix of single family and duplex homes*	**East**	**C-1/C-2/SD – Central Business and General Commercial.** *Use since before 1965 has been a mobile home park*
South	**C-VS – Visitor serving commercial.** *Currently, liquor store and mobile home park*	**West**	**MCR/R-4/SP – mixed use commercial/residential.** *Site of future Sonic Burger (fast food).*

Site Characteristics	
Site Area	Three parcels totaling 40,770 square feet (.94 acres)
Existing Use	Vacant
Terrain	Slight slope at SW, 20-foot slope on NE side
Vegetation/Wildlife	Grass and weeds
Archaeological Resources	Significant
Access	Sunset Ave (site has frontage on 3 streets)

General Plan, Zoning Ordinance, & Local Coastal Plan Designations	
General Plan/Coastal Plan Land Use Designation	Planning Area 3, Del Mar/Mixed Use
Base Zone District	MCR/R-4
Zoning Overlay District	PD
Special Treatment Area	n/a
Combining District	n/a
Specific Plan Area	North Morro Bay Specific Plan area
Coastal Zone	Not within the Coastal Commission Appeal Jurisdiction

SITE INFORMATION:
This vacant site has several challenges: street frontages on three sides; Caltrans ROW on the south side; the majority of the site has mild slope to the SW, but has a steep incline in the northeast corner with an approximately 20 foot change in elevation in a 45 foot distance as it climbs up to meet Rockview Street.

CONCEPTUAL REVIEW COMMENTS (NOVEMBER 5, 2019):

This project was presented to the Planning Commission as a Conceptual Review last November. The following are specific comments on aspects of the project that the Planning Commission discussed on November 5, 2019, some of which resulted in modifications to the design. The applicant has addressed the comments and modified the design in response to the comments.

In general, the planning commission was in favor of the project; liked the architectural design and the placement on the site using the natural elevation changes on the site to reduce the mass and scale of the project from the surrounding streets. The following is a summary of the specific Planning Commission comments and/or requests:

Neighborhood Outreach: The planning commission suggested that the applicant do their own neighborhood outreach to the neighboring mobile home park residents. The applicant attempted to reach out to the residents of the adjacent mobile home park that attended the Conceptual Review Planning Commission Hearing on November 5, 2019 and offered to meet with them to talk about the project, but they declined.

Parking: There was discussion about the adequacy of providing 35 parking spaces on the site where the zoning requirement would have been 53 spaces. The concern was that the reduction in on-site parking would put additional strain on the street parking along the adjacent streets. The applicant addressed the fact that there are other affordable housing projects in SLO County that are operating successfully at or below a 1:1 ratio of tenant owned cars to housing units. HASLO surveyed two local affordable housing projects on April 23, 2020, and found the following:

- Iron Works Apt (SLO) has 46 large apartments and on the day of the survey, had 20 vehicles in the parking lot.
- South Hills Crossing (SLO) has 43 family apartments and on the day of the survey had 32 vehicles on site

The HASLO lease agreements cannot restrict tenant ownership of more than one car, but includes rules related to tenant car registration, use and storage.

Density: The planning commission discussed the density and were supportive of the density bonus to allow 35 housing units on the site. *The current plan includes 35 total housing units and the applicant qualifies for developer incentives, which can be used towards an increase in density. See Exceptions and Incentives below.*

Building Height: The building height (previously requested a maximum height of 35 feet above average natural grade) was a concern for some commissioners and *as a result, the revised design has a maximum roof height of 28 feet above average natural grade. The proposed 28-foot height can be approved by Planning Commission as a modification in development standards allowed in the PD zoning area and the North Main Specific Plan area, without use of a developer incentive.*

Building Massing: Several comments related to the massing of the project, especially at the southwest corner. *The revised design reduced the height of the tower elements and created a more pedestrian scale along the parking lot and Sunset Avenue.*

Rockview reduced setback: The project has requested a reduced setback along Rockview Street to reduce the site disturbance in the more sensitive portions of the site. The majority of the planning commissioners did not have any concerns with the reduced setback (from 15 ft required to 10ft provided) along Rockview Street, due to the buffer created through the public right of way, the elevation change along that profile and the fact that taking advantage of the elevation change results in less excavation on the site.

Elevator: There were concerns that the project did not include elevator access to all residential floors. However, the project complies with the California Building Code (11B.206.2.3, Exception 4) stating that *a residential project is not required to provide an accessible route when residential dwelling units with mobility features, all common use areas and all public use areas serving the residential dwelling units are located on an accessible route (paraphrased).* The project provides one, two- and three-bedrooms units on the ground floor, including fully accessible or convertible units, as well as an accessible route to common area courtyard and other common use areas throughout the project.

EV charging station: The applicant will provide the infrastructure for two EV charging stations as required by California Building code. This tenant base typically does not own electric vehicles; however, the charging facilities will be installed at such time as there is a need.

Garden beds: The Planning Commission suggested that adding raised garden beds would be a benefit to the tenants. As a result, the applicant has added 9 garden plots at the southeast corner of the building.

PROJECT DESCRIPTION:

The project is a 35-unit affordable apartment project with one, two and three-bedroom apartments all to be deed restricted and available to tenants at or below a low-income level. To best utilize the site, the design configures four buildings

around a common area courtyard on the north half of the site, taking advantage of the steep slope in the NE corner. All the apartments have an entry door facing the central courtyard with access along an open walkway leading to 2 sets of stairs (one near the parking lot, the other near the north side of the courtyard area) for access to the courtyard, gardening area, bicycle and vehicle parking areas.

The applicant is requesting modifications of four development standards that cannot be met without impacting the design and reducing the number of affordable housing units (i.e. parking, Rockview setback, height, and density). However, the site is in the planned development (PD) overlay zone, *which provides for detailed and substantial analysis of development on parcels which, because of location, size, or public ownership, warrant special review. This overlay zone is also intended to allow for the modification of or exemption from the development standards of the primary zone which would otherwise apply if such action would result in better design or other public benefit.*

Material Board and Finishes: The project is designed with cool blues, greens and greys using a stone veneer for features on the ground floor and a standing seam metal roof.

	MCR/R-4/PD/SP Standards	Proposed Project
Front Setback	15 feet	15 feet (Sunset Ave)
Exterior side Setback	Min 10 feet, max 15ft height (20% of site width)	10 feet (Rockview); 65 feet (Atascadero Road)
Rear Setback	5 feet	10 feet
Height (from ANG)	30 feet (R-4); 25 feet recommended (SP)	28 feet
Lot Coverage	60%	31.4 %
Parking	53 spaces required	35 spaces provided

EXCEPTIONS, MODIFICATIONS AND DEVELOPER INCENTIVES: The site is in the MCR/R-4/PD/SP zoning districts and overlay areas. Modifications of development standards may be granted under the criteria of the planned development overlay zone, the North Main Specific Plan area or through one of the three developer incentives the applicant is entitled to receive.

Parking Exception: Parking exceptions may be granted upon the findings that:

a. The exception does not constitute a grant of special privilege and the reduced parking will be adequate to accommodate all the parking needs on the site.
b. The exception will not adversely affect the health, safety, or general welfare of the persons working or residing in the vicinity and no traffic safety problems will result from the proposed modification.
c. The exception is reasonably necessary for the applicant's full enjoyment of uses similar to similar to those on adjacent properties.

Modifications pursuant to PD overlay zone: MBMC 17.40.030 A – allows for

Planning Commission to approve modifications in development standards if such action would result in a better design or other public benefit. The project is requesting a reduction in the exterior side yard setback along Rockview Street which results in a better design. This modification can be granted under this section. See below for details on the requested modification.

Modification of height in North Main Specific Plan area: Planning Commission may allow up to 30 feet to encourage roofline variations and sloping roof treatments provided that additional height is required for such variations in roofline and that corridors protecting significant views are provided. MBMC 17.40.110 D.2. The project is requesting approval of a 28-foot height pursuant to this section.

Developer Incentives: The project is requesting an additional density bonus to allow 35 total affordable housing units. This request can be granted pursuant to Zoning Code section 17.50.040.C.1, the City is required to grant the requested incentives unless one of the following findings can be made:

a) The developer incentives are not required in order to provide affordable housing, as defined in Section 50052.3 of the Health and Safety Code, or for rents for the targeted units to be set as specified in Government Code Section 65915(c).
b) The developer incentives would have a specific adverse impact, as defined in paragraph (2) of Subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.
c) The developer incentives would be contrary to state or federal law.

See discussions below on each of the areas where the development standards cannot be met.

Density: The R-4 zoning district provides for residential uses with a minimum lot area per unit of 1800 square feet. The site is 40,770 square feet, resulting in a density allowed of 22.65 units. The maximum density bonus allowed pursuant to Section 17.50.040 B.6 is 35%. The maximum density bonus is allowed if a project provides 11% very low-income units, 20% low income units *or* 40% moderate income units. The applicant is providing 100% of the units at or below the low-income level, so they qualify for the full 35% which equates to a total of 31 units allowed (22.65 x 1.35%=30.57). The provision to allow additional density bonuses is included in the Housing Element 2014-2019 as Program H-6.6 which allows the City, on a case by case basis to approve modifications in development standards, including additional density bonus to incentivize development of affordable housing. This Program is continued in the 2020-2028 Updated Housing Element expected to be certified later this year. The applicant is requesting an additional 4 units in the form of an additional density bonus for a project total of 35 affordable units (equates to an approximate density of 37 units per acre). Projects that qualify for a density bonus are ***entitled*** to developer incentives (pursuant to MBMC 17.50.040 C.2-5). This project qualifies for 3 developer incentives, one of which can be a density bonus greater than the amount provided in Section 17.50.040 B.6.

Note: Previously approved density bonuses include: the affordable senior housing project at 555 Main Street (C-1/R-4/S.4) which was approved at a density equating to 53 units per acre using 2 different density bonuses (this project was for very low- and low-income residents). Another project at 600 Morro Bay Blvd (C-1/S.4) was approved at a density equating to 41 unit per acre and this project had only one (of 13) affordable unit.

Height: The height limit in the R-4 zone is 30 feet from the Average Natural Grade. However, the North Main Specific Plan area, MBMC Section 17.40.110 D.2. states *that the maximum height shall be 'generally' 2 stories (above subterranean or semi-subterranean parking) not to exceed 25 feet, except that Planning Commission may allow up to 30 feet to encourage roofline variations and sloping roof treatments, provided that the additional height is required for such roof treatment and that corridors protecting significant views are provided.* In this case, the site slope is a challenge, and the site is archaeologically sensitive resulting in a design and building placement specifically intended to minimize site excavation. One of the developer incentives allows a reduction in site development standards (17.50.050 C.4.a) The applicant is requesting a maximum height of 28 feet from average natural grade in order to provide the three stories of affordable housing and provide a varied and interesting roof line for the project. The requested height of 28 feet can be granted by the Planning Commission in accordance with the authority under the Planned Development Overlay zone or the North Main Specific Plan area without using one of the developer incentives.

Photo simulation of the project from Rockview Street looking west

Parking: The applicable parking requirement is MBMC Section 17.50.040 C.3, which states that upon request by the developer who qualifies for a density bonus, the City shall grant the following parking standards inclusive of handicapped and guest parking for the entire project: 17 on-site spaces for the 17 one bedroom units and 36 on-site spaces for the 9 two-bedroom units and 9 three bedrooms units, for a total requirement of 53 on-site parking spaces. The applicant is asking for a reduction of 18 parking spaces to allow a total of 35 parking spaces, inclusive of guest, handicapped and EV ready spaces. Based on the applicant's experience with low income housing, they expect that 35 parking spaces will be more than adequate for the tenant population since many are single parent households and many rely on public transportation and do not own cars. There is public transportation available

650 feet west of the subject property and 500 feet south at Errol and Main Street (by Wee Shack). The subject site is also very suitable for walking and biking to goods and services. This exception can be granted by meeting the findings required for a parking exception, or under the Planned Development overlay zone authority with the finding that the parking reduction will provide a *better design and a greater public benefit.* This request can also be granted as one of the earned developer incentives, which allows for a reduction in the ratio of vehicular parking spaces that would otherwise be required as long as it results in identifiable cost reductions.

Reduced Setback on Rockview Street: The site is surrounded by public streets on three sides. The setback required along Rockview Street is 20% of the site width (approx. 200 lineal feet) with a maximum of 15 feet and a minimum of 10 feet. The project is designed with a 10-foot setback along Rockview. The project has positioned the building closer to the north and east to reduce the amount of ground disturbance in the more sensitive areas of the site on the south and the west. Additionally, because of the grade change in the neighboring properties both east and north of the subject property and the existence of Rockview street, staff recommends approval of a 10-foot exterior side yard setback along Rockview Street. The project has met all the other setback requirements. This request can be approved as a modification of development standards in a PD overlay zoned area, if such action would result in a better design or other public benefit (MBMC 17.40.030), or as one of the earned developer incentives, which specifically

identifies reductions of setbacks as one of the allowed incentives.

ENVIRONMENTAL CONCERNS: An Initial Study was prepared that result in a Mitigated Negative Declaration determination. The report was prepared in April 2020, circulated for public comment, and finalized in May 2020. The following areas required mitigation and monitoring measures to reach a determination of 'less than significant effect' as is required by CEQA:

Cultural Resources: This site has been determined to be historically significant and has been confirmed to be part of a known archeological site, CA-SLO-165. A review of the proposed development of the site for the subject project was determined to result in a 'less than significant impact *with mitigation measures*' related to archaeological resource. The mitigation measures include creation of a Cultural Resources Monitoring and Treatment Plan, construction monitoring, a data recovery treatment plan, and a curation procedure, in coordination with tribal stakeholders. The mitigation measures are included with the conditions of approval for the project.

Geology/Soils: Large portions of Morro Bay, with the combination of slopes and sandy soil, have a heightened risk of liquefaction and landslide. The subject site has interbedded layers of alluvial soils generally comprised of dark brown silty sand. Additionally, the northeasterly portion of the site is designated as a high potential for landslides due to the steep slope. However, in conjunction with the recommended building design and the requirements of the California Building Code, these conditions can be mitigated to a less than significant impact. The mitigation measures include a Mat Foundation system and moisture conditioning of the soils with limits on the depth of fill layers and density requirements. The mitigation measures are included with the conditions of approval for the project

Tribal Cultural Resources: This site is noted to be a significant resource to several California Native American Tribes and as mentioned above, is listed or eligible for listing as a historical resource. The impacts related to the development of this project, can be reduced to a less than significant impact through incorporation of the mitigation measures noted in the Cultural Resources section above.

CONCLUSION:

The project is consistent with the General Plan and Local Coastal Program, as conditioned. This project will be tax credit and grant funded with an affordability

deed restriction for 55 years. This well designed, architecturally interesting project will provide 100% affordable housing units to residents at or below a low-income level.

PUBLIC HEARING NOTICE:

Notice of a public hearing on this item was published in the San Luis Obispo Tribune newspaper on May 22, 2020, and all property owners and occupants of record within 500 feet of the project site were notified of the scheduled public hearing and invited to voice any concerns on this application. The project site was also posted with a public notice sign.

RECOMMENDATION:

CONDITIONALLY APPROVE THE PROJECT by adopting Planning Commission resolution 11-20 making the necessary findings for the project for approval of CUP19-12, CDP20-001, PKG19-05 and adoption of the May 2020 Mitigated Negative Declaration with conditions and mitigation measures for approval of the project

ATTACHMENTS:

Exhibit A – Resolution 11-20
Exhibit B - PLANS with Exterior Color Board (Sheet A.5.0)
Exhibit C – MND and Mitigation Monitoring and Reporting Program

RESOLUTION NO. PC 11-20

A RESOLUTION OF THE MORRO BAY PLANNING COMMISSION ADOPTING A MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL IMPACT AND APPROVING COASTAL DEVELOPMENT PERMIT (CDP20-001) AND CONDITIONAL USE PERMIT (CUP19-12) AND PARKING EXCEPTION (PKG19-05) APPROVAL FOR A 35 UNIT AFFORDABLE APARTMENT COMPLEX PRPOSED FOR A .94 ACRE SITE IN THE MCR/R-4/PD/SP ZONE AND IS NOT LCOATED WITHIN THE COASTAL APPEALS JURISDICTION AT 405 ATASCADERO ROAD

WHEREAS, the Planning Commission of the City of Morro Bay (the "City") conducted a public hearing at the Morro Bay Veteran's Hall, 209 Surf Street, Morro Bay, California, on June 2, 2020 for considering Coastal Development Permit CDP20-001, Conditional Use Permit CUP19-12, Parking Exception PKG19-05 and the associated Mitigated Negative Declaration for a 35 unit three-story apartments building ("Project"); and

WHEREAS, the City required a Mitigated Negative Declaration of Environmental Impact which was prepared in April 2020 and finalized in May 2020 and is the document included in this Resolution; and

WHEREAS, the applicant for the Project's Coastal Development Permit CDP20-001, Conditional Use Permit CUP19-12, and Parking Exception PKG19-05 has agreed to the recommended mitigation measures determined through the Mitigated Negative Declaration; and

WHEREAS, notice of the public hearing was provided at the time and in the manner required by law; and

WHEREAS, the Planning Commission has duly considered all evidence, including the testimony of the applicant, interested parties, and the evaluation and recommendations by staff, presented at said hearing.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Morro Bay as follows:

Section 1: The foregoing recitals are all true, correct and incorporated herein by this reference.

Section 2: Findings. Based upon all the evidence, the Commission makes the following findings:

California Environmental Quality Act (CEQA) Finding

A. For purposes of the California Environmental Quality Act, an Initial Study was prepared for the project, which resulted in a Mitigated Negative Declaration (the "MND") (SCH#2020030199), which was routed to the State Clearinghouse for the required 30-day review. All other legal noticing and review requirements have been met. The final MND, dated May 2020, outlines mitigation measures to be incorporated into the project to ensure the project will have a less than significant impact on the environment, the project applicants agreed to all mitigations, and such mitigations are provided for in a Mitigation and Monitoring Program which is attached hereto.

Conditional Use Permit (CDP19-12) and Coastal Development Permit (CDP20-001).

1. That the project is an allowable use in its zoning district and is also in accordance with the certified Local Coastal Program and the General Plan for the City of Morro Bay based on the analysis; and

2. The establishment, maintenance, or operation of the use applied for will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working about such proposed use as the project is consistent with all applicable zoning and planning requirements; and

3. The use will not be injurious or detrimental to property and improvements in the neighborhood or the general welfare of the City since the project, as conditioned, will be consistent with all applicable City regulations; and

Parking Exception (PKG 19-05) Findings:

Pursuant to Section 17.44.050, the Planning Commission can grant a parking exception upon the following findings.

1. The exception to allow 35 total on-site parking spaces will not constitute a grant of special privilege inconsistent with the parking limitations upon other properties in the vicinity.
2. The grant of this exception will not adversely affect the health, safety or general welfare of persons working or residing in the vicinity and no traffic safety problems will result from the proposed modification of parking standards
3. The grant of this exception is reasonably necessary for the applicant's full enjoyment of uses like those upon the adjoining real property

Planned Development Overlay Finding

MBMC 17.40.030 A – allows for Planning Commission to approve modifications in development standards if such action would result in a better design or other public benefit.

A. The project is designed to have a maximum height of 28 feet above average natural grade allows the project to maximize density which provides a greater public benefit and results in a better project design, providing for roofline variations.
B. The project is designed with a 5 foot reduction in the required setback along Rockview Street, in order to minimize the site disturbance and use the grade changes in the NE corner to reduce the mass and scale of the building resulting in a better design.

Developer Incentive Findings

The project is requesting use of one of three earned developer incentive to grant an additional density bonus to allow 35 total housing units on the site. Pursuant to Zoning Code section 17.50.040.C.1, the City is required to grant the requested incentives unless one of the following findings can be made:

a) The developer incentives are not required in order to provide affordable housing, as defined in Section 50052.3 of the Health and Safety Code, or for rents for the targeted units to be set as specified in Government Code Section 65915(c).
b) The developer incentives would have a specific adverse impact, as defined in paragraph (2) of Subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households.
c) The developer incentives would be contrary to state or federal law.

Section 3. Action. The Planning Commission does hereby adopt the May 2020 Mitigated Negative Declaration (SCH#2020030199) with the Mitigation and Monitoring Program and approve Coastal Development Permit CDP19-12 Conditional Use Permit CUP20-001 and Parking Exception (PKG19-05) for the property located at 405 Atascadero Road subject to the following conditions:

CONDITIONS OF APPROVAL

STANDARD CONDITIONS

1. This permit is granted for the land described in the staff report dated May 26, 2020, for the project at 405 Atascadero Road (the "Property"), as depicted on plans received by the City on January 17, 2020 and an updated version received on May 6, 2020, as part of Coastal Development Permit CDP20-001, Conditional Use Permit CUP19-12 and Parking Exception PKG19-05, on file with the Community Development Department, as modified by these conditions of approval, and more specifically described as follows: 35 unit deed restricted affordable housing apartment complex.

2. Inaugurate Within Two Years: Unless the demolition is commenced not later than two (2) years after the effective date of this Resolution and is diligently pursued, thereafter, this approval will automatically become null and void; provided, however, that upon the written request of the applicant, prior to the expiration of this approval, the applicant may request up to two extensions for not more than one (1) additional year each. Any extension may be granted by the City's Community Development Director (the "Director"), upon finding the project complies with all applicable provisions of the Morro Bay Municipal Code (the "MBMC"), General Plan and certified Local Coastal Program (LCP) in effect at the time of the extension request.

2. Changes: Minor changes to the project description and/or conditions of approval shall be subject to review and approval by the Community Development Director. Any changes to this approved permit determined, by the Director, not to be minor shall require the filing of an application for a permit amendment subject to Planning Commission review.

3. Compliance with the Law: (a) All requirements of any law, ordinance or regulation of the State of California, the City, and any other governmental entity shall be complied with in the exercise of this approval, (b) This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan for the City.

5. Hold Harmless and Indemnification:

(a) The applicant, as a condition of approval, hereby agrees to defend, indemnify, and hold harmless the City, its agents, officers, and employees, from any claim, action, or proceeding against the City resulting from the action or inaction by the City, or from any claim to attack, set aside, void, or annul this approval by the City of the applicant's project; or applicant's failure to comply with conditions of approval. Applicant understands and acknowledges the City is under no obligation to defend any legal actions challenging the City's actions with respect to the project. This condition and agreement shall be binding on all successors and assigns.

(b) The applicant, as a condition of approval, shall indemnify, defend, and hold harmless the City, its officers, employees, and agents from any and all losses, costs, expenses, claims, liabilities, actions, or damages, including liability for injuries to any person or persons or damage to property, arising at any time during or arising out of, or in any way connected with the actions or omissions of applicant, its officers, employees, agents, subcontractors, or invitees, or any individual or entity for which applicant is legally liable, under the terms of this permit, unless solely caused by the gross negligence or willful misconduct of City, its officers, employees, or agents.

6. Compliance with Conditions: The applicant's establishment of the use or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Director or as authorized by the Planning Commission. Failure to comply with any of these conditions shall render this entitlement, at the discretion of the Director, null and void. Continuation of the use without a valid entitlement will constitute a violation of the MBMC and is a misdemeanor.

7. Compliance with Morro Bay Standards: This project shall meet all applicable requirements under the MBMC and shall be consistent with all programs and policies contained in the LCP and General Plan of the City.

PLANNING CONDITIONS

1. Construction Hours: Pursuant to MBMC Section 9.28.030 (I), noise-generating construction related activities shall be limited to the hours of seven a.m. to seven p.m. Monday through Friday and eight a.m. to seven p.m. on weekends, unless an exception is granted by the Community Development Director pursuant to the terms of this regulation.

2. Dust Control: Prior to issuance of a grading permit, a method of control to prevent dust, construction debris, and windblown earth problems shall be submitted to and approved by the Building Official to ensure conformance with the performance standards included in MBMC Section 17.52.070.

3. Affordable Housing Requirement: Prior to issuance of a Building Permit, applicant shall record a 55-year deed restriction committing to continuous use of the property for affordable housing at or below the low-income level (at or below 80% of area median income (AMI).

4. Archaeology: See Mitigation Measures and Monitoring section incorporated as part of this Resolution. The applicant shall be liable for costs associated with the professional investigation and implementation of any protective measures as determined by the Community Development Director.

5. Conditions of Approval on Building Plans: Prior to the issuance of a Building Permit, the final Conditions of Approval shall be attached to the set of approved plans. The sheet containing Conditions of Approval shall be the same size as other plan sheets and shall be the last sheet in the set of Building Plans.

6. Lot Merger. The subject project is located on three separate parcels, the applicant is required to complete and record a lot merger agreement prior to issuance of a building permit.

7. Density Bonus. The subject project is approved an additional density bonus allowing 35 affordable housing units on the site through use of one of the developer incentives allowed through MBMC Section 17.50.040 C.2-5.

8. Exterior Sideyard Setback: The project is approved for a modification in the setback along Rockview Street to allow a 10-foot setback from the northerly property line.

9. Maximum Height: The maximum permissible height of the highest part of the roof structure must be no higher than 28 feet above Average Natural Grade (ANG). The finished grade elevation must be verified by a licensed surveyor and a certificate provided to the Planning Department.

10. Color and Materials: Colors and materials shall be as shown on Plan Sheet A5.0 which shows proposed exterior colors and materials. Any minor changes in colors or materials must be reviewed and approved by the Community Development Director.

11. Mitigating Negative Declaration – Mitigation and Monitoring Conditions: Applicant shall comply with all mitigation and monitoring conditions and shall submit reports to the city indicating compliance.

BUILDING DEPARTMENT CONDITIONS:

PRIOR TO ISSUANCE OF A BUILDING PERMIT:

1. Building permit plans shall be submitted by a California licensed architect or engineer when required by the Business & Professions Code, except when otherwise approved by the Chief Building Official.

2. The owner shall designate on the building permit application a registered design professional who shall act as the Registered Design Professional in Responsible Charge. The Registered Design Professional in Responsible Charge shall be responsible for reviewing and coordinating submittal documents prepared by others including phased and staggered submittal items, for compatibility with design of the building.

3. The owner shall comply with the City's Structural Observation Program. The owner shall employ the engineer or architect responsible for the structural design, or another engineer or architect designated by the engineer of record or architect responsible for the structural design, to perform structural observation as defined in Section 220. Observed deficiencies shall be reported in writing to the owner's representative, special inspector, contractor and the building official. The structural observer shall submit to the building official a written statement that the site visits have been made and identify any reported deficiencies that, to the best of the structural observer's knowledge, have not been resolved.

4. The owner shall comply with the City Special Inspection Program. Special inspections will be required by Section 1704 of the California Building Code. All Special Inspectors shall first be approved by the Building Official to work in the jurisdiction. All field reports shall be

provided to the City Building Inspector when requested at specified increments in order for the construction to proceed. All final reports from Special Inspectors shall be provided to the Building Official when they are complete and prior to final inspection.

5. Mitigation measures for natural occurring asbestos require approval from San Luis Obispo County Air Pollution Control District.

6. A soils investigation performed by a qualified professional shall be required for this project. All cut and fill slopes shall be provided with subsurface drainage as necessary for stability; details shall be provided. Alternatively, submit a completed City of Morro Bay soils report waiver request.

7. BUILDING PERMIT APPLICATION. To apply for building permits, submit three (3) sets of construction plans to the Building Division.

8. The Title sheet of the plans shall include:

    a. Street address, lot, block, track and Assessor Parcel Number.
    b. Description of use.
    c. Type of construction.
    d. Maximum Height of the building allowed and proposed.
    e. Floor area of the building(s).
    f. Vicinity map.
    g. Minimum building set back per zoning designation or conditional use approval.

All construction will conform to the 2016 California Building Code (CBC), 2016 California Residential Code (CRC), 2016 California Fire Code (IFC), 2016 California Mechanical Code (CMC), 2016 California Plumbing Code (CPC), 2016 California Electrical Code (CEC), 2016 California Energy Code, 2016 California Green Code (CGBC), and Accessibility Standards where applicable and all City codes as they apply to this project.

(Code adoption dates are subject to change. The code adoption year is established by application date of plans submitted to the Building Division for plan review.)

B. CONDITIONS TO BE MET DURING CONSTRUCTION:

1. SITE MAINTENANCE. During construction, the site shall be maintained so as to not infringe on neighboring property, such as debris and dust.

2. ARCHAEOLOGICAL MATERIALS. In the event unforeseen archaeological resources are unearthed during any construction activities, all grading and or excavation shall cease in the immediate area and the find left untouched. The Building Official shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, Native American, or paleontologist, whichever is appropriate. The qualified professional shall evaluate the find and make reservations related to the preservation or disposition of artifacts in accordance with applicable laws and ordinances**.** If discovered archaeological resources are found to include human remains, or in any other case when human remains are discovered during construction, the Building Official shall notify to county coroner. If human remains are found to be of ancient age and of archaeological

and spiritual significance, the Building Official shall notify the Native American Heritage Commission. The developer shall be liable for costs associated with the professional investigation.

3. A licensed surveyor or engineer shall verify pad elevations, setbacks, prior to foundation inspection, and/or building height prior to framing inspection when determined necessary by the Planning Division.

C. CONDITIONS TO BE MET PRIOR TO FINAL INSPECTION AND ISSUANCE OF CERTIFICATE OF OCCUPANCY:

1. Prior to building division final approval all required inspections from the other various divisions must have been completed and verified by a city inspector. All required final inspection approvals must be obtained from the various departments and documented on the permit card.

2. Title 24 form(s) 2F-6R (Certificate of installation) for building, mechanical, electrical and plumbing systems.

PUBLIC WORKS DEPARTMENT CONDITIONS:

The following conditions are required at Building Permit submittal:

1. Survey: submit survey and title report.

2. Lot Merger: A lot merger is required for lots on the project parcel.

3. Stormwater Management: The City has adopted Low Impact Development (LID) and Post Construction requirements. All proposed projects must complete the "Performance Requirement Determination Form" to determine if any requirements should be submitted. All determined requirements shall be submitted by applicant. The requirements can be found in the Stormwater management guidance manual on the City's website www.morro-bay.ca.us/mainmanual

4. Frontage Improvements: Installation of Public Improvements are required pursuant to the MBMC 14.44. as follows:

    a. Installation of Rockview Street pavement, per City of Morro Bay Detail A-1 (Local Street) to tie into the existing finished street from multi-family residential development to the east.
    b. Installation of curb, gutter and sidewalk per City of Morro Bay Standards off Rockview Street to tie into existing frontage from multi-family residential development to the east.
    c. Installation of curb, gutter and sidewalk per City of Morro Bay Standards off Sunset Avenue.
    d. Installation of a City standard driveway approach per City of Morro Bay Detail B-6 and B-9.
    e. Installation of one street tree per 50 feet of property frontage, chosen from the approved City Street Tree list.

5. Caltrans Frontage Requirements: Atascadero Road falls within Caltrans jurisdiction and must be reviewed to meet their frontage requirements. Indicate and label the Caltrans right-of-way on plans and submit feedback from Caltrans review.

6. Traffic Impact Fees: The Applicant shall submit an updated traffic study for the new proposed use of the site. This study shall be used to further analyze the traffic flows at the intersection of "Main/Hwy 41 (Atascadero Rd.)/Hwy 1". The City has initiated a project of proposed improvements at this location. The current estimated cost of the improvements is $7,550,000. The applicant is conditioned to pay a pro rata fee proportional to increased traffic at this location.

7. Water: The City's "OneWater Plan" which is available at the following link; https://www.morro-bay.ca.us/DocumentCenter/View/12500/OneWater-Plan-Final identifies a deficiency due to low residual pressures occurring under MDD fire flow conditions that will affect this future development. To mitigate the deficiency, the OneWater plan requires an 8" diameter pipeline installation of approximately 100 feet, along Sunset (between Highway 41 and Atascadero Road) and the installation of an atmospherically controlled pressure reducing valve at the point of tie-in on Sunset Avenue.

8. Sewer: The City's "OneWater Plan" which is available at the following link; https://www.morro-bay.ca.us/DocumentCenter/View/12500/OneWater-Plan-Final identifies a sewer mainline deficiency that exceeds capacity during Peak Wet Weather Flow (PWWF). The City has defined "exceeding capacity" when the water surface elevation in the system during PWWF is above the elevation defined as three feet below the manhole rim. To mitigate this deficiency, the OneWater plan requires the existing 6" diameter pipeline crossing under Highway 41 be replaced with a new 8" diameter pipeline. In addition, applicant shall verify all sewer deficiencies downstream are identified and addressed with any upgrades needed.

9. Stormwater: The City's "OneWater Plan" which is available at the following link; https://www.morro-bay.ca.us/DocumentCenter/View/12500/OneWater-Plan-Final identifies a stormwater pipeline deficiency that will affect the risk of flooding for this future development. One option to mitigate this deficiency, is replace the existing 18" diameter pipeline with a 24" diameter pipeline, along Atascadero Road (at the intersection of Sunset Avenue and Atascadero Road). An alternative option is to install a stormwater system that will retain all on-site stormwater.

10. Sewer Lateral: Indicate and label new sewer lateral and connection.

11. Sewer Backwater Valve: Indicate and label sewer backwater valve on plan. A backwater valve, extended to and accessible from grade for maintenance, shall be installed on every Building sewer. Exception: Installation of backwater valve shall not be required when, to the satisfaction of Building Official, it is determined that the intent and purpose of this section is otherwise met.

12. Large Peak Flood Control: Submit drainage calculations to show that post-development peak runoff flows are reduced to within 5% of the pre-development flows from the 10, 25, 50 and 100-year rainfall events. (See attached Large Peak Flood Control Requirement sheet).

13. Detailed Erosion and Sediment Control Plan: Required for sites greater than 1/2 acre, or for building or other site disturbance proposed on slopes over 15%, or for projects located within critical areas. The Plan shall show control measures to provide protection against erosion of adjacent property and prevent sediment or debris from entering the City right of way, adjacent properties, any harbor, waterway, or ecologically sensitive area. It must include a written narrative, detailed site plan, typical drawing and details.

14. Water Meter: Indicate and label new water meter on plans and include size of meter(s).

15. Water Backflow Prevention Device: Label new water backflow preventers. Water backflow preventer devices are required for fire water systems, irrigation systems (on a dedicated water meter), systems which may change in character of use (commercial rentals, etc.), gray water systems, or any plumbing system which has cross-connections or the ability to allow water of deteriorated sanitary quality to enter the public water supply. Add note to plan that device is required to be an approved domestic water backflow prevention device.

16. Grading and Drainage: Indicate on plans the existing and updated contours, drainage patterns, spot elevations, finish floor elevation and all existing and proposed drainage pipes and structures.

17. Utilities: Show all existing and proposed locations of the sewer lateral, water service, and water and sewer mains on the building plans. Include sizes where appropriate. Note the location of all overhead utilities and construction underground service entrances per the CBC.

18. Underground Utilities: Per MBMC 17.48.050, All utility service lines to all new development, except single-family residences, on vacant lands (including the demolition and replacement of individual structures), and to major redevelopment projects, shall be undergrounded.

19. Caltrans Encroachment Permits: Submit all comments from Caltrans regarding project requirements. Submit copy of Caltrans encroachment permit prior to building permit issuance from the City of Morro Bay.

20. Stormwater Pollution Prevention Plan (SWPPP): The SWPPP is required for all sites over 1 acre. Prior to issuance of a building permit, the owner shall submit a Notice of Intent (NOI) to the State Water Resources Control Board (SWRCB) and develop a SWPPP according to the requirements of a Construction General Permit. Incorporate City of Morro Bay Post Construction requirements to SWPPP. A copy of the SWPPP with the reference WDID shall be submitted to the City.

Add the following Notes to the Plans:

1. Any damage, as a result of construction operations for this project, to City facilities, i.e. curb/berm, street, sewer line, water line, or any public improvements shall be repaired at no cost to the City of Morro Bay.

2. No work shall occur within (or use of) the City's Right of Way without an encroachment permit. Encroachment permits are available at the City of Morro Bay Public Works Office located at 955 Shasta Ave. A standard encroachment permit shall be required

for the proposed driveway; the driveway shall comply with B-9 (Driveway Ramps: Size & Location). A sewer encroachment permit shall be required for any repairs or installation of a sewer lateral within the City right-of-way or within a utility easement. If a construction dumpster is used, the dumpster location shall be on private property, unless allowed by an encroachment permit within the City right-of-way.

FIRE DEPARTMENT CONDITIONS

1. Fire Safety during Construction and Demolition shall be in accordance with 2019 California Fire Code, Chapter 33. This chapter prescribes minimum safeguards for construction, alteration and demolition operations to provide reasonable safety to life and property from fire during such operations.

2. Automatic fire sprinklers. An automatic fire sprinkler system, in accordance with NFPA 13-D, California Fire Code (Section 903) and Morro Bay Municipal Code (Section 14.08.090). Applicant shall submit sprinkler plans to Morro Bay Community Development Department for review

3. Fire Department access to equipment. Rooms or areas containing controls for Electrical, FAU, Alarm and Fire Sprinkler Systems shall be identified by approved and appropriate signage for Fire Department use.

4. Key box. Provide a flush-mounted Knox Box system no higher than 7' and appropriate keys for emergency Fire Department access. Obtain application from the Fire Prevention Office and the system installed prior to occupancy release

5. Elevator Car to Accommodate Ambulance Stretcher. Where elevators are provided, at least one elevator shall be provided for fire department emergency access to all floors. The elevator car shall be of such a size and arrangement to accommodate an ambulance stretched 24-inches by 84-inches with not less than 5-inch radius corners, in the horizontal, open position and shall be identified by the international symbol for emergency medical services (star of life). The symbol shall not be less than 3-inches high and shall be placed inside on both sides of the hoist way door frame. (MBMC 14.08.090)

6. Carbon monoxide alarms in new dwellings and sleeping units. An approved carbon monoxide alarm shall be installed in dwellings having a fossil fuel-burning heater or appliance, fireplace or an attached garage. Carbon monoxide alarms shall be listed as complying with UL 2034 and be installed and maintained in accordance with NFPA 720 and the manufacturer's instructions.

7. Hydrant location: Fire Hydrant Locations and Distribution shall be in accordance with 2019 California Fire Code.

8. Trash Enclosures: must comply with the 2019 California Fire Code. Dumpsters and containers with an individual capacity of 1.5 cubic yards or more shall not be stored in buildings or placed within 5 feet of combustible walls, openings or combustible roof eave lines.

PASSED AND ADOPTED by the Morro Bay Planning Commission at a regular meeting thereof held on this 2nd day of June 2020 on the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Chairperson Gerald Luhr

ATTEST

_____
Scot Graham, Community Development Director
The foregoing resolution was passed and adopted this 2nd day of June 2020.

405 ATASCADERO ROAD

Morro Bay, California

Arris STUDIO ARCHITECTS

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SAN LUIS OBISPO, CA 93401

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THOMAS E. JESS
ARCHITECT #C27608
STEPHEN A. RIGOR
ARCHITECT #C33672

MORRO BAY HOUSING

405 Atascadero Road
Morro Bay, CA

COVER SHEET

Project
A19022

Date
MAY 05, 2020

Sheet
A0.0

405 ATASCADERO ROAD

Morro Bay, California

PROJECT STATISTICS

SITE STATISTICS:

ADDRESS	405 ATASCADERO ROAD MORRO BAY, CA
ASSESSOR PARCEL NUMBER	068-323-034, -035, -036
PARCEL AREA:	40,770 SF (0.94 ACRES)
068-323-034	29,621 SF
068-323-035	5,000 SF
068-323-036	6,149 SF
LOCAL ZONING	MCR / R-4 /PD / SP MIXED NEIGHBORHOOD COMMERCIAL (NC) /RESIDENTIAL NORTH MAIN STREET SPECIFIC PLAN

ADJACENT USE:

NORTH	RESIDENTIAL - S.F.R. & ROCKVIEW STREET
WEST	RESIDENTIAL - S.F.R. & SUNSET AVENUE
SOUTH	ATASCADERO ROAD & MORRO ROAD
EAST	RESIDENTIAL - MOBILE HOME PARK

SETBACKS:

FRONT / WEST (SUNSET AVE.)	15'
SIDE / NORTH & SOUTH (ROCKVIEW ST. & ATASCADERO RD.)	20% OF PARCEL WIDTH, 10' MIN. - 15' MAX
REAR / EAST	5'

OPEN SPACE:

REQUIRED	5,250 SF 150 SF PER RESIDENTIAL UNIT (PER CITY OF MORRO BAY ZONING CODE SECTION 17.06.030)
PROVIDED	17,563 SF

LOT COVERAGE:

REQUIRED	60% MAXIMUM = 24,462 SF (0.56 ACRES)
PROVIDED	31.4% = 12,809 SF (0.29 ACRES)

PARKING CALCULATIONS

TOTAL REQUIRED **51 SPACES**

(1) PARKING SPACE PER (1) STUDIO/1-BEDROOM DWELLING UNIT = 17 SPACES
(2) PARKING SPACES PER (1) 2-BEDROOM/3-BEDROOM DWELLING UNIT = 34
*GUEST PARKING WAIVED FOR LOW INCOME HOUSING PROJECTS PER MORRO BAY ZONING ORDINANCE CHAPTER 17.44.020.C.1.g

TOTAL PROVIDED: **35 SPACES***
***WE ARE REQUESTING A PARKING REDUCTION.**

BUILDING STATISTICS:

CONSTRUCTION TYPE	TYPE V-B SPRINKLERED
PROPOSED USE	APARTMENT
OCCUPANCY GROUPS	R-2
OCCUPANCY SEPARATION REQ'D?	NO
FIRE SPRINKLERS REQ'D?	YES
NUMBER OF STORIES	3-STORY
ALLOWABLE MAX HEIGHT	25'-0" *(PER NORTH MAIN SPECIFIC PLAN)* **30'-0"** ***(PER R-4 ZONE)*** (30' + 43.55' Avg. Nat. Grade = 73.55')
PROPOSED MAX HEIGHT	**28'-0"** (from Avg. Nat. Grade = 71.54')

DENSITY:

ALLOWED:	26 UNITS

ALLOWED BASE DENSITY IN MCR/R-4 = 15 - 27 UNITS PER GROSS ACRE
USING 27 UNITS PER GROSS ACRE: 0.94 ACRES X 27 = 25.38 UNITS* = 26.00 UNITS
*EACH COMPONENT OF THE DENSITY BONUS CALCULATION THAT RESULTS IN A FRACTIONAL NUMBER SHALL BE ROUNDED UP TO THE NEXT WHOLE NUMBER

PROPOSED:	35 UNITS

THIS PROJECT IS SEEKING A DENSITY BONUS OF 35% (100% OF THE UNITS ARE LOW INCOME)
DENSITY BONUS: 26 UNITS X 35% = 9.00 UNITS
ALLOWABLE DENSITY WITH DENSITY BONUS APPLIED: 9 UNITS + 26 UNITS = 35 UNITS

BUILDING AREA:		26,052 SF
AREA A:		3,313 SF
FIRST FLOOR	1,573 SF	
TRASH ROOM	*182 SF*	
AMENITY SPACES / LAUNDRY	*1,391 SF*	
SECOND FLOOR	870 SF	
PATIO (not included in bldg area)	*326 SF*	
THIRD FLOOR	870 SF	
AREA B:		10,623 SF
FIRST FLOOR	3,047 SF	
SECOND FLOOR	3,788 SF	
THIRD FLOOR	3,788 SF	
AREA C:		2,492 SF
FIRST FLOOR	0 SF	
SECOND FLOOR	1,246 SF	
THIRD FLOOR	1,246 SF	
AREA D:		9,624 SF
FIRST FLOOR	3,208 SF	
SECOND FLOOR	3,208 SF	
THIRD FLOOR	3,208 SF	

UNIT AREA

AREA A:

NUMBER	PLAN TYPE		UNIT AREA
201/301	PLAN 2B	2-BEDROOM	870 SF

AREA B:

NUMBER	PLAN TYPE		UNIT AREA
102/202/302	PLAN 3C	3-BEDROOM	940 SF
103/203/303	PLAN 1B	1-BEDROOM	505 SF
104/204/304	PLAN 1A	1-BEDROOM	550 SF
105/205/305	PLAN 1B	1-BEDROOM	505 SF
106/206/306	PLAN 1A	1-BEDROOM	550 SF
207/307	PLAN 2A	2-BEDROOM	745 SF

AREA C:

NUMBER	PLAN TYPE		UNIT AREA
208/308	PLAN 2A	2-BEDROOM	745 SF
209/309	PLAN 1B	1-BEDROOM	505 SF

AREA D:

NUMBER	PLAN TYPE		UNIT AREA
110/210/310	PLAN 3B	3-BEDROOM	975 SF
111/211/311	PLAN 2A	2-BEDROOM	745 SF
112/212/312	PLAN 1B	1-BEDROOM	505 SF
113/213/313	PLAN 3A	3-BEDROOM	985 SF

PROJECT DESCRIPTION

THIS APPLICATION PROPOSES A NEW AFFORDABLE MULTI-FAMILY HOUSING PROJECT ON AN EXISTING VACANT LOT ON THE CORNER OF ATASCADERO ROAD AND SUNSET AVENUE IN MORRO BAY, CALIFORNIA. THIS IS A TYPE V-B CONSTRUCTION, AND THERE WILL BE THREE NEW 3-STORY SECTIONS AND ONE NEW 2-STORY SECTION IN THIS BUILDING, WITH A TOTAL OF 35 LOW INCOME RESIDENTIAL UNITS SURROUNDING AN OUTDOOR COURTYARD AREA.

WE ARE REQUESTING A PARKING REDUCTION. PLEASE SEE THE NOTES IN THE PARKING CALCULATIONS ON THIS SHEET.

THIS SITE IS APART OF THE CA-SLO-165, MAKING THIS A SENSITIVE ARCHAEOLOGICAL AREA, PLEASE REFER TO CULTURAL RESOURCES SURVEY AND REPORT PREPARED BY NANCY FARRELL OF CULTURAL RESOURCE MANAGEMENT SERVICES (CRMS), DATED OCTOBER 2015 AND PHASE II ARCHAEOLOGICAL EVALUATION OF CA-SLO-165 (DATED DECEMBER 2017) BY ALBION ENVIRONMENTAL, INC. THIS PROJECT PROPOSES A MITIGATED NEGATIVE DECLARATION, PLEASE REFER TO "MITIGATION RECOMMENDATIONS" SECTION ON PAGE 80 OF THE PHASE II ARCHAEOLOGICAL EVALUATION OF CA-SLO-165 BY ALBION FOR SPECIFIC MITIGATED NEGATIVE DECLARATION INFORMATION.

FIRE DEPARTMENT NOTES

FIRE PROTECTION SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH THE CFC AND CBC:

1. AN APPROVED NFPA 13 SYSTEM WILL BE REQUIRED FOR THIS PROJECT.
2. FIRE MAIN AND ALL ASSOCIATED CONTROL VALVES SHALL BE INSTALLED PER NFPA 24 STANDARDS AND CITY ENGINEERING STANDARDS.
3. THE FIRE DEPARTMENT CONNECTION (FDC) SHALL BE LOCATED ALONG A FIRE APPARATUS ACCESS, AND THE LOCATION OF THE BACKFLOW PREVENTION DEVICE AND FDC SHALL BE LOCATED ON THE SITE PLAN
4. BUILDINGS UNDERGOING CONSTRUCTION, ALTERATION OR DEMOLITION SHALL BE IN ACCORDANCE WITH CHAPTER 14 OF THE CFC.

VICINITY MAP

PROJECT TEAM

PROJECT OWNER
HOUSING AUTHORITY OF SAN LUIS OBISPO
487 LEFF STREET
SAN LUIS OBISPO, CA 93463
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CONTACT: MICHAEL BURKE
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CIVIL ENGINEER
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EMAIL: gregj@northcoastengineering.com

LANDSCAPE ARCHITECT
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3247 MIGUELITO COURT
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	PRELIMINARY UNDERGROUND PLAN
	SITE CROSS SECTIONS

LANDSCAPE

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L-1.2	PLANT LIST, PHOTOS, & NOTES

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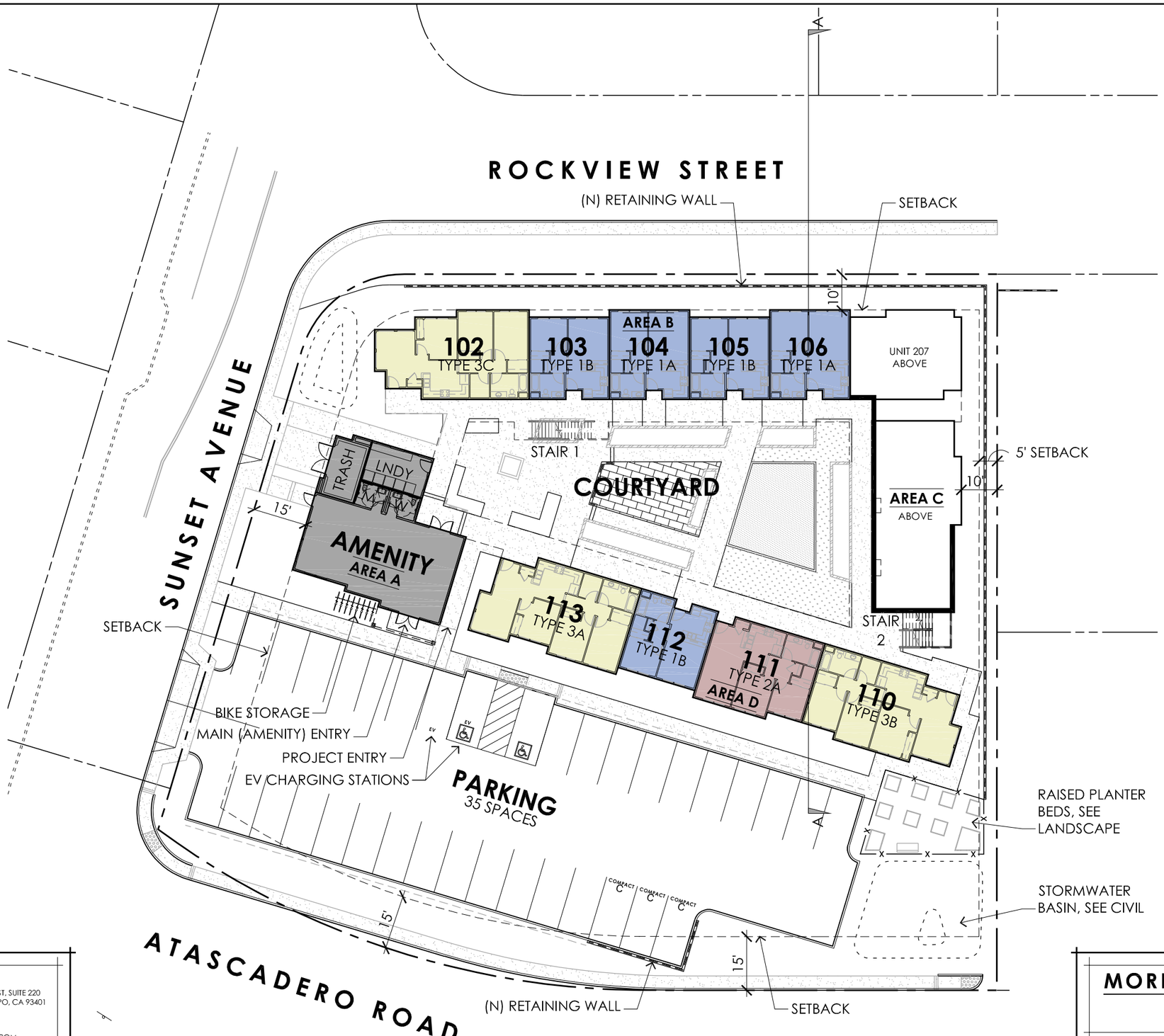
MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

PROJECT DATA

Project: A19022
Date: MAY 05, 2020
Sheet: **A0.1**



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MORRO BAY HOUSING

405 Atascadero Road
Morro Bay, CA

PROPOSED SITE / FIRST FLOOR PLAN

0' 5' 10' 20' 40'
11x17 SHEET SCALE: 1" = 30'-0"
24x36 SHEET SCALE: 1" = 15'-0"

PROJECT NORTH | TRUE NORTH

Project A19022
Date MAY 05, 2020
Sheet **A1.0**

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MORRO BAY HOUSING

405 Atascadero Road
Morro Bay, CA

PROPOSED SECOND FLOOR PLAN

11x17 SHEET SCALE: 1" = 30'-0"
24x36 SHEET SCALE: 1" = 15'-0"

PROJECT NORTH

TRUE NORTH

Project A19022
Date MAY 05, 2020
Sheet **A1.1**

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MORRO BAY HOUSING

405 Atascadero Road
Morro Bay, CA

PROPOSED THIRD FLOOR PLAN

0 1 5 10 20 40
11x17 SHEET SCALE: 1" = 30'-0"
24x36 SHEET SCALE: 1" = 15'-0"

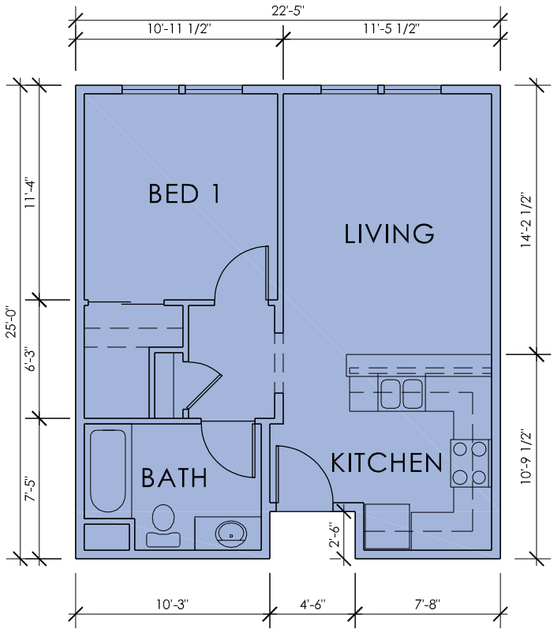
PROJECT NORTH

TRUE NORTH

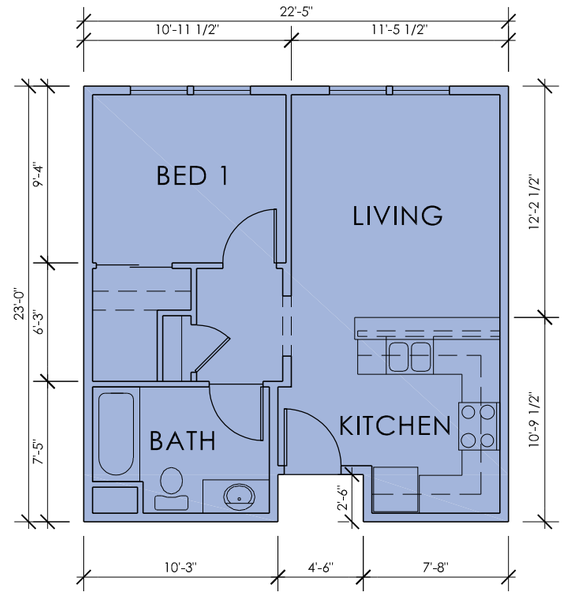
Project A19022
Date MAY 05, 2020
Sheet **A1.2**

FLOOR AREA CALCS

PLAN 1A:	550 SF
PLAN 1B:	505 SF
PLAN 2A:	745 SF
PLAN 2B:	870 SF
PLAN 3A:	985 SF
PLAN 3B:	975 SF
PLAN 3C:	940 SF



PLAN 1A: ONE-BEDROOM UNIT



PLAN 1B: ONE-BEDROOM UNIT

Arris STUDIO ARCHITECTS

ADDRESS
1327 ARCHER ST, SUITE 220
SAN LUIS OBISPO, CA 93401

CONTACT
805.547.2240
ARRIS-STUDIO.COM

THOMAS E. JESS
ARCHITECT #C27608
STEPHEN A. RIGOR
ARCHITECT #C33672

MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

ONE-BEDROOM UNIT PLANS

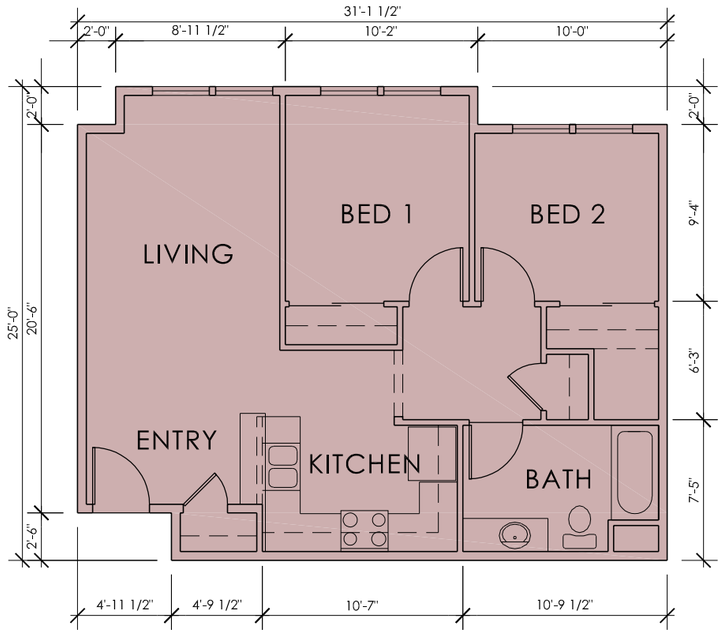
11x17 SHEET SCALE: 1/8" = 1'-0"
24x36 SHEET SCALE: 1/4" = 1'-0"

PROJECT NORTH | TRUE NORTH

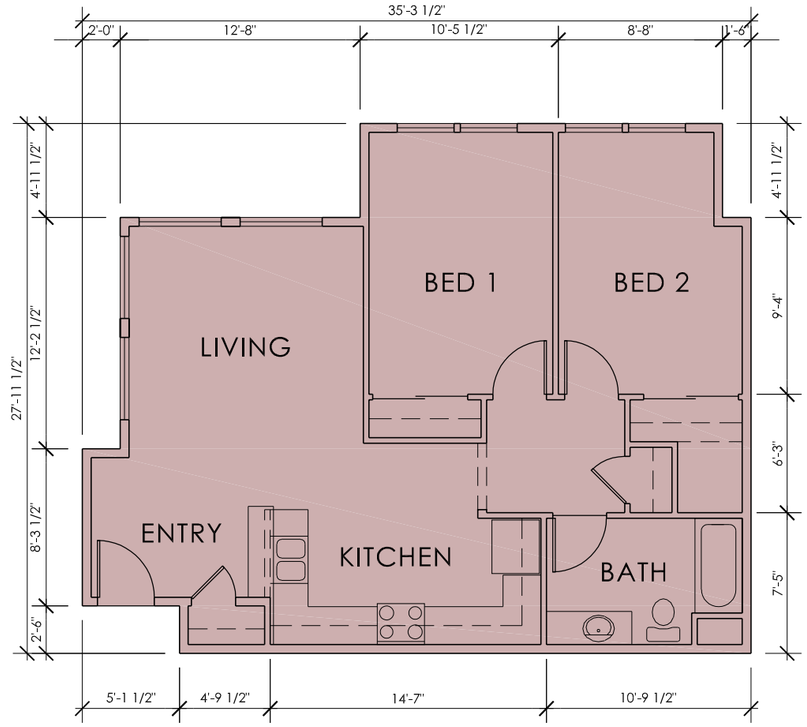
Project A19022
Date MAY 05, 2020
Sheet **A2.0**

FLOOR AREA CALCS

PLAN 1A:	550 SF
PLAN 1B:	505 SF
PLAN 2A:	745 SF
PLAN 2B:	870 SF
PLAN 3A:	985 SF
PLAN 3B:	975 SF
PLAN 3C:	940 SF



PLAN 2A: TWO-BEDROOM UNIT



PLAN 2B: TWO-BEDROOM UNIT

Arris STUDIO ARCHITECTS

ADDRESS
1327 ARCHER ST, SUITE 220
SAN LUIS OBISPO, CA 93401

CONTACT
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STEPHEN A. RIGOR
ARCHITECT #C33672

MORRO BAY HOUSING

405 Atascadero Road
Morro Bay, CA

TWO-BEDROOM UNIT PLANS

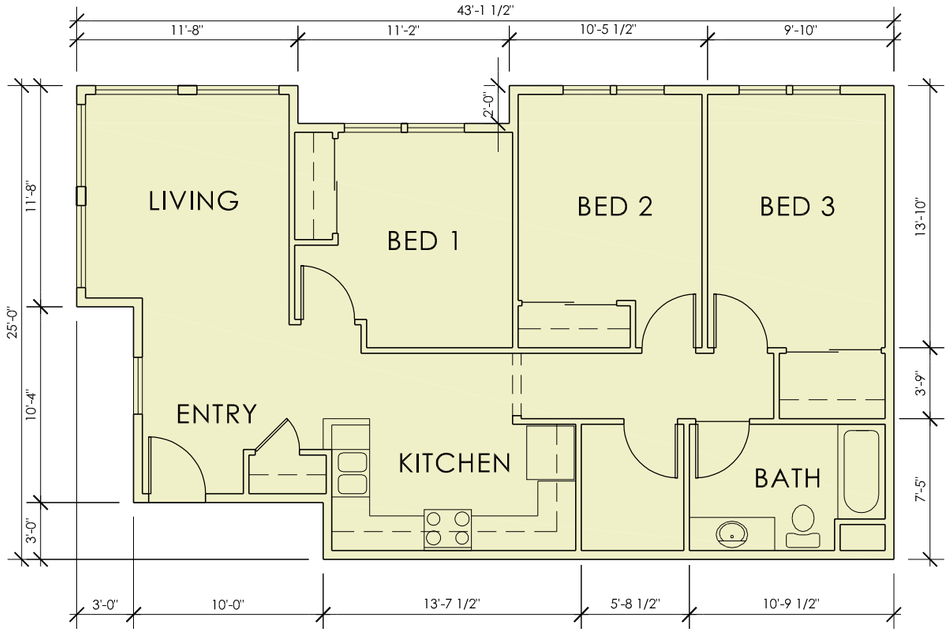
01 5 10 20 40
11x17 SHEET SCALE: 1/8" = 1'-0"
24x36 SHEET SCALE: 1/4" = 1'-0"

PROJECT NORTH | TRUE NORTH

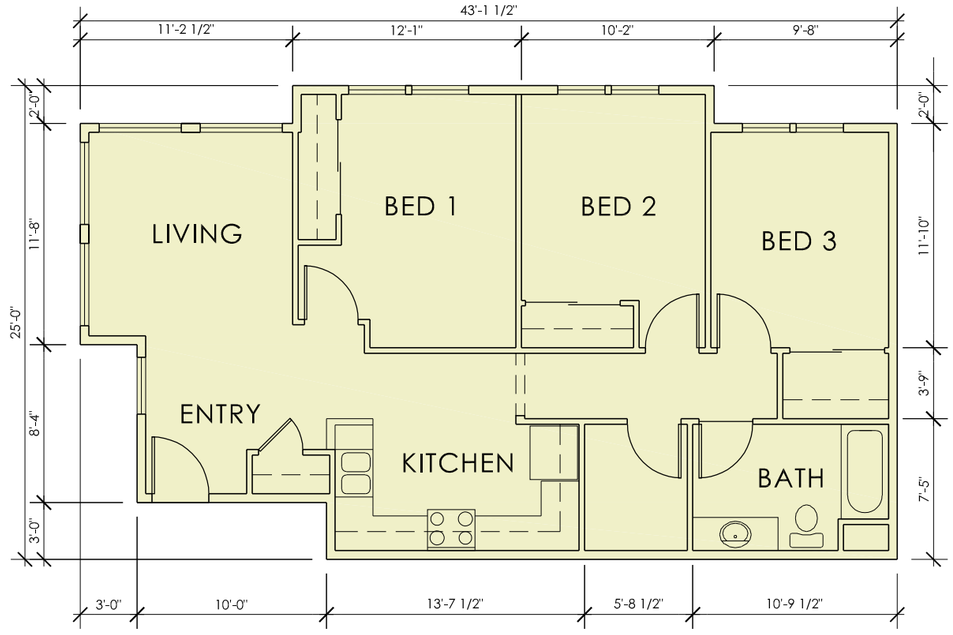
Project A19022
Date MAY 05, 2020
Sheet **A2.1**

FLOOR AREA CALCS

PLAN 1A:	550 SF
PLAN 1B:	505 SF
PLAN 2A:	745 SF
PLAN 2B:	870 SF
PLAN 3A:	985 SF
PLAN 3B:	975 SF
PLAN 3C:	940 SF



PLAN 3A: THREE-BEDROOM UNIT



PLAN 3B: THREE-BEDROOM UNIT

Arris STUDIO ARCHITECTS

ADDRESS
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ARCHITECT #C33672

MORRO BAY HOUSING

405 Atascadero Road
Morro Bay, CA

THREE-BEDROOM UNIT PLANS

11x17 SHEET SCALE: 1/8" = 1'-0"
24x36 SHEET SCALE: 1/4" = 1'-0"

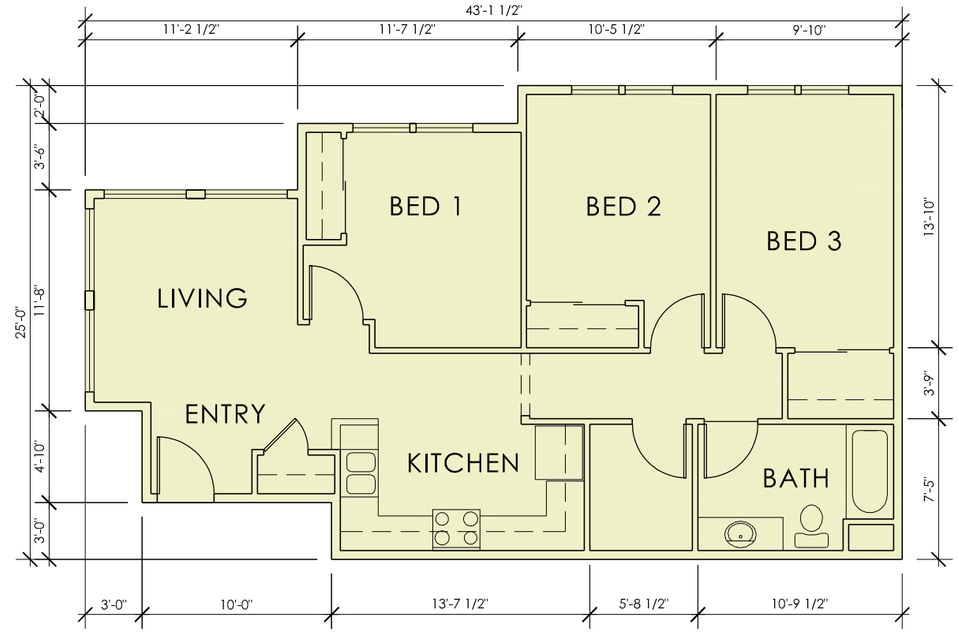
PROJECT NORTH

TRUE NORTH

Project A19022
Date MAY 05, 2020
Sheet **A2.2**

FLOOR AREA CALCS

PLAN 1A:	550 SF
PLAN 1B:	505 SF
PLAN 2A:	745 SF
PLAN 2B:	870 SF
PLAN 3A:	985 SF
PLAN 3B:	975 SF
PLAN 3C:	940 SF



PLAN 3C: THREE-BEDROOM UNIT

Arris STUDIO ARCHITECTS

ADDRESS
1327 ARCHER ST, SUITE 220
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CONTACT
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STEPHEN A. RIGOR
ARCHITECT #C33672

MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

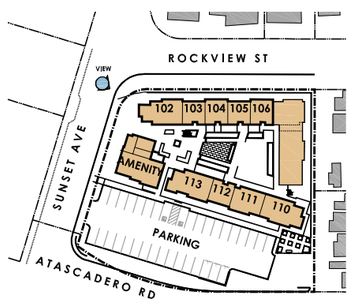
THREE-BEDROOM UNIT PLANS

0 1 5 10 20 40
11x17 SHEET SCALE: 1/8" = 1'-0"
24x36 SHEET SCALE: 1/4" = 1'-0"

PROJECT NORTH | TRUE NORTH

Project
A19022
Date
MAY 05, 2020
Sheet
A2.3

PERSPECTIVE - BUILDING A & B FROM SUNSET AVENUE



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STUDIO ARCHITECTS

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STEPHEN A. RIGOR
ARCHITECT #C33672

MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

PERSPECTIVE VIEW

Project A19022
Date MAY 05, 2020
Sheet **A3.0**

Arris
STUDIO ARCHITECTS

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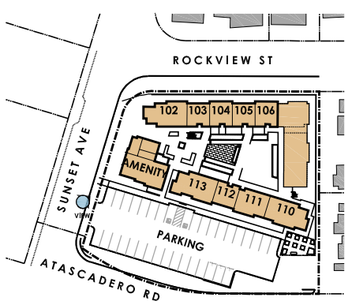
STEPHEN A. RIGOR
ARCHITECT #C33672

PERSPECTIVE - CORNER OF BUILDING A



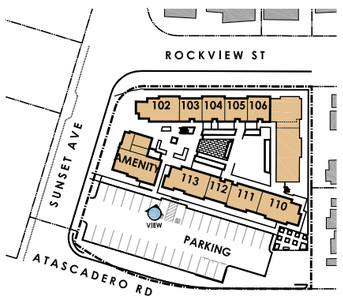
MORRO BAY HOUSING

405 Atascadero Road
Morro Bay, CA

PERSPECTIVE VIEW

Project
A19022
Date
MAY 05, 2020
Sheet
A3.1

PERSPECTIVE - MAIN ENTRY AT BUILDING A



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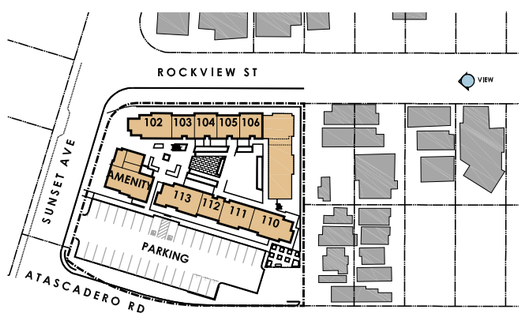
MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

PERSPECTIVE VIEW

Project A19022
Date MAY 05, 2020
Sheet **A3.2**



PERSPECTIVE - FROM ROCKVIEW STREET

Arris
STUDIO ARCHITECTS

ADDRESS
1327 ARCHER ST, SUITE 220
SAN LUIS OBISPO, CA 93401

CONTACT
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STEPHEN A. RIGOR
ARCHITECT #C33672

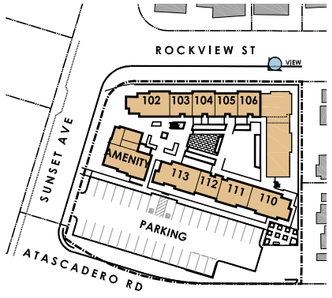
MORRO BAY HOUSING

405 Atascadero Road
Morro Bay, CA

PERSPECTIVE VIEW

Project
A19022
Date
MAY 05, 2020
Sheet
A3.3

PERSPECTIVE - FROM ROCKVIEW STREET



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STUDIO ARCHITECTS

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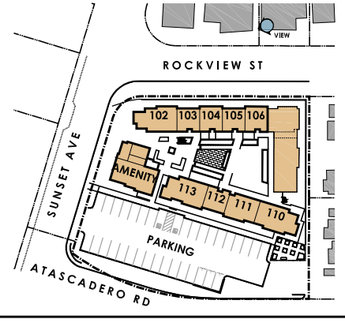
ARCHITECT #C33672

MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

PERSPECTIVE VIEW

Project
A19022
Date
MAY 05, 2020
Sheet
A3.4

PERSPECTIVE - FROM 431 CREST STREET DECK



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STUDIO ARCHITECTS

ADDRESS
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CONTACT
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STEPHEN A. RIGOR
ARCHITECT #C33672

MORRO BAY HOUSING

405 Atascadero Road
Morro Bay, CA

PERSPECTIVE VIEW

Project
A19022
Date
MAY 05, 2020
Sheet
A3.5

Arris STUDIO ARCHITECTS

ADDRESS
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ARCHITECT #C33672

ATASCADERO ROAD (FRONT) ELEVATION

*Note: Please see the Building Statistics on sheet A0.1 for the maximum allowable building height

MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

CONCEPTUAL EXTERIOR ELEVATION

0 1 5 10 20 40
11x17 SHEET SCALE: 1/16" = 1'-0"
24x36 SHEET SCALE: 1/8" = 1'-0"

Project A19022
Date MAY 05, 2020
Sheet **A4.0**

Arris
STUDIO ARCHITECTS

ADDRESS
1327 ARCHER ST, SUITE 220
SAN LUIS OBISPO, CA 93401

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THOMAS E. JESS
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STEPHEN A. RIGOR
ARCHITECT #C33672

SUNSET AVENUE (EAST) ELEVATION

*Note: Please see the Building Statistics on sheet A0.1 for the maximum allowable building height

MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

CONCEPTUAL EXTERIOR ELEVATION

0 1 5 10 20 40
11x17 SHEET SCALE: 1/16" = 1'-0"
24x36 SHEET SCALE: 1/8" = 1'-0"

Project
A19022
Date
MAY 05, 2020
Sheet
A4.1

Arris
STUDIO ARCHITECTS

ADDRESS
1327 ARCHER ST, SUITE 220
SAN LUIS OBISPO, CA 93401

CONTACT
805.547.2240
ARRIS-STUDIO.COM

THOMAS E. JESS
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STEPHEN A. RIGOR
ARCHITECT #C33672

ROCKVIEW STREET (REAR) ELEVATION

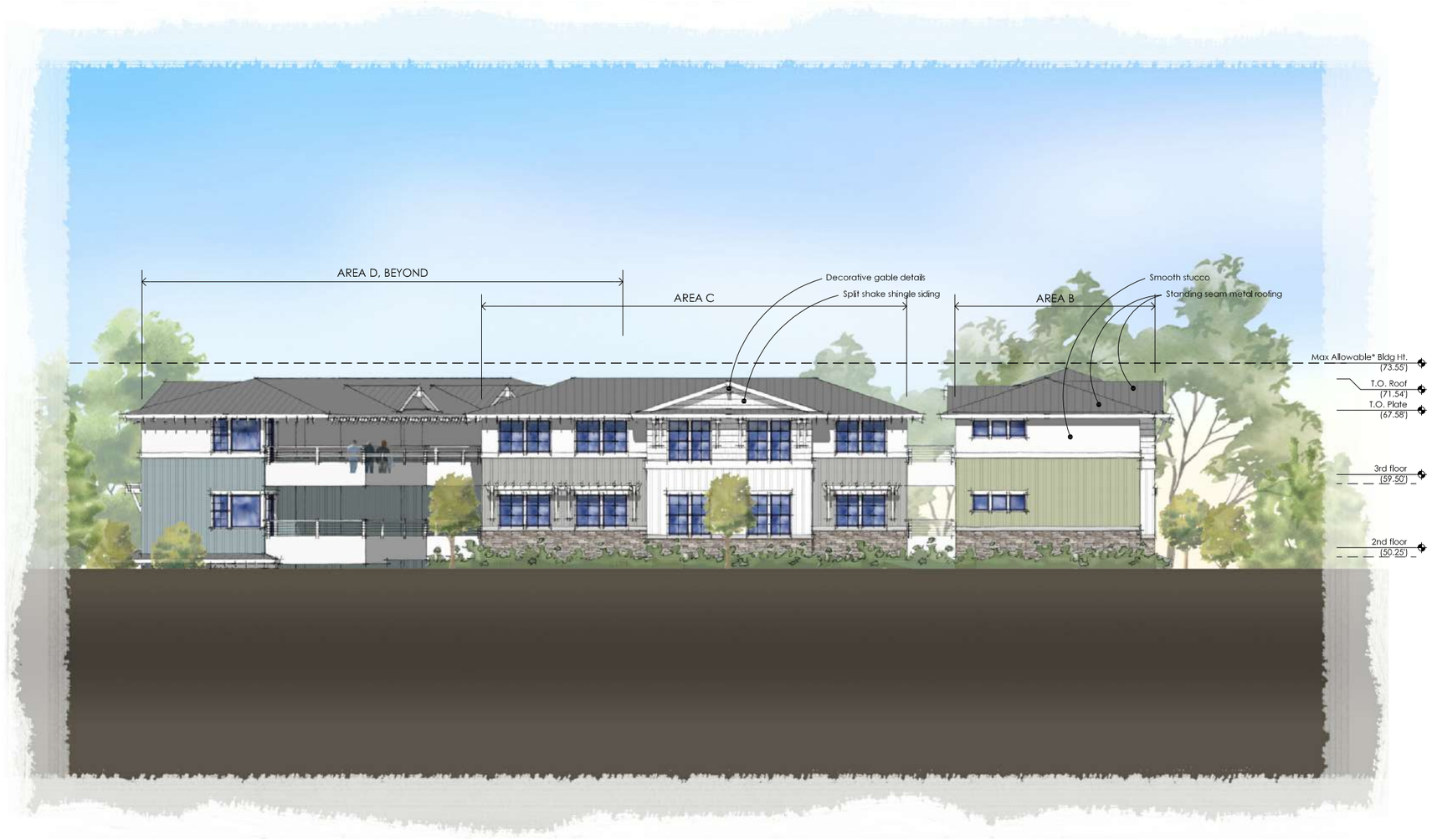
*Note: Please see the Building Statistics on sheet A0.1 for the maximum allowable building height

MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

CONCEPTUAL EXTERIOR ELEVATION

0 1 5 10 20 40
11x17 SHEET SCALE: 1/16" = 1'-0"
24x36 SHEET SCALE: 1/8" = 1'-0"

Project
A19022
Date
MAY 05, 2020
Sheet
A4.2



SIDE (WEST) ELEVATION

*Note: Please see the Building Statistics on sheet A0.1 for the maximum allowable building height

Arris STUDIO ARCHITECTS

ADDRESS
1327 ARCHER ST, SUITE 220
SAN LUIS OBISPO, CA 93401

CONTACT
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THOMAS E. JESS
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STEPHEN A. RIGOR
ARCHITECT #C33672

MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

CONCEPTUAL EXTERIOR ELEVATION

0 1 5 10 20 40
11x17 SHEET SCALE: 1/16" = 1'-0"
24x36 SHEET SCALE: 1/8" = 1'-0"

Project
A19022
Date
MAY 05, 2020
Sheet
A4.3

Arris
STUDIO ARCHITECTS

ADDRESS
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SAN LUIS OBISPO, CA 93401

CONTACT
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STEPHEN A. RIGOR
ARCHITECT #C33672

SCHEMATIC SITE SECTION

Note: Please refer to the Civil Site Cross Sections for detailed site grading information

MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

SCHEMATIC SITE SECTION

01 5 10 20 40
11x17 SHEET SCALE: 1/16" = 1'-0"
24x36 SHEET SCALE: 1/8" = 1'-0"

Project A19022
Date MAY 05, 2020
Sheet **A4.4**

R
STANDING SEAM METAL ROOF
AEP SPAN -DESIGN SPAN HP
"COOL OLD TOWN GRAY"

S1
STONE VENEER BASE
ELDORADO STONE
"WHITEBARK" CLIFFSTONE

P4
PAINTED EXTERIOR WOOD SIDING, TRIMS, FASCIA
BENJAMIN MOORE
"ICE MIST" 2123-70

P5
PAINTED EXTERIOR COLOR
BENJAMIN MOORE
"BOLD BLUE" 2064-10

P1
PAINTED EXTERIOR WOOD SIDING
BENJAMIN MOORE
"BAY MARINA" 1655

P2
PAINTED EXTERIOR WOOD SIDING
BENJAMIN MOORE
"SHERWOOD GREEN" HC-118

P3
PAINTED EXTERIOR WOOD SIDING
BENJAMIN MOORE
"SMOKE EMBERS" 1466

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ADDRESS
1327 ARCHER ST, SUITE 220
SAN LUIS OBISPO, CA 93401

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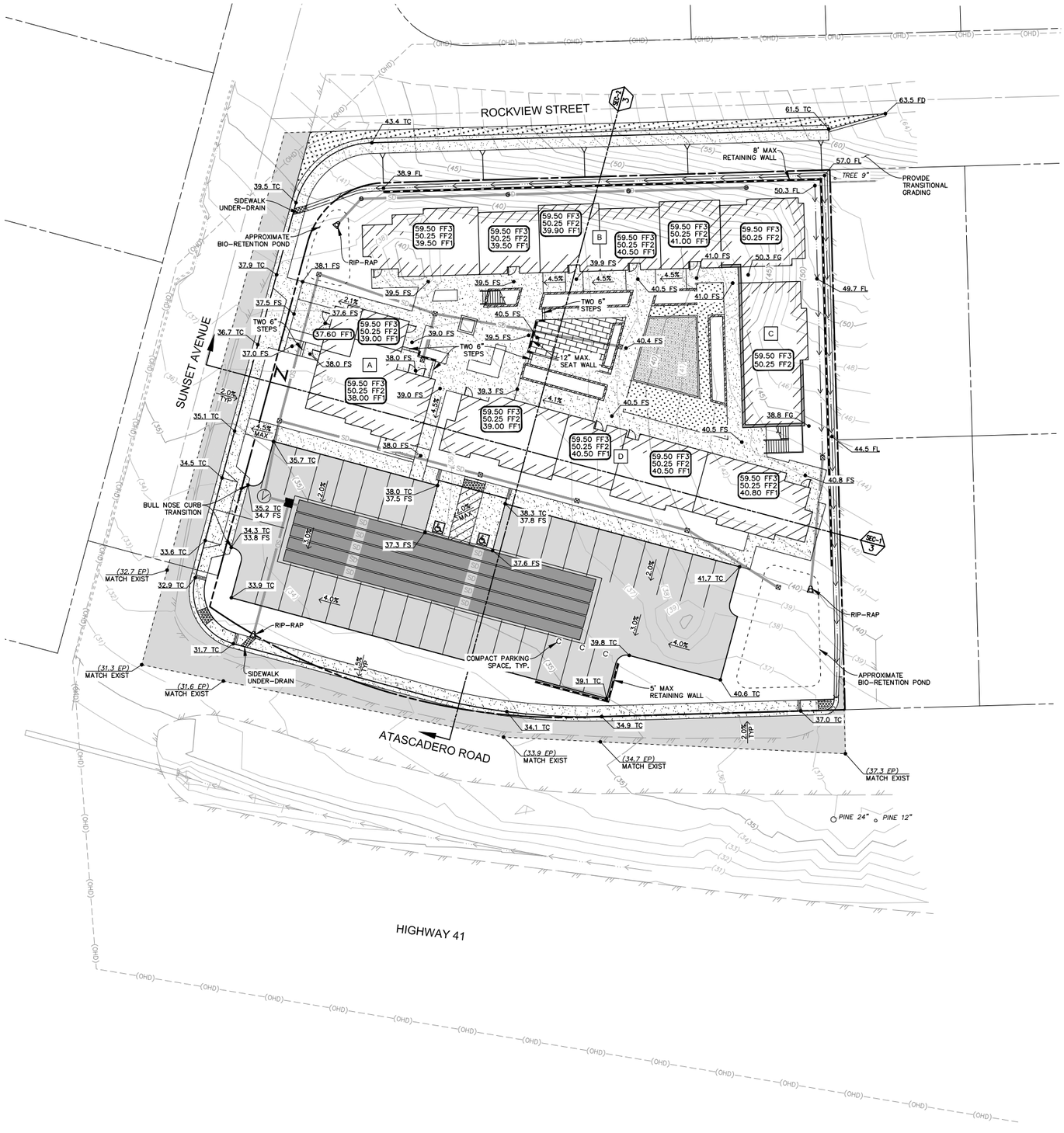
STEPHEN A. RIGOR
ARCHITECT #C33672

PROPOSED COLOR & MATERIAL BOARD

MORRO BAY HOUSING
405 Atascadero Road
Morro Bay, CA

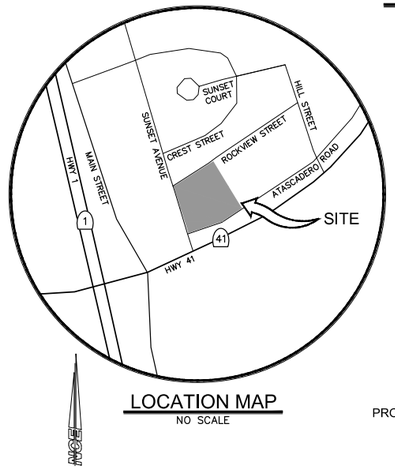
COLOR & MATERIAL BOARD

Project A19022
Date MAY 05, 2020
Sheet **A5.0**



GRADING AND DRAINAGE LEGEND

A	BUILDING NUMBER	V	HYDRODYNAMIC SEPARATOR
811.1 FF	FINISHED FLOOR ELEVATION	D	STORM DRAIN MANHOLE
(700.0)	EXISTING GRADE	⊠ ⊕	STORM DRAIN INLETS
700.0	FINISHED GRADE	24" OAK	EXISTING TREE TRUNK & SIZE
	2:1 SLOPE, UON		RETAINING WALL
	DRAINAGE DIRECTION		SCREEN WALL
(800)	EXISTING CONTOUR		PROPOSED BUILDING
800	PROPOSED CONTOUR		EXTENDED FOOTING
	STREET LIGHT		CONCRETE
SD	STORM DRAIN		AGGREGATE BASE
(OHD)	EXISTING OVERHEAD POWER/TEL		RUBBER PLAY SURFACE
	EXISTING EDGE OF PAVEMENT		SYNTHETIC TURF
	EDGE OF PAVEMENT		HMA PAVEMENT
X X	EXISTING FENCE		
	RIGHT-OF-WAY		
	PROPERTY LINE		
	EASEMENTS		



LOCATION MAP
NO SCALE

SITE STATISTICS - OVERVIEW

TOTAL AREA: 1.20 ACRES (52,272 SQ FT)
RESIDENTIAL LOT: 1

RECORD OWNER: HOUSING AUTHORITY SAN LUIS OBISPO
487 LEFF STREET
SAN LUIS OBISPO, CA 93401
(805) 543-4478

APPLICANT: HOUSING AUTHORITY SAN LUIS OBISPO
487 LEFF STREET
SAN LUIS OBISPO, CA 93401
(805) 543-4478

ENGINEER: NORTH COAST ENGINEERING, INC.
725 CRESTON RD., STE. B,
PASO ROBLES, CA 93446
GREG S. JAEGER
R.C.E. 58030
CONTACT: (805) 239-3127

ARCHITECT: ARRIS STUDIO ARCHITECTS
1327 ARCHER ST, SUITE 220
SAN LUIS OBISPO, CA 93401
(805) 547-2240

A.P.N.: 068-323-034, 068-323-036, 068-323-036

PROPOSED USE OF PROPERTY: RESIDENTIAL

SHEET INDEX

1. PRELIMINARY GRADING & DRAINAGE PLAN
2. PRELIMINARY UNDERGROUND PLAN
3. SITE CROSS SECTIONS

PRELIMINARY EARTHWORK		
AREA OF DISTURBANCE	ACRES	1.20
MAX DEPTH CUT	FT	10.4
MAX DEPTH FILL	FT	10.2
EARTHWORK QUANTITY:		
CUT	CU YD	863
FILL	CU YD	2433

NCE

0 10' 20' 40'

SCALE: 1"=20'

MORRO BAY HOUSING
PRELIMINARY GRADING AND DRAINAGE PLAN

IN THE CITY OF MORRO BAY, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA
BEING LOTS 9-11, 19, & 20 OF TRACT NO. 52, MORRO GARDEN FARMS, UNIT NO. 2, ACCORDING TO THE MAP RECORDED IN BOOK 5 OF PARCEL MAPS, AT PAGE 71 AND PARCEL 1 & 2 OF DOC. #2005-016496 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

725 CRESTON ROAD, SUITE B
PASO ROBLES, CA
805.239.3127
NCE NORTH COAST ENGINEERING

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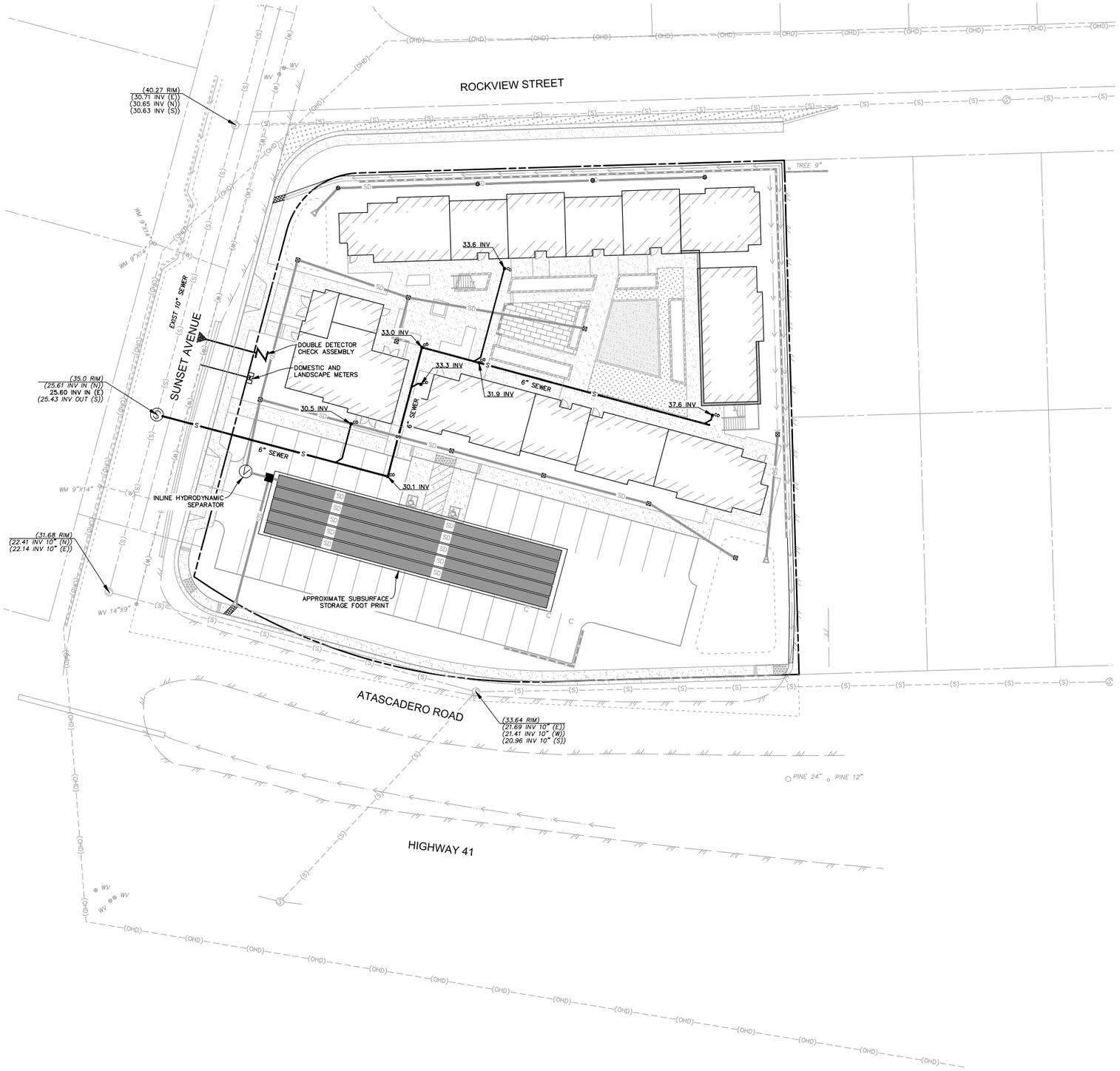

PRELIMINARY UTILITY LEGEND

710.0 FF	FINSHED FLOOR ELEVATION	S	SEWER LINE
	STREET LIGHT	(S)	EXISTING SEWER LINE
	FIRE HYDRANT ASSEMBLY	W	WATER LINE
WV	WATER VALVE	(W)	EXISTING WATER LINE
CO	SANITARY SEWER CLEANOUT	SD	STORMDRAIN
	SEWER LATERAL (4" AT 2% MIN)	(SD)	EXISTING STORMDRAIN
	DOUBLE DETECTOR CHECK VALVE	G	GAS LINE
6	WATER SERVICE MANIFOLD (NUMBER OF METERS NOTED)	(G)	EXISTING GAS LINE
	FIRE DEPARTMENT CONNECTION	(OHD)	EXISTING OVERHEAD POWER/TEL
PIV	POST INDICATOR VALVE		EXISTING EP
S	SEWER MANHOLE		EP
D	STORMDRAIN MANHOLE	X X X	EXISTING FENCE
V	HYDRODYNAMIC SEPARATOR		RIGHT-OF-WAY
	STORMDRAIN INLETS		PROPERTY LINE
	DRAIN INLET WITH GRATE ABOVE FLOWLINE TO PROMOTE DETENTION.		EASEMENTS
24" OAK	EXISTING TREE TRUNK & SIZE		RETAINING WALL

0 10' 20' 40'

SCALE: 1"=20'

MORRO BAY HOUSING
PRELIMINARY UNDERGROUND PLAN

IN THE CITY OF MORRO BAY, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA
BEING LOTS 9–11, 19, & 20 OF TRACT NO. 52, MORRO GARDEN FARMS, UNIT NO. 2, ACCORDING TO THE MAP RECORDED IN BOOK 5 OF PARCEL MAPS, AT PAGE 71 AND PARCEL 1 & 2 OF DOC. #2005–016496 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

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PASO ROBLES, CA
805.239.3127
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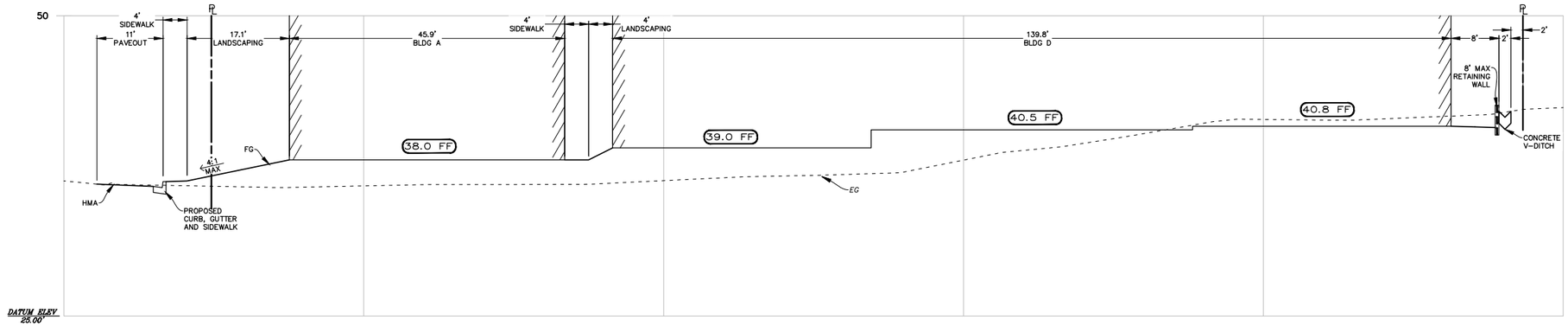
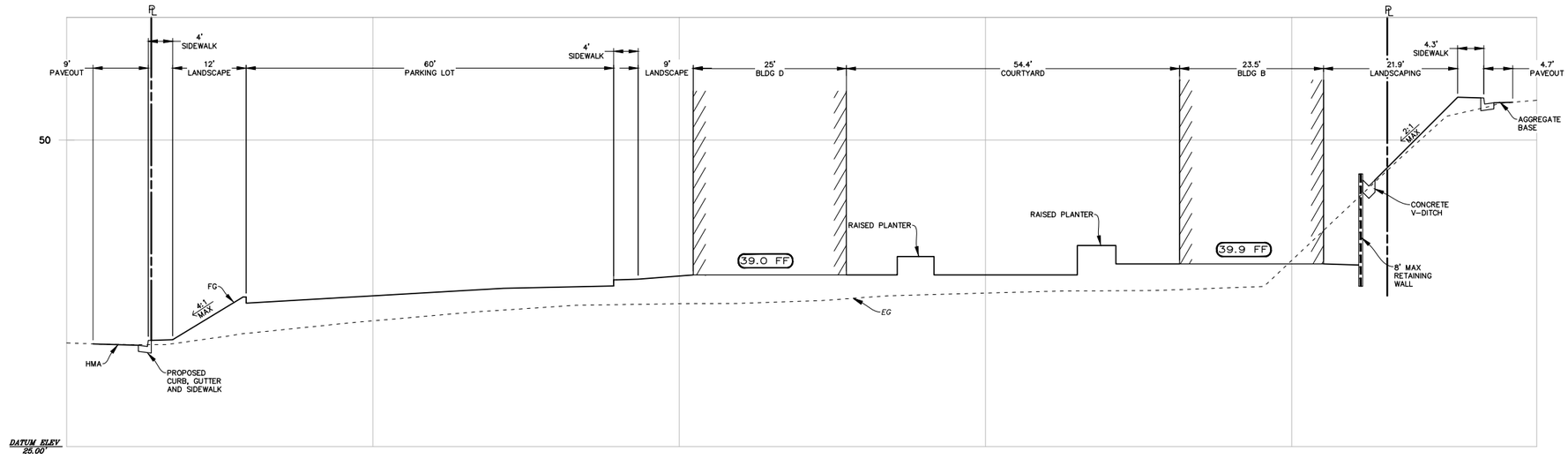


SEC-1

SITE CROSS SECTION

VERTICAL: 1" = 5
HORIZONTAL: 1" = 10



SEC-2

SITE CROSS SECTION

VERTICAL: 1" = 5
HORIZONTAL: 1" = 10

MORRO BAY HOUSING
SITE CROSS SECTIONS

IN THE CITY OF MORRO BAY, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA
BEING LOTS 9–11, 19, & 20 OF TRACT NO. 52, MORRO GARDEN FARMS, UNIT NO. 2, ACCORDING TO THE MAP RECORDED IN BOOK 5 OF PARCEL MAPS, AT PAGE 71 AND PARCEL 1 & 2 OF DOC. #2005–016496 IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

725 CRESTON ROAD, SUITE B
PASO ROBLES, CA
805.239.3127
NCE NORTH COAST ENGINEERING

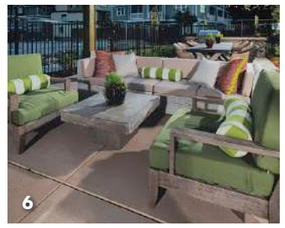
NORTH COAST ENGINEERING INC, copyright©2019

\\nce-dc01\cad\PRO\19120\Design\Plan Set\Prelim Design\19120 Prelim Design.dwg, X-SEC_DETAILS, 10/23/2019 11:33:03 AM, LAP, 1:1

KEYNOTE LEGEND

1 18" TALL RAISED PLANTER WITH DROUGHT-TOLERANT PLANT MATERIAL
2 SLOPE PLANTING WITH STREET TREES
3 DECORATIVE PAVING AT COURTYARD
4 ARTIFICIAL TURF PLAY AREA
5 CHILD'S (2-5 Y.O.) PLAY STRUCTURE OVER SAFETY SURFACING
6 LOUNGE AND DINING PATIO WITH WOODEN PERGOLA
7 PEDESTRIAN PLAZA WITH BENCH SEATING
8 STORMWATER BASIN WITH NATIVE VEGETATION AND BOULDERS
9 CITY-APPROVED STREET TREES
10 EVERGREEN SCREENING TREES
11 VEGETABLE GARDEN WITH RAISED PLANTER BOXES AND POTTING SHELF

PROPOSED LANDSCAPE ELEMENTS



CONCEPT NOTES

1. PLANT MATERIAL WAS CHOSEN FOR ITS COMPATABILITY WITH THE MACRO/ MICROCLIMATIC CONDITIONS OF THE REGION AND SITE; TOLERANCE OF WIND; TOLERANCE OF DROUGHT CONDITIONS; LONGEVITY; SCREENING CAPABILITIES; AND OVERALL ATTRACTIVENESS.

2. IRRIGATION SYSTEM SHALL BE DESIGNED FOR MAXIMUM WATER EFFICIENCY AND SHALL INCLUDE AN AUTOMATIC CONTROLLER, BACKFLOW PREVENTION DEVICE, AND LOW-GALLONAGE HEADS FOR TURF AND LARGE GROUND COVER AREAS. A DRIP-TYPE SYSTEM SHALL BE USED WHERE APPROPRIATE. TREES SHALL BE IRRIGATED ON SEPARATE BUBBLER SYSTEMS.

3. PLANT MATERIAL QUANTITIES, NARRATIVE SPECIFICATIONS, SITE DETAILS, AND MATERIAL DEFINITIONS WILL BE DETERMINED AND NOTED ON THE CONSTRUCTION DRAWINGS.

SCALE: 1"=30'

MORRO BAY HOUSING
405 ATASCADERO ROAD, MORRO BAY, CA

CONCEPTUAL LANDSCAPE PLAN

L-1
5/5/20

OASIS ASSOCIATES
LANDSCAPE ARCHITECTURE + PLANNING

PRELIMINARY PLANT LIST

	TREES	SIZE (H X W)	CONTAINER	WUCOLS*	NOTES
A	AGONIS FLEXUOSA / PEPPERMINT TREE	30' X 20'	24" BOX	L	EVERGREEN, WILLOW-LIKE
B	ARBUTUS 'MARINA' / STRAWBERRY TREE	15' X 15'	24" BOX	L	PEELING BARK, EVERGREEN
C	CHAMAEROPS HUMILIS / MEDITERRANEAN FAN PALM	10' X 10'	15 GAL	L	SILVERY, WAXY LEAVES
D	MELALEUCA QUINQUENERVIA / CAJEPUT TREE	30' X 20'	24" BOX	L	EVERGREEN, PEELING BARK
E	METROSIDEROS EXCELSA / N. ZEALAND CHRISTMAS TREE	40' X 30'	24" BOX	L	RED BLOOMS
F	OLEA EUROPAEA 'SWAN HILL' / FRUITLESS OLIVE	20' X 20'	48" BOX	L	EVERGREEN, SILVER FOLIAGE
	SHRUBS				
G	CISTUS X PURPUREUS / ORCHID ROCKROSE	5' X 5'	5 GAL	L	PURPLISH-PINK FLOWERS
H	LEUCOSPERMUM CORD. 'YELLOW BIRD' / PINCUSHION	5' X 5'	5 GAL	L	YELLOW DOME FLOWERS
I	LEUCADENDRON 'SAFARI SUNSET' / CONEBUSH	5' X 5'	5 GAL	L	RED, GREEN FOLIAGE
J	WESTRINGIA 'MORNING LIGHT' / COAST ROSEMARY	3' X 3'	5 GAL	L	CREAM VARIEGATION
K	YUCCA FIL. 'COLOR GUARD' / ADAM'S NEEDLE	3' X 3'	5 GAL	L	YELLOW-GREEN LEAVES
	SUCCULENTS				
L	AGAVE ATTENUATA / FOXTAIL AGAVE	3' X 3'	5 GAL	L	SMOOTH GREEN ROSETTES
M	ALOE STRIATA / CORAL ALOE	3' X 2'	5 GAL	L	ORANGE BLOOMS
N	EUPHORBIA TIRUCALLI 'STICKS ON FIRE' / FIRE STICKS	3' X 5'	5 GAL	L	BRIGHT, PENCIL-LIKE STEMS
	PERENNIALS				
O	ACHILLEA MILLEFOLIUM ' MOONSHINE' / YARROW	2' X 1'	1 GAL	L	YELLOW FLOWERS
P	BULBINE FRUTESCENS 'HALLMARK' / BULBINE	2' X 4'	1 GAL	L	ORANGE FLOWERS
Q	KNIPHOFIA UVARIA / RED HOT POKER	3' X 2'	1 GAL	L	ORANGE STALKS
R	LAVANDULA ANGUSTIFOLIA / ENGLISH LAVENDER	2' X 2'	1 GAL	L	AROMATIC
	GROUNDCOVER				
S	FESTUCA GLAUCA 'ELIJAH BLUE' / BLUE FESCUE	1' X 1'	1 GAL	L	BLUE-GRAY FOLIAGE
T	GREVILLEA LAN. 'COASTAL GEM' / WOOLLY GREVILLEA	1' X 4'	1 GAL	L	PINK SPIDER-LIKE FLOWERS
U	JUNIPERUS CONFERTA 'EMERALD SEA' / SHORE JUNIPER	1' X 5'	1 GAL	L	CONIFER, EVERGREEN
V	SENECIO MANDRALISCAE / BLUE CHALKSTICKS	1' X 5'	1 GAL	L	BLUE, PENCIL-LIKE LEAVES

*WUCOLS (WATER USE CLASSIFICATIONS OF LANDSCAPE SPECIES) IS A GUIDE TO HELP IDENTIFY IRRIGATION WATER NEEDS OF PLANT SPECIES. DEVELOPED BY THE UNIVERSITY OF CALIFORNIA COOPERATIVE EXTENSION, CALIFORNIA DEPARTMENT OF WATER RESOURCES, 2000.

WATER CONSERVATION STATEMENT

THE CONCEPTUAL LANDSCAPE PLAN, CONCURRENT WITH THE PLANTING AND IRRIGATION CONSTRUCTION DOCUMENTS, PLAN INSTALLATION, RELATED SPECIFICATIONS AND NOTES, QUALIFIES THIS PROJECT AS ONE WHICH EMBRACES THE FOLLOWING CURRENT WATER CONSERVATION TECHNOLOGY AND METHODOLOGIES:

1. UTILIZATION OF STATE OF THE ART IRRIGATION CONTROLLER(S) ALLOWING FOR PRECISION INCREMENTAL WATER SCHEDULING IN ALL HYDROZONES.
2. USE OF DRIP-TYPE AND/OR MICROSPRAY SYSTEMS ONLY.
3. INTEGRATED PLANT DESIGN. PLANT PALETTES HAVE BEEN FORMED TO REFLECT PARALLEL WATERING REQUIREMENTS WITHIN EACH HYDROZONE GROUP.
4. PLANTS INSTALLED WITH MOISTURE RETENTIVE SOIL AMENDMENTS, ENABLING STRONG ROOT AND PLANT GROWTH, WITH THE USE OF LESS WATER.
5. 2" DEEP MULCHING OF ALL PLANT BASINS AND PLANTING AREAS, INHIBITING EVAPORATION.
6. USE OF LOW WATER USE PLANTS.

AGONIS FLEXUOSA / PEPPERMINT TREE

ARBUTUS 'MARINA' / MARINA STRAWBERRY TREE

CHAMAEROPS HUMILIS / MEDITERRANEAN FAN PALM

MELALEUCA QUINQUENERVIA / CAJEPUT TREE

METROSIDEROS EXCELSA / NEW ZEALAND CHRISTMAS TREE

OLEA EUROPAEA 'SWAN HILL' / FRUITLESS OLIVE

CISTUS X PURPUREUS / ORCHID ROCKROSE

LEUCOSPERMUM 'YELLOW BIRD' / PINCUSHION

LEUCADENDRON 'SAFARI SUNSET' / CONEBUSH

WESTRINGIA FRUT. 'MORNING LIGHT' / COAST ROSEMARY

YUCCA 'COLOR GUARD' / ADAM'S NEEDLE

AGAVE ATTENUATA / FOXTAIL AGAVE

ALOE STRIATA / CORAL ALOE

EUPHORBIA 'STICKS ON FIRE' / FIRE STICKS

ACHILLEA 'MOONSHINE' / YARROW

BULBINE FRUT. ' HALLMARK' / BULBINE

KNIPHOFIA UVARIA / RED HOT POKER

LAVANDULA ANGUSTIFOLIA / ENGLISH LAVENDER

FESTUCA GLAUCA 'ELIJAH BLUE' / BLUE FESCUE

GREVILLEA LANIGERA 'COASTAL GEM' / WOOLLY GREVILLEA

JUNIPERUS CON. 'EMERALD SEA' / SHORE JUNIPER

SENECIO MANDRALISCAE / BLUE CHALKSTICKS

Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). This mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the Final Initial Study-Mitigated Negative Declaration (Final IS-MND), specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in this Mitigation Monitoring and Reporting Program.

Mitigation Measure	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Cultural Resources and Tribal Cultural Resources							
CUL-1. Cultural Resources Monitoring & Treatment Plan In coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards (PQS) in Archaeology and City of Morro Bay and tribal stakeholders, the Project proponent shall develop a Cultural Resources Monitoring & Treatment Plan prior to the issuance of grading permits. The Cultural Resources Monitoring & Treatment Plan shall minimally include the following: a) Compilation of background data; b) Regional research questions; c) Protocols for construction monitoring (minimum requirements outlined in Mitigation Measure CUL-2); d) Data recovery and treatment methodology for portions of CA-SLO-165 containing intact and significant deposits that cannot be avoided by design or capped, including field methods, analysis, reporting (minimum requirements outlined in Mitigation Measure CUL-3), and identification of thresholds for reaching data redundancy (the point at which any further study will not yield new information concerning the resource); e) Strategies for the treatment of	The Cultural Resources Monitoring & Treatment Plan shall be reviewed City staff for compliance with the requirement. Construction and grading plans shall clearly note this requirement. This requirement shall be clearly visible to contractors and City inspectors.	The City, in coordination with tribal stakeholders, shall review and approve the Cultural Resources Monitoring & Treatment Plan prior to issuance of all grading permits. Review grading plans prior to issuance of grading permits for the project. Review of construction monitoring activities throughout project construction.	Review grading plans: once. Construction monitoring: periodically throughout construction activities.	City of Morro Bay			

Mitigation Measure	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
unanticipated discoveries; f) Protocols for continued consultation with interested Native American participants; g) Handling of human remains and notifications to appropriate agencies and Native American groups; and h) Guidelines for long-term curation (minimum requirements outlined in Mitigation Measure CUL-4).							
CUL-2. Construction Monitoring The Cultural Resources Monitoring & Treatment Plan shall require that all initial ground disturbing activities associated with the construction of the Project within the archaeological deposit be monitored. Protocols for monitoring shall minimally include the following: ▪ Archaeological monitors will work under the direction of a Principal Investigator meeting the Secretary of the Interior's PQS in Archaeology ▪ Archaeological monitors will collect formal artifacts and note provenience and context of isolated finds. ▪ Archaeological monitors will stop construction activities when they encounter potentially significant, intact features; monitors will then quickly evaluate the feature to determine if it is significant and requires mitigation; monitors will then	The Cultural Resources Monitoring & Treatment Plan shall clearly show this requirement. The Construction and grading plans shall clearly note this requirement. This requirement shall be clearly visible to contractors and City inspectors. Community Development Department staff shall inspect the site and review reporting for compliance.	Review grading plans prior to issuance of grading permits for the project. Review of construction monitoring activities throughout project construction.	Review grading plans: once. Construction monitoring: periodically throughout construction activities.	City of Morro Bay			

Mitigation Measure	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
consult with the City and Project team to determine if the feature can be avoided or if data recovery is required. ▪ Archaeological monitors will maintain a daily log of activities and findings and will report frequently to the City and Project team. ▪ Native American monitoring will be completed by a representative from the Chumash and the Salinan Tribes in an equitable manner. The number of days monitoring is needed will be divided equally between each tribe to the maximum extent feasible, so that each tribe has an opportunity to monitor for tribal resources. ▪ Native American monitors will stop construction activities when potentially significant archaeological resources are encountered. The Native American monitor will notify the qualified archaeologist of the find for further evaluation. The qualified archaeologist will notify non-monitoring tribes of any findings. Native American monitors shall record daily monitoring activities in a daily log that shall be provided to the City upon completion of the monitoring.							
CUL-3. Data Recovery Treatment Detailed in the Cultural Resources Monitoring & Treatment Plan, the data recovery program will include controlled excavations throughout the southern half of the property. The southern half	The Cultural Resources Monitoring & Treatment Plan shall clearly show this requirement.	The City, in coordination with tribal stakeholders, shall review the data recovery program prior to the issuance of	Review grading plans: once. Data recovery: as required prior	City of Morro Bay			

Mitigation Measure	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
of the property is delineated in Figure 11 from Albion Environmental' s Phase II Archaeological Evaluation of CA-SLO-165, dated January 2018. Proposed placement of the excavation units shall be designated based on project design with exception of non-random units (e.g., units expanded to recover entire features). All excavation units shall terminate at the bottom of the cultural deposits on the project site and shall be analyzed with stratigraphic, chronometric, lithic, faunal, and paleobotanical studies conducted by qualified professionals. Soil samples and artifacts shall be collected from each test unit (e.g., a column sample) for further analysis (e.g., macro/microfloral analysis) to achieve data redundancy and to better understand cultural resources onsite, and to further characterize the site activities and climate during site occupation prior to the completion of project. Methods and findings shall be presented in a formal report summarizing data recovery effort and all project data.	The Construction and grading plans shall clearly note this requirement. This requirement shall be clearly visible to contractors and City inspectors.	grading permits.	to or during construction activities.				
CUL-4. Curation The Cultural Resources Monitoring & Treatment Plan shall require that, with exception to funerary items, pertinent cultural resources discovered will be held and curated within the San Luis Obispo County Archaeological Society. The NAHC has designated Co-MLDs (two MLDs) for CA-SLO-165, the yak-tityu-tityu and the Salinan Tribe of San Luis Obispo and Monterey Counties. Under Public Resources Code (PRC)	The Cultural Resources Monitoring & Treatment Plan shall clearly show this requirement. The Construction and grading plans shall clearly note this requirement. This requirement shall be clearly visible to contractors and City	The City, in coordination with tribal stakeholders, shall review and approve the Cultural Resources Monitoring & Treatment Plan prior to issuance of all grading permits.	Review grading plans: once. Curation: as required prior to or during construction activities.	City of Morro Bay			

Mitigation Measure	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
5097.98, funerary objects are to be treated in the same manner as human remains. Therefore, the Co-MLDs shall provide a recommendation as to the disposition of funerary objects to the landowner in a similar manner to the disposition of any identified Native American human remains identified onsite. Should the Co-MLDs and landowner fail to come to agreement concerning the disposition of the funerary objects, any such funerary objects recovered from the current project site shall be reinterred in a location free from future disturbance.	inspectors.						
Geology and Soils							
GEO-1. Mat Foundation Construction Requirements Construction and building plans shall incorporate the conclusions and recommendations described in the Soils Engineering Report Update prepared for the project by GeoSolutions, Inc. in August 2019. Applicable recommendations address preparation of building pads, preparation of paved areas, pavement design, mat foundations, helical piers, slab-on-grade construction, and retaining walls. The proposed structures shall be constructed with the following requirements to minimize the occurrence of differential settlement between the foundations support due to liquefaction and/or landslides:	Construction and building plans shall clearly note these requirements on applicable sheets. These requirements shall be clearly visible to contractors and City inspectors.	Requirements shall be verified prior to issuance of construction and building permits. Measures shall be implemented during construction, prior to issuance of occupancy clearance	Once	City of Morro Bay			

Mitigation Measure	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
▪ All building foundations shall be founded in equally competent uniform material. ▪ Exposed soils in building pad areas shall be moisture conditioned to three percent over optimum moisture content and compacted to a minimum relative density of 90 percent. ▪ Fill materials for the building pad area shall be placed in lifts not exceeding 6 inches in thickness, moisture conditioned to three percent over optimum moisture content, and compacted to a minimum relative density of 90 percent.							

405 Atascadero Road Affordable Housing Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Morro Bay, Community Development Department
955 Shasta Avenue
Morro Bay, California 93442

prepared with the assistance of

Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, California 93401

May 2020

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Appendix F Trip Generation and VMT Analysis
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Initial Study

1. Project Title

405 Atascadero Road Affordable Housing Project

2. Lead Agency Name and Address

City of Morro Bay
955 Shasta Avenue
Morro Bay, California 93442

3. Contact Person and Phone Number

Nancy Hubbard
Contract Planner
(805) 772-6211
nhubbard@morrobayca.gov

4. Project Location

The project site is located in the City of Morro Bay in western San Luis Obispo County. The 0.94-acre project site is identified as APN 068-323-034 through -036 and is located at the northeast corner of Atascadero Road and Sunset Avenue, east of State Route (SR) 1 and north of SR 41. The project site is bounded by Rockview Street on the north, Atascadero Road on the south, Sunset Avenue on the west, and a mobile home park on the east. The site is located at the base of a hill to the north but has an average slope of less than 5 percent and an approximate elevation of 35 to 50 feet above mean sea level (msl).

Figure 1 shows the project's regional location, and Figure 2 shows the project site location.

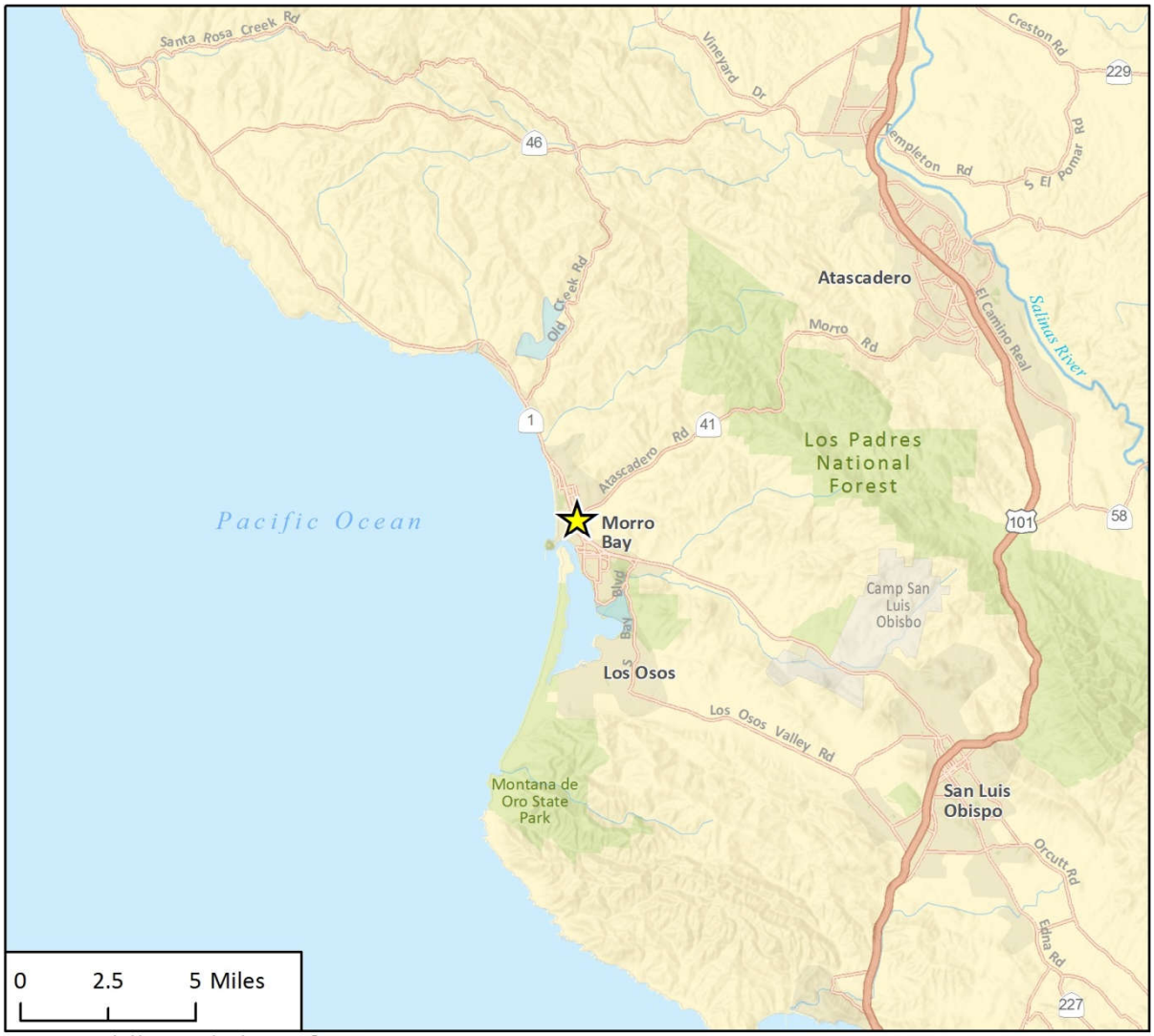
5. Project Sponsor's Name and Address

Housing Authority of San Luis Obispo (HASLO)
487 Leff Street
San Luis Obispo, California 936401

6. General Plan Designation

The project site is designated in the City of Morro Bay General Plan/Local Coastal Plan as Mixed Use Area F. According to the General Plan/Local Coastal Plan, a mixture of all uses is encouraged in Mixed Use Area F, and an evaluation of appropriate uses in this area is determined by the City on a parcel-by-parcel basis during the implementation phase.

Figure 1 Regional Location



Imagery provided by Esri and its licensors © 2018.

Project Location

N

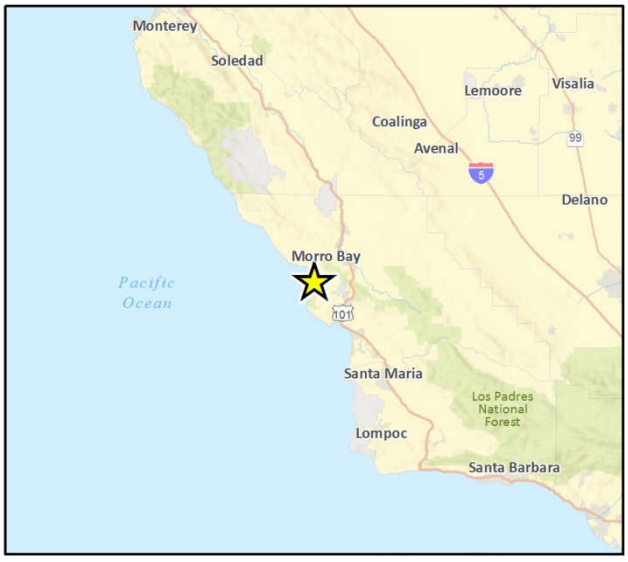


Figure 2 Site Location

Imagery provided by Google and its licensors © 2018.

7. Zoning

The project site is zoned Mixed Commercial/Residential (MCR/R-4) with a Planned Development (PD) overlay. The MCR/R-4 zoning allows for a mix of residential uses with compatible commercial uses, where the commercial area is in close proximity to a residential area. The PD overlay zone allows for modification of or exemption from the development standards of the primary zone to accommodate development. The site is part of the North Main Street Specific Plan (SP) and is in the City's Coastal Zone.

8. Description of Project

The proposed project is a new multi-family residential development with 35 residential units. The project would include one two-story structure and three three-story structures, a 17,563-square foot (sf) outdoor courtyard area, and associated parking. The maximum height of the proposed multi-family development would be 30 feet above the average natural grade of the site. The project will be deed restricted for 55 years to provide affordable rental housing to a variety of income levels below 80% of area median income and will offer one-, two- and three-bedroom apartments. The project includes exception requests related to building height, density, setback, and parking associated with the proposed affordability criterion. The project will include several funding subsidies, including funding through the Federal Low Income Housing Tax Credit program.

The project includes 35 parking spaces, of which 33 would be standard parking spaces and two would be accessible parking spaces. In total, the project would result in 34,920 sf of new impervious surface area on the project site. Runoff from impervious areas would be directed to storm drain inlets or through biofiltration areas. Once collected, runoff would be conveyed to one or more underground retention basins to be determined in final design. This basin(s) would retain the 95th percentile storm and detain runoff in larger storm events to pre-developed conditions before conveying to an existing swale along Atascadero Road.

Access to the project site would be provided by one driveway on the western portion of the site from Sunset Avenue. Additional project features include sidewalks on the west and north, and possibly sidewalks or a landscape strip on the south street frontage as well as a retaining wall along the northwestern side of the property. Overall, the project is estimated to require 863 cubic yards of soil cut and 2,433 cubic yards of fill, which would result in the need for approximately 1,570 cubic yards of soil import to the site.

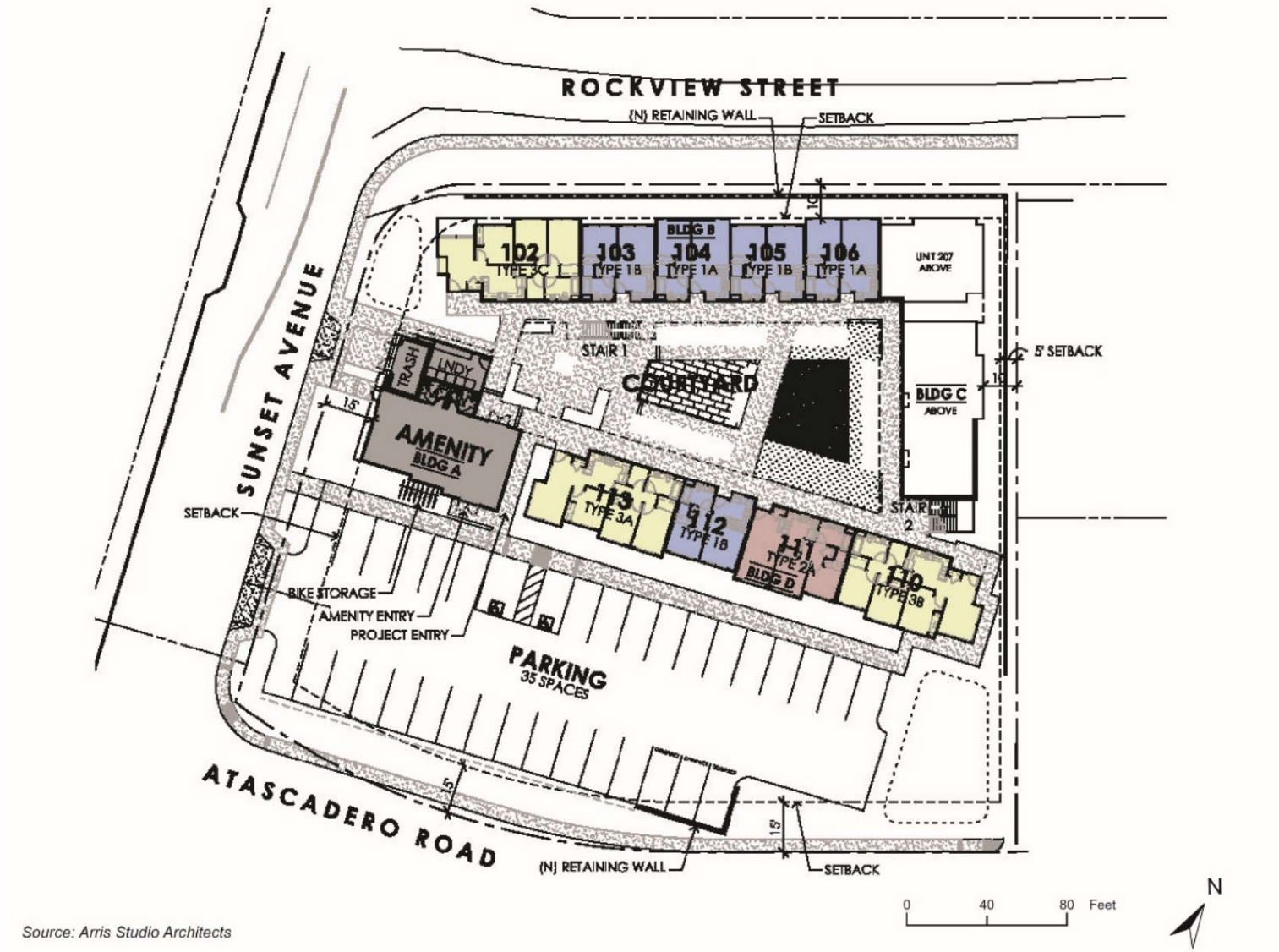
Municipal Code Section 17.040.030 requires a Conditional Use Permit (CUP) for development within the PD overlay zone. The project also requires a Coastal Development Permit to ensure consistency with the California Coastal Act.

Figure 3 shows the proposed site plan for the project.

9. Surrounding Land Uses and Setting

The project site is in the City of Morro Bay's Coastal Zone. The site is located approximately 400 feet east of SR 1 and has frontage along the northern side of the public right of way along SR 41. The site is surrounded by existing single-family residential uses to the north, existing mobile homes to the east, and proposed and existing commercial development to the west and south. The site is primarily vegetated with non-native grasses (Albion Environmental, Inc. 2018).

Figure 3 Project Site Plan



Source: Arris Studio Architects

10. Public Agencies Whose Approval is Required

- City of Morro Bay: Conditional Use Permit
- City of Morro Bay: Coastal Development Permit

11. Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1?

On November 26, 2019 the City of Morro Bay sent letters to representatives of tribes who have requested Assembly Bill 52 (AB 52) consultation. Additional detail regarding responses and recommendations of tribal representatives is included in Section 18, *Tribal Cultural Resources*.

12. Response to Comments on the Draft IS-MND

Pursuant to the California Environmental Quality Act (CEQA), lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft IS-MND.

The Draft IS-MND was circulated for a 30-day public review period that began on Friday, March 6, 2020 and ended on Monday, April 6, 2020. The Notice of Availability and Intent to Adopt a Mitigated Negative Declaration was posted in a local newspaper and sent to local and state agencies, as well as interested parties. The Draft IS-MND was posted electronically on the City's website, and a paper copy was available for public review at the City of Morro Bay Community Development Department – Planning Division.

The City received two comment letters on the Draft IS-MND. A letter from the Department of Toxic Substances Control dated March 20, 2020 describes standard requirements for the Draft IS-MND discussion of Hazards and Hazardous Materials, addressed in Section 9 of the Environmental Checklist in the Draft IS-MND. A letter from the Department of Transportation (Caltrans), District 5, dated April 6, 2020, requests final hydraulic calculations be provided to Caltrans, that the Caltrans right-of-way be shown on final project plans, notes that work within the Caltrans right-of-way would require an encroachment permit from Caltrans, and requests that Caltrans be included in future public noticing for the project.

No revisions are necessary to amplify or clarify material in the Draft IS-MND in light of the comments received. Copies of written comments received during the comment period are included in Appendix G of this document.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
☐	Biological Resources	■	Cultural Resources	☐	Energy
■	Geology/Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	■	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	■	Mandatory Findings of Significance

Determination

Based on this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

3/3/20
Date

Nancy T Hubbard
Printed Name

Contract Planner
Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	■	☐
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	■	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

a. Would the project have a substantial adverse effect on a scenic vista?

The City of Morro Bay's General Plan provides guidance on scenic vistas through the Visual Resources and Scenic Highway Element. According to the General Plan Visual Resources and Scenic Highway Element Scenic Route map, the project site is not located within a designated scenic view from SR 1 or SR 41, which are designated as State Scenic Highways (California Department of Transportation [Caltrans] 2017). The project site is not part of a designated scenic vista and does not function as part of a scenic view from any designated viewpoints or vistas in the City (City of Morro Bay 2017).

The project site is currently undeveloped. Figure 4 shows existing views of the project site from the adjacent roadways. The height of the proposed structures would partially obstruct views of the Pacific Ocean and Morro Rock from Rockview Street. However, with the proposed elevation change, the majority of the homes north and east would remain at a higher elevation than the project. The project would introduce urbanized elements that would be visible from SR 1 and SR 41. However,

Figure 4 Views of the Project Site

Photo 1: Site View from Rockview Street facing south

Photo 2: Site View from Atascadero Road facing northeast

project elements would not block views of the Pacific Ocean or Morro Rock because these scenic elements are not visible from SR 1 or SR 41 through the project site. Therefore, the proposed development would not substantially block views of identified scenic elements, such as Morro Rock, the Pacific Ocean, or hillsides east of the project site, from SR 1 or SR 41. Therefore, the project would not have a substantial adverse effect on a scenic vista.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The project site is visible from SR 1 and SR 41, which are designated State Scenic Highways (Caltrans 2017). There are no existing historic buildings, scenic rock outcroppings, or other scenic resources on the site that would be damaged by the project.

LESS THAN SIGNIFICANT IMPACT

c. Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The project site is in an urbanized area and is zoned as Mixed Commercial/Residential (MCR/R-4) with a Planned Development (PD) overlay. The site is located in the City's Coastal Zone and is also part of the North Main Street Specific Plan (SP).

As discussed above, the project would introduce urbanized elements that would be visible from SR 1 and SR 41. The maximum height of the proposed multi-family residential structures is 30 feet, which is consistent with the allowable height under the MCR/R-4 zone with the requested exception associated with the affordability criterion. The project would be subject to review and approval by the Planning Commission as part of the requirements for a Conditional Use Permit and Coastal Development Permit. At that time, the Planning Commission would review the project in order to determine if the proposed height and roof alignment design complies with the limitations set by the zoning ordinance and the Specific Plan Area designation. The project's architectural design would be required to follow the design guidelines established for multi-family residential buildings under the City's North Main Street Specific Plan and Zoning standards. The height and scale of the proposed project would be similar to the two- to three-story residential developments to the east of the project site on Rockview Street. Project elements would not block views of the Pacific Ocean or Morro Rock because these scenic elements are not visible from SR 1 or SR 41 through the project site. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality or substantially degrade the existing visual character or quality of public views of the site.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project would include lighting, which would contribute to existing sources of light and glare in the surrounding residential and commercial area. However, the project would be required to comply with applicable lighting requirements, including Municipal Code Title 17, Chapter 17.52.080,

which outlines site design standards for lighting, illuminated signs, and glare in the City (City of Morro Bay 2018b). Additionally, the project would be required to comply with applicable design standards in Municipal Code 17.71.045 for the North Main Street Specific Plan that would ensure that proposed structures would not incorporate light poles exceeding 15 feet in height that would illuminate adjacent properties. Therefore, the project would not result in new sources of lighting or glare that is would be inconsistent with adjacent uses and would not adversely affect day or nighttime views.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

The project site is zoned MCR/R-4 with a PD overlay and is currently undeveloped. The project site is not zoned for agricultural or forest land use and is not designated by the California Department of Conservation (DOC) as Prime Farmland or Farmland of Statewide Importance. The project does not involve any development that would convert agricultural land to a non-agricultural use, conflict with existing zoning of forest land or timberland, result in the loss or conversion of forest land to non-forest uses, interrupt ongoing agricultural activity, or conflict with a Williamson Act contract. Therefore, the project would not adversely affect agricultural, forest land, or timberland resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	■	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	■

As the local Air Quality Control District, the San Luis Obispo County Air Pollution Control District (SLOAPCD) monitors air pollutant levels to ensure that state and federal air quality standards are met and, if they are not met, to develop strategies to meet the standards. The primary pollutants of concern in San Luis Obispo County are ozone (O_3) and particulate matter (PM_{10}). The major local sources for PM_{10} are agricultural operations, vehicle dust, grading, and dust produced by high winds. Ozone is a secondary pollutant that is not produced directly by a source, but rather is formed by a reaction between nitrogen oxides (NO_X) and reactive organic gases (ROG) in the presence of sunlight. In San Luis Obispo County, the major sources of ROG are motor vehicles, organic solvents, the petroleum industry, and pesticides; and the major sources of NO_X are motor vehicles, public utility power generation, and fuel combustion by various industrial sources (SLOAPCD 2001).

Certain population groups are more sensitive to air pollution than others. Standards are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14, the elderly over 65, persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. Therefore, the majority of sensitive receptor locations are residences, schools, and hospitals. The project site is located adjacent to residential units to the north and east.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

As part of the California Clean Air Act, SLOAPCD is required to develop a plan to achieve and maintain the state ozone standard by the earliest practical date. The Clean Air Plan (CAP) outlines the SLOAPCD strategies to reduce ozone precursor emissions from wide variety of stationary and mobile sources. The most recent CAP was adopted by SLOAPCD in 2001. The 2001 CAP addresses the attainment and maintenance of state and federal ambient air quality standards within the SCCAB. A project's consistency with the 2001 CAP is based on whether the growth that the project

would result in is accounted for in the growth assumptions of the CAP. The project is consistent with the land use designation and zoning for the project site, and the level of growth associated with the project is anticipated in the City's long term forecast and would not exceed the official regional population projections. Therefore, the project would not conflict with the growth assumptions in the CAP.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

The project's short-term and long-term air pollutant emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. Where project-specific information was not available, model default assumptions for projects within SLOAPCD were used. Ruettgers & Schuler Civil Engineers conducted Trip Generation and VMT Analysis for the project in January 2020. The estimated number of trips generated by the project were included in the CalEEMod analysis. In addition, architectural coating default settings were extended to half of the building phase in order to reflect more realistic construction practices.

Construction of the project would result in temporary increases in air pollutant emissions associated with site grading, building construction, and paving activities. Table 1 and Table 2 show estimates of maximum quarterly and daily construction emissions associated with the proposed development and compare the emissions with the applicable SLOAPCD significance thresholds.

Table 1 Quarterly Construction Emissions

Pollutant	Maximum Daily Emissions	Significance Threshold	Significant Impact?
Ozone Precursors (ROG + NO_x)	0.26	2.5	No
Fugitive Particulate Matter (PM_{10})	<0.1	2.5	No
DPM[2]	<0.1	2.5	No

[1] Quarterly emissions were calculated by dividing maximum annual construction emissions by 4, since construction activities would extend for a duration exceeding 90 days, as recommended by SLOAPCD.

[2] The DPM estimations were derived from the "PM_{10} Exhaust" output from CalEEMod as recommended by SLOAPCD. This estimation represents a worst case scenario because it includes other PM_{10} exhaust other than DPM.

See Appendix A for CalEEMod software program output.

Table 2 Maximum Daily Construction Emissions

Pollutant	Total Emissions	Significance Threshold	Significant Impact?
Ozone Precursors (ROG + NO_x)	61.2	137	No
Diesel Particulate Matter (DPM)	0.6	7	No
CO	15.0	550	No
SO_x	<0.1	250	No
PM_{10}	3.3	100	No
$PM_{2.5}$	1.6	100	No

[1] The DPM estimations were derived from the "PM_{10} Exhaust" output from CalEEMod as recommended by SLOAPCD. This estimation represents a worst case scenario because it includes other PM10 exhaust other than DPM.

See Appendix A for CalEEMod worksheets.

As shown in Table 1 and Table 2, the project would not generate emissions in excess of SLOAPCD thresholds during construction activities. Because the County of San Luis Obispo portion of the South Central Coast Air Basin does not meet the State standard for PM_{10}, SLOAPCD requires any project with grading areas greater than 4.0 acres or that are within 1,000 feet of any sensitive receptor to implement standard fugitive dust control measures. Mobile homes are considered sensitive receptors and are located within 1,000 feet to the east of the project site. Therefore, implementation of standard SLOAPCD dust and emission control requirements would be required during project construction to ensure that PM_{10} emissions generated by construction activities would be minimized.

Operational emissions are contributed by on-site and off-site stationary and area sources and by mobile sources. Area source emissions include releases from combustion to heat buildings, architectural coatings, landscaping equipment exhaust, aerosol products, and similar activities at the project site. Table 3 and Table 4 summarize the daily and annual operational emissions that would result from the project and compare the emissions with the applicable SLOAPCD significance thresholds.

Table 3 Daily Operational Emissions

Pollutant	Total Emissions	Significance Threshold	Significant Impact?
Ozone Precursors (ROG + NO_x)	3.2	25	No
CO	7.8	550	No
Fugitive Particulate Matter (PM_{10})	1.2	25	No
Diesel Particulate Matter (DPM)	<0.1	1.25	No

[1.] Daily and annual emission thresholds are based on SLOAPCD CEQA Guidelines

2 The DPM estimations were derived from the "PM_{10} Exhaust" output from CalEEMod as recommended by SLOAPCD. This estimation represents a worst case scenario because it includes other PM10 exhaust other than DPM.

CalEEMod – summer operational emission data to compare to operational thresholds, see Appendix A for CalEEMod worksheets.

Table 4 Annual Operational Emissions

Pollutant	Total Emissions	Significance Threshold	Significant Impact?
Ozone Precursors (ROG + NO_x)	0.6	25	No
Diesel Particulate Matter (DPM)	<0.1	25	No

[1.] Daily and annual emission thresholds are based on SLOAPCD CEQA Guidelines

2 The DPM estimations were derived from the "PM_{10} Exhaust" output from CalEEMod as recommended by SLOAPCD. This estimation represents a worst case scenario because it includes other PM10 exhaust other than DPM.

CalEEMod – summer operational emission data to compare to operational thresholds, see Appendix A for CalEEMod worksheets.

As shown in Table 3 and Table 4, the operation of the project would not generate emissions that would exceed adopted SLOAPCD emissions thresholds. Therefore, the project would not result in a cumulatively considerable net increase of any criteria pollutant for the region.

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

Land uses such as schools, daycare centers, hospitals, or senior centers are sensitive to poor air quality conditions because infants, the elderly, and people with respiratory ailments are more susceptible to air quality-related health problems than the general public. Residential areas are also considered sensitive to air pollution because residents (including children and the elderly) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. In the vicinity of the project site, sensitive receptors include residential areas located adjacent to the north, south, and west of the project site, as well as the future residents that would inhabit the proposed new residential units. As shown in Table 1 through Table 4, the project would not generate air pollutant emissions that would exceed adopted SLOAPCD emissions thresholds during construction activities or project operation.

Because the County of San Luis Obispo portion of the South Central Coast Air Basin does not meet the State standard for PM_{10}, SLOAPCD requires any project with grading areas greater than 4.0 acres or that are within 1,000 feet of any sensitive receptor to implement standard fugitive dust control measures. Implementation of the required dust and emission control requirements during project construction would minimize construction-related emissions. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The project does not involve development of any new land uses with potential to cause significant odor impacts. As such, the project would not result in objectionable odors affecting a substantial number of people.

NO IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	■	☐
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	■	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	■	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	■	☐
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

Rincon Consultants, Inc. (Rincon) Senior Biologist Doug Drynan conducted a project site evaluation on May 15, 2018 to document general conditions of the site and to assess potential project impacts to sensitive biological resources. Rincon staff also conducted a review of the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB) (CDFW 2019a) and Biogeographic Information and Observation System (BIOS) (CDFW 2018b); the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS 2019); the U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal (USFWS 2018a), and National Wetlands Inventory Wetlands Mapper (USFWS 2019b); the USFWS Information for Planning and Consultation (USFWS 2019c) to determine sensitive species occurrences documented on and in the vicinity of the project site.

The project site is undeveloped and supports ruderal non-native grasses. There is no existing or proposed Environmentally Sensitive Habitat Area (ESHA) on the project site.

a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*

c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

Special status species include those species that are listed as rare, threatened, or endangered by the CDFW or the USFSW. Wetlands are defined by Section 404 of the United States Clean Water Act (CWA) as areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands are critical habitat for the California red-legged frog (CRLF), a federally and state listed threatened species that has been identified in Morro Bay. Based on a field survey of the project site, the site does not contain any wetland habitat, and there is no expectation the CRLF would occur on the project site.

Review of sensitive resources databases indicate that there are 44 plant and animal species with potential to occur in the vicinity of the project site (refer to Appendix B). However, based on a review of species habitat requirements, distribution ranges, and species records near the site, the project site does not contain any known special status species identified in local or regional plans, policies, or regulations, or by the CDFW or the USFWS.

The site is undeveloped and is dominated by invasive plant species, mainly non-native grassland species and four individual, native shrubs. These grasses provided dense cover across the entire site. No riparian habitat or other sensitive natural community, or wetlands are located on the project

site. The project would not conflict with any local policies or ordinances protecting biological resources.

The project site is surrounded by existing residential and commercial development and is not located within any wildlife movement corridors or native wildlife nursery sites. No trees are located on the project site and construction would not involve removal of any trees. Therefore, the project would have no impact on sensitive habitat, special status species, or established wildlife migration corridors.

LESS THAN SIGNIFICANT IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is not located in an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approval local, regional, state habitat conservation plan.

NO IMPACT

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5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☐	■
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	■	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	■	☐	☐

CEQA requires a lead agency to determine whether a project may have a significant effect on historical resources (Public Resources Code (PRC) Section 21084.1) and tribal cultural resources (PRC Section 21074 [a][1][A]-[B]). A historical resource is a resource listed in, or determined to be eligible for listing, in the California Register of Historical Resources (CRHR), a resource included in a local register of historical resources, or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]).

A resource shall be considered historically significant if it:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. Has yielded, or may be likely to yield, information important in prehistory or history.

The City of Morro Bay General Plan outlines policies and programs related to archaeological resources. General Plan Programs LU – 82.2, 82.3, and 82.4 outline mitigation measures that should be applied in the event archaeological resources are discovered during construction of new development (City of Morro Bay 1988).

In October 2015 a Phase I Survey and record search were conducted by Cultural Resources Management Services (CRMS) to assess archaeological resources at the three project parcels. A search of maps and records conducted at the Central Coast Information Center at UC Santa Barbara indicated that the project site is part of a known archeological site, CA-SLO-165. Subsequent field surveys confirmed that the project site is part of CA-SLO-165 and is considered "historically significant" under Criterion 4 of the CEQA Guidelines listed above.

In January 2018, Albion Environmental conducted a Phase II Survey Investigation of the three project parcels to assess project impacts on cultural resources and to determine whether these resources are eligible for inclusion in the California Register of Historic Resources (CRHR).Applied EarthWorks, Inc. completed an Extended Phase 1 testing on the eastern portion of the parcel and observed intact midden deposits present from the surface to over a meter deep. Both surveys concluded that subsurface and surface contexts show the site contains a robust prehistorical artifact assemblage and discrete temporal components and is therefore eligible for the CRHR. The Phase I Survey, record search, and Phase II Investigation and Extended Phase I testing are not included in the IS-MND technical appendix due to the confidential locational information of archaeological resources included therein.

Section 15064.5 of the CEQA Guidelines assigns special importance to human remains and specifies procedures to be used when Native American remains are discovered. The disposition of human remains is governed by Health and Safety Section 7050.5 and PRC Sections 5097.94 and 5097.98 and falls within the jurisdiction of the Native American Heritage Commission (NAHC), the entity responsible for the designation of a Most Likely Descendant (MLD). In the event that human remains are discovered, the County Coroner must be notified within 48 hours and there can be no further disturbance to the site where the remains were found. If the remains are determined by the coroner to be Native American, the coroner is responsible for contacting the NAHC within 24 hours. The NAHC, pursuant to PRC Section 5097.98, will immediately notify those persons it believes to be most likely descended from the deceased Native Americans so they can inspect the burial site and make recommendations for treatment or disposal.

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

Rincon Consultants reviewed the National Register of Historic Places and California Register of Historical Resources databases of significant historical resources. There are no recognized historic buildings, objects, sites, or districts on the project site (National Park Service 2018, City of Morro Bay 2016). Therefore, the project would result in no impacts on historic resources.

NO IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Archaeological surveys and records searches conducted by Cultural Resource Management Services in 2015 confirmed that the entire project site is within a known archaeological site, CA-SLO-165. CA-SLO-165 is a sensitive archaeological area with an abundance of archaeological deposits with varying depths and significance (e.g., some site components do not contribute to the overall significance of the resource) (Albion Environmental 2018). The current project design would result in site disturbance in areas and at depths with potential to impact known intact archaeological deposits during construction. The project design team has designed the proposed structures to minimize the building footprint, foundation, and depth of grading to minimize impacts to CA-SLO-165. The project anticipates capping sections the resource to preserve some of the archaeological deposits. If CA-SLO-165 or portions of the site containing intact and significant deposits cannot be avoided or capped, the project would result in potential significant impacts to the archaeological resource. Mitigation Measures CR-1 through CR-4 would reduce the potential impact to a less than significant level.

Mitigation Measures

CUL-1 Cultural Resources Monitoring & Treatment Plan

In coordination with an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards (PQS) in Archaeology and City of Morro Bay and tribal stakeholders, the Project proponent shall develop a Cultural Resources Monitoring & Treatment Plan prior to the issuance of grading permits. The Cultural Resources Monitoring & Treatment Plan shall minimally include the following:

a) Compilation of background data;

b) Regional research questions;

c) Protocols for construction monitoring (minimum requirements outlined in Mitigation Measure CUL-2);

d) Data recovery and treatment methodology for portions of CA-SLO-165 containing intact and significant deposits that cannot be avoided by design or capped, including field methods, analysis, reporting (minimum requirements outlined in Mitigation Measure CUL-3), and identification of thresholds for reaching data redundancy (the point at which any further study will not yield new information concerning the resource);

e) Strategies for the treatment of unanticipated discoveries;

f) Protocols for continued consultation with interested Native American participants;

g) Handling of human remains and notifications to appropriate agencies and Native American groups; and

h) Guidelines for long-term curation (minimum requirements outlined in Mitigation Measure CUL-4).

Monitoring: The City, in coordination with tribal stakeholders, shall review and approve the Cultural Resources Monitoring & Treatment Plan prior to issuance of all grading permits.

CUL-2 Construction Monitoring

The Cultural Resources Monitoring & Treatment Plan shall require that all initial ground disturbing activities associated with the construction of the Project within the archaeological deposit be monitored. Protocols for monitoring shall minimally include the following:

- Archaeological monitors will work under the direction of a Principal Investigator meeting the Secretary of the Interior's PQS in Archaeology
- Archaeological monitors will collect formal artifacts and note provenience and context of isolated finds.
- Archaeological monitors will stop construction activities when they encounter potentially significant, intact features; monitors will then quickly evaluate the feature to determine if it is significant and requires mitigation; monitors will then consult with the City and Project team to determine if the feature can be avoided or if data recovery is required.
- Archaeological monitors will maintain a daily log of activities and findings and will report frequently to the City and Project team.
- Native American monitoring will be completed by a representative from the Chumash and the Salinan Tribes in an equitable manner. The number of days monitoring is needed will be

divided equally between each tribe to the maximum extent feasible, so that each tribe has an opportunity to monitor for tribal resources.

- Native American monitors will stop construction activities when potentially significant archaeological resources are encountered. The Native American monitor will notify the qualified archaeologist of the find for further evaluation. The qualified archaeologist will notify non-monitoring tribes of any findings. Native American monitors shall record daily monitoring activities in a daily log that shall be provided to the City upon completion of the monitoring.

Monitoring: Construction and grading plans shall clearly note the above requirements on applicable sheets and be clearly visible to contractors and City inspectors. Community Development Department staff shall inspect the site and review reporting for compliance.

CUL-3 Data Recovery Treatment

Detailed in the Cultural Resources Monitoring & Treatment Plan, the data recovery program will include controlled excavations throughout the southern half of the property. The southern half of the property is delineated in Figure 11 from Albion Environmental' s Phase II Archaeological Evaluation of CA-SLO-165, dated January 2018. Proposed placement of the excavation units shall be designated based on project design with exception of non-random units (e.g., units expanded to recover entire features). All excavation units shall terminate at the bottom of the cultural deposits on the project site and shall be analyzed with stratigraphic, chronometric, lithic, faunal, and paleobotanical studies conducted by qualified professionals. Soil samples and artifacts shall be collected from each test unit (e.g., a column sample) for further analysis (e.g., macro/microfloral analysis) to achieve data redundancy and to better understand cultural resources onsite, and to further characterize the site activities and climate during site occupation prior to the completion of project. Methods and findings shall be presented in a formal report summarizing data recovery effort and all project data.

Monitoring: The City, in coordination with tribal stakeholders, shall review the data recovery program prior to the issuance of grading permits.

CUL-4 Curation

The Cultural Resources Monitoring & Treatment Plan shall require that, with exception to funerary items, pertinent cultural resources discovered will be held and curated within the San Luis Obispo County Archaeological Society. The NAHC has designated Co-MLDs (two MLDs) for CA-SLO-165, the yak-tityu-tityu and the Salinan Tribe of San Luis Obispo and Monterey Counties. Under Public Resources Code (PRC) 5097.98, funerary objects are to be treated in the same manner as human remains. Therefore, the Co-MLDs shall provide a recommendation as to the disposition of funerary objects to the landowner in a similar manner to the disposition of any identified Native American human remains identified onsite. Should the Co-MLDs and landowner fail to come to agreement concerning the disposition of the funerary objects, any such funerary objects recovered from the current project site shall be reinterred in a location free from future disturbance.

Monitoring: The City, in coordination with tribal stakeholders, shall review and approve the Cultural Resources Monitoring & Treatment Plan prior to issuance of all grading permits.

Significance After Mitigation

Archaeological resources are typically eligible for the CRHR under Criterion 4 for their data potential. A data recovery program is intended to extract sufficient data to reach data redundancy prior to project execution. Therefore, the completion of the Cultural Resources Monitoring & Treatment Plan, monitoring, data recovery program, and curation requirements described in Mitigation Measures CUL-1 through CUL-4 would reduce project impacts to a less than significant level.

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c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

CA-SLO-165 is a CRHR-eligible archaeological site that covers a large portion of the area surrounding the project parcels. This site is known to contain human remains and formal burials. Unanticipated discovery of human remains during project excavation would require compliance with Health and Safety Code Section 7050.5 and PRC Sections 5097.94 and 5097.98. If human remains are encountered during any ground disturbance, all work would be required to halt in the immediate vicinity and the County Coroner would be notified to determine if the remains are likely to be of Native American origin. The Coroner would be required to contact the NAHC who designates the most likely descendent (MLD) should the Coroner determine the remains to be Native American in origin. The NAHC has designated Co-MLDs (two MLDs) for CA-SLO-165, the yak-tityu-tityu and the Salinan Tribe of San Luis Obispo and Monterey Counties. The MLD will recommend the appropriate disposition of the human remains and any associated grave goods, as provided in the Health and Safety Code Section 7052 and 7050.5 and PRC Section 5097.98.

Compliance with applicable Health and Safety Code and PRC Sections would ensure that unanticipated discovery of human remains during project excavation would be addressed appropriately by the County Coroner and NAHC.

Potential impacts to human remains would be can be reduced to a less than significant level with the incorporation of the procedures listed above and compliance with Mitigation Measures CR-1 through CR-4.

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

Project-related energy consumption would include energy consumed during project construction and operation, such as fuel consumed by vehicles, natural gas consumed for heating and/or power, and electricity consumed for power. The analysis of energy consumption involves quantification of anticipated vehicle and equipment fuel, natural gas, and electricity consumption during construction and operation of the proposed project, to the extent feasible, as well as a qualitative discussion of the efficiency, necessity, and wastefulness of that energy consumption. The City's electric needs are served by Pacific Gas & Electric (PG&E). The City's natural gas needs are served by Southern California Gas.

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Project construction would result in short-term energy consumption associated with fuel consumption to operate heavy-duty equipment, light-duty vehicles, machinery, and generators. Temporary grid power would be provided to construction trailers or electric construction equipment. Construction equipment and activities would be required to comply with the California Building Energy Efficiency Standards for Residential and Non-residential Buildings and the CALGreen (California Code of Regulations Title 24, Parts 6 and 11), which includes specific requirements related to recycling, construction materials, and energy efficiency standards that minimize wasteful, inefficient, and unnecessary energy consumption.

Using CalEEMod default values for energy use by climate zone and land use type based on the proposed multi-family residential development, operation of the project would result in approximately 144,492 kilowatt-hours (kWh) per year of electricity consumption for lighting and large appliances, and approximately 302,381 British thermal units (Btu) per year of natural gas consumption. CALGreen includes energy efficiency standards for new residential units that would minimize wasteful, inefficient, and unnecessary energy consumption. CALGreen requirements include water-efficient plumbing fixtures and fittings, recycling services, and other energy-efficient measures in all new multi-family dwellings.

According to the California Air Resources Board (CARB), the average miles per gallon for all gasoline vehicles in operational year 2021 is 14.7 miles per gallon (CARB 2018). Vehicle trips generated by the project would require approximately 25,099 gallons of gasoline and approximately 5,660 gallons of diesel per year. This estimate conservatively assumes that a variety of vehicle types would travel to and from the project site, whereas for a residential development, a higher proportion of vehicle trips would be conducted in passenger vehicles, which generally operate at a higher fuel efficiency than 14.7 miles per gallon.

The immediate project site vicinity includes single- and multi-family residential and commercial uses. Land uses within 0.25 mile of the site include a mix of land uses, including single- and multi-family residential, commercial, recreational, and public land uses. The project site is within 0.25 mile of multiple Morro Bay Transit stops, as well as existing pedestrian and bicycle infrastructure. The availability of public transit, bicycle, and pedestrian facilities as an alternative to single-occupancy vehicles would encourage the use of alternative transportation modes, which would reduce VMT and associated fuel consumption. In addition, vehicles driven by future residents would be subject to increasingly stringent federal and state fuel efficiency standards, minimizing the potential for the inefficient consumption of vehicle fuels. Therefore, the project would not result in wasteful, inefficient, or unnecessary consumption of energy resources from travel to and from the site.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

The City of Morro Bay Climate Action Plan (CAP) was adopted by the City Council in 2014. The CAP regulates city government operations, energy, solid waste, land use, transportation, and tree removal. Collectively the measures identified in the CAP have the potential to reduce GHG emissions within Morro Bay. The measures in the CAP focus primarily on actions completed by the City. CAP Measure TL-6 recognizes that energy-efficient designs or growth that facilitates mixed-use, higher density, and infill development near transit stops allows for more efficient use of existing infrastructure and improves city-wide efforts to reduce GHG emissions (City of Morro Bay 2014a). The project site is within 0.25 mile of multiple Morro Bay Transit stops. CAP Measure O-1 requires the following actions to reduce GHG emissions from construction vehicles and equipment:

- Three percent of construction vehicles and equipment shall be electrically-powered or use alternative fuels such as compressed natural gas, and
- The contractor will limit idling of construction equipment to three minutes and will post signs to that effect.

Appendix C of the CAP contains a CAP Compliance Worksheet, which includes mandatory and voluntary emissions reduction measures used by the City to demonstrate project-level compliance with the CAP. The project would be required through Conditions of Approval to comply with all mandatory measures from Appendix C of the CAP, including provision of bicycle parking, pedestrian linkages and interconnectivity, traffic calming, and landscaping. As described above, the project would also comply with applicable CALGreen energy efficiency policies. Therefore, potential impacts associated with renewable energy and energy efficiency would be less than significant.

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	■	☐	☐
4. Landslides?	☐	■	☐	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	■	☐	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	■	☐	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	■	☐

The City of Morro Bay is located in a seismically active area. Nearby faults that are seismically active and could potentially affect the City include the Los Osos fault, the Hosgri fault, the Oceanic-West Huasna fault, the Rinconada fault, East Huasna fault, the La Panza fault, and the San Andreas fault (City of Morro Bay 2017). Large portions of Morro Bay possess sandy soils with elevated risk of liquefaction and landslides due to their loose and granular composition of the soils. Unstable slopes are more prone to landslides. In Morro Bay unstable slopes occur east of SR 1 and north of SR 41.

Pursuant to the requirements of the 2016 California Building Code, a Soils Engineering Report Update was prepared by GeoSolutions, Inc. in August 2019 as an update to the Geotechnical Investigation, prepared by GeoSolutions, Inc. in July 2007. These reports are included as Appendix C. According to these reports soils at the project site consist of interbedded layers of alluvial soils generally comprised of dark brown silty sand (Appendix C). The southwest portion of the site possesses moderate potential for liquefaction and the northeast portion of the site possesses low potential for liquefaction. The northeast portion of the parcel is designated as an area with high potential for landslides, while the southwest portion has a low potential for landslides (City of Morro Bay 2017).

a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The project would require minor grading and land alteration for development of a multi-family residential building, open space, and associated parking. Under the Alquist-Priolo Special Studies Zone Act, the State is required to delineate study zones that encompass all potentially or recently-active fault traces deemed sufficiently active to constitute a potential hazard to structures from surface faulting or fault creep. The project site is not located within a known fault zone. However, the project site is located in a moderate zone for seismic hazard and ground shaking according to the United States Geological Survey (USGS) (USGS 2014). To minimize potential seismic impacts to structural development, the California Building Code includes standards for structural design, necessary tests and inspections, provisions addressing building foundations, and standards for the use of certain materials (City of Morro Bay 2006). Additionally, the City's 2006 Local Hazard Mitigation Plan outlines mitigation strategies intended to minimize risk to people, and existing and future critical facilities, due to earthquakes (City of Morro Bay 2006). Compliance with the California Building Code and the City's 2006 Local Hazard Mitigation Plan regarding building standards, hazard mitigation, and seismic safety would minimize risk and exposure to adverse effects of seismic ground shaking.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

b. Would the project result in substantial soil erosion or the loss of topsoil?

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Construction on the project site would be required to comply with all applicable Municipal Code requirements, including notification requirements for the Seismic Safety Program (Municipal Code Chapter 14.18), which requires proper documentation of soil characteristics for designing structures that are built to resist shaking or to remain standing in an earthquake. The Building Division of the Community Development Department reviews project plans for compliance with applicable soils engineering requirements.

The planned development area on the project site is located at the base of a hill on the northern boundary of the site. The planned development area on the project site is generally flat with a slope of less than five percent. Portions of the project site are located within areas of low to moderate liquefaction potential and a low to high risk of landslide (City of Morro Bay 2017). Compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements regarding stormwater would limit project runoff levels to pre-project levels and minimize potential soil erosion and loss of topsoil. Based on the consistency and relative density of the in-situ soils, the Soils Engineering Report Update concludes that the potential for seismic liquefaction of soils at the project site is low (Appendix C). There is potential for differential settlement occurring between foundations supported on two soil materials having different settlement characteristics, such as native soil and engineered fill. Therefore, implementation of recommendations from the Soils Engineering Report Update, is required to reduce the potential for seismically induced settlement and differential settlement at the project site to a less than significant level (Appendix C).

Mitigation Measures

GEO-1 Mat Foundation Construction Requirements

Construction and building plans shall incorporate the conclusions and recommendations described in the Soils Engineering Report Update prepared for the project by GeoSolutions, Inc. in August 2019. Applicable recommendations address preparation of building pads, preparation of paved areas, pavement design, mat foundations, helical piers, slab-on-grade construction, and retaining walls.

The proposed structures shall be constructed with the following requirements to minimize the occurrence of differential settlement between the foundations support due to liquefaction and/or landslides:

- All building foundations shall be founded in equally competent uniform material.
- Exposed soils in building pad areas shall be moisture conditioned to three percent over optimum moisture content and compacted to a minimum relative density of 90 percent.

- Fill materials for the building pad area shall be placed in lifts not exceeding 6 inches in thickness, moisture conditioned to three percent over optimum moisture content, and compacted to a minimum relative density of 90 percent.

Monitoring: Construction and building plans shall clearly note these requirements on applicable sheets. These requirements shall be clearly visible to contractors and City inspectors. Measures shall be implemented during construction, prior to issuance of occupancy clearance.

Significance After Mitigation

Compliance with the requirements described in Mitigation Measure GEO-1 would reduce project impacts associated with liquefaction potential and settlement risk to a less than significant level by minimizing the occurrence of differential settlement between the foundations support due to liquefaction and/or landslides.

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d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

The soils at the project site are classified as silty sand with a very low expansion potential (Appendix C). Therefore, the project would not create substantial risks to life or property due to expansive soils.

LESS THAN SIGNIFICANT IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed development would be connected to the City's existing sewer system for wastewater disposal. Therefore, the project would not result in impacts associated with soils that are incapable of supporting septic tanks and alternative wastewater disposal systems.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

According to the Geologic Map of California, San Luis Obispo Sheet (DOC 2010), the site vicinity is underlain by Franciscan Complex (KJf), which includes Cretaceous and Jurassic sandstone with smaller amounts of variably deformed and metamorphosed sandstone, graywacke, mudstone, and chert. Paleontological resources such as trace fossils, mollusks, and marine reptiles have been historically documented within the Franciscan Complex; however, the potential to find fossils within the Franciscan Complex is rare, as this formation is heavily deformed and metamorphosed in many locations (a process that destroys fossils). There are no known paleontological resources, unique geologic formations, or sites located within the project site. Therefore, the project would not be expected to destroy a unique paleontological resource or site or unique geologic feature.

LESS THAN SIGNIFICANT IMPACT

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

In January 2014, Morro Bay adopted a Climate Action Plan (CAP), which provides qualitative thresholds consistent with AB 32 Scoping Plan measures and goals. As identified SLOAPCD's *CEQA Air Quality Handbook*, if a project is consistent with an adopted Qualified GHG Reduction Strategy, such as a CAP, that addresses the project's GHG emissions, it can be presumed that the potential climate change impact of the project's GHG emissions would be less than significant. This approach is consistent with State CEQA Guidelines Section 15064(h) and 15183.5(b). The City's CAP was developed to be consistent with State CEQA Guidelines Section 15183.5 and SLOAPCD's *CEQA Air Quality Handbook* to mitigate emissions and climate change impacts and serves as a Qualified GHG Reduction Strategy for the City of Morro Bay. However, the City's CAP does not include reduction strategies to meet SB 32 GHG reduction targets. Since the project would be operational after 2020, SLOAPCD's GHG emission thresholds were used to evaluated to the level of significance for this project.

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude of potential project effects. Emissions of all GHGs are converted into their equivalent weight in CO_2 (CO_2e). In March 2012, SLOAPCD adopted three CEQA thresholds for GHG emissions, which are described below:

- **Qualified GHG Reduction Strategies.** A project would have a significant impact if it is not consistent with a qualified GHG reduction strategy that meets the requirements of the State CEQA Guidelines. If a project is consistent with a qualified GHG reduction strategy, it would not have a significant impact; OR,
- **Bright-Line Threshold.** A project would have a significant impact if it exceeds the "bright-line threshold" of 1,150 metric tons CO_2e/year; OR,
- **Efficiency Threshold.** A project would have a significant impact if the efficiency threshold exceeds 4.9 metric tons of CO_2e/service population/year. The service population is defined as the number of residents plus employees for a given project.

The SLOAPCD "bright-line threshold" was developed to help reach the AB 32 emission reduction targets by attributing an appropriate share of the GHG reductions needed from new land use

development projects subject to CEQA. Land use sector projects that comply with this threshold would not be "cumulatively considerable" because they would be helping to solve the cumulative problem as a part of the AB 32 process. Such small sources would not significantly add to global climate change and would not hinder the state's ability to reach the AB 32 goal, even when considered cumulatively. The threshold is intended to assess small and average sized projects, whereas the per-service population guideline is intended to avoid penalizing larger projects that incorporate GHG-reduction measures such that they may have high total annual GHG emissions, but would be relatively efficient, as compared to projects of similar scale. Therefore, the bright-line threshold is the most appropriate threshold for the project, and the project would have a potentially significant contribution to GHG emissions if it would result in emissions in excess of 1,150 metric tons of CO_2e per year.

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

SLOAPCD recommends estimating and amortizing construction emissions over the operational lifetime of a project. Construction of the project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Emissions associated with the construction period were estimated using CalEEMod Version 2016.3.2, based on the CalEEMod defaults for the construction schedule and equipment used during project construction. Complete results from CalEEMod and assumptions can be viewed in Appendix A

As shown in Table 5, construction activity associated with the project would generate an estimated 82 metric tons of CO_2e units. Amortized over a 50-year period, construction of the proposed project would generate approximately 1.6 metric tons of CO_2e per year.

Table 5 Estimated Construction Emissions of Greenhouse Gases

	Annual Emissions (Carbon Dioxide Equivalent [CO_2e])
Total Estimated Construction Emissions	82 metric tons
Total Amortized over 50 Years	1.6 metric tons per year
See Appendix A for calculations and for GHG emission factor assumptions.	

Long-term operational emissions were also estimated using CalEEMod (see Appendix A for calculations). On-site operational impacts include emissions from energy consumption and natural gas, waste generation, and water and wastewater conveyance. Because CalEEMod does not calculate N_2O emissions from mobile sources, N_2O emissions were quantified using the CCAR General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (refer to Appendix A for calculations).

Table 6 shows the combined construction and operational GHG emissions associated with the project.

Table 6 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions
Construction	82 metric tons CO_2e
Operational	
Area	0.8 metric tons CO_2e
Energy	58.4 metric tons CO_2e
Solid Waste	8.1 metric tons CO_2e
Water	8.2 metric tons CO_2e
Mobile	
From CO_2 and CH_4	220.1 metric tons CO_2e
From N_2O	8.4 metric tons CO_2e
Total	**386 metric tons CO_2e**
Threshold	1,150 metric tons CO_2e
Threshold Exceeded?	No

Sources: See Appendix A for calculations and for GHG emission factor assumptions.

As shown in Table 6, the combined annual emissions would total 386 metric tons per year of CO_2e. These emissions do not exceed the applicable SLOAPCD threshold of 1,150 metric tons per year of CO_2e. Therefore, the project would not generate GHG emissions that would result in adverse effects on the environment and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The City of Morro Bay CAP regulates city government operations, energy, solid waste, land use, transportation, and tree removal. Collectively the measures identified in the CAP have the potential to reduce GHG emissions within Morro Bay. The CAP measures focus primarily on actions completed by the City. CAP Measure TL-6 recognizes that energy-efficient designs or growth that facilitates mixed-use, higher density, and infill development near transit stops allows for more efficient use of existing infrastructure and improves city-wide efforts to reduce GHG emissions (City of Morro Bay 2014a). The project site is within 0.25 mile of multiple Morro Bay Transit stops. CAP Measure O-1 requires the following actions to reduce GHG emissions from construction vehicles and equipment:

- Three percent of construction vehicles and equipment shall be electrically-powered or use alternative fuels such as compressed natural gas, and
- The contractor will limit idling of construction equipment to three minutes and will post signs to that effect.

Appendix C of the CAP contains a CAP Compliance Worksheet, which includes mandatory and voluntary emissions reduction measures used by the City to demonstrate project-level compliance with the CAP. The project would be required through Conditions of Approval to comply with all mandatory measures from Appendix C of the CAP, including provision of bicycle parking, pedestrian

linkages and interconnectivity, traffic calming, and landscaping. As described in Section 3, Air Quality, the project would also comply with applicable CALGreen energy efficiency policies. Therefore, potential impacts associated with renewable energy and energy efficiency would be less than significant.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	■	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	■	☐

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

Construction activities related to the project would be subject to standard requirements for the handling of hazardous materials. Proper handling, transportation, and disposal in accordance with federal, state, and local law and regulations would avoid significant exposure and hazards to people and the environment from potential hazardous materials contamination.

The project is located 0.2 mile from Morro Bay High School. The project would not involve the transport, use, disposal of substantial quantities of hazardous materials, or hazardous emissions. The project site is located adjacent to SR 41, which is a major transportation corridor but is not identified as a major corridor for transportation of hazardous waste (City of Morro Bay 2006). The proposed residential land use would not involve the use or transport of hazardous materials and would not result in an increase in the potential risk of upset along the SR 41 corridor.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The City's Local Hazard Mitigation Plan states that the potential for hazardous materials emergencies in Morro Bay is low (City of Morro Bay 2006). The following databases were reviewed to evaluate hazardous materials records located on or adjacent to the project site: California State Water Resources Control Board (SWRCB) Geotracker, United States Environmental Protection Agency (USEPA) Resource and Recovery Act, Enviro Facts, USEPA Permit Compliance System, the California Department of Toxic Substances EnviroStor Database, and the USEPA CERCLS Public Access Database. Review of these databases indicates that the project site is not located in a site that is considered to contain hazardous materials pursuant to Government Code Section 65962.5.

The project site is currently undeveloped and there are no known historical uses on the site that would result in hazardous material contamination, such as previous development, agricultural use, or industrial storage. Three fuel stations are located within approximately 400 feet of the project site. These stations have previously been identified as Leaking Underground Storage Tank (LUST) cleanup sites due to potential petroleum hydrocarbon contaminants. The cleanup status of each of these sites is listed as completed and their cleanup cases have been closed (Geotracker 20120.

LESS THAN SIGNIFICANT IMPACT

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The project site is not located within an airport land use plan, within two miles of a public airport, or near a private airstrip. Therefore, there would be no impacts associated with airport safety hazards.

NO IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The City of Morro Bay's Multi-hazard Emergency Response Plan outlines policies and concepts for responding to earthquakes, hazardous material releases, storm and flooding, wildland fire, nuclear emergencies, and tsunamis. The plan was adopted in 2003 and most recently revised in 2008 (City of Morro Bay 2008). The development of the site with a multi-family residential use would not interfere with implementation of programs outlined in the Multi-hazard Emergency Response Plan.

NO IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

The project site is located within a 'Local Responsibility Area' (LRA), as defined by the California Department of Forestry and Fire Protection (CalFire). Morro Bay is responsible for fire prevention and support within its city limits (City of Morro Bay 2017). According to the City of Morro Bay's Local Hazard Mitigation Plan, the probability of a wildland fire in the community is low and risk of wildland fire is not substantive (City of Morro Bay 2006). According to CalFire, the project site is not located within a Very High Fire Hazard Severity Zone (CalFire 2009). Therefore, the risk of adverse effects from wildland fires would not be significant.

LESS THAN SIGNIFICANT IMPACT

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	■	☐
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Erosion and siltation during the construction and operation phases could pollute water quality through runoff. The project would add up to 34,920 sf of new impervious surface, which would increase stormwater runoff from the project site (Preliminary Stormwater Control Plan, Appendix D).

Water quality standards and requirements for the project are maintained by the Regional Water Quality Control Board (RWQCB). The project would be required to comply with NPDES General Permit requirements. The NPDES program controls water pollution by regulating point sources that discharge pollutants into waters of the United States, including construction activity. The project would be required to implement the City's Stormwater Management Guidance Manual which requires Low Impact Development (LID) strategies to be incorporated into the final project design and preparation of a Stormwater Control Plan (SWCP) (City of Morro Bay 2014b). A Preliminary SWCP (Appendix D) was prepared for the site in 2019, which outlines drainage designs, applies performance requirements, and estimates post-development runoff from the site. As described in the Preliminary SWCP, runoff from impervious areas would be directed to storm drain inlets or through biofiltration areas. Once collected, runoff would be conveyed to one or more underground retention basins to be determined in the final project design (Appendix D). With incorporation of the design requirements described in the Preliminary SWCP, the project would not violate any water quality standards or waste discharge requirements.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Morro Valley and Chorro Valley Groundwater Basins are the main groundwater basins that underlie the City. The City operates seven drinking water wells, four of them active, in the Morro Groundwater Basin, and eight wells in the Chorro Groundwater Basin, with only one being active due to high nitrate levels. The use of groundwater resources from these groundwater basins is controlled by the SWRCB. The project would rely on City water obtained from the State Water Project (SWP) and would not substantially deplete groundwater or interfere substantially with groundwater recharge. According to the Sustainable Groundwater Management Act (SGMA) Basin Prioritization Dashboard, the project site is located in area defined as low priority for groundwater recharge. Therefore, the project would not substantially decrease groundwater supplies, interfere with groundwater recharge, or conflict with the implementation of a water quality control plan.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

The topography of the proposed of the area of development is generally flat with a slope of less than-5 percent (Appendix C). The project site is currently vacant and undeveloped, with no impervious pavement. Therefore, the project would alter, but would not adversely affect, existing drainage patterns, and would not impede or redirect flood flows.

The project would add new impervious surfaces which would increase stormwater runoff from the project site (Appendix D). As described in the Preliminary SWCP, runoff from impervious areas would be directed to storm drain inlets or biofiltration areas to catch runoff, which would then be conveyed to one or more underground retention basins. The proposed basin(s) would retain the 95th percentile storm and detain runoff in larger storm events to pre-developed conditions before conveying to an existing swale along Atascadero Road (Appendix D).

LESS THAN SIGNIFICANT IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The project site is mapped within Federal Emergency Management Agency (FEMA) Zone X according to a recent FEMA May 2017 Map Change (FEMA 2018). Areas in Zone X are considered outside of the 0.2 percent annual chance floodplain (500-year flood). The project would not place any structures or housing within in a 100-year floodplain and would not affect the floodplain elevation offsite. The closest creek to the site, Morro Creek, is located approximately 0.7 mile to the southwest of the project site. The topography of the proposed of the area of development is generally flat with a slope of less than-5 percent and a low expansion potential (Appendix C).

The County of San Luis Obispo has developed an inundation flood hazard map for the county, including incorporated cities. The project site is not located within a dam inundation area and is not subject to flood risk from dam or levee failure according to the County of San Luis Obispo's Damn inundation flood hazard map (County of San Luis Obispo 2018). The City's Safety Element states that future construction of dams would require analysis of flood risk for the community (City of Morro Bay 1988a).

The project site is located within a tsunami hazard area (City of Morro Bay 2017). The City's Multi-Hazard Emergency Response Plan outlines City operations and mutual aid agreements that would take effect in the event of a disaster such as a tsunami (City of Morro Bay 2008b). In addition, the San Luis Obispo County Tsunami Response Plan, which outlines coordinated response to tsunami threats for the areas at risk in the County, includes risk assessment and evacuation guidance. Whale Rock Reservoir, located approximately 4.8 miles north of the project site, is the closest area with potential risk for seiche run up (San Luis Obispo County Office of Emergency Services 2016).

LESS THAN SIGNIFICANT IMPACT

11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■

a. Would the project physically divide an established community?

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The project does not contain features, such as new roads, walls, or other infrastructure, which would physically divide an established community.

The project site is in an urbanized area and is zoned as Mixed Commercial/Residential (MCR/R-4) with a Planned Development (PD) overlay. The site is located in the City's Coastal Zone and is also part of the North Main Street Specific Plan (SP). The project would develop residential uses in an area of the City that is planned and zoned for a mixture of all uses. The project would be consistent with the City's Local Coastal Plan Policy Section 30250.a, which requires new residential development to be located within contiguous, or in close proximity to, existing developed areas with adequate public services where it would not have adverse significant effects on coastal resources. The proposed land use is consistent with Chapter 14 of the Municipal Code, which includes minimum regulations for construction, fire prevention, and use and occupancy of buildings and structures (City of Morro Bay 1988b).

NO IMPACT

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12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

a. Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

b. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

The project site does not contain any known valuable mineral resources or mineral resource recovery sites. According to the Department of Conservation (DOC), the project site is located within a Surface Mining and Reclamation Act (SMARA) study area for concrete aggregate in the San Luis Obispo-Santa Barbara Production Consumption Region. However, there are no existing SMARA petitions on the project site or within the study area (DOC 2018). There are no known mineral resources of value to the region or residents of the state within the project site, according to the DOC. Additionally, the site does not contain known mineral resource recovery sites that have been previously delineated by the local general plan, specific plan, or other land use plan.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

Sound level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise is defined in this analysis as unwanted sound. Noise level (or volume) is measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas adjacent to arterial streets are typically in the 50-60+ dBA range. Normal conversational levels are usually in the 60-65 dBA range and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of

distance. Noise levels may also be reduced by intervening structures; generally, a solid wall or berm can reduce noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2006). The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (FTA 2006).

Some land uses are more sensitive to ambient noise levels than other uses due to the amount of noise exposure and the types of activities involved. Residences, motels, hotels, schools, libraries, churches, nursing homes, auditoriums, museums, cultural facilities, parks, and outdoor recreation areas are more sensitive to noise than commercial and industrial land uses. Sensitive uses located within the vicinity of the project site include single family and residential units.

a. Would the project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

SR 1 and SR 41 are the primary sources of noise on the site. Rincon conducted one ambient sound level measurement on the project site on May 3, 2018 during the evening peak hour for vehicle travel (refer to Appendix E, Sound Level Measurement Data Sheets). The sound level measurement was conducted at the northeast side of the property, oriented southwest towards the intersection SR 1 and SR 41. The existing noise level on the project site was measured at approximately 56 dBA.

The City's General Plan Noise Element standard for "acceptable" noise exposure is 60 dB for most land uses. For residential land uses, this threshold is intended to ensure that interior spaces would not be exposed to noise levels that would impact residents. New residential uses would be required to be designed and constructed in compliance with California Green Building Standard Code (CGBSC) for interior spaces. The manner in which homes in California are constructed generally provides a reduction of exterior-to-interior noise levels of approximately 20 to 25 dBA with closed windows (FTA 2006). Therefore, the proposed residential development would be exposed to interior noise levels up to approximately 36 dBA, which complies with the Title 24 interior noise level maximum of 45 dBA. Additionally, the City's Zoning Ordinance specifies review criteria, noise mitigation, and requirements for noise analysis. Therefore, noise levels at new residential uses would not be exposed to noise that would exceed applicable state and local regulations.

New development on the project site would result in new vehicle trips on area roadways which may increase traffic noise along these roadways. For new vehicle trips to result in a perceptible (approximately 3 dBA) traffic noise increase, a project would typically have to double of vehicle traffic on area roadways in the project site vicinity. Based on the Traffic Study prepared by Ruettgers & Schuler Civil Engineers in January 2020 (Appendix F), the primary roadways that would receive new vehicle trips associated with the project would be Atascadero Road, Sunset Avenue, and SR 41. Sunset Avenue would receive the largest proportion of new project traffic because the project's primary ingress and egress point would be on Sunset Avenue. However, there are no receptors located along Sunset Avenue. SR 41 is the primary source of roadway noise in the project vicinity, and most project vehicle trips would use portions of SR 41 in the immediate project site vicinity. The estimated traffic volume along the segment of SR 41 nearest to the project site is approximately 5,300 Average Daily Trips (ADT). The project would result in approximately 224 new daily trips, which would increase existing traffic by approximately 4 percent on SR 41. The project would not double traffic on any roadways in the project site vicinity. Therefore, the project would not result in a perceptible increase to operational noise.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Site development would result in short-term increases in ambient noise and groundborne vibration related to the transportation of construction equipment and fill material to the project site as well as the use of construction equipment on the project site, including generator sets, forklifts, graders, pavers, rollers, and tractors. Potential short-term construction noise and vibration levels depend on the location of equipment operating on the site as well as the number and types of construction equipment used during construction. Construction noise and ground borne vibration is regulated by the City's Municipal Code Section 9.28.030, which limits construction activity to the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday and 8:00 a.m. to 7:00 p.m. on weekends and holidays. Compliance with the City's Municipal Code Section 9.28.030 would ensure that short-term noise and vibration during construction would not result in a significant noise impact at adjacent uses.

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project is not located within the vicinity of a private airstrip, in the vicinity of an airport land use plan, or within two miles of a public airport or public use airport.

NO IMPACT

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The project would result in 35 new residential units. The DOF estimates an average occupancy rate of 2.08 persons per household in Morro Bay (DOF, Table E-1, 2019). Therefore, the project would add up to 70 new residents to the City. The current California Department of Finance (DOF) population estimate for the City of Morro Bay is 10,439 (DOF, Table E-1, 2018). The San Luis Obispo County Council of Governments (SLOCOG) Regional Growth Forecast 2010-2050 presents forecasts of population and employment between 2010 and 2050 for the County of San Luis Obispo, including the City of Morro Bay. SLOCOG projects that the City will have a population of 12,261 residents and 7,433 housing units by 2050. Therefore, the project would not result in an increase in population that would exceed the SLOCOG growth forecast.

The project site is currently undeveloped. Therefore, the project would not result in the displacement of housing units or people.

LESS THAN SIGNIFICANT IMPACT

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15 Public Services

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1 Fire protection?	☐	☐	■	☐
2 Police protection?	☐	☐	■	☐
3 Schools?	☐	☐	■	☐
4 Parks?	☐	☐	■	☐
5 Other public facilities?	☐	☐	■	☐

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The project would introduce 35 new residential units that would be served by the City of Morro Bay Fire Department. The Morro Bay Fire Department maintains two stations at 715 Harbor Street (fully staffed) and 460 Bonita Street (not staffed). The average response time for the Department within the community varies depending on geographic location of the incident. The average response time north of SR 41 is approximately five minutes. The department operates and manages two fire engines, one quint, one rescue truck, one command vehicle, two utility vehicles, and a mass casualty vehicle. The department also operates an engine provided the California State Office of Emergency Services.

The project site is surrounded by existing development that is served by existing fire protection services, and the project would not substantially increase demand for fire services or result in any change to fire response or performance objectives. Future construction and structures on site would be required to comply with applicable building and fire codes and fire flow requirements. No new construction or physical alterations of fire protection facilities would be required. The project would

be charged fire public facility fees, which would offset the projected use of fire services.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The project would introduce 35 new residential units that would be served by the City of Morro Bay Police Department, which is located at 850 Morro Bay Boulevard. The project site is surrounded by existing development that is served by existing police protection services. The project would not decrease police service ratios or increase response times for the Police Department. As a result, no new construction or physical alterations of police protection facilities would be required. The proposed project would be charged police public facility fees, which would offset the projected use of police services.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

The City of Morro Bay is served by the San Luis Coastal Unified School District (SLCUSD). Two SLCUSD schools are located in Morro Bay: Morro Bay High School located at 235 Atascadero Road and Del Mar Elementary located at 501 Sequoia Street. In the 2016-2017 school years, Morro Bay High School had 813 students and Del Mar Elementary had 409 students (SLUCSD 2016).

As described in Section 14, *Population and Housing*, the project would add up to 70 new residents to the City. The project would incrementally increase the population of school-aged children and school enrollment. Consistent with the requirements of Senate Bill 50, the project would be charged a school impact fee (Government Code Section 65970) to the SLCUSD. School impact fees would be directed towards the maintenance of adequate school service levels, which includes the expected increases in capacity. Implementation of the state fee system would ensure that significant impacts to schools, which could directly result from implementation of the project, would be offset by development fees. Therefore, the project would not result in new physical impacts associated with school facility expansion or new school facility construction.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The City of Morro Bay manages numerous parks including Morro Rock Beach, Morro Bay High School, Monte Young Park, Del Mar Park, Anchor Street Park, Keiser Park, Morro Bay City Park, Centennial Park, Coleman Park, Bayshore Bluffs, Tidelands Park, North Point, and Cloisters Park. In addition, Morro Bay is home to Morro Strand State Beach and Morro Bay State Park, which are managed by the California Department of Parks and Recreation, and a state marine recreational management area. Together, these recreational resources total over 5,000 acres of recreation and open space area, including 10 miles of ocean and bay front shoreline (City of Morro Bay 2017). Approximately 95 percent of City's shoreline has public lateral access, which provides active recreational opportunities for residents.

As described in Section 14, *Population and Housing*, and Section 16, *Recreation*, the project would result in new residents to the City, which would incrementally increase in the use of nearby City parks and other public facilities. The project includes a neighborhood-serving park for residents of the development and would be charged park public facilities fees, which would offset the projected use of recreational facilities. The project would not substantially increase the use of public facilities or parks such that new facilities would be required.

LESS THAN SIGNIFICANT IMPACT

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16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■	☐

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The City of Morro Bay manages 31.56 acres of park space. In addition to City-managed park space, Morro Bay is home to Morro Strand State Beach and Morro Bay State Park, which are managed by the California Department of Parks and Recreation, as well as a state marine recreational management area. Together, these recreational resources total over 5,000 acres of recreation and open space area. In addition to parks, Morro Bay maintains numerous City-owned recreational facilities, including basketball courts, tennis courts, and baseball fields (City of Morro Bay 2018c).

The project site is located within a half mile radius of two community recreational and park facilities, Lila Keiser Park and Morro Strand State Beach. As described in Section 14, *Population and Housing*, the project would add up to 70 residents to the City, which would incrementally increase use of nearby recreational facilities. The project includes an on-site open space that would offset some use of nearby recreational facilities. In addition, the project would be charged public facilities fees for parks which would reduce impacts from additional demand on City recreational facilities.

LESS THAN SIGNIFICANT IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	■	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

The analysis of the project's potential transportation impacts is based on the Trip Generation and VMT Analysis conducted by Ruettgers & Schuler Civil Engineers in January 6, 2020 (Appendix F).

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

According to the Trip Generation and VMT Analysis, the project would generate approximately 24 trips during the PM peak hour and 18 trips during the AM peak hour of a typical workday, as shown in Table 7.

Table 7 Estimated Project Vehicle Trip Generation

	Weekday Peak Hour		
ITE Land Use	AM	PM	Total Average Daily Trips
220 Multifamily Housing Low Rise	18	24	224

Source: Trip Generation and VMT Analysis conducted by Ruettgers & Schuler Civil Engineers in January 6, 2020; Calculations completed using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition

Due to proximity of Sunset Avenue to the future roundabout at SR 1 and Atascadero Road/Main Street Intersection, the transportation analysis assumed that left turn access would occur at the Hill Street intersection at SR 41 (Appendix F). The guidelines in the Caltrans publication Guide for the Preparation of Traffic Impact Studies, dated December 2002, states that a facility is required to be analyzed when a project would generate more than 50 peak hour trips at an intersection. Since the project would not result in more than 50 peak hour trips at any intersection, a traffic impact study

was not required. As described in the Trip Generation and VMT Analysis, project-added vehicle trips would not add substantially to the demand on the circulation system or conflict with performance standards in any applicable circulation system plan, congestion management program, or any other agency's plans for congestion management.

The project site is located near transit options and bicycle and pedestrian facilities. The project is located near SR 1, which is a corridor with existing Class II bike lane (City of Morro Bay 2017). The site is located within 0.25 mile of multiple Morro Bay Transit stops with access to San Luis Obispo Regional Transit Agency Route 15. The project would not result in any changes to transit operations, bicycle, or pedestrian facilities, or result in decreased performance or safety of these operations and facilities. Therefore, the project would not conflict with a program, plan, ordinance or policy addressing the circulation system.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

CEQA Guidelines section 15064.3, subdivision (b) requires transportation impact analysis to consider vehicle miles traveled (VMT) as the measurement of a project's traffic contribution. The Trip Generation and VMT Analysis compared an estimate of project-added VMT to a baseline VMT for the Morro Bay area and assessed whether project VMT would result in a significant transportation impact. The existing traffic volume on SR 41 is approximately 5,300 ADT. According to the Trip Generation and VMT Analysis, the project would generate approximately 224 new daily trips (Appendix F). Factors considered when estimating project-added VMT included proposed land use, location, and trip distribution. Residents of the project are expected to make vehicle trips throughout the City of Morro Bay and surrounding population and employment centers.

As shown in Table 8, the project is estimated to result in a weighted average VMT of 8.12 miles per vehicle per day. The weighted average VMT accounts for both regional average VMT and local average VMT (Appendix F).

Table 8 Vehicle Miles Traveled

Trip Type	Project ADT	Miles Traveled	Average VMT
Regional	134	1689	12.57
Local	90	130	1.45
Weighted Average			8.12

Source: Trip Generation and VMT Analysis conducted by Ruettgers & Schuler Civil Engineers in January 6, 2020; Calculations completed using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition

SLOCOG estimates a regional average daily VMT of 10.53 miles per vehicle. The VMT data matrix from SLOCOG is included in Appendix F. As shown in Table 8, the project's average daily VMT is 22% lower than the baseline regional average VMT identified by SLOCOG.

In addition to the project-specific VMT estimate, the Governor's Office of Planning and Research's "Technical Advisory of Evaluation Transportation Impacts in CEQA" includes guidelines for the evaluation of affordable housing projects. The following is an excerpt from the advisory for consideration of potential VMT impacts:

> "Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT… Further, "… low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available." In areas where existing jobs- housing match is closer to optimal, low income housing nevertheless generates less VMT than market-rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less than significant impact on VMT. Evidence supports a presumption of less than significant impact for residential projects (or residential portions of mixed-use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units."

Based on the fact that the project's daily VMT would be 22% lower than the baseline regional average VMT and the advisory statements from the Governor's Office of Planning and Research, the project would have a less than significant impact on regional VMT, and would not conflict with CEQA Guidelines section 15064.3, subdivision (b).

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

d. Would the project result in inadequate emergency access?

The project does not include any new public roadways or other public infrastructure. Therefore, the project would not result in roadway hazards on or in the vicinity of the site. Project site design, including property ingress and egress, would be required to provide safe, adequate, and usable site access to pedestrians and vehicles as required by Municipal Code Title 17.12.012. \

LESS THAN SIGNIFICANT IMPACT

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18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	☐	■	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	■	☐	☐

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 states that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and are:

1. Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC section 5020.1(k), or
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1. In applying these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

Pursuant to the requirements of Public Resources Code Section 21080.3.1, on November 26, 2019 the City of Morro Bay sent letters to representatives of tribes who have requested AB 52 consultation. A representative of the Santa Ynez Band of Chumash Indians responded on December 26, 2019 in the form of an email and a formal letter requesting no further consultation on this project. The representative requested that the City contact the Santa Ynez Band of Chumash Indians if a Native American monitor would be in place during ground disturbance. A representative of the Xolon-Salinan Tribe responded on January 9, 2020 in the form of an email requesting findings pertaining to CA-SLO-165 and mitigation criteria established for the project. The City provided the requested information to the Xolon-Salinan Tribe on January 14, 2020 and January 21, 2020. A representative of the Xolon-Salinan Tribe responded on February 5, 2020 in the form of a formal letter regarding CA-SLO-165 as a tribal cultural resource, stating disagreement with the Co-MLD status based on discovery in 2017, and recommending that a Xolon-Salinan Tribal monitor be a participant when any ground disturbance begins and that cultural resources discovered be held and curated within the San Luis Obispo County Archaeological Society. City staff is conducting formal consultation in response to these requests. As indicated in Section 5, *Cultural Resources*, CA-SLO-165 is eligible for listing in the CRHR. Project impacts to CA-SLO-165 as a tribal cultural resource would be potentially significant, requiring mitigation.

Mitigation Measures

As discussed in Section 4, *Cultural Resources*, Mitigation Measures CUL-1 through CUL-4 have been included to provide mitigation for potential encounters with known or unknown cultural artifacts during ground disturbance or earthmoving activities for the project, including potential impacts to CA-SLO-165. Mitigation Measures CUL-1 through CUL-4 would require protective measures that would further minimize or avoid potential impacts to CA-SLO-165.

Significance After Mitigation

Completion of the Cultural Resources Monitoring & Treatment Plan, monitoring, data recovery program, and curation requirements described in Mitigation Measures CUL-1 through CUL-4 would reduce potential impacts to tribal cultural resources to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	■	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	■	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	■	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

The project would connect to the City's existing sewer network and would be served by the City's existing wastewater conveyance and treatment infrastructure. The Morro Bay – Cayucos Wastewater Treatment Plant (WWTP) is owned and operated through a Joint Powers Agreement by

the City of Morro Bay and the Cayucos Sanitary District (CSD). Between 2013 and 2017, the WWTP had a 5-year average flow of 0.94 million gallons per day (mgd, City of Morro Bay 2017). The City anticipates that the current WWTP will reach capacity in 2021. In July 2019, the California Coastal Commission approved a proposed new wastewater treatment and water reclamation facility to be built at the intersection of Highway 1 and South Bay Boulevard (CCC 2019). The City is currently in the process of developing a new Wastewater Reclamation Facility (WRF), to meet goals and regulatory requirements of the Regional Water Quality Control Board (RWQCB) (City of Morro Bay 2019a). The new WRF is designed to receive, store, and treat the full influent wastewater flows from the City in accordance with the effluent requirements of the NPDES permit program (City of Morro Bay 2019b). The City's Sewer System Management Plan was last updated in 2019 and is in compliance with State requirements for sanitary sewer system operation. The project would result in an increase in wastewater demand, which would be met by the existing WWTP and increased capacity associated with the WRF. No new or additional wastewater treatment facilities would be required to serve the project, and the project would not cause an exceedance of wastewater treatment requirements of the RWQCB.

To address the requirements of the City of Morro Bay and the requirements of the RWQCB Post Construction Stormwater Management Requirements for Development Projects in the Central Coast Region, a Preliminary Storm Water Control Plan (SWCP) was prepared for the project site in 2019 (Appendix D). The Preliminary SWCP outlines drainage designs, applies performance requirements, and estimates post-development runoff from the site. The City is in compliance the NPDES General Permit for the discharge of stormwater from small-sized Municipal Separate Storm Sewer Systems (MS4). The current Phase II Small MS4 General Permit became effective on July 1, 2013. The City complies with a list of requirements specified by the NPDES, which includes the City's Stormwater Management Program. According to the City's Storm Drainage Master Plan, which was adopted in 1987, all development and redevelopment projects that would create or replace more than 2,500 square feet of impervious surface must incorporate stormwater management controls as describes in the Stormwater Management Guide Manual for Low Impact Development and Post-Construction Requirements (City of Morro Bay 2017).

LESS THAN SIGNIFICANT IMPACT

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

The Morro Bay Public Works Water Division provides water service for the City. The 2015 Urban Water Management Plan (UWMP) provides water supply and demand estimates for 25 years into the future. The UWMP projects that the service area population will reach 12,255 in 2035 (City of Morro Bay 2005). The City receives the majority of its water supply from the State Water Project (SWP), which is purchased by San Luis Obispo County, and from local groundwater. Two local groundwater basins, Morro Basin and Chorro Basin, provide the majority of groundwater for the City. The City operates seven drinking water wells in the Morro Groundwater Basin, four of which are active, and eight wells in the Chorro Groundwater Basin, with only one being active due to high nitrate levels. Additionally, a desalination plant supplements the City's water supply in drought conditions. In 2015, total water production available to the City was 1,088 acre feet (City of Morro Bay 2005).

The City's water supply is projected to remain relatively constant from 2015 through 2035 to meet associated projected water demands, and the City is expected to have an available water supply in excess of projected demands through 2035 (City of Morro Bay 2005).The proposed residential

development is consistent with the land use designation and zoning for the project site. The anticipated growth associated with development of the site is accounted for in the UWMP. Therefore, existing water entitlements and resources would be sufficient to serve the project, and the project would not result in the need for new water entitlements or resources.

LESS THAN SIGNIFICANT IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Chapter 8.16 – Solid Waste Management of the City's Municipal Code outlines solid waste collection services and requirements in the City. Solid waste collected in Morro Bay is deposited at the Cold Canyon Landfill, which has a permitted throughput of 1,200 tons per day, a permitted capacity of approximately 23 million cubic yards, and an anticipated 62 years of remaining life (CalRecycle 2015; City of Morro Bay 2017). The landfill has been recently expanded and has adequate capacity for an estimated 62 years of remaining life (City of Morro Bay, 2017). The City contracts with Morro Bay Garbage, which serves the San Luis Obispo Integrated Waste Management Authority jurisdictional area (IWMA; City of Morro Bay 2017).

Construction of the project would generate solid waste, including construction debris. However, construction is not expected to generate waste that would exceed the landfill capacity or substantially affect the anticipated closure date of the landfill. Residential disposal rates in San Luis Obispo County were 4.9 pounds per person per day in 2014 (CalRecycle 2015). As described in Section 14, Population and Housing, the project is anticipated to add up to 70 new residents to the City, which would result in a projected increase of 343 pounds of waste per day. Long-term disposal needs associated with the project would not exceed the capacity of local facilities. In addition, the project would be required to comply with applicable federal, state, and local regulations regarding solid waste.

LESS THAN SIGNIFICANT IMPACT

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20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	■	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	■	☐
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	■	☐

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The project site is not located in the state responsibility area or lands classified as a very high fire hazard severity zone (Board 2019; CalFire 2009). The City of Morro Bay's Multi-Hazard Emergency Response Plan outlines policies and concepts for responding to earthquakes, hazardous material releases, storm and flooding, wildland fire, nuclear emergencies, and tsunamis. The plan was adopted in 2003 and most recently revised in 2008 (City of Morro Bay 2008b). Residential development of the project site and associated use would not interfere with implementation of programs outlined in the Multi-Hazard Emergency Response Plan.

LESS THAN SIGNIFICANT IMPACT

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project site is located within an existing residential and commercial developed area. (CalFire 2009). The project does not propose or require infrastructure that may exacerbate fire risk. According to the City of Morro Bay's Local Hazard Mitigation Plan, the probability of a wildland fire in the community is low and risk of wildland fire is not substantive (City of Morro Bay 2006). Additionally, according to CalFire, the project site is not located within a Very High Fire Hazard Severity Zone. Therefore, the risk of significant adverse effects from wildland fires would be minimal.

LESS THAN SIGNIFICANT IMPACT

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As described in Section 7, *Geology and Soils*, the planned development area on the project site is located at the base of a hill on the northern boundary of the site. The planned development area on the project site is generally flat with a slope of less than five percent. Portions of the project site are located within areas of low to moderate liquefaction potential and a low to high risk of landslide (City of Morro Bay 2017). However, the project site is minimally susceptible to fire risk, as described above.

LESS THAN SIGNIFICANT IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	■	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As discussed in this Initial Study, development of the project has the potential to degrade the quality of the environment in several issue areas without the incorporation of the identified mitigation measures. As discussed in Section 4, *Biological Resources*, the project's potential impacts to special status plants and animals would be less than significant. As discussed in Section 5, *Cultural Resources*, and Section 18, *Tribal Cultural Resources*, the project's potential impacts to historical or prehistoric resources would be less than significant with mitigation. As discussed in Section 7, *Geology and Soils*, the potential to find fossils within the Franciscan Complex is rare, as this

formation is heavily deformed and metamorphosed in many locations.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

All environmental issues considered in this Initial Study have been found to result in no impact, a less than significant impact, or a less than significant impact with mitigation incorporated at the project level. Cumulative impacts of several resource areas have been addressed in the individual resource sections, including Section 3, *Air Quality*, Section 8, *Greenhouse Gas Emissions*, Section 13, *Noise*, Section 17, *Transportation/Circulation*, and Section 19, *Utilities and Service Systems* (CEQA Guidelines Section 15064(h)(3)). Other issues (e.g., Geology/Soils, Hazards and Hazardous Materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. Therefore, the impacts of development of the site under the proposed project would be individually limited and not cumulatively considerable.

Although incremental changes in certain issue areas would occur as a result of the project, development of the site under the proposed project would be required to be consistent with existing general plan goals, programs, and policies, and zoning ordinance requirements for the proposed residential development. All environmental impacts that could occur as a result of the project would be reduced to a less than significant level through compliance with existing regulations and applicable General Plan policies and Municipal Code requirements discussed in this Initial Study and implementation of the mitigation measures recommended in this Initial Study for the following resource areas: cultural resources, geology and soils, and tribal cultural resources.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Effects on human beings are generally associated with impacts related to such issue areas as air quality, geology and soils, hazards, hydrology and water quality, noise, and traffic safety. As discussed in Section 7, *Geology and Soils*, implementation of the project would result in potential environmental impacts with respect to geology and soils. Mitigation Measure GEO-1 would reduce project impacts associated with liquefaction potential and landslide risk to a less than significant level by minimizing the occurrence of differential settlement between the foundations support due to liquefaction and/or landslides. Potential impacts associated with air quality, hazards, hydrology and water quality, noise, and traffic safety would be less than significant. With implementation of identified mitigation measures, the project would not cause substantial adverse effects on human beings, either directly or indirectly.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Morro Bay. Persons involved in data gathering analysis, project management, and quality control are listed below.

RINCON CONSULTANTS, INC.

List of names and titles to follow [use soft returns/shift returns between lines]
Richard Daulton, Principal
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Chris Thomas, Graphic Illustrator
Debra Jane Seltzer, Document Production Specialist

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Appendix A

CalEEMod Results

405 Atascadero Road Housing Project

San Luis Obispo County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	35.00	Dwelling Unit	0.94	26,052.00	100

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and SF from site plans

Construction Phase - Adjusted AC phase to be half of BC phase

Grading - from drainage plan in site plan set

Vehicle Trips - ADT based on Trip Generation and VMT Analysis

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	39.00
tblGrading	MaterialImported	0.00	1,570.00
tblLandUse	LandUseSquareFeet	35,000.00	26,052.00
tblLandUse	LotAcreage	0.92	0.94
tblVehicleTrips	ST_TR	6.39	6.40
tblVehicleTrips	SU_TR	5.86	6.40
tblVehicleTrips	WD_TR	6.65	6.40

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	22.1646	39.0460	15.0444	0.0893	2.7061	0.6375	3.3130	0.9303	0.5955	1.5097	0.0000	9,473.8848	9,473.8848	0.6987	0.0000	9,491.3524
Maximum	**22.1646**	**39.0460**	**15.0444**	**0.0893**	**2.7061**	**0.6375**	**3.3130**	**0.9303**	**0.5955**	**1.5097**	**0.0000**	**9,473.8848**	**9,473.8848**	**0.6987**	**0.0000**	**9,491.3524**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	22.1646	39.0460	15.0444	0.0893	2.7061	0.6375	3.3130	0.9303	0.5955	1.5097	0.0000	9,473.8848	9,473.8848	0.6987	0.0000	9,491.3524
Maximum	**22.1646**	**39.0460**	**15.0444**	**0.0893**	**2.7061**	**0.6375**	**3.3130**	**0.9303**	**0.5955**	**1.5097**	**0.0000**	**9,473.8848**	**9,473.8848**	**0.6987**	**0.0000**	**9,491.3524**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8685	0.0334	2.8938	1.5000e-004		0.0160	0.0160		0.0160	0.0160	0.0000	5.1993	5.1993	5.0400e-003	0.0000	5.3253
Energy	8.9300e-003	0.0764	0.0325	4.9000e-004		6.1700e-003	6.1700e-003		6.1700e-003	6.1700e-003		97.4636	97.4636	1.8700e-003	1.7900e-003	98.0428
Mobile	0.4167	1.7670	4.8537	0.0131	1.2064	0.0141	1.2205	0.3224	0.0133	0.3356		1,321.7385	1,321.7385	0.0552		1,323.1181
Total	**1.2942**	**1.8768**	**7.7800**	**0.0138**	**1.2064**	**0.0362**	**1.2426**	**0.3224**	**0.0354**	**0.3577**	**0.0000**	**1,424.4014**	**1,424.4014**	**0.0621**	**1.7900e-003**	**1,426.4861**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.8685	0.0334	2.8938	1.5000e-004		0.0160	0.0160		0.0160	0.0160	0.0000	5.1993	5.1993	5.0400e-003	0.0000	5.3253
Energy	8.9300e-003	0.0764	0.0325	4.9000e-004		6.1700e-003	6.1700e-003		6.1700e-003	6.1700e-003		97.4636	97.4636	1.8700e-003	1.7900e-003	98.0428
Mobile	0.4167	1.7670	4.8537	0.0131	1.2064	0.0141	1.2205	0.3224	0.0133	0.3356		1,321.7385	1,321.7385	0.0552		1,323.1181
Total	**1.2942**	**1.8768**	**7.7800**	**0.0138**	**1.2064**	**0.0362**	**1.2426**	**0.3224**	**0.0354**	**0.3577**	**0.0000**	**1,424.4014**	**1,424.4014**	**0.0621**	**1.7900e-003**	**1,426.4861**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/1/2020	6/1/2020	5	1	
2	Grading	Grading	6/2/2020	6/3/2020	5	2	
3	Building Construction	Building Construction	6/4/2020	10/21/2020	5	100	
4	Paving	Paving	10/22/2020	10/28/2020	5	5	
5	Architectural Coating	Architectural Coating	9/4/2020	10/28/2020	5	39	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 52,755; Residential Outdoor: 17,585; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	196.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	25.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085		943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.5303**	**0.3353**	**0.8656**	**0.0573**	**0.3085**	**0.3658**		**943.4872**	**943.4872**	**0.3051**		**951.1158**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0244	0.0203	0.1727	4.4000e-004	0.0494	3.2000e-004	0.0498	0.0131	2.9000e-004	0.0134		44.0314	44.0314	1.4600e-003		44.0678
Total	**0.0244**	**0.0203**	**0.1727**	**4.4000e-004**	**0.0494**	**3.2000e-004**	**0.0498**	**0.0131**	**2.9000e-004**	**0.0134**		**44.0314**	**44.0314**	**1.4600e-003**		**44.0678**

3.2 Site Preparation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.6853	8.4307	4.0942	9.7400e-003		0.3353	0.3353		0.3085	0.3085	0.0000	943.4872	943.4872	0.3051		951.1158
Total	**0.6853**	**8.4307**	**4.0942**	**9.7400e-003**	**0.5303**	**0.3353**	**0.8656**	**0.0573**	**0.3085**	**0.3658**	**0.0000**	**943.4872**	**943.4872**	**0.3051**		**951.1158**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0244	0.0203	0.1727	4.4000e-004	0.0494	3.2000e-004	0.0498	0.0131	2.9000e-004	0.0134		44.0314	44.0314	1.4600e-003		44.0678
Total	**0.0244**	**0.0203**	**0.1727**	**4.4000e-004**	**0.0494**	**3.2000e-004**	**0.0498**	**0.0131**	**2.9000e-004**	**0.0134**		**44.0314**	**44.0314**	**1.4600e-003**		**44.0678**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8973	0.0000	0.8973	0.4357	0.0000	0.4357			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457		1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8973**	**0.4672**	**1.3645**	**0.4357**	**0.4457**	**0.8813**		**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.8640	31.1327	7.0765	0.0764	1.7100	0.1391	1.8491	0.4684	0.1331	0.6015		8,238.5869	8,238.5869	0.4789		8,250.5591
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0488	0.0405	0.3453	8.8000e-004	0.0989	6.3000e-004	0.0995	0.0262	5.8000e-004	0.0268		88.0627	88.0627	2.9100e-003		88.1355
Total	**0.9127**	**31.1732**	**7.4219**	**0.0773**	**1.8089**	**0.1397**	**1.9486**	**0.4947**	**0.1337**	**0.6283**		**8,326.6496**	**8,326.6496**	**0.4818**		**8,338.6946**

3.3 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8973	0.0000	0.8973	0.4357	0.0000	0.4357			0.0000			0.0000
Off-Road	0.8674	7.8729	7.6226	0.0120		0.4672	0.4672		0.4457	0.4457	0.0000	1,147.2352	1,147.2352	0.2169		1,152.6578
Total	**0.8674**	**7.8729**	**7.6226**	**0.0120**	**0.8973**	**0.4672**	**1.3645**	**0.4357**	**0.4457**	**0.8813**	**0.0000**	**1,147.2352**	**1,147.2352**	**0.2169**		**1,152.6578**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.8640	31.1327	7.0765	0.0764	1.7100	0.1391	1.8491	0.4684	0.1331	0.6015		8,238.5869	8,238.5869	0.4789		8,250.5591
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0488	0.0405	0.3453	8.8000e-004	0.0989	6.3000e-004	0.0995	0.0262	5.8000e-004	0.0268		88.0627	88.0627	2.9100e-003		88.1355
Total	**0.9127**	**31.1732**	**7.4219**	**0.0773**	**1.8089**	**0.1397**	**1.9486**	**0.4947**	**0.1337**	**0.6283**		**8,326.6496**	**8,326.6496**	**0.4818**		**8,338.6946**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806		1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**		**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0153	0.4108	0.1332	7.8000e-004	0.0186	2.3100e-003	0.0209	5.3500e-003	2.2100e-003	7.5600e-003		83.3243	83.3243	5.2800e-003		83.4563
Worker	0.1219	0.1012	0.8634	2.2100e-003	0.2472	1.5800e-003	0.2487	0.0656	1.4600e-003	0.0670		220.1568	220.1568	7.2800e-003		220.3388
Total	**0.1372**	**0.5120**	**0.9966**	**2.9900e-003**	**0.2657**	**3.8900e-003**	**0.2696**	**0.0709**	**3.6700e-003**	**0.0746**		**303.4810**	**303.4810**	**0.0126**		**303.7951**

3.4 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8617	8.8523	7.3875	0.0114		0.5224	0.5224		0.4806	0.4806	0.0000	1,102.9781	1,102.9781	0.3567		1,111.8962
Total	**0.8617**	**8.8523**	**7.3875**	**0.0114**		**0.5224**	**0.5224**		**0.4806**	**0.4806**	**0.0000**	**1,102.9781**	**1,102.9781**	**0.3567**		**1,111.8962**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0153	0.4108	0.1332	7.8000e-004	0.0186	2.3100e-003	0.0209	5.3500e-003	2.2100e-003	7.5600e-003		83.3243	83.3243	5.2800e-003		83.4563
Worker	0.1219	0.1012	0.8634	2.2100e-003	0.2472	1.5800e-003	0.2487	0.0656	1.4600e-003	0.0670		220.1568	220.1568	7.2800e-003		220.3388
Total	**0.1372**	**0.5120**	**0.9966**	**2.9900e-003**	**0.2657**	**3.8900e-003**	**0.2696**	**0.0709**	**3.6700e-003**	**0.0746**		**303.4810**	**303.4810**	**0.0126**		**303.7951**

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669		1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7716**	**7.2266**	**7.1128**	**0.0113**		**0.3950**	**0.3950**		**0.3669**	**0.3669**		**1,035.3926**	**1,035.3926**	**0.3016**		**1,042.9323**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0878	0.0729	0.6216	1.5900e-003	0.1780	1.1400e-003	0.1791	0.0472	1.0500e-003	0.0483		158.5129	158.5129	5.2400e-003		158.6439
Total	**0.0878**	**0.0729**	**0.6216**	**1.5900e-003**	**0.1780**	**1.1400e-003**	**0.1791**	**0.0472**	**1.0500e-003**	**0.0483**		**158.5129**	**158.5129**	**5.2400e-003**		**158.6439**

3.5 Paving - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7716	7.2266	7.1128	0.0113		0.3950	0.3950		0.3669	0.3669	0.0000	1,035.3926	1,035.3926	0.3016		1,042.9323
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.7716**	**7.2266**	**7.1128**	**0.0113**		**0.3950**	**0.3950**		**0.3669**	**0.3669**	**0.0000**	**1,035.3926**	**1,035.3926**	**0.3016**		**1,042.9323**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0878	0.0729	0.6216	1.5900e-003	0.1780	1.1400e-003	0.1791	0.0472	1.0500e-003	0.0483		158.5129	158.5129	5.2400e-003		158.6439
Total	**0.0878**	**0.0729**	**0.6216**	**1.5900e-003**	**0.1780**	**1.1400e-003**	**0.1791**	**0.0472**	**1.0500e-003**	**0.0483**		**158.5129**	**158.5129**	**5.2400e-003**		**158.6439**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.8991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**21.1413**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0244	0.0203	0.1727	4.4000e-004	0.0494	3.2000e-004	0.0498	0.0131	2.9000e-004	0.0134		44.0314	44.0314	1.4600e-003		44.0678
Total	**0.0244**	**0.0203**	**0.1727**	**4.4000e-004**	**0.0494**	**3.2000e-004**	**0.0498**	**0.0131**	**2.9000e-004**	**0.0134**		**44.0314**	**44.0314**	**1.4600e-003**		**44.0678**

3.6 Architectural Coating - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.8991					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**21.1413**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0244	0.0203	0.1727	4.4000e-004	0.0494	3.2000e-004	0.0498	0.0131	2.9000e-004	0.0134		44.0314	44.0314	1.4600e-003		44.0678
Total	**0.0244**	**0.0203**	**0.1727**	**4.4000e-004**	**0.0494**	**3.2000e-004**	**0.0498**	**0.0131**	**2.9000e-004**	**0.0134**		**44.0314**	**44.0314**	**1.4600e-003**		**44.0678**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4167	1.7670	4.8537	0.0131	1.2064	0.0141	1.2205	0.3224	0.0133	0.3356		1,321.7385	1,321.7385	0.0552		1,323.1181
Unmitigated	0.4167	1.7670	4.8537	0.0131	1.2064	0.0141	1.2205	0.3224	0.0133	0.3356		1,321.7385	1,321.7385	0.0552		1,323.1181

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	224.00	224.00	224.00	569,309	569,309
Total	224.00	224.00	224.00	569,309	569,309

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	13.00	5.00	5.00	35.80	21.00	43.20	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.567875	0.030811	0.198391	0.124124	0.028385	0.006896	0.012949	0.019383	0.002368	0.001236	0.005232	0.000797	0.001552

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.9300e-003	0.0764	0.0325	4.9000e-004		6.1700e-003	6.1700e-003		6.1700e-003	6.1700e-003		97.4636	97.4636	1.8700e-003	1.7900e-003	98.0428
NaturalGas Unmitigated	8.9300e-003	0.0764	0.0325	4.9000e-004		6.1700e-003	6.1700e-003		6.1700e-003	6.1700e-003		97.4636	97.4636	1.8700e-003	1.7900e-003	98.0428

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	828.44	8.9300e-003	0.0764	0.0325	4.9000e-004		6.1700e-003	6.1700e-003		6.1700e-003	6.1700e-003		97.4636	97.4636	1.8700e-003	1.7900e-003	98.0428
Total		**8.9300e-003**	**0.0764**	**0.0325**	**4.9000e-004**		**6.1700e-003**	**6.1700e-003**		**6.1700e-003**	**6.1700e-003**		**97.4636**	**97.4636**	**1.8700e-003**	**1.7900e-003**	**98.0428**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Mid Rise	0.82844	8.9300e-003	0.0764	0.0325	4.9000e-004		6.1700e-003	6.1700e-003		6.1700e-003	6.1700e-003		97.4636	97.4636	1.8700e-003	1.7900e-003	98.0428
Total		**8.9300e-003**	**0.0764**	**0.0325**	**4.9000e-004**		**6.1700e-003**	**6.1700e-003**		**6.1700e-003**	**6.1700e-003**		**97.4636**	**97.4636**	**1.8700e-003**	**1.7900e-003**	**98.0428**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.8685	0.0334	2.8938	1.5000e-004		0.0160	0.0160		0.0160	0.0160	0.0000	5.1993	5.1993	5.0400e-003	0.0000	5.3253
Unmitigated	0.8685	0.0334	2.8938	1.5000e-004		0.0160	0.0160		0.0160	0.0160	0.0000	5.1993	5.1993	5.0400e-003	0.0000	5.3253

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2233					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5575					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0877	0.0334	2.8938	1.5000e-004		0.0160	0.0160		0.0160	0.0160		5.1993	5.1993	5.0400e-003		5.3253
Total	**0.8685**	**0.0334**	**2.8938**	**1.5000e-004**		**0.0160**	**0.0160**		**0.0160**	**0.0160**	**0.0000**	**5.1993**	**5.1993**	**5.0400e-003**	**0.0000**	**5.3253**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2233					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5575					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0877	0.0334	2.8938	1.5000e-004		0.0160	0.0160		0.0160	0.0160		5.1993	5.1993	5.0400e-003		5.3253
Total	**0.8685**	**0.0334**	**2.8938**	**1.5000e-004**		**0.0160**	**0.0160**		**0.0160**	**0.0160**	**0.0000**	**5.1993**	**5.1993**	**5.0400e-003**	**0.0000**	**5.3253**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

405 Atascadero Road Housing Project

San Luis Obispo County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Apartments Mid Rise	35.00	Dwelling Unit	0.94	26,052.00	100

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	3.2	**Precipitation Freq (Days)**	44
Climate Zone	4			**Operational Year**	2021
Utility Company	Pacific Gas & Electric Company				
CO2 Intensity (lb/MWhr)	641.35	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Lot acreage and SF from site plans

Construction Phase - Adjusted AC phase to be half of BC phase

Grading - from drainage plan in site plan set

Vehicle Trips - ADT based on Trip Generation and VMT Analysis

Area Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	39.00
tblGrading	MaterialImported	0.00	1,570.00
tblLandUse	LandUseSquareFeet	35,000.00	26,052.00
tblLandUse	LotAcreage	0.92	0.94
tblVehicleTrips	ST_TR	6.39	6.40
tblVehicleTrips	SU_TR	5.86	6.40
tblVehicleTrips	WD_TR	6.65	6.40

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.4662	0.5635	0.4940	9.1000e-004	0.0173	0.0302	0.0475	4.7800e-003	0.0280	0.0328	0.0000	81.5283	81.5283	0.0186	0.0000	81.9937
Maximum	**0.4662**	**0.5635**	**0.4940**	**9.1000e-004**	**0.0173**	**0.0302**	**0.0475**	**4.7800e-003**	**0.0280**	**0.0328**	**0.0000**	**81.5283**	**81.5283**	**0.0186**	**0.0000**	**81.9937**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.4662	0.5635	0.4940	9.1000e-004	0.0173	0.0302	0.0475	4.7800e-003	0.0280	0.0328	0.0000	81.5283	81.5283	0.0186	0.0000	81.9937
Maximum	**0.4662**	**0.5635**	**0.4940**	**9.1000e-004**	**0.0173**	**0.0302**	**0.0475**	**4.7800e-003**	**0.0280**	**0.0328**	**0.0000**	**81.5283**	**81.5283**	**0.0186**	**0.0000**	**81.9937**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-1-2020	8-31-2020	0.3608	0.3608
2	9-1-2020	9-30-2020	0.3312	0.3312
		Highest	0.3608	0.3608

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1570	5.5100e-003	0.4775	3.0000e-005		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003	0.0000	0.7783	0.7783	7.5000e-004	0.0000	0.7971
Energy	1.6300e-003	0.0139	5.9300e-003	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	58.1706	58.1706	2.2100e-003	6.9000e-004	58.4312
Mobile	0.0742	0.3221	0.8666	2.4000e-003	0.2139	2.5500e-003	0.2164	0.0573	2.4000e-003	0.0597	0.0000	219.8357	219.8357	9.0100e-003	0.0000	220.0609
Waste						0.0000	0.0000		0.0000	0.0000	3.2682	0.0000	3.2682	0.1931	0.0000	8.0967
Water						0.0000	0.0000		0.0000	0.0000	0.7235	5.0534	5.7769	0.0745	1.8000e-003	8.1772
Total	**0.2328**	**0.3415**	**1.3501**	**2.5200e-003**	**0.2139**	**6.3100e-003**	**0.2202**	**0.0573**	**6.1600e-003**	**0.0634**	**3.9916**	**283.8380**	**287.8296**	**0.2797**	**2.4900e-003**	**295.5631**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1570	5.5100e-003	0.4775	3.0000e-005		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003	0.0000	0.7783	0.7783	7.5000e-004	0.0000	0.7971
Energy	1.6300e-003	0.0139	5.9300e-003	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	58.1706	58.1706	2.2100e-003	6.9000e-004	58.4312
Mobile	0.0742	0.3221	0.8666	2.4000e-003	0.2139	2.5500e-003	0.2164	0.0573	2.4000e-003	0.0597	0.0000	219.8357	219.8357	9.0100e-003	0.0000	220.0609
Waste						0.0000	0.0000		0.0000	0.0000	3.2682	0.0000	3.2682	0.1931	0.0000	8.0967
Water						0.0000	0.0000		0.0000	0.0000	0.7235	5.0534	5.7769	0.0745	1.8000e-003	8.1772
Total	**0.2328**	**0.3415**	**1.3501**	**2.5200e-003**	**0.2139**	**6.3100e-003**	**0.2202**	**0.0573**	**6.1600e-003**	**0.0634**	**3.9916**	**283.8380**	**287.8296**	**0.2797**	**2.4900e-003**	**295.5631**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

405 Atascadero Road Housing Project - San Luis Obispo County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	6/1/2020	6/1/2020	5	1	
2	Grading	Grading	6/2/2020	6/3/2020	5	2	
3	Building Construction	Building Construction	6/4/2020	10/21/2020	5	100	
4	Paving	Paving	10/22/2020	10/28/2020	5	5	
5	Architectural Coating	Architectural Coating	9/4/2020	10/28/2020	5	39	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 52,755; Residential Outdoor: 17,585; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	2	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	196.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	25.00	4.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	5.00	0.00	0.00	13.00	5.00	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	4.2200e-003	2.0500e-003	0.0000		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314
Total	**3.4000e-004**	**4.2200e-003**	**2.0500e-003**	**0.0000**	**2.7000e-004**	**1.7000e-004**	**4.4000e-004**	**3.0000e-005**	**1.5000e-004**	**1.8000e-004**	**0.0000**	**0.4280**	**0.4280**	**1.4000e-004**	**0.0000**	**0.4314**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0201	0.0201	0.0000	0.0000	0.0202
Total	**1.0000e-005**	**1.0000e-005**	**9.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0201**	**0.0201**	**0.0000**	**0.0000**	**0.0202**

3.2 Site Preparation - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.4000e-004	4.2200e-003	2.0500e-003	0.0000		1.7000e-004	1.7000e-004		1.5000e-004	1.5000e-004	0.0000	0.4280	0.4280	1.4000e-004	0.0000	0.4314
Total	**3.4000e-004**	**4.2200e-003**	**2.0500e-003**	**0.0000**	**2.7000e-004**	**1.7000e-004**	**4.4000e-004**	**3.0000e-005**	**1.5000e-004**	**1.8000e-004**	**0.0000**	**0.4280**	**0.4280**	**1.4000e-004**	**0.0000**	**0.4314**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	9.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0201	0.0201	0.0000	0.0000	0.0202
Total	**1.0000e-005**	**1.0000e-005**	**9.0000e-005**	**0.0000**	**2.0000e-005**	**0.0000**	**2.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0201**	**0.0201**	**0.0000**	**0.0000**	**0.0202**

3.3 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.0000e-004	0.0000	9.0000e-004	4.4000e-004	0.0000	4.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7000e-004	7.8700e-003	7.6200e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.0408	1.0408	2.0000e-004	0.0000	1.0457
Total	**8.7000e-004**	**7.8700e-003**	**7.6200e-003**	**1.0000e-005**	**9.0000e-004**	**4.7000e-004**	**1.3700e-003**	**4.4000e-004**	**4.5000e-004**	**8.9000e-004**	**0.0000**	**1.0408**	**1.0408**	**2.0000e-004**	**0.0000**	**1.0457**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.5000e-004	0.0315	6.8500e-003	8.0000e-005	1.6700e-003	1.4000e-004	1.8100e-003	4.6000e-004	1.3000e-004	5.9000e-004	0.0000	7.5385	7.5385	4.3000e-004	0.0000	7.5492
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0805	0.0805	0.0000	0.0000	0.0806
Total	**8.9000e-004**	**0.0316**	**7.1900e-003**	**8.0000e-005**	**1.7700e-003**	**1.4000e-004**	**1.9100e-003**	**4.9000e-004**	**1.3000e-004**	**6.2000e-004**	**0.0000**	**7.6191**	**7.6191**	**4.3000e-004**	**0.0000**	**7.6298**

3.3 Grading - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.0000e-004	0.0000	9.0000e-004	4.4000e-004	0.0000	4.4000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.7000e-004	7.8700e-003	7.6200e-003	1.0000e-005		4.7000e-004	4.7000e-004		4.5000e-004	4.5000e-004	0.0000	1.0408	1.0408	2.0000e-004	0.0000	1.0457
Total	**8.7000e-004**	**7.8700e-003**	**7.6200e-003**	**1.0000e-005**	**9.0000e-004**	**4.7000e-004**	**1.3700e-003**	**4.4000e-004**	**4.5000e-004**	**8.9000e-004**	**0.0000**	**1.0408**	**1.0408**	**2.0000e-004**	**0.0000**	**1.0457**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	8.5000e-004	0.0315	6.8500e-003	8.0000e-005	1.6700e-003	1.4000e-004	1.8100e-003	4.6000e-004	1.3000e-004	5.9000e-004	0.0000	7.5385	7.5385	4.3000e-004	0.0000	7.5492
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	4.0000e-005	3.4000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0805	0.0805	0.0000	0.0000	0.0806
Total	**8.9000e-004**	**0.0316**	**7.1900e-003**	**8.0000e-005**	**1.7700e-003**	**1.4000e-004**	**1.9100e-003**	**4.9000e-004**	**1.3000e-004**	**6.2000e-004**	**0.0000**	**7.6191**	**7.6191**	**4.3000e-004**	**0.0000**	**7.6298**

3.4 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0431	0.4426	0.3694	5.7000e-004		0.0261	0.0261		0.0240	0.0240	0.0000	50.0302	50.0302	0.0162	0.0000	50.4348
Total	**0.0431**	**0.4426**	**0.3694**	**5.7000e-004**		**0.0261**	**0.0261**		**0.0240**	**0.0240**	**0.0000**	**50.0302**	**50.0302**	**0.0162**	**0.0000**	**50.4348**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.4000e-004	0.0208	6.3100e-003	4.0000e-005	9.1000e-004	1.1000e-004	1.0200e-003	2.6000e-004	1.1000e-004	3.7000e-004	0.0000	3.8478	3.8478	2.3000e-004	0.0000	3.8536
Worker	5.4700e-003	4.9700e-003	0.0430	1.1000e-004	0.0120	8.0000e-005	0.0121	3.2000e-003	7.0000e-005	3.2700e-003	0.0000	10.0676	10.0676	3.3000e-004	0.0000	10.0759
Total	**6.2100e-003**	**0.0258**	**0.0493**	**1.5000e-004**	**0.0129**	**1.9000e-004**	**0.0131**	**3.4600e-003**	**1.8000e-004**	**3.6400e-003**	**0.0000**	**13.9154**	**13.9154**	**5.6000e-004**	**0.0000**	**13.9294**

3.4 Building Construction - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0431	0.4426	0.3694	5.7000e-004		0.0261	0.0261		0.0240	0.0240	0.0000	50.0302	50.0302	0.0162	0.0000	50.4347
Total	**0.0431**	**0.4426**	**0.3694**	**5.7000e-004**		**0.0261**	**0.0261**		**0.0240**	**0.0240**	**0.0000**	**50.0302**	**50.0302**	**0.0162**	**0.0000**	**50.4347**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	7.4000e-004	0.0208	6.3100e-003	4.0000e-005	9.1000e-004	1.1000e-004	1.0200e-003	2.6000e-004	1.1000e-004	3.7000e-004	0.0000	3.8478	3.8478	2.3000e-004	0.0000	3.8536
Worker	5.4700e-003	4.9700e-003	0.0430	1.1000e-004	0.0120	8.0000e-005	0.0121	3.2000e-003	7.0000e-005	3.2700e-003	0.0000	10.0676	10.0676	3.3000e-004	0.0000	10.0759
Total	**6.2100e-003**	**0.0258**	**0.0493**	**1.5000e-004**	**0.0129**	**1.9000e-004**	**0.0131**	**3.4600e-003**	**1.8000e-004**	**3.6400e-003**	**0.0000**	**13.9154**	**13.9154**	**5.6000e-004**	**0.0000**	**13.9294**

3.5 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0181	0.0178	3.0000e-005		9.9000e-004	9.9000e-004		9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.9300e-003**	**0.0181**	**0.0178**	**3.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**2.3482**	**2.3482**	**6.8000e-004**	**0.0000**	**2.3653**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.8000e-004	1.5500e-003	0.0000	4.3000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3624	0.3624	1.0000e-005	0.0000	0.3627
Total	**2.0000e-004**	**1.8000e-004**	**1.5500e-003**	**0.0000**	**4.3000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3624**	**0.3624**	**1.0000e-005**	**0.0000**	**0.3627**

3.5 Paving - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.9300e-003	0.0181	0.0178	3.0000e-005		9.9000e-004	9.9000e-004		9.2000e-004	9.2000e-004	0.0000	2.3482	2.3482	6.8000e-004	0.0000	2.3653
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.9300e-003**	**0.0181**	**0.0178**	**3.0000e-005**		**9.9000e-004**	**9.9000e-004**		**9.2000e-004**	**9.2000e-004**	**0.0000**	**2.3482**	**2.3482**	**6.8000e-004**	**0.0000**	**2.3653**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.8000e-004	1.5500e-003	0.0000	4.3000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3624	0.3624	1.0000e-005	0.0000	0.3627
Total	**2.0000e-004**	**1.8000e-004**	**1.5500e-003**	**0.0000**	**4.3000e-004**	**0.0000**	**4.4000e-004**	**1.2000e-004**	**0.0000**	**1.2000e-004**	**0.0000**	**0.3624**	**0.3624**	**1.0000e-005**	**0.0000**	**0.3627**

3.6 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4075					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7200e-003	0.0328	0.0357	6.0000e-005		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	4.9788	4.9788	3.9000e-004	0.0000	4.9885
Total	**0.4123**	**0.0328**	**0.0357**	**6.0000e-005**		**2.1600e-003**	**2.1600e-003**		**2.1600e-003**	**2.1600e-003**	**0.0000**	**4.9788**	**4.9788**	**3.9000e-004**	**0.0000**	**4.9885**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.9000e-004	3.3500e-003	1.0000e-005	9.4000e-004	1.0000e-005	9.4000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7853	0.7853	3.0000e-005	0.0000	0.7859
Total	**4.3000e-004**	**3.9000e-004**	**3.3500e-003**	**1.0000e-005**	**9.4000e-004**	**1.0000e-005**	**9.4000e-004**	**2.5000e-004**	**1.0000e-005**	**2.6000e-004**	**0.0000**	**0.7853**	**0.7853**	**3.0000e-005**	**0.0000**	**0.7859**

3.6 Architectural Coating - 2020

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.4075					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.7200e-003	0.0328	0.0357	6.0000e-005		2.1600e-003	2.1600e-003		2.1600e-003	2.1600e-003	0.0000	4.9788	4.9788	3.9000e-004	0.0000	4.9885
Total	**0.4123**	**0.0328**	**0.0357**	**6.0000e-005**		**2.1600e-003**	**2.1600e-003**		**2.1600e-003**	**2.1600e-003**	**0.0000**	**4.9788**	**4.9788**	**3.9000e-004**	**0.0000**	**4.9885**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.3000e-004	3.9000e-004	3.3500e-003	1.0000e-005	9.4000e-004	1.0000e-005	9.4000e-004	2.5000e-004	1.0000e-005	2.6000e-004	0.0000	0.7853	0.7853	3.0000e-005	0.0000	0.7859
Total	**4.3000e-004**	**3.9000e-004**	**3.3500e-003**	**1.0000e-005**	**9.4000e-004**	**1.0000e-005**	**9.4000e-004**	**2.5000e-004**	**1.0000e-005**	**2.6000e-004**	**0.0000**	**0.7853**	**0.7853**	**3.0000e-005**	**0.0000**	**0.7859**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0742	0.3221	0.8666	2.4000e-003	0.2139	2.5500e-003	0.2164	0.0573	2.4000e-003	0.0597	0.0000	219.8357	219.8357	9.0100e-003	0.0000	220.0609
Unmitigated	0.0742	0.3221	0.8666	2.4000e-003	0.2139	2.5500e-003	0.2164	0.0573	2.4000e-003	0.0597	0.0000	219.8357	219.8357	9.0100e-003	0.0000	220.0609

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Mid Rise	224.00	224.00	224.00	569,309	569,309
Total	224.00	224.00	224.00	569,309	569,309

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Mid Rise	13.00	5.00	5.00	35.80	21.00	43.20	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Mid Rise	0.567875	0.030811	0.198391	0.124124	0.028385	0.006896	0.012949	0.019383	0.002368	0.001236	0.005232	0.000797	0.001552

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	42.0345	42.0345	1.9000e-003	3.9000e-004	42.1992
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	42.0345	42.0345	1.9000e-003	3.9000e-004	42.1992
NaturalGas Mitigated	1.6300e-003	0.0139	5.9300e-003	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.1362	16.1362	3.1000e-004	3.0000e-004	16.2321
NaturalGas Unmitigated	1.6300e-003	0.0139	5.9300e-003	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.1362	16.1362	3.1000e-004	3.0000e-004	16.2321

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	302381	1.6300e-003	0.0139	5.9300e-003	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.1362	16.1362	3.1000e-004	3.0000e-004	16.2321
Total		**1.6300e-003**	**0.0139**	**5.9300e-003**	**9.0000e-005**		**1.1300e-003**	**1.1300e-003**		**1.1300e-003**	**1.1300e-003**	**0.0000**	**16.1362**	**16.1362**	**3.1000e-004**	**3.0000e-004**	**16.2321**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Mid Rise	302381	1.6300e-003	0.0139	5.9300e-003	9.0000e-005		1.1300e-003	1.1300e-003		1.1300e-003	1.1300e-003	0.0000	16.1362	16.1362	3.1000e-004	3.0000e-004	16.2321
Total		**1.6300e-003**	**0.0139**	**5.9300e-003**	**9.0000e-005**		**1.1300e-003**	**1.1300e-003**		**1.1300e-003**	**1.1300e-003**	**0.0000**	**16.1362**	**16.1362**	**3.1000e-004**	**3.0000e-004**	**16.2321**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	144492	42.0345	1.9000e-003	3.9000e-004	42.1992
Total		**42.0345**	**1.9000e-003**	**3.9000e-004**	**42.1992**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Mid Rise	144492	42.0345	1.9000e-003	3.9000e-004	42.1992
Total		**42.0345**	**1.9000e-003**	**3.9000e-004**	**42.1992**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1570	5.5100e-003	0.4775	3.0000e-005		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003	0.0000	0.7783	0.7783	7.5000e-004	0.0000	0.7971
Unmitigated	0.1570	5.5100e-003	0.4775	3.0000e-005		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003	0.0000	0.7783	0.7783	7.5000e-004	0.0000	0.7971

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0408					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1018					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0145	5.5100e-003	0.4775	3.0000e-005		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003	0.0000	0.7783	0.7783	7.5000e-004	0.0000	0.7971
Total	**0.1570**	**5.5100e-003**	**0.4775**	**3.0000e-005**		**2.6300e-003**	**2.6300e-003**		**2.6300e-003**	**2.6300e-003**	**0.0000**	**0.7783**	**0.7783**	**7.5000e-004**	**0.0000**	**0.7971**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0408					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1018					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0145	5.5100e-003	0.4775	3.0000e-005		2.6300e-003	2.6300e-003		2.6300e-003	2.6300e-003	0.0000	0.7783	0.7783	7.5000e-004	0.0000	0.7971
Total	**0.1570**	**5.5100e-003**	**0.4775**	**3.0000e-005**		**2.6300e-003**	**2.6300e-003**		**2.6300e-003**	**2.6300e-003**	**0.0000**	**0.7783**	**0.7783**	**7.5000e-004**	**0.0000**	**0.7971**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	5.7769	0.0745	1.8000e-003	8.1772
Unmitigated	5.7769	0.0745	1.8000e-003	8.1772

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.28039 / 1.43764	5.7769	0.0745	1.8000e-003	8.1772
Total		**5.7769**	**0.0745**	**1.8000e-003**	**8.1772**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Mid Rise	2.28039 / 1.43764	5.7769	0.0745	1.8000e-003	8.1772
Total		**5.7769**	**0.0745**	**1.8000e-003**	**8.1772**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.2682	0.1931	0.0000	8.0967
Unmitigated	3.2682	0.1931	0.0000	8.0967

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	16.1	3.2682	0.1931	0.0000	8.0967
Total		**3.2682**	**0.1931**	**0.0000**	**8.0967**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Mid Rise	16.1	3.2682	0.1931	0.0000	8.0967
Total		**3.2682**	**0.1931**	**0.0000**	**8.0967**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

N2O Operational GHG Emission Mobile Calculations

Project Code & Title: 18-05677, 405 Atascadero Road Housing Project

Vehicle Population Breakdown*	
255581	Gasoline vehicles
17933	Diesel vehicles
93.4%	Gasoline vehicle %
6.6%	Diesel vehicle %

VMT per Vehicle Type	
569309	Project VMT (CalEEMod output)
531983	Gasoline vehicle VMT
37326	Diesel vehicle VMT

Gasoline Vehicles	
93.4%	Gasoline vehicle %
0.3415	Tons per year mobile NOX emissions (annual output in CalEEMod)
0.32	Gasoline vehicle tons per year NOX emissions
0.0276	Tons per year N2O emissions for gasoline vehicles**
0.0250	Metric tons per year N2O emissions for gasoline vehicles

Diesel Vehicles	
1.60	grams N2O per gallon of fuel for diesel vehicles**
19.64	Diesel average miles per gallon*
0.08148	grams per mile N2O for diesel vehicles
3041.3	grams per year N2O for diesel vehicles
0.0030413	Metric tons per year N2O emissions for diesel vehicles

CO2e Emissions from N2O	
0.0281	Metric tons per year from gasoline + diesel vehicles
298	GWP of N2O***
8.4	**CO2e emissions per year from N2O emissions from gasoline + diesel vehicles**

Sources
***Vehicle population source:** EMFAC2017 (v1.0.2) Emissions Inventory Region Type: County Region: San Luis Obispo Calendar Year: 2021 Season: Annual Vehicle Classification: EMFAC2011 Categories ****Methodology source:** EMFAC2017 Volume III - Technical Documentation https://www.arb.ca.gov/msei/emfac2011-faq.htm *****GWP source:** Intergovernmental Panel on Climate Change (IPCC). 2007. AR4 Climate Change 2007: The Physical Science Basis. Contrbution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change.

405 Atascadero Avenue Housing Project ISMND

Last Updated: 1/21/2020

Compression-Ignition Engine Brake-Specific Fuel Consumption (BSFC) Factors **[1]**:

HP: 0 to 100	0.0588	HP: Greater than 100	0.0529

Values above are expressed in gallons per horsepower-hour/BSFC.

CONSTRUCTION EQUIPMENT

Construction Equipment	#	Hours per Day	Horsepower	Load Factor	Construction Phase	Fuel Used (gallons)
Rubber Tired Dozer	0	0	247	0.40	Demo	-
Tractors/Loaders/Backhoes	0	0	97	0.37	Demo	-
Concrete/Industrial Saws	0	0	81	0.73	Site Prep	-
Excavators	0	0	18	0.38	Site Prep	-
Rubber Tired Dozer	0	8	247	0.40	Site Prep	-
Graders	1	8	187	0.41	Site Prep	32.42
Tractors/Loaders/Backhoes	1	8	97	0.37	Site Prep	16.87
Concrete/Industrial Saws	1	8	81	0.73	Grading	55.60
Excavators	0	0	158	0.38	Grading	-
Rubber Tired Dozer	1	1	247	0.40	Grading	10.44
Tractors/Loaders/Backhoes	2	6	97	0.37	Grading	50.62
Cranes	1	4	231	0.29	Building	1,416.41
Forklifts	2	6	89	0.20	Building	1,255.20
Tractors/Loaders/Backhoes	2	8	97	0.37	Building	3,374.48
Air Compressors	1	6	78	0.48	Arch Coating	514.83
Pavers	1	7	130	0.42	Paving	101.01
Tractors/Loaders/Backhoes	1	7	97	0.37	Paving	73.82
Rollers	1	7	80	0.38	Paving	62.53
					Total Fuel Used	**6,964.23**
						(Gallons)

Construction Phase	Days of Operation
Demolition Phase	0
Site Preparation Phase	1
Grading Phase	2
Building Construction Phase	100
Paving Phase	5
Architectural Coating Phase	39
Total Days	147

WORKER TRIPS

Constuction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
Demolition	24.0	0	13.0	0.00
Site Prep Phase	24.0	5	13.0	2.71
Grading Phase	24.0	10	13.0	10.83
Building Phase	24.0	25	13.0	1354.17
Paving Phase	24.0	18	13.0	48.75
Architectural Coating Phase	24.0	5	13.0	105.63
			Total	**1,522.08**

HAULING AND VENDOR TRIPS

Trip Class	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
HAULING TRIPS				
Demolition	7.4	0	0.0	0.00
Site Prep Phase	7.4	0	0.0	0.00
Grading Phase	7.4	196	20.0	529.73
Building Phase	7.4	0	0.0	0.00
Paving Phase	7.4	0	0.0	0.00
Architectural Coating Phase	7.4	0	0.0	0.00
			Total	**529.73**
VENDOR TRIPS				
Demolition	7.4	0	0.0	0.00
Site Prep Phase	7.4	0	0.0	0.00
Grading Phase	7.4	0	0.0	0.00
Building Phase	7.4	4	5.0	270.27
Paving Phase	7.4	0	0.0	0.00
Architectural Coating Phase	7.4	0	0.0	0.00
			Total	**270.27**

Total Gasoline Consumption (gallons)	**1,522.08**
Total Diesel Consumption (gallons)	**7,764.23**

Sources:

[1] United States Environmental Protection Agency. 2018. *Exhaust and Crankcase Emission Factors for Nonroad Compression-Ignition Engines in MOVES2014b* . July 2018. Available at: https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100UXEN.pdf.

[2] United States Department of Transportation, Bureau of Transportation Statistics. 2018. *National Transportation Statistics 2018* . Available at: https://www.bts.gov/sites/bts.dot.gov/files/docs/browse-statistical-products-and-data/national-transportation-statistics/223001/ntsentire2018q4.pdf.

405 Atascadero Avenue Housing Project ISMND

Last Updated: 1/21/2020

Populate one of the following tables (Leave the other blank):

Annual VMT		OR	Daily Vehicle Trips	
Annual VMT:	569,309		Daily Vehicle Trips:	
			Average Trip Distance:	

Fleet Class	Fleet Mix
Light Duty Auto (LDA)	0.567875
Light Duty Truck 1 (LDT1)	0.030811
Light Duty Truck 2 (LDT2)	0.198391
Medium Duty Vehicle (MDV)	0.124124
Light Heavy Duty 1 (LHD1)	0.028385
Light Heavy Duty 2 (LHD2)	0.006896
Medium Heavy Duty (MHD)	0.012949
Heavy Heavy Duty (HHD)	0.019383
Other Bus (OBUS)	0.002368
Urban Bus (UBUS)	0.001236
School Bus (SBUS)	0.000797
Motorhome (MH)	0.001552
Motorcycle (MCY)	0.005232

Fuel Economy (MPG)	
Passenger Vehicles	24.0
Light-Med Duty Trucks	17.4
Heavy Trucks/Other	7.4
Motorcycles	43.9

Fleet Mix

Vehicle Type	Percent	Fuel Type	Annual VMT: VMT	Vehicle Trips: VMT	Fuel Consumption (Gallons)
Passenger Vehicles	*56.79%*	*Gasoline*	323296	0.00	13470.68
Light-Medium Duty Trucks	*35.33%*	*Gasoline*	201152	0.00	11560.44
Heavy Trucks/Other	*7.36%*	*Diesel*	41882	0.00	5659.70
Motorcycle	*0.52%*	*Gasoline*	2979	0.00	67.85

Total Gasoline Consumption (gallons)	**25098.97**
Total Diesel Consumption (gallons)	**5659.70**

Appendix B

Biological Review Field Visit Notes

Reconnaissance field survey notes

Doug Drynan conducted survey

- DATE: 5-15-18
- TIME: 0715-0815

Methodology

The project parcel footprint plus a 100 foot buffer around the site was surveyed, where access was allowed (study area). The purpose of the survey was to document general onsite conditions, including the presence of any suitable habitat to support special-status species, and to assess potential project impacts to sensitive biological resources. Focused, protocol species surveys were not conducted. Prior to the survey Rincon senior biologist Doug Drynan conducted a review of relevant databases of sensitive resource occurrences from the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB) (CDFW, 2018a) and Biogeographic Information and Observation System (BIOS) (CDFW, 2018b); the California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants of California (CNPS, 2018); the U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal (USFWS, 2018a), and National Wetlands Inventory Wetlands Mapper (USFWS, 2018b); the USFWS Information for Planning and Consultation (IPaC) (USFWS, 2018c).

Summary of Findings

The reconnaissance survey was conducted by Rincon senior biologist Doug Drynan on May 15, 2018. No special-status species were observed within the study area. The vacant field was dominated by invasive plant species, mostly of grass species such as wild oats (*Avena fatua*). These grasses provided dense cover across the entire site. There were only four individual shrubs within the survey area, of two species (California sagebrush and Coyote brush). An inventory of plant and animal species observed during the survey was compiled (Attachment 1), and digital photographs were taken to document onsite conditions (Attachment 2). The sensitive resources database searches of the vicinity surrounding the project site returned 44 plant and animal species with potential to occur in the vicinity. After a review of species habitat requirements, distribution ranges, and species records near the site, it was determined that none of these special-status species had the potential to occur within the project site. No riparian habitat or other sensitive natural community, or wetlands are located on the project site.

The dates, times, and weather conditions recorded during the dig site survey is presented in Table 1.

Table 1 Date, Location, Time, and Weather Conditions for Site Visit

Date	Time (24 hour)	Temperature	Wind Speed	Cloud Cover
5-15-18	0715-0815	50°F	1-5 mph	95%

Attachment 1: Floral and Faunal Compendium

Scientific Name	Common Name
Plants	
Artemisia californica	California sagebrush
Asphodelus fistulosus	Common asphodel; onionweed
Avena fatua	Wild oat
Baccharis pilularis	Coyote brush
Brassica nigra	Black mustard
Bromus carinatus	California brome
Bromus diandrus	Ripgut brome
Carpobrotus sp.	Iceplant
Cynodon dactylon	Bermuda grass
Erodium botrys	Storksbill
Eschscholzia californica	California poppy
Festuca perennis	Ryegrass
Festuca sp.	Annual fescue
Hedypnois cretica	Crete weed
Heterotheca grandiflora	Telegraph weed
Hordeum murinum	Foxtail barely
Hypochaeris glabra	Cat's ear
Lupinus nanus	Sky lupine
Malva sp.	Mallow
Medicago polymorpha	Bur clover
Plantago lanceolata	English plantain
Raphanus sativa	Wild radish
Sonchus oleraceus	Common sow thistle

Animals	
Aphelocoma californica	California scrub jay
Baeolophus inornatus	Oak titmouse
Corvus brachyrhynchos	American crow
Haemorhous mexicanus	House finch
Haemorhous purpureus	Purple finch
Helix aspersa	Brown garden snail
Hirundo rustica	Barn swallow
Icterus cucullatus	Hooded oriole
Melozone crissalis	California towhee
Mimus polyglottos	Northern mockingbird
Passer domesticus	House sparrow
Sayornis nigricans	Black pheobe
Spinus psaltria	Lesser goldfinch
Streptopelia decaocto	Eurasian collared-dove
Sturnus vulgaris	European starling
Thomomys sp.	Gopher*
* observed sign (burrows, tracks, scat, etc.) only	

References:

CDFW. 2018a. California Natural Diversity Database, Rarefind V. 5. Accessed May 2017.

CDFW. 2018b. Biogeographic Information and Observation System (BIOS). Retrieved May, 2017 from http://bios.dfg.ca.gov.

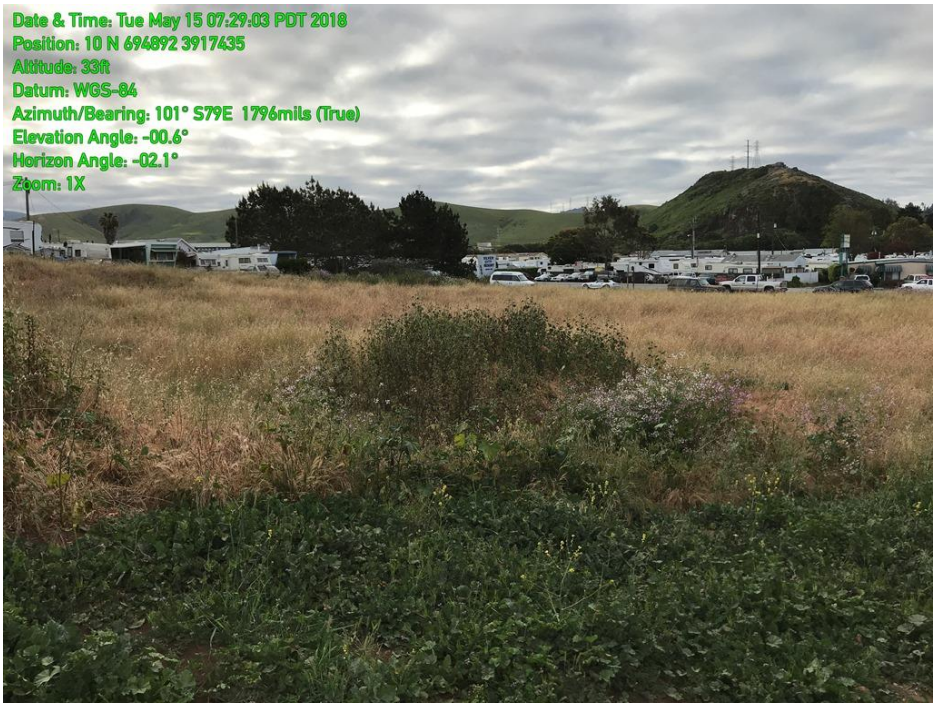
California Native Plant Society. 2018. Online Inventory of Rare and Endangered Plants. V.8-03. Updated online. Available at: http://cnps.web.aplus.net/cgi-bin/inv/inventory.cgi.

USFWS. 2018a. Critical Habitat Portal. Available at: http://criticalhabitat.fws.gov.

USFWS. 2018b. National Wetlands Inventory Mapper. Accessed on September 23, 2017. Available at: https://www.fws.gov/wetlands/data/mapper.html.

USFWS. 2018c. Information for Planning and Conservation (IPac). Accessed October 3, 2017. Available at: https://ecos.fws.gov/ipac/.

Site Photos


Date & Time: Tue May 15 07:29:03 PDT 2018
Position: 10 N 694892 3917435
Altitude: 33ft
Datum: WGS-84
Azimuth/Bearing: 101° S79E 1796mils (True)
Elevation Angle: -00.6°
Horizon Angle: -02.1°
Zoom: 1X

Date & Time: Tue May 15 07:33:53 PDT 2018
Position: 10 N 694935 3917466
Altitude: 54ft
Datum: WGS-84
Azimuth/Bearing: 180° S00W 3200mils (True)
Elevation Angle: -12.3°
Horizon Angle: -00.7°
Zoom: 1X

18-05677: 405 Atascadero Rd IS-MND, CNDDB and CNPS Output Table

Scientific Name Common Name	Status	Habitat Requirements
Plants and Lichens		
Abronia maritima red sand-verbena	None/None G4 / S3? 4.2	Coastal dunes. Dune plant. 0-100 m. perennial herb. Blooms Feb-Nov
Arctostaphylos obispoensis Bishop manzanita	None/None G3 / S3 4.3	Closed-cone coniferous forest, cismontane woodland, chaparral Rocky, serpentine sites. 150-1005 m. perennial evergreen shrub. Blooms Feb-Jun
Astragalus didymocarpus var. milesianus Miles' milk-vetch	None/None G5T2 / S2 1B.2	Coastal scrub. Clay soils. 50-385 m. annual herb. Blooms Mar-Jun
Calystegia subacaulis ssp. episcopalis Cambria morning-glory	None/None G3T2 / S2 4.2	Chaparral, cismontane woodland, coastal prairie, valley and foothill grassland. 5-475 m. perennial rhizomatous herb. Blooms (Mar)Apr-Jun(Jul)
Castilleja densiflora var. obispoensis San Luis Obispo owl's-clover	None/None G5T2 / S2 1B.2	Valley and foothill grassland, meadows and seeps. Sometimes on serpentine. 10-485 m. annual herb (hemiparasitic). Blooms Mar-May
Ceanothus cuneatus var. fascicularis Lompoc ceanothus	None/None G5T4 / S4 4.2	Chaparral. Sandy soils. 5-400 m. perennial evergreen shrub. Blooms Feb-Apr

Chorizanthe breweri Brewer's spineflower	None/None G3 / S3 1B.3	Chaparral, cismontane woodland, coastal scrub, closed-cone coniferous forest. Rocky or gravelly serpentine sites; usually in barren areas. 45-765 m. annual herb. Blooms Apr-Aug
Chorizanthe palmeri Palmer's spineflower	None/None G4 / S4 4.2	Chaparral, cismontane woodland, valley and foothill grassland. Dry, rocky places and hillsides. Serpentine substrates. 60-945 m. annual herb. Blooms Apr-Aug
Cirsium fontinale var. obispoense San Luis Obispo fountain thistle	Endangered/Endangered G2T2 / S2 1B.2	Chaparral, cismontane woodland, coastal scrub, valley and foothill grassland. Serpentine seeps. 5-385 m. perennial herb. Blooms Feb-Jul(Aug-Sep)
Cirsium occidentale var. lucianum Cuesta Ridge thistle	None/None G3G4T2 / S2 1B.2	Chaparral. Openings; on serpentinite. Often on steep rocky slopes and along disturbed roadsides. 485-765 m. perennial herb. Blooms Apr-Jun
Deinandra paniculata paniculate tarplant	None/None G4 / S4 4.2	Coastal scrub, valley and foothill grassland, vernal pools. Usually in vernally mesic sites. Sometimes in vernal pools or on mima mounds near them. 25-940 m. annual herb. Blooms (Mar)Apr-Nov
Delphinium parryi ssp. blochmaniae dune larkspur	None/None G4T2 / S2 1B.2	Chaparral, coastal dunes (maritime). On rocky areas and dunes. 18-305 m. perennial herb. Blooms Apr-Jun

Delphinium parryi ssp. eastwoodiae Eastwood's larkspur	None/None G4T2 / S2 1B.2	Chaparral, valley and foothill grassland. Serpentine. Openings. 60-640 m. perennial herb. Blooms (Feb)Mar-Mar
Delphinium umbraculorum umbrella larkspur	None/None G3 / S3 1B.3	Cismontane woodland, chaparral. Mesic sites. 215-2075 m. perennial herb. Blooms Apr-Jun
Dudleya abramsii ssp. bettinae Betty's dudleya	None/None G4T2 / S2 1B.2	Coastal scrub, valley and foothill grassland, chaparral. On rocky, barren exposures of serpentine within scrub vegetation. 20-250 m. perennial herb. Blooms May-Jul
Dudleya abramsii ssp. murina mouse-gray dudleya	None/None G4T2 / S2 1B.3	Chaparral, cismontane woodland, valley and foothill grassland. Serpentine outcrops. 25-535 m. perennial leaf succulent. Blooms May-Jun
Dudleya blochmaniae ssp. blochmaniae Blochman's dudleya	None/None G3T2 / S2 1B.1	Coastal scrub, coastal bluff scrub, chaparral, valley and foothill grassland. Open, rocky slopes; often in shallow clays over serpentine or in rocky areas with little soil. 5-450 m. perennial herb. Blooms Apr-Jun
Erigeron blochmaniae Blochman's leafy daisy	None/None G2 / S2 1B.2	Coastal dunes, coastal scrub. Sand dunes and hills. 0-185 m. perennial rhizomatous herb. Blooms Jun-Aug

Extriplex joaquinana San Joaquin spearscale	None/None G2 / S2 1B.2	Chenopod scrub, alkali meadow, playas, valley and foothill grassland. In seasonal alkali wetlands or alkali sink scrub with Distichlis spicata, Frankenia, etc. 0-840 m. annual herb. Blooms Apr-Oct
Fritillaria ojaiensis Ojai fritillary	None/None G2? / S2? 1B.2	Broadleafed upland forest (mesic), chaparral, lower montane coniferous forest, cismontane woodland. Usually loamy soil. Sometimes on serpentine; sometimes along roadsides. 100-1140 m. perennial bulbiferous herb. Blooms Feb-May
Fritillaria viridea San Benito fritillary	None/None G2 / S2 1B.2	Chaparral, cismontane woodland. Serpentine slopes. Sometimes on rocky streambanks. 365-1360 m. perennial bulbiferous herb. Blooms Mar-May
Horkelia cuneata var. sericea Kellogg's horkelia	None/None G4T1? / S1? 1B.1	Closed-cone coniferous forest, coastal scrub, coastal dunes, chaparral. Old dunes, coastal sandhills; openings. Sandy or gravelly soils. 5-430 m. perennial herb. Blooms Apr-Sep
Layia jonesii Jones' layia	None/None G2 / S2 1B.2	Chaparral, valley and foothill grassland. Clay soils and serpentine outcrops. 5-245 m. annual herb. Blooms Mar-May
Malacothamnus palmeri var. palmeri Santa Lucia bush-mallow	None/None G3T2Q / S2 1B.2	Chaparral. Dry rocky slopes, mostly near summits, but occasionally extending down canyons to the sea. 3-670 m. perennial deciduous shrub. Blooms May-Jul

Monardella palmeri Palmer's monardella	None/None G2 / S2 1B.2	Cismontane woodland, chaparral. On serpentine, often found associated with Sargent cypress forests. 90-945 m. perennial rhizomatous herb. Blooms Jun-Aug
Senecio aphanactis chaparral ragwort	None/None G3 / S2 2B.2	Chaparral, cismontane woodland, coastal scrub. Drying alkaline flats. 20-855 m. annual herb. Blooms Jan-Apr(May)
Streptanthus albidus ssp. peramoenus most beautiful jewelflower	None/None G2T2 / S2 1B.2	Chaparral, valley and foothill grassland, cismontane woodland. Serpentine outcrops, on ridges and slopes. 90-1040 m. annual herb. Blooms (Mar)Apr-Sep(Oct)
Suaeda californica California seablite	Endangered/None G1 / S1 1B.1	Marshes and swamps. Margins of coastal salt marshes. 0-5 m. perennial evergreen shrub. Blooms Jul-Oct
Invertebrates		
Bombus caliginosus obscure bumble bee	None/None G4? / S1S2	Coastal areas from Santa Barabara county to north to Washington state. Food plant genera include Baccharis, Cirsium, Lupinus, Lotus, Grindelia and Phacelia.
Cicindela hirticollis gravida sandy beach tiger beetle	None/None G5T2 / S2	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico. Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.

Coelus globosus globose dune beetle	None/None G1G2 / S1S2	Inhabitant of coastal sand dune habitat; erratically distributed from Ten Mile Creek in Mendocino County south to Ensenada, Mexico. Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.
Danaus plexippus pop. 1 monarch - California overwintering population	None/None G4T2T3 / S2S3	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.
Helminthoglypta walkeriana Morro shoulderband (=banded dune) snail	Endangered/None G1 / S1S2	Restricted to the coastal strand in the immediate vicinity of Morro Bay. Inhabits the duff beneath Ericameria, Salvia, Dudleya, and Mesembryanthemum.
Plebejus icarioides moroensis Morro Bay blue butterfly	None/None G5T2 / S2	Inhabits stabilized dunes and adjacent areas of coastal San Luis Obispo and NW Santa Barbara counties. Larval food plant thought to be Lupinus chamissonis.
Pyrgulopsis taylori San Luis Obispo pyrg	None/None G1 / S1	Freshwater habitats in San Luis Obispo County.
Fish		
Eucyclogobius newberryi tidewater goby	Endangered/None G3 / S3 SSC	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels.

Oncorhynchus mykiss irideus pop. 9 steelhead - south-central California coast DPS	Threatened/None G5T2Q / S2	Federal listing refers to runs in coastal basins from the Pajaro River south to, but not including, the Santa Maria River.
Amphibians		
Batrachoseps minor lesser slender salamander	None/None G1 / S1 SSC	South Santa Lucia Mountains in tanbark oak, coast live oak, blue oak, sycamore & laurel. Shaded slopes with abundant leaf litter.
Rana draytonii California red-legged frog	Threatened/None G2G3 / S2S3 SSC	Lowlands and foothills in or near permanent sources of deep water with dense, shrubby or emergent riparian vegetation. Requires 11-20 weeks of permanent water for larval development. Must have access to estivation habitat.
Reptiles		
Anniella pulchra northern California legless lizard	None/None G3 / S3 SSC	Sandy or loose loamy soils under sparse vegetation. Soil moisture is essential. They prefer soils with a high moisture content.
Emys marmorata western pond turtle	None/None G3G4 / S3 SSC	A thoroughly aquatic turtle of ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.
Phrynosoma blainvillii coast horned lizard	None/None G3G4 / S3S4 SSC	Frequents a wide variety of habitats, most common in lowlands along sandy washes with scattered low bushes. Open areas for sunning, bushes for cover, patches of loose soil for burial, and abundant supply of ants and other insects.
Birds		

Charadrius alexandrinus nivosus western snowy plover	Threatened/None G3T3 / S2S3 SSC	Sandy beaches, salt pond levees & shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.
Mammals		
Antrozous pallidus pallid bat	None/None G5 / S3 SSC	Deserts, grasslands, shrublands, woodlands and forests. Most common in open, dry habitats with rocky areas for roosting. Roosts must protect bats from high temperatures. Very sensitive to disturbance of roosting sites.

IPaC Information for Planning and Consultation **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

NOT FOR CONSULTATION

Location

San Luis Obispo County, California

Local office

Ventura Fish And Wildlife Office

(805) 644-1766
(805) 644-3958

2493 Portola Road, Suite B
Ventura, CA 93003-7726

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species

[1] and their critical habitats are managed by the Ecological Services Program of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries[2]).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact NOAA Fisheries for species under their jurisdiction.

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the listing status page for more information.
2. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

NOT FOR CONSULTATION

Mammals

NAME	STATUS
Giant Kangaroo Rat *Dipodomys ingens* No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6051	Endangered
San Joaquin Kit Fox *Vulpes macrotis mutica* No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2873	Endangered
Southern Sea Otter *Enhydra lutris nereis* No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8560	Threatened Marine mammal

Birds

NAME	STATUS
California Clapper Rail *Rallus longirostris obsoletus* No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4240	Endangered
California Condor *Gymnogyps californianus* There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/8193	Endangered
California Least Tern *Sterna antillarum browni* No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/8104	Endangered
Least Bell's Vireo *Vireo bellii pusillus* There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/5945	Endangered
Marbled Murrelet *Brachyramphus marmoratus* There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/4467	Threatened
Southwestern Willow Flycatcher *Empidonax traillii extimus* There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/6749	Endangered

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Western Snowy Plover Charadrius alexandrinus nivosus There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/8035	Threatened

Reptiles

NAME	STATUS
Blunt-nosed Leopard Lizard Gambelia silus No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/625	Endangered

Amphibians

NAME	STATUS
California Red-legged Frog Rana draytonii There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened
California Tiger Salamander Ambystoma californiense There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2076	Threatened

Fishes

NAME	STATUS
Tidewater Goby Eucyclogobius newberryi There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/57	Endangered

Snails

NAME	STATUS
Morro Shoulderband (=banded Dune) Snail Helminthoglypta walkeriana There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2309	Endangered

NOT FOR CONSULTATION

Insects

NAME	STATUS
Kern Primrose Sphinx Moth Euproserpinus euterpe There is **proposed** critical habitat for this species. The location of the critical habitat is not available. https://ecos.fws.gov/ecp/species/7881	Threatened

Crustaceans

NAME	STATUS
Vernal Pool Fairy Shrimp Branchinecta lynchi There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/498	Threatened

Flowering Plants

NAME	STATUS
California Jewelflower Caulanthus californicus No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4599	Endangered
California Seablite Suaeda californica No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6310	Endangered
Chorro Creek Bog Thistle Cirsium fontinale var. obispoense No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/5991	Endangered
Marsh Sandwort Arenaria paludicola No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2229	Endangered
Salt Marsh Bird's-beak Cordylanthus maritimus ssp. maritimus No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/6447	Endangered
Spreading Navarretia Navarretia fossalis There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/1334	Threatened

Critical habitats

NOT FOR CONSULTATION

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act

[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY

NOT FOR CONSULTATION

BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Allen's Hummingbird Selasphorus sasin This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9637	Breeds Feb 1 to Jul 15
Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.	Breeds Jan 1 to Aug 31
Black Oystercatcher Haematopus bachmani This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9591	Breeds Apr 15 to Oct 31
Black Skimmer Rynchops niger This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/5234	Breeds May 20 to Sep 15
Black Turnstone Arenaria melanocephala This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Burrowing Owl Athene cunicularia This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA https://ecos.fws.gov/ecp/species/9737	Breeds Mar 15 to Aug 31
California Thrasher Toxostoma redivivum This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Jul 31
Clark's Grebe Aechmophorus clarkii This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Jan 1 to Dec 31

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Common Yellowthroat Geothlypis trichas sinuosa — Breeds May 20 to Jul 31
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/2084

Costa's Hummingbird Calypte costae — Breeds Jan 15 to Jun 10
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9470

Golden Eagle Aquila chrysaetos — Breeds Jan 1 to Aug 31
This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.
https://ecos.fws.gov/ecp/species/1680

Lawrence's Goldfinch Carduelis lawrencei — Breeds Mar 20 to Sep 20
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9464

Long-billed Curlew Numenius americanus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/5511

Marbled Godwit Limosa fedoa — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9481

Mountain Plover Charadrius montanus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3638

Nuttall's Woodpecker Picoides nuttallii — Breeds Apr 1 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/9410

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

NOT FOR CONSULTATION

Rufous Hummingbird selasphorus rufus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/8002

Short-billed Dowitcher Limnodromus griseus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9480

Song Sparrow Melospiza melodia — Breeds Feb 20 to Sep 5
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Spotted Towhee Pipilo maculatus clementae — Breeds Apr 15 to Jul 20
This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA
https://ecos.fws.gov/ecp/species/4243

Tricolored Blackbird Agelaius tricolor — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/3910

Whimbrel Numenius phaeopus — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9483

Willet Tringa semipalmata — Breeds elsewhere
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Wrentit Chamaea fasciata — Breeds Mar 15 to Aug 10
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Yellow-billed Magpie Pica nuttalli — Breeds Apr 1 to Jul 31
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9726

Probability of Presence Summary

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The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (■)
Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

To see a bar's survey effort range, simply hover your mouse cursor over the bar.

No Data (–)
A week is marked as having no data if there were no survey events for that week.

Survey Timeframe
Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

■ probability of presence ■ breeding season | survey effort – no data

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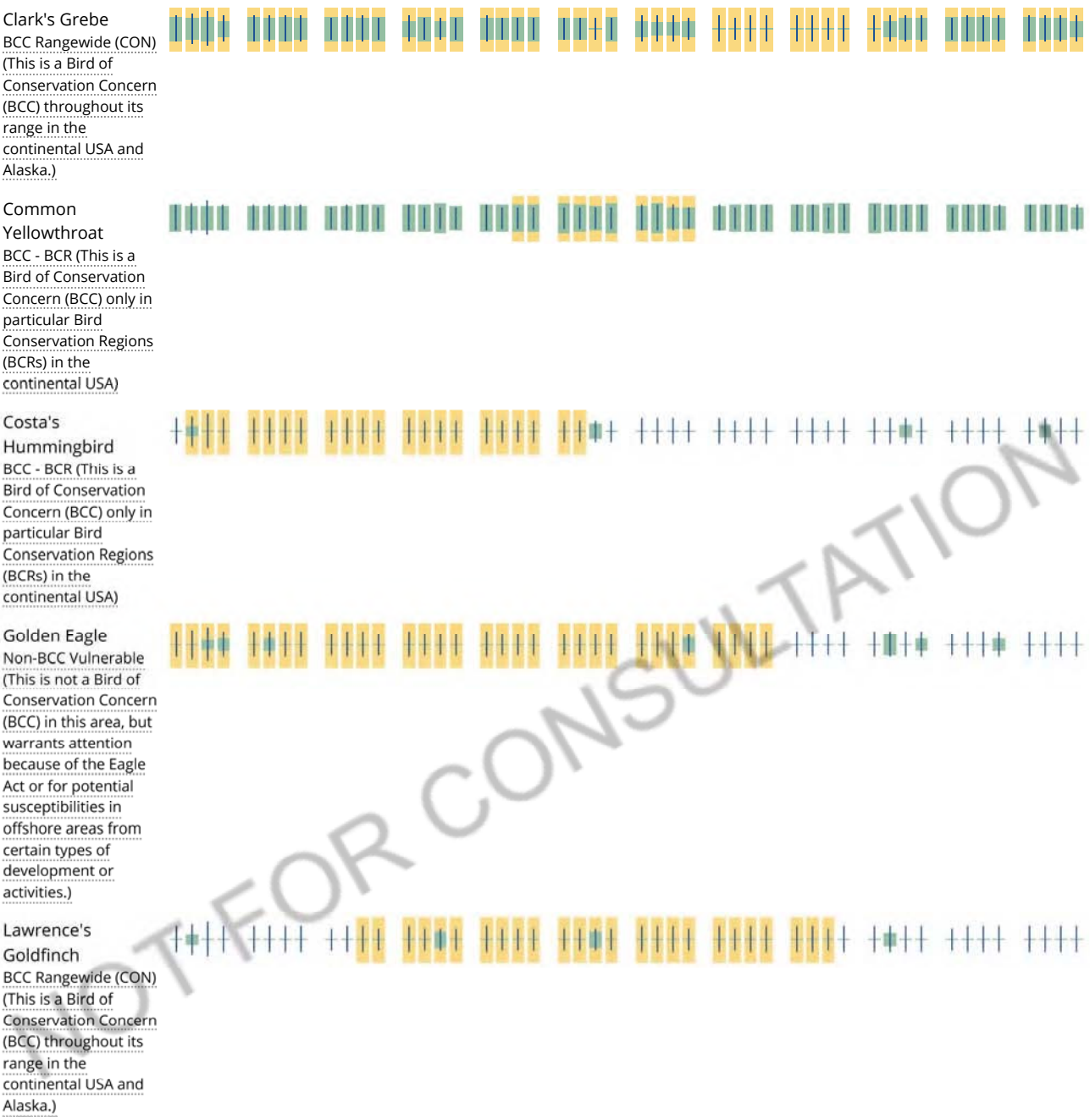

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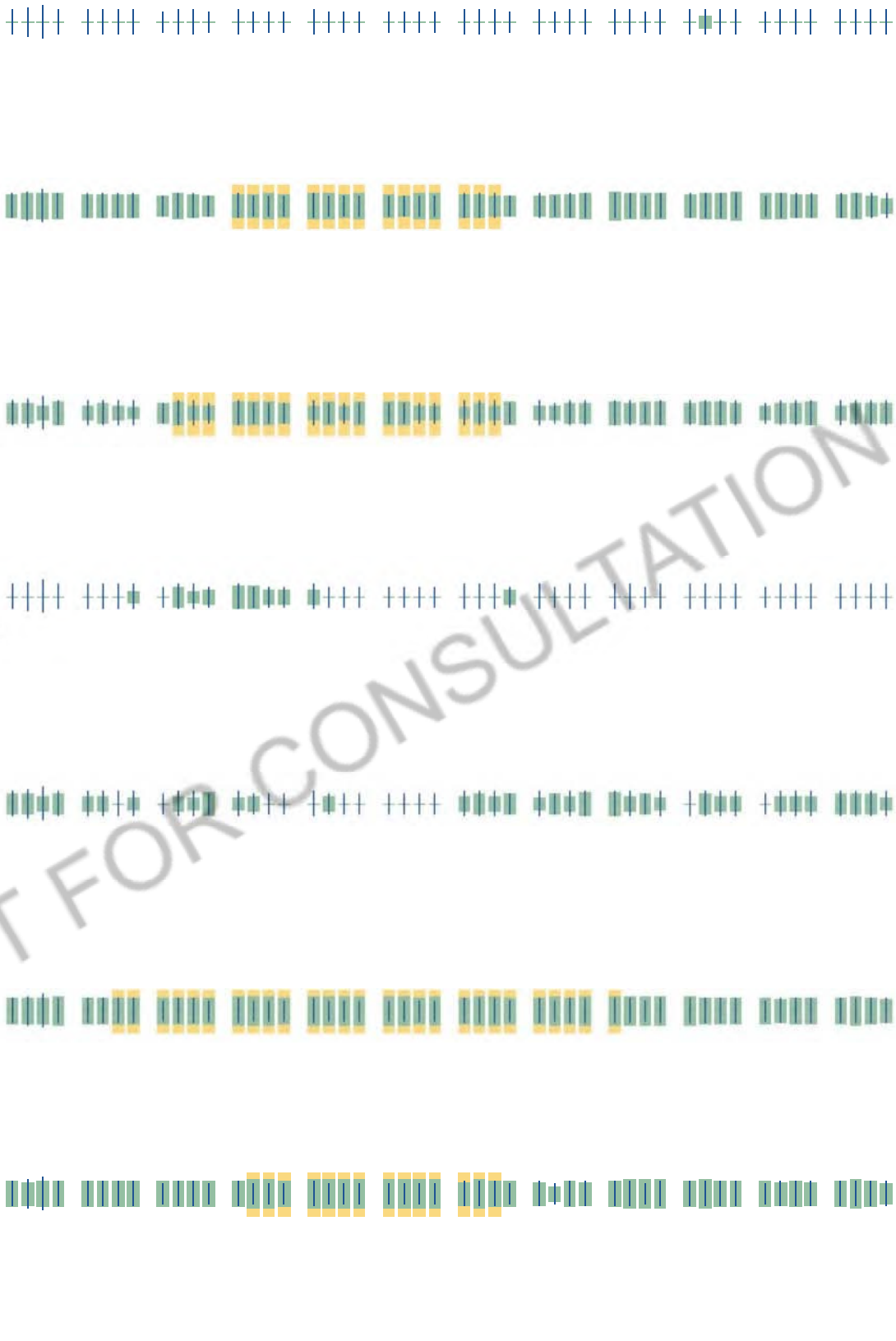

Mountain Plover
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Nuttall's Woodpecker
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

Oak Titmouse
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Rufous Hummingbird
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Short-billed Dowitcher
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Song Sparrow
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

Spotted Towhee
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

NOT FOR CONSULTATION

NOT FOR CONSULTATION

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that *can help avoid and minimize impacts to all birds at any* location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects,

and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the E-bird Explore Data Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

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Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the *migratory birds potentially occurring in my specified* location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

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Marine mammals

Marine mammals are protected under the Marine Mammal Protection Act. Some are also protected under the Endangered Species Act

[1] and the Convention on International Trade in Endangered Species of Wild Fauna and Flora[2].

The responsibilities for the protection, conservation, and management of marine mammals are shared by the U.S. Fish and Wildlife Service [responsible for otters, walruses, polar bears, manatees, and dugongs] and NOAA Fisheries

[3] [responsible for seals, sea lions, whales, dolphins, and porpoises]. Marine mammals under the responsibility of NOAA Fisheries are **not** shown on this list; for additional information on those species please visit the Marine Mammals page of the NOAA Fisheries website.

The Marine Mammal Protection Act prohibits the take (to harass, hunt, capture, kill, or attempt to harass, hunt, capture or kill) of marine mammals and further coordination may be necessary for project evaluation. Please contact the U.S. Fish and Wildlife Service Field Office shown.

1. The Endangered Species Act (ESA) of 1973.
2. The Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) is a treaty to ensure that international trade in plants and animals does not threaten their survival in the wild.
3. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following marine mammals under the responsibility of the U.S. Fish and Wildlife Service are potentially affected by activities in this location:

NAME

Southern Sea Otter Enhydra lutris nereis
https://ecos.fws.gov/ecp/species/8560

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Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the National Wildlife Refuge system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

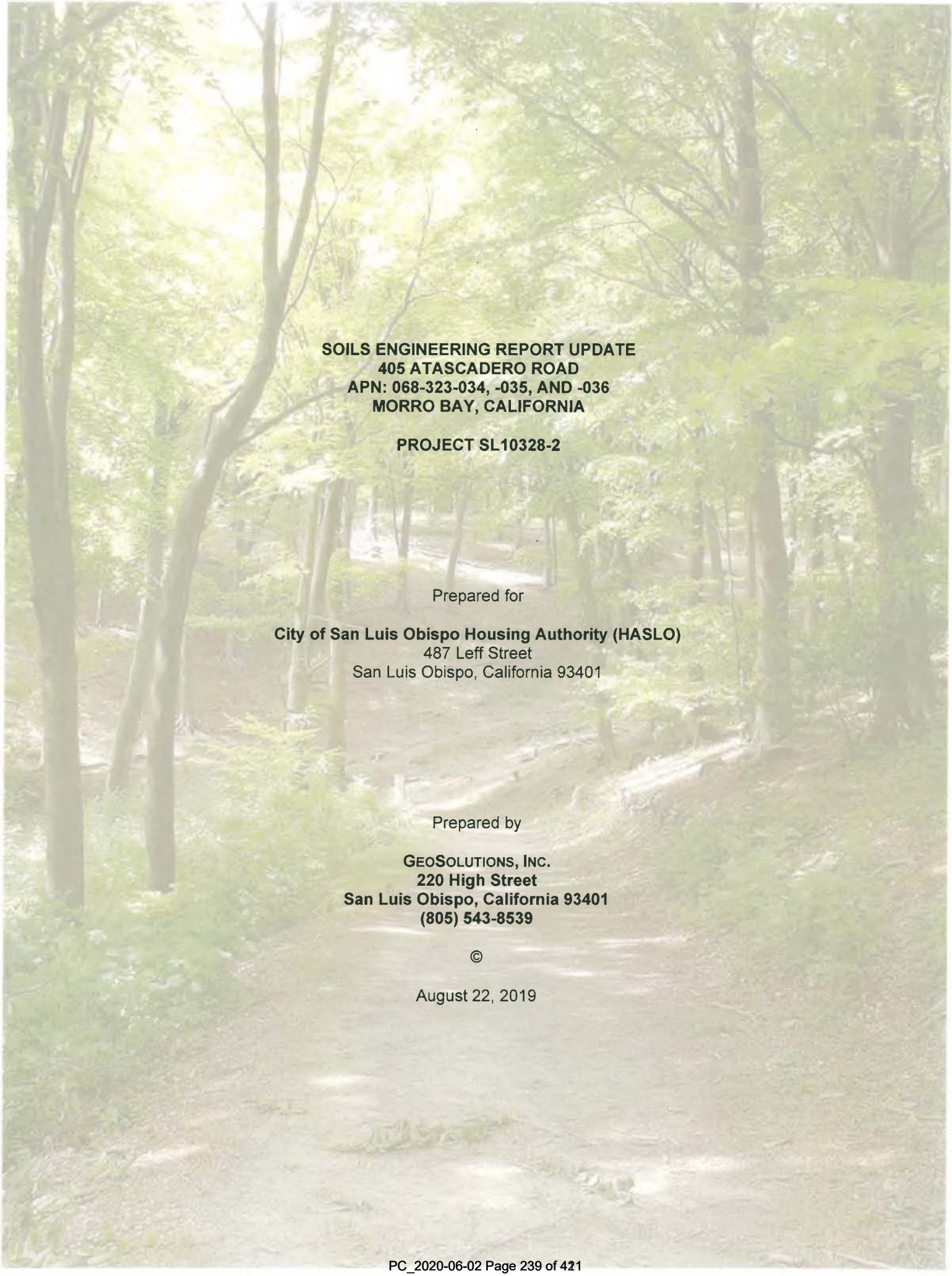
Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

NOT FOR CONSULTATION

Appendix C

Geotechnical Investigation and Soils engineering Report Update



SOILS ENGINEERING REPORT UPDATE
405 ATASCADERO ROAD
APN: 068-323-034, -035, AND -036
MORRO BAY, CALIFORNIA

PROJECT SL10328-2

Prepared for

City of San Luis Obispo Housing Authority (HASLO)
487 Leff Street
San Luis Obispo, California 93401

Prepared by

GEOSOLUTIONS, INC.
220 High Street
San Luis Obispo, California 93401
(805) 543-8539

©

August 22, 2019

SOILS ENGINEERING REPORT UPDATE

August 22, 2019
SL10328-2

Client:
City of San Luis Obispo Housing Authority (HASLO)
487 Leff Street
San Luis Obispo, California 93401

Project name:
405 Atascadero Road
APN: 068-323-034, -035, and -036
Morro Bay, California

Dear HASLO:

This Soils Engineering Report Update has been prepared for the proposed three-story housing development to be located at 405 Atascadero Road, APN: 068-323-034, -035, and -036 in Morro Bay, California. Geotechnically, the site is suitable for the proposed development provided the recommendations in this report for site preparation, earthwork, foundations, slabs, retaining walls, and pavement sections are incorporated into the design.

It is anticipated that graded pads will be constructed for the proposed buildings and that mat slab foundations will be utilized for the structures. Grading will be limited to the upper surface of the Site due to archaeological concerns. All foundations are to be supported by uniform material to limit the potential for distress of the foundation systems due to differential settlement. If cuts steeper than allowed by State of California Construction Safety Orders for "Excavations, Trenches, Earthwork" are proposed, a numerical slope stability analysis may be necessary for temporary construction slopes.

Thank you for the opportunity to have been of service in preparing this report. If you have any questions or require additional assistance, please feel free to contact the undersigned at (805) 543-8539.

Sincerely,
GeoSolutions, Inc.

REGISTERED PROFESSIONAL ENGINEER
KRAIG ROBERT CROZIER
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SOILS ENGINEERING REPORT UPDATE
4005 ATASCADERO ROAD
APN: 068-323-034, -035, AND -036
MORRO BAY, CALIFORNIA

PROJECT SL10328-1

1.0 INTRODUCTION

This report presents the results of the geotechnical investigation for the proposed three-story housing development to be located at 405 Atascadero Road, APN: 068-323-034, -035, and -036 in Morro Bay, California. See Figure 1: Site Location Map for the general location of the project area. Figure 1: Site Location Map was obtained from the computer program *Topo USA 8.0* (DeLorme, 2009). This report serves as an update to the referenced *Geotechnical Investigation* dated August 21, 2006 by GSI Soils, Inc. (GSI Soils, Inc., 2006). It is intended to address the applicable changes to the referenced report (GSI Soils, Inc., 2006) required by the adoption of the 2016 California Building Code (CBSC, 2016).

Figure 1: Site Location Map

1.1 Site Description

405 Atascadero Road is located at 35.3811 degrees north latitude and 120.8540 degrees west longitude at a general elevation of 40 feet above mean sea level. The property is approximately rectangular in shape. The nearest intersection is where Atascadero Road intersects Sunset Avenue at the southwest corner of the property. The project property will hereafter be referred to as the "Site." See Figure 2: Site Plan for the general layout of the Site. Figure 2: Site Plan was provided by Arris Studio Architects.

The Site is situated on a relatively flat site with a slight slope that drops to the southwest at approximately 11:1 (horizontal to vertical). Surface drainage follows the topography to the southwest and flows offsite towards the intersection of Sunset Avenue and Atascadero Road. Annual grasses currently vegetate the Site.

1.2 Project Description

The proposed housing development is to be located in the northern portion of the Site with a parking lot in the southern portion of the Site. The development is anticipated to be three stories in height and is to be constructed using structural steel and light wood framing or light gauge steel framing. The project property will hereafter be referred to as the "Site." See Figure 2: Site Plan for the general layout of the Site. Figure 2: Site Plan was provided by Arris Studio Architects.

It is anticipated that the proposed structures will utilize mat slab lower floor systems. Dead and sustained live loads are currently unknown, but they are anticipated to be moderate with maximum continuous footing and column loads estimated to be approximately 2.5 kips per linear foot and 30 kips, respectively.

2.0 PURPOSE AND SCOPE

The purpose of this study was to explore and evaluate the surface and sub-surface soil conditions at the Site and to develop geotechnical information and design criteria. The scope of this study includes the following items:

Figure 2: Site Plan

1. A literature review of available published and unpublished geotechnical data pertinent to the project site including geologic maps, available on-line or in-house aerial photographs, and review of previous GSI Soils, Inc., report dated August 21, 2006.

2. A review of the previous field study which consisted of site reconnaissance and subsurface exploration including exploratory borings in order to formulate a description of the sub-surface conditions at the Site.

3. Review of laboratory testing performed on representative soil samples that were collected during our field study.

4. Engineering analysis of the data gathered during our literature review, field study, and laboratory testing.

5. Development of recommendations for site preparation and grading as well as geotechnical design criteria for building foundations, retaining walls, pavement sections, underground utilities, and drainage facilities.

3.0 FIELD AND LABORATORY INVESTIGATION

The field investigation, as described in the referenced report (GSI Soils, Inc., 2006), was conducted using a Simco 2400 drill rig. Five four-inch diameter exploratory borings were advanced to a maximum depth of 45 feet below ground surface (bgs) at the approximate locations indicated on Figure 3: Google Earth Image. Sampling methods included bulk bag sampling and the Standard Penetration Test utilizing a standard split-spoon sampler (SPT) without liners and a Modified California sampler (CA) with liners. The Simco 2400 drill rig was used to obtain test blow counts in the form of N-values.

Figure 3: Google Earth Image

Data gathered during the field investigation suggest that the soil materials at the Site consist of interbedded layers of alluvial soils. The surface material at the Site generally consisted of dark brown silty SAND (SM) encountered in a slightly moist and loose to medium dense condition to approximately 12 to 15 feet bgs. The sub-surface material consisted of interbedded layers of

varying shades of brown and reddish brown clayey SAND (SC) encountered in a moist and dense condition, varying shades of silty CLAY (CL) encountered in a moist and dense to very dense condition, and varying shades of silty CLAY (CL) encountered in a moist to very moist and very stiff to hard condition.

Regional site geology was obtained by using the *Geologic Map of the Morro Bay North Quadrangle* (Dibblee, 2006) and the MapView internet application (USGS, 2013); the later application is available from the United States Geological Survey website (USGS, 2013) and compiles existing geologic maps. The material and the majority of all underlying material at the Site was interpreted as Surficial Sediments consisting of alluvial materials. See Figure 4: Regional Geologic Map.

Groundwater was encountered in boring B-3 at 38 feet bgs, although it should be expected that groundwater elevations may vary seasonally and with irrigation practices.

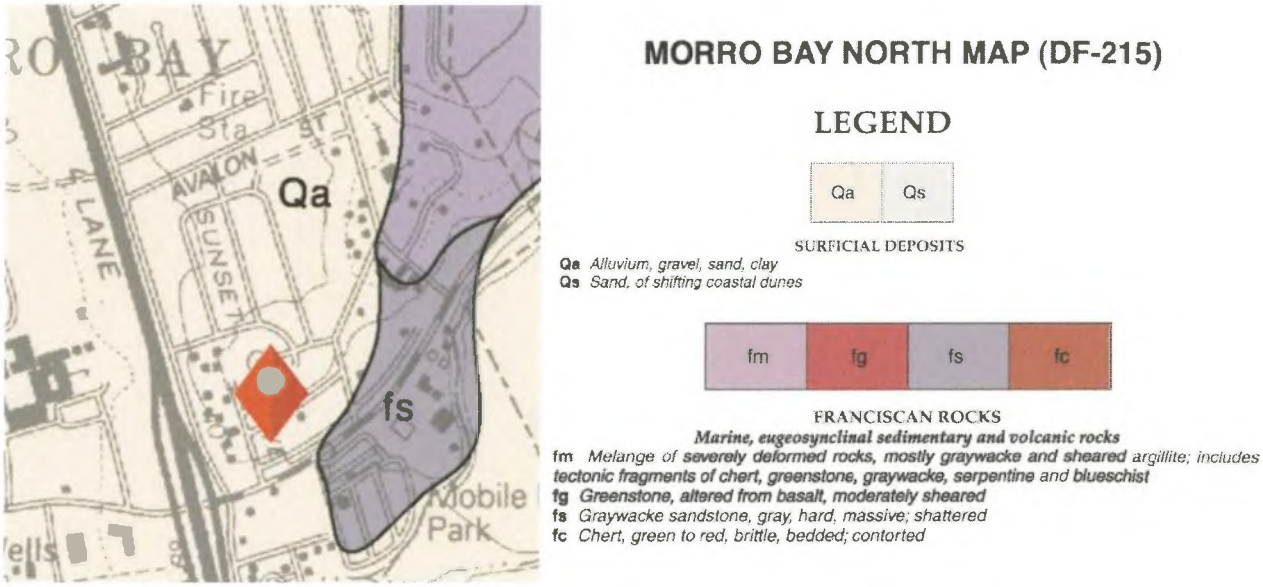

Figure 4: Regional Geologic Map

During the boring operations of the referenced report (GSI Soils, Inc., 2006), the soils encountered were continuously examined, visually classified, and sampled for general laboratory testing. A project engineer has reviewed a continuous log of the soils encountered at the time of field investigation. The Boring Logs from the referenced report (GSI Soils, Inc., 2006) are attached in **Appendix A**.

As part of the preparation of the referenced report (GSI Soils, Inc., 2006), laboratory tests were performed on soil samples obtained from the Site during boring operations. The results of these tests are listed below in Table 1: Engineering Properties. Laboratory data reports and detailed explanations of the laboratory tests performed during this investigation are provided in **Appendix B**.

Table 1: Engineering Properties - (GSI Soils, Inc., 2006)

Sample Name	Sample Description	USCS Specification	Expansion Index	Expansion Potential
A	Dark Brown Silty SAND	SM	0	Very Low

4.0 SEISMIC DESIGN CONSIDERATIONS

Estimating the design ground motions at the Site depends on many factors including the distance from the Site to known active faults; the expected magnitude and rate of recurrence of seismic events produced on such faults; the source-to-site ground motion attenuation characteristics; and the Site soil profile characteristics. According to section 1613 of the 2016 CBC (CBSC, 2016), all structures and portions of structures should be designed to resist the effects of seismic loadings caused by earthquake ground motions in accordance with the *ASCE 7: Minimum Design Loads for Buildings and Other Structures*, hereafter referred to as ASCE7-10 (ASCE, 2013). The Site soil profile classification (Site Class) can be determined by the average soil properties in the upper 100 feet of the Site profile and the criteria provided in Table 20.3-1 of ASCE7-10.

Spectral response accelerations, peak ground accelerations, and site coefficients provided in this report were obtained using the computer-based Seismic Design Maps tool available from the Structural Engineers Association of California (SEAOC, 2018). This program utilizes the methods developed in ASCE 7-10 in conjunction with user-inputted Site location to calculate seismic design parameters and response spectra (both for period and displacement) for soil profile Site Classes A through E.

Site coordinates of 35.3811 degrees north latitude and -120.8540 degrees west longitude were used in the web-based probabilistic seismic hazard analysis (SEAOC, 2018). Based on the results from the in-situ tests performed during the field investigation, the Site was defined as **Site Class D**, "Stiff Soil" profile per ASCE7-10, Chapter 20. Relevant seismic design parameters obtained from the program area summarized in Table 2: Seismic Design Parameters. Refer to **Appendix C** for more information regarding the seismic hazard analysis performed for the project and detailed results.

Table 2: Seismic Design Parameters

Site Class	**D "Stiff Soil"**
Seismic Design Category	**D**
1-Second Period Design Spectral Response Acceleration, S_{D1}	**0.445g**
Short-Period Design Spectral Response Acceleration, S_{DS}	**0.796g**
Site Specific MCE Peak Ground Acceleration, PGA_M	**0.475g**

5.0 LIQUEFACTION HAZARD ASSESSMENT

Liquefaction occurs when saturated cohesionless soils lose shear strength due to earthquake shaking. Ground motion from an earthquake may induce cyclic reversals of shear stresses of large amplitude. Lateral and vertical movement of the soil mass combined with the loss of bearing strength can result from this phenomenon. Liquefaction potential of soil deposits during earthquake activity depends on soil type, void ratio, groundwater conditions, the duration of shaking, and confining pressures on the potentially liquefiable soil unit. Fine, poorly graded loose sand, shallow groundwater, high intensity earthquakes, and long duration of ground shaking are the principal factors leading to liquefaction.

Based on the consistency and relative density of the in-situ soils the potential for seismic liquefaction of soils at the Site is low. Assuming that the recommendations of the Soils Engineering Report are implemented, the potential for seismically induced settlement and differential settlement at the Site is considered to be low.

6.0 GENERAL SOIL-FOUNDATION DISCUSSION

It is anticipated that graded pads will be constructed for the proposed buildings and that mat slab foundations will be utilized for the structures. Grading will be limited to the upper surface of the Site due to archaeological concerns. All foundations are to be supported by uniform material to limit the potential for distress of the foundation systems due to differential settlement. If cuts steeper than allowed by State of California Construction Safety Orders for "Excavations, Trenches, Earthwork" are proposed, a numerical slope stability analysis may be necessary for temporary construction slopes.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The Site is suitable for the proposed development provided the recommendations presented in this report are incorporated into the project plans and specifications.

The primary geotechnical concerns at the Site are:

1. The potential for archaeologically sensitive materials and the associated limitations to site grading.
2. The potential for differential settlement occurring between foundations supported on two soil materials having different settlement characteristics, such as native soil and engineered fill. Therefore, it is important that all of the foundations are founded in equally competent uniform material in accordance with this report.

7.1 Preparation of Building Pads

1. Due to the presence of archaeologically sensitive materials at the Site, building pad preparation will be limited to preparation of the exposed soil surface remaining after removal of the existing surface vegetation. Grading will be limited to surface compaction of site soils in preparation of construction of a mat foundation system for the proposed housing development.

2. Following removal of existing surface vegetation from within the building pad areas, the exposed soils should be moisture conditioned to 3% over optimum value and compacted to a minimum relative density of 90 percent, based on the ASTM D1557-12 test method.

3. If soft, unstable soils are encountered during building pad preparation, placement of a woven geotextile reinforcing fabric such as Mirafi 600x, or equal may be utilized to stabilize the exposed soils within the building pad area. An approved non-expansive import material such as a Class II/III aggregate sub-base or similar material should be placed over the fabric up to design grade as engineered fill. All material to be used as non-expansive engineered fill must be observed and approved by a representative of GeoSolutions, Inc. prior to delivery to the Site.

4. Any fill materials to be required to raise the building pad areas to design grades and elevations may then be placed in thin lifts not exceeding 6 inches in thickness, moisture conditioned to 3 percent over optimum moisture content, and compacted to a minimum relative density of 90 percent.

7.2 Preparation of Paved Areas

1. Pavement areas should be excavated to approximate sub-grade elevation or to competent material; whichever is deeper. The exposed surface should be scarified an additional depth of 12 inches, moisture conditioned to near optimum moisture content, and compacted to a minimum relative density of 95 percent (ASTM D1557-12 test method).

2. The top 12 inches of sub-grade soil under all pavement sections should be compacted to a minimum relative density of 95 percent based on the ASTM D1557-12 test method at slightly above optimum.

3. Sub-grade soils should not be allowed to dry out or have excessive construction traffic between moisture conditioning and compaction, and placement of the pavement structural section.

7.3 Pavement Design

1. All paving construction and materials used should conform to applicable sections of the latest edition of the State of California Department of Transportation Standard Specifications.

2. As indicated previously, the top 12 inches of sub-grade soil under asphaltic concrete pavement sections should be compacted to a minimum relative density of 95 percent based on the ASTM D1557-12 test method at slightly above optimum moisture content. Aggregate bases and sub-bases should also be compacted to a minimum relative density of 95 percent based on the aforementioned test method.

3. The following table provides the recommended Hot Mix Asphalt (HMA) pavement sections based on an **R-Value of 50**.

4. All pavement sections should be crowned for good drainage. All pavement construction and materials used should conform to Sections 25, 26 and 39 of the latest edition of the State of California Department of Transportation Standard Specifications.

Table 3: Recommended Pavement Structural Sections

Traffic Index	Street Section Thickness in Inches	
	HMA	AB
4.5	2.0	6.0
5.0	2.0	6.0
5.5	2.0	6.0
6.0	2.5	6.0

HMA = Hot Mix Asphalt meeting Caltrans Specification HMA Type A ½ inch mix
AB = Aggregate Base meeting Caltrans Specification for Class 2 aggregate base (R-Value = 78 Min)

7.4 Mat Foundations

1. It is anticipated that mat slab foundation systems will be utilized to support the proposed structures.

2. Based on our experience, mat slabs approximately **12 to 18 inches** thick could be anticipated. Differential settlements of approximately **2 inches** in 100 feet should be expected. Static loading settlement on the order of approximately **1 inch** across the Site should be anticipated. Minimum reinforcing should be as directed by the project Structural Engineer.

3. Foundation excavations should be observed and approved by a representative of this firm prior to the placement of reinforcing steel and/or concrete. Concrete should be placed only in excavations that have been kept moist and are free of loose, soft soil or debris.

4. Reinforcing steel should be held in place by stirrups at appropriate spacing to ensure proper positioning of the steel in accordance with WRI Design of Slab-on-Grade Foundations and ACI 318, Section 26.6.6 – Placing Reinforcement

5. A modulus of sub-grade reaction (k_s) of **150 pci** may be used in design. Allowable dead plus live load bearing pressure of **1000 psf (750 psf DL, 250 psf LL)**may be used for design of mat foundations.

6. Lateral forces on structures may be resisted by passive pressure acting against the sides of shallow footings and/or friction between the native material and the bottom of the footings. For resistance to lateral loads, a friction factor of **0.40** may be utilized for sliding resistance at the base of footings.

7. Foundation design should conform to the requirements of Chapter 18 of the latest edition of the California Building Code.

8. All foundations systems should be designed to withstand a 6-foot diameter loss of support in all directions due to the potential for sand boils to occur during a seismic event.

7.5 Helical Piers

1. In the event that the option for embedding foundation elements for the proposed housing development into site soils is allowed, the use of helical piers for foundation support may be considered.

2. A helical pier is an extendable deep foundation system with helical bearing plates welded to a central steel shaft. The load is transferred from the shaft to the soil through these bearing plates. The piers are installed in segments joined with bolted couplings. The tops of the piers are connected to the new foundation elements following installation.

3. The required depth of installation is typically based on soil density and soil layer types. Based on the results of our field investigation, we estimate that minimum pier lengths of 10.0 to 15.0 feet may be required for support of the existing residence.

4. The number of piers and spacing of piers are typically based on the required load capacity and size of the existing foundation elements and should be determined by the project Structural Engineer.

7.6 Slab-On-Grade Construction

1. Concrete slabs-on-grade and flatwork should not be placed directly on unprepared native materials. Preparation of sub-grade to receive concrete slabs-on-grade and flatwork should be processed as discussed in the preceding sections of this report. Concrete slabs should be placed only over sub-grade that is free of loose, soft soil and debris and that has been lightly pre-moistened, with no associated testing required.

2. Concrete slabs-on-grade should be in conformance with the recommendations provided in Table 4: Minimum Slab Recommendations. Reinforcing should be placed on-center both ways at or slightly above the center of the structural section. Reinforcing bars should have a minimum clear cover of 1.5 inches. Where lapping of the slab steel is required, laps in adjacent bars should be staggered a minimum of every five feet (see WRI/CSRI-81 recommendations for Steel Placement, Section 2). The recommended reinforcement may be used for anticipated uniform floor loads not exceeding 200 psf. If floor loads greater than 200 psf are anticipated, a Structural Engineer should evaluate the slab design.

Table 4: Minimum Slab Recommendations

Minimum Thickness	4 inches
Reinforcing*	#3 bars at 18 inches on-center each way
* Where lapping of the slab steel is required, laps in adjacent bars should be staggered a minimum of every five feet (see WRI/CSRI-81 recommendations for Steel Placement, Section 2).	

3. Concrete for all slabs should be placed at a maximum slump of less than 5 inches. Excessive water content is the major cause of concrete cracking. If fibers are used to aid in the control of cracking, a water-reducing admixture may be added to the concrete to increase slump while maintaining a water/cement ratio, which will limit excessive shrinkage. Control joints should be constructed as required to control cracking.

2. Where concrete slabs-on-grade are to be constructed for interior conditioned spaces, the slabs should be underlain by a minimum of four inches of clean free-draining material, such as a ¾ inch coarse aggregate mix, to serve as a cushion and a capillary break. Where moisture susceptible storage or floor coverings are anticipated, a 15-mil Stego Wrap membrane (or equivalent installed per manufacturer's specifications) should be placed between the free-draining material and the slab to minimize moisture condensation under the floor covering. See Figure 5: Sub-Slab Detail for the placement of under-slab drainage material. It is suggested, but not required, that a two-inch thick sand layer be placed on top of the membrane to assist in the curing of the concrete, increasing the depth of the under-slab material to a total of six inches. The sand should be lightly moistened prior to placing concrete.

3. For mat foundations, the free-draining gravel material beneath the vapor barrier may be eliminated; however, special attention should be paid during preparation of structural details and during construction activities to avoid penetrations through the vapor barrier. Any penetrations through the vapor barrier should be taped and/or repaired in accordance with the manufacturer's specifications.

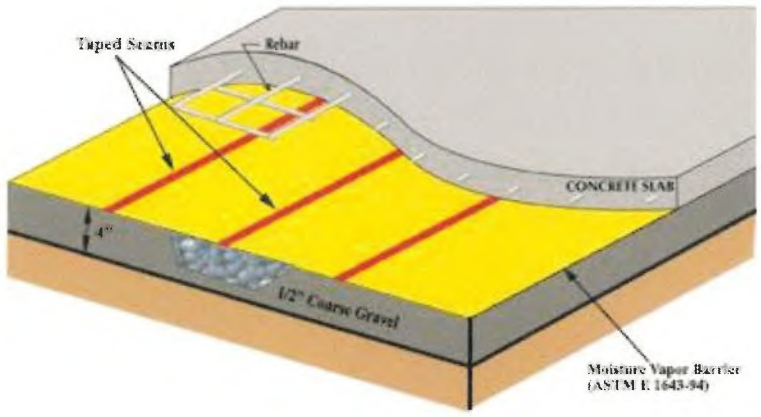

Figure 5: Sub-Slab Detail

4. The most effective method of reducing the potential for moisture vapor transmission through concrete slabs-on-grade would be to place the concrete directly on the surface of the vapor barrier membrane, however, this method requires a concrete mix design specific to this application with low water-cement ratio in addition to special concrete finishing and curing practices to minimize the potential for concrete cracks and surface defects. The

contractor should be familiar with current techniques to finish slabs poured directly onto the vapor barrier membrane.

5. Moisture condensation under floor coverings has become critical due to the use of water-soluble adhesives. Therefore, it is suggested that moisture sensitive slabs not be constructed during inclement weather conditions.

7.7 Retaining Walls

1. Retaining walls should be designed to resist lateral pressures from adjacent soils and surcharge loads applied behind the walls. We recommend using the lateral pressures presented in Table 5: Retaining Wall Design Parameters and Figure 6: Retaining Wall Detail for the design of retaining walls at the Site. The Active Case may be used for the design of unrestrained retaining walls, and the At-Rest Case may be used for the design of restrained retaining walls.

Table 5: Retaining Wall Design Parameters

Lateral Pressure and Condition	Equivalent Fluid Pressure, pcf
Static, Active Case, Engineered Fill, Native ($\gamma' K_A$)	40
Static, At-Rest Case, Engineered Fill, Native ($\gamma' K_O$)	60
Static, Passive Case, Engineered Fill, Level ($\gamma' K_P$) Static, Passive Case, Engineered Fill, 2:1 Slope ($\gamma' K_P$)	350 200

2. The above values for equivalent fluid pressure are based on retaining walls having level retained surfaces, having an approximately vertical surface against the retained material, and retaining granular backfill material or engineered fill composed of native soil within the active wedge. See Figure 6: Retaining Wall Detail and Figure 7: Retaining Wall Active and Passive Wedges for a description of the location of the active wedge behind a retaining wall.

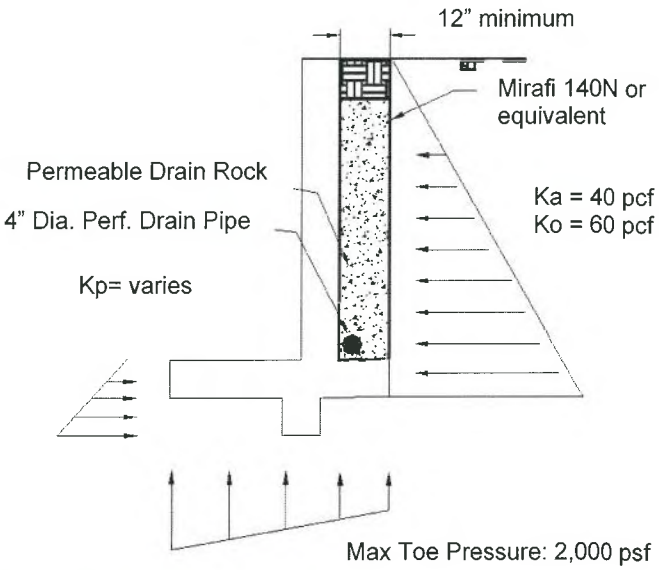

Figure 6: Retaining Wall Detail

3. Proposed retaining walls having a retained surface that slopes upward from the top of the wall should be designed for an additional equivalent fluid pressure of 1 pcf for the active case and 1.5 pcf for the at-rest case, for every degree of slope inclination.

4. We recommend that the proposed retaining walls at the Site have an approximately vertical surface against the retained material. If the proposed retaining walls are to have sloped surfaces against the retained material, the project designers should contact the Soils Engineer to determine the appropriate lateral earth pressure values for retaining walls located at the Site.

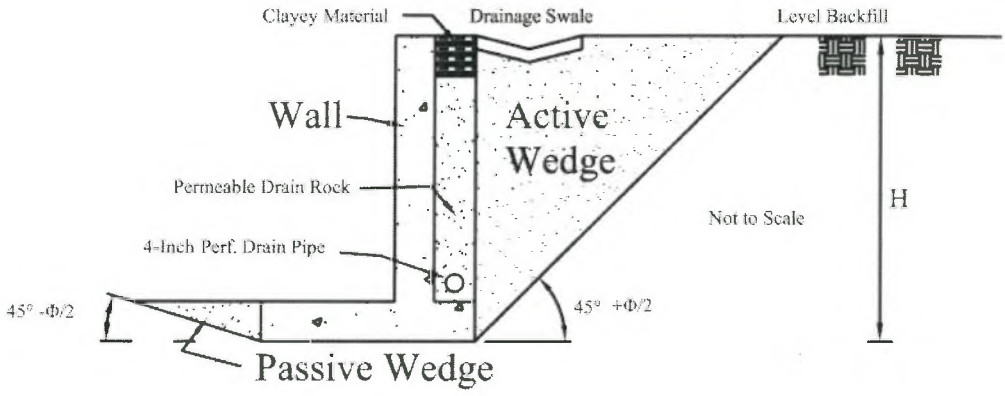

Figure 7: Retaining Wall Active and Passive Wedges

5. Retaining wall foundations should be founded a minimum of 24 inches below lowest adjacent grade in engineered fill as observed and approved by a representative of GeoSolutions, Inc. A coefficient of friction of **0.35** may be used between engineered fill. Project designers may use a maximum toe pressure of **2,000 psf** for the design of retaining wall footings founded in engineered fill.

6. For earthquake conditions, retaining walls greater than 6 feet in height should be designed to resist an additional seismic lateral soil pressure of **20 pcf** equivalent fluid pressure for unrestrained walls (active condition). The pressure resultant force from earthquake loading should be assumed to act a distance of $^1/_3H$ above the base of the retaining wall, where *H* is the height of the retaining wall. Seismic active lateral earth pressure values were determined using the simplified dynamic lateral force component (SEAOC 2010) utilizing the design peak ground acceleration, PGA_M, discussed in Section 4 (**PGA_M = 0.475g**). The dynamic increment in lateral earth pressure due to earthquakes should be considered during the design of retaining walls at the Site. Based on research presented by Dr. Marshall Lew (Lew et al., 2010), lateral pressures associated with seismic forces should not be applied to restrained walls (at-rest condition).

7. These seismic lateral earth pressure values are appropriate for retaining walls that have level retained surfaces, that have an approximately vertical surface against the retained material, and that retain granular backfill material or engineered fill composed of native soil within the active wedge. For other retaining wall designs, seismic lateral earth pressure values may be obtained using methods such as the Mononobe and Okabe Method developed by Mononobe and Matsuo (1929) and Okabe (1926), which are included in retaining wall computer design software such as Retain Pro.

8. Seismically induced forces on retaining walls are considered to be short-term loadings. Therefore, when performing seismic analyses for the design of retaining wall footings, we recommend that the allowable bearing pressure and the passive pressure acting against the sides of retaining wall footings be increased by a factor of one-third.

9. In addition to the static lateral soil pressure values reported in Table 5: Retaining Wall Design Parameters, the retaining walls at the Site should be designed to support any

design live load, such as from vehicle and construction surcharges, etc., to be supported by the wall backfill. If construction vehicles are required to operate within 10 feet of a retaining wall, supplemental pressures will be induced and should be taken into account in the design of the retaining wall.

10. The recommended lateral earth pressure values are based on the assumption that sufficient sub-surface drainage will be provided behind the walls to prevent the build-up of hydrostatic pressure. To achieve this we recommend that a granular filter material be placed behind all proposed walls. The blanket of granular filter material should be a minimum of 12 inches thick and should extend from the bottom of the wall to 12 inches from the ground surface. The top 12 inches should consist of moisture conditioned, compacted, clayey soil. Neither spread nor wall footings should be founded in the granular filter material used as backfill.

11. A 4-inch diameter perforated or slotted drainpipe (ASTM D1785 PVC) should be installed near the bottom of the filter blanket with perforations facing down. The drainpipe should be underlain by at least 4 inches of filter type material and should daylight to discharge in suitably projected outlets with adequate gradients. The filter material should consist of a clean free-draining aggregate, such as a coarse aggregate mix. If the retaining wall is part of a structural foundation, the drainpipe must be placed below finished slab sub-grade elevation.

12. The filter material should be encapsulated in a permeable geotextile fabric. A suitable permeable geotextile fabric, such as non-woven needle-punched Mirafi 140N or equal, may be utilized to encapsulate the retaining wall drain material and should conform to Caltrans Standard Specification 88-1.03 for underdrains.

13. For hydrostatic loading conditions (i.e. no free drainage behind retaining wall), an additional loading of 45-pcf equivalent fluid weight should be added to the active and at-rest lateral earth pressures. If it is necessary to design retaining structures for submerged conditions, the allowed bearing and passive pressures should be reduced by 50 percent. In addition, soil friction beneath the base of the foundations should be neglected.

14. Precautions should be taken to ensure that heavy compaction equipment is not used adjacent to walls, so as to prevent undue pressure against, and movement of the walls.

15. The use of water-stops/impermeable barriers should be used for any basement construction, and for building walls that retain earth. Damproofing and waterproofing shall meet the minimum standards of Section 1805 of the 2016 California Building Code.

8.0 ADDITIONAL GEOTECHNICAL SERVICES

The recommendations contained in this report are based on a limited number of borings and on the continuity of the sub-surface conditions encountered. GeoSolutions, Inc. assumes that it will be retained to provide additional services during future phases of the proposed project. These services would be provided by GeoSolutions, Inc. as required by City of Morro Bay, the 2016 CBC, and/or industry standard practices. These services would be in addition to those included in this report and would include, but are not limited to, the following services:

1. Consultation during plan development.
2. Plan review of grading and foundation documents prior to construction and a report certifying that the reviewed plans are in conformance with our geotechnical recommendations.
3. Construction inspections and testing, as required, during all grading and excavating operations beginning with the stripping of vegetation at the Site, at which time a site meeting or pre-job meeting would be appropriate.

4. Special inspection services during construction of reinforced concrete, structural masonry, high strength bolting, epoxy embedment of threaded rods and reinforcing steel, and welding of structural steel.
5. Preparation of construction reports certifying that building pad preparation and foundation excavations are in conformance with our geotechnical recommendations.
6. Preparation of special inspection reports as required during construction.
7. In addition to the construction inspections listed above, 1705.6 of the 2016 CBC (CBSC, 2016) requires the following inspections by the Soils Engineer for controlled fill thicknesses greater than 12 inches as shown in Table 6: Required Verification and Inspections of Soils Required Verification and Inspection of Soils:

Table 6: Required Verification and Inspections of Soils

Verification and Inspection Task	Continuous During Task Listed	Periodically During Task Listed
1. Verify materials below footings are adequate to achieve the design bearing capacity.	-	X
2. Verify excavations are extended to proper depth and have reached proper material.	-	X
3. Perform classification and testing of controlled fill materials.	-	X
4. Verify use of proper materials, densities and lift thicknesses during placement and compaction of controlled fill.	X	-
5. Prior to placement of controlled fill, observe sub-grade and verify that site has been prepared properly.	-	X

9.0 LIMITATIONS AND UNIFORMITY OF CONDITIONS

1. The recommendations of this report are based upon the assumption that the soil conditions do not deviate from those disclosed during our study. Should any variations or undesirable conditions be encountered during the development of the Site, GeoSolutions, Inc. should be notified immediately and GeoSolutions, Inc. will provide supplemental recommendations as dictated by the field conditions.

2. This report is issued with the understanding that it is the responsibility of the owner or his/her representative to ensure that the information and recommendations contained herein are brought to the attention of the architect and engineer for the project, and incorporated into the project plans and specifications. The owner or his/her representative is responsible to ensure that the necessary steps are taken to see that the contractor and subcontractors carry out such recommendations in the field.

3. As of the present date, the findings of this report are valid for the property studied. With the passage of time, changes in the conditions of a property can occur whether they are due to natural processes or to the works of man on this or adjacent properties. Therefore, this report should not be relied upon after a period of 3 years without our review nor should it be used or is it applicable for any properties other than those studied. However many events such as floods, earthquakes, grading of the adjacent properties and building and municipal code changes could render sections of this report invalid in less than 3 years.

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REFERENCES

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APPENDIX A

Field Investigation

Soil Classification Chart

Boring Log (GSI Soils, Inc., 2006)

FIELD INVESTIGATION

The field investigation included a site investigation and literature review of the referenced report GSI Soils, Inc., 2006). The descriptions of the field investigations and associated Boring Logs were examined and evaluated during the preparation of the field investigation section of this report.

The Simco 2400 drill rig with a four-inch diameter hollow-stem continuous flight auger advanced five exploratory borings near the approximate locations indicated on Figure 3: Google Earth Image. The drilling and field observation was performed under the direction of the project engineer. A representative of GeoSolutions, Inc. maintained a log of the soil conditions and obtained soil samples suitable for laboratory testing. The soils were classified in accordance with the Unified Soil Classification System. See the Soil Classification Chart in this appendix.

Standard Penetration Tests with a two-inch outside diameter standard split tube sampler (SPT) without liners (ASTM D1586) and a three-inch outside diameter Modified California (CA) split tube sampler with liners (ASTM D3550) were performed to obtain field indication of the in-situ density of the soil and to allow visual observation of at least a portion of the soil column. Soil samples obtained with the split spoon sampler are retained for further observation and testing. The split spoon samples are driven by a 140-pound hammer free falling 30 inches. The sampler is initially seated six inches to penetrate any loose cuttings and is then driven an additional 12 inches with the results recorded in the boring logs as N-values, which area the number of blows per foot required to advance the sample the final 12 inches.

The CA sampler is a larger diameter sampler than the standard (SPT) sampler with a two-inch outside diameter and provides additional material for normal geotechnical testing such as in-situ shear and consolidation testing. Either sampler may be used in the field investigation, but the N-values obtained from using the CA sampler will be greater than that of the SPT. The N-values for samples collected using the CA can be roughly correlated to SPT N-values using a conversion factor that may vary from about 0.5 to 0.7. A commonly used conversion factor is 0.67 ($^2/_3$). More information about standardized samplers can be found in ASTM D1586 and ASTM D3550.

Disturbed bulk samples are obtained from cuttings developed during boring operations. The bulk samples are selected for classification and testing purposes and may represent a mixture of soils within the noted depths. Recovered samples are placed in transport containers and returned to the laboratory for further classification and testing.

Logs of the borings showing the approximate depths and descriptions of the encountered soils, applicable geologic structures, recorded N-values, and the results of laboratory tests are presented in this appendix. The logs represent the interpretation of field logs and field tests as well as the interpolation of soil conditions between samples. The results of laboratory observations and tests are also included in the boring logs. The stratification lines recorded in the boring logs represent the approximate boundaries between the surface soil types. However, the actual transition between soil types may be gradual or varied.

SOIL CLASSIFICATION CHART

MAJOR DIVISIONS		LABORATORY CLASSIFICATION CRITERIA		GROUP SYMBOLS	PRIMARY DIVISIONS
COARSE GRAINED SOILS More than 50% retained on No. 200 sieve	GRAVELS More than 50% of coarse fraction retainined on No. 4 (4.75mm) sieve	Clean gravels (less than 5% fines*)	C_U greater than 4 and C_Z between 1 and 3	GW	Well-graded gravels and gravel-sand mixtures, little or no fines
			Not meeting both criteria for GW	GP	Poorly graded gravels and gravel-sand mixtures, little or no fines
		Gravel with fines (more than 12% fines*)	Atterberg limits plot below "A" line or plasticity index less than 4	GM	Silty gravels, gravel-sand-silt mixtures
			Atterberg limits plot below "A" line and plasticity index greater than 7	GC	Clayey gravels, gravel-sand-clay mixtures
	SANDS More than 50% of coarse fraction passes No. 4 (4.75mm) sieve	Clean sand (less than 5% fines*)	C_U greater than 6 and C_Z between 1 and 3	SW	Well graded sands, gravely sands, little or no fines
			Not meeting both criteria for SW	SP	Poorly graded sands and gravelly and sands, little or no fines
		Sand with fines (more than 12% fines*)	Atterberg limits plot below "A" line or plasticity index less than 4	SM	Silty sands, sand-silt mixtures
			Atterberg limits plot above "A" line and plasticity index greater than 7	SC	Clayey sands, sand-clay mixtures
FINE GRAINED SOILS 50% or more passes No. 200 sieve	SILTS AND CLAYS (liquid limit less than 50)	Inorganic soil	PI < 4 or plots below "A"-line	ML	Inorganic silts, very fine sands, rock flour, silty or clayey fine sands
		Inorganic soil	PI > 7 and plots on or above "A" line**	CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		Organic Soil	LL (oven dried)/LL (not dried) < 0.75	OL	Organic silts and organic silty clays of low plasticity
	SILTS AND CLAYS (liquid limit 50 or more)	Inorganic soil	Plots below "A" line	MH	Inorganic silts, micaceous or diatomaceous fine sands or silts, elastic silts
		Inorganic soil	Plots on or above "A" line	CH	Inorganic clays of high plasticity, fat clays
		Organic Soil	LL (oven dried)/LL (not dried) < 0.75	OH	Organic silts and organic clays of high plasticity
Peat	Highly Organic	Primarily organic matter, dark in color, and organic odor		PT	Peat, muck and other highly organic soils

*Fines are those soil particles that pass the No. 200 sieve. For gravels and sands with between 5 and 12% fines, use of dual symbols is required (i.e. GW-GM, GW-GC, GP-GM, or GP-GC).

**If the plasticity index is between 4 and 7 and it plots above the "A" line, then dual symbols (i.e. CL-ML) are required.

the "A" line, then dual symbols (i.e. CL-ML) are required.

CONSISTENCY

CLAYS AND PLASTIC SILTS	STRENGTH TON/SQ. FT ++	BLOWS/ FOOT +
VERY SOFT	0 - 1/4	0 - 2
SOFT	1/4 - 1/2	2 - 4
FIRM	1/2 - 1	4 - 8
STIFF	1 - 2	8 - 16
VERY STIFF	2 - 4	16 - 32
HARD	Over 4	Over 32

RELATIVE DENSITY

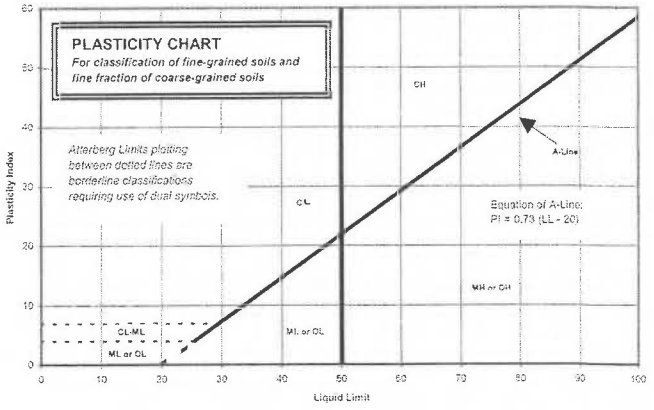
SANDS, GRAVELS AND NON-PLASTIC SILTS	BLOWS/ FOOT +
VERY LOOSE	0 - 4
LOOSE	4 - 10
MEDIUM DENSE	10 - 30
DENSE	30 - 50
VERY DENSE	Over 50

+ Number of blows of a 140-pound hammer falling 30-inches to drive a 2-inch O.D. (1-3/8-inch I.D.) split spoon (ASTM D1586).

++ Unconfined compressive strength in tons/sq.ft. as determined by laboratory testing or approximated by the standard penetration test (ASTM D1586), pocket penetrometer, torvane, or visual observation.

CLASSIFICATIONS BASED ON PERCENTAGE OF FINES

Less than 5%, Pass No. 200 (75mm)sieve	GW, GP, SW, SP
More than 12% Pass N. 200 (75 mm) sieve	GM, GC, SM, SC
5%-12% Pass No. 200 (75 mm) sieve	Borderline Classification requiring use of dual symbols



Drilling Notes:

1. Sampling and blow counts
   a. California Modified – number of blows per foot of a 140 pound hammer falling 30 inches
   b. Standard Penetration Test – number of blows per 12 inches of a 140 pound hammer falling 30 inches

Types of Samples:
X – Sample
SPT - Standard Penetration
CA - California Modified
N - Nuclear Gauge
PO – Pocket Penetrometer (tons/sq.ft.)

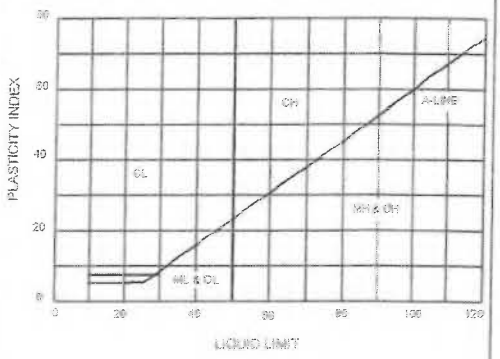
GEO

UNIFIED SOIL CLASSIFICATION SYSTEMS

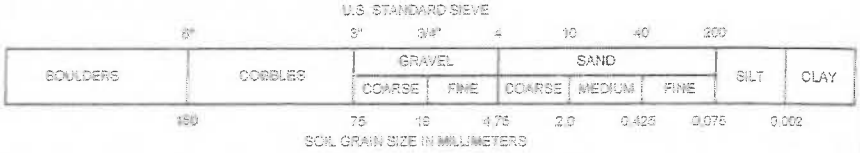
MAJOR DIVISION			SYMBOLS	TYPICAL NAMES
COARSE GRAINED SOILS (Over 50% > #200 sieve)	GRAVELS (Over 50% > #4 sieve)	CLEAN GRAVELS WITH LITTLE OR NO FINES	GW	WELL GRADED GRAVELS, GRAVEL-SAND MIXTURES
			GP	POORLY GRADED GRAVELS, GRAVEL-SAND MIXTURES
		GRAVELS WITH OVER 12% FINES	GM	SILTY GRAVELS, POORLY GRADED GRAVEL-SAND-SILT MIXTURES
			GC	CLAYEY GRAVELS, POORLY GRADED GRAVEL-SAND-CLAY MIXTURES
	SANDS (Over 50% < #4 sieve)	CLEAN SANDS WITH LITTLE OR NO FINES	SW	WELL GRADED SANDS, GRAVELLY SANDS
			SP	POORLY GRADED SANDS, GRAVELLY SANDS
		SANDS WITH OVER 12% FINES	SM	SILTY SANDS, POORLY GRADED SAND-SILT MIXTURES
			SC	CLAYEY SANDS, POORLY GRADED SAND-CLAY MIXTURES
FINE GRAINED SOILS (Over 50% < #200 sieve)	SILTS AND CLAYS Liquid limit < 50		ML	INORGANIC SILTS, SILTY OR CLAYEY FINE SANDS, OR CLAYEY SILTS WITH SLIGHT PLASTICITY
			CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY, SANDY, OR SILTY CLAYS, LEAN CLAYS
			OL	ORGANIC CLAYS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS Liquid limit > 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SANDY OR SILTY SOILS, ELASTIC SILTS
			CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
			OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
HIGHLY ORGANIC CLAYS			Pt	PEAT AND OTHER HIGHLY ORGANIC SOILS

PLASTICITY CHART

USED FOR CLASSIFICATION OF FINE GRAINED SOILS



SOIL GRAIN SIZE



SAMPLE DRIVING RECORD

BLOWS PER FOOT	DESCRIPTION
25	25 BLOWS DROVE SAMPLER 12 INCHES, AFTER INITIAL 6 INCHES OF SEATING
50/7"	50 BLOWS DROVE SAMPLER 7 INCHES, AFTER INITIAL 6 INCHES OF SEATING
Ref/3"	50 BLOWS DROVE SAMPLER 3 INCHES DURING OR AFTER INITIAL 6 INCHES OF SEATING

NOTE: TO AVOID DAMAGE TO SAMPLING TOOLS, DRIVING IS LIMITED TO 50 BLOWS PER 6 INCHES DURING OR AFTER SEATING INTERVAL

KEY TO TEST DATA

B	Bag Sample	CONS	Consolidation (ASTM D2435)
	Drive, No Sample Collected	DS	Cons. Drained Direct Shear (ASTM D3080)
	2 1/2" O.D. Mod. California Sampler, Not Tested	PP	Pocket Penetrometer
	2 1/2" O.D. Mod. California Sampler, Tested	GSD	Grain Size Distribution (ASTM D422)
	Standard Penetration Test	CP	Compaction Test (ASTM D1557)
	Sample Attempted with No Recovery	EI	Expansion Index (ASTM D4829)
	Water Level at Time of Drilling	LL	Liquid Limit (In percent)
	Water Level after Drilling	PI	Plasticity Index

RELATIVE DENSITY

SANDS, GRAVELS, AND NON PLASTIC SILTS	BLOWS/FOOT
VERY LOOSE	0 - 4
LOOSE	4 - 10
MEDIUM DENSE	10 - 30
DENSE	30 - 50
VERY DENSE	OVER 50

RELATIVE DENSITY

CLAYS AND PLASTIC SILTS	STRENGTH	BLOWS/FOOT
VERY SOFT	0 - 1/4	0 - 2
SOFT	1/4 - 1/2	2 - 4
FIRM	1/2 - 1	4 - 8
STIFF	1 - 2	8 - 16
VERY STIFF	2 - 4	16 - 32
HARD	OVER 4	OVER 32

GSI

PROJECT NO.:	6-4003	SOIL CLASSIFICATION CHART AND BORING LOG LEGEND
DATE DRILLED:	8/10/2006	
PROPOSED MINI STORAGE MORRO BAY, CALIFORNIA		FIGURE NO. A-1

LOGGED BY: GM | DRILL RIG: Simco 2400 | BORING NO.: B-1

ELEVATION: 40' | BORING DIAMETER (INCH): 4 | DATE DRILLED: 10 August 2006

GROUNDWATER DEPTH (FT):

ELEVATION (FT)	DEPTH (FT)	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION	SOIL TYPE	SAMPLE	CONV. SPT BLOW COUNT	WATER CONTENT (%)	DRY DENSITY (PCF)	LIQUID LIMIT	PLASIT. INDEX	UNC. COMP. STRENGTH (PSF)	COMMENTS AND ADDITIONAL TESTS
39	1		Silty Sand: dark brown, slightly moist, fine to medium grained, loose	SM								
38	2				B		4.1					EI = 0
37	3					9	5.6	107.4				
36	4		reddish brown, medium dense									
35	5											
34	6					24	5.0					
33	7											
32	8				B							
31	9											
30	10					18	6.9					
29	11											
28	12											
27	13		Clayey Sand: reddish brown, moist, fine to medium grained, some silt, dense	SC								
26	14				B							
25	15		dark brown, gravels			28	10.1					
24	16											
23	17				B							
22	18											
21	19				B		11.2					
20	20		Boring terminated at 20 feet									

EXPLORATORY BORING LOGS

GSI

PROPOSED MINI STORAGE
SUNSET AVENUE & HIGHWAY 41

PROJECT NO.	DATE	FIGURE NO.
6-4003	August-06	A-2

LOGGED BY: **GM** DRILL RIG: **Simco 2400** BORING NO.: **B-2**

ELEVATION: **40'** BORING DIAMETER (INCH): **4** DATE DRILLED: **10 August 2006**

GROUNDWATER DEPTH (FT):

ELEVATION (FT)	DEPTH (FT)	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION	SOIL TYPE	SAMPLE	CONV. SPT BLOW COUNT	WATER CONTENT (%)	DRY DENSITY (PCF)	LIQUID LIMIT	PLAST. INDEX	UNC. COMP. STRENGTH (PSF)	COMMENTS AND ADDITIONAL TESTS
39	1		Silty Sand: dark brown, slightly moist, fine to medium grained, loose to medium dense	SM								
38	2				B		3.1					
37	3					16	5.0	104.0				
36	4											
35	5				B		4.6					
34	6											
33	7											
32	8				B		4.7					
31	9		reddish brown, dense									
30	10					41	4.9					
29	11											
28	12											
27	13											
26	14				B		6.3					
25	15		Boring terminated at 15 feet									
24	16											
23	17											
22	18											
21	19											
20	20											

EXPLORATORY BORING LOGS

GSI

PROPOSED MINI STORAGE
SUNSET AVENUE & HIGHWAY 41

PROJECT NO.	DATE	FIGURE NO.
6-4003	August-06	A-3

LOGGED BY: GM | DRILL RIG: Simco 2400 | BORING NO.: B-3

ELEVATION: 40' | BORING DIAMETER (INCH): 4 | DATE DRILLED: 10 August 2006

GROUNDWATER DEPTH (FT): 38.0

ELEVATION (FT)	DEPTH (FT)	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION	SOIL TYPE	SAMPLE	CONV. SPT BLOW COUNT	WATER CONTENT (%)	DRY DENSITY (PCF)	LIQUID LIMIT	PLASIT. INDEX	UNC. COMP. STRENGTH (PSF)	COMMENTS AND ADDITIONAL TESTS
39	1		Silty Sand: dark brown, slightly moist, fine to medium grained, loose	SM								
38	2				B		2.9					
37	3					6	5.3	104.6				
36	4											
35	5		reddish brown, medium dense									
34	6											
33	7											
32	8				B		5.0					
31	9											
30	10		trace clay, moist			27	14.0					
29	11											
28	12											
27	13				B							
26	14		Clayey Sand: brown, moist, fine to medium grained, some gravel and silt, dense	SC								
25	15					34	10.3					
24	16											
23	17											
22	18		Sandy Clay: yellow brown, moist, fine to medium grained, very stiff	CL								
21	19				B	32	19.3					
20	20											

EXPLORATORY BORING LOGS

GSI

PROPOSED MINI STORAGE
SUNSET AVENUE & HIGHWAY 41

PROJECT NO.	DATE	FIGURE NO.
6-4003	August-06	A-4

LOGGED BY: GM | DRILL RIG: Simco 2400 | BORING NO.: B-3 (CONT.)

ELEVATION: 40' | BORING DIAMETER (INCH): 4 | DATE DRILLED: 10 August 2006

GROUNDWATER DEPTH (FT): 38.0

ELEVATION (FT)	DEPTH (FT)	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION	SOIL TYPE	SAMPLE	CONV. SPT BLOW COUNT	WATER CONTENT (%)	DRY DENSITY (PCF)	LIQUID LIMIT	PLASIT. INDEX	UNC. COMP. STRENGTH (PSF)	COMMENTS AND ADDITIONAL TESTS
19	21		Silty Clay: yellow brown, moist, some sand, very stiff	CL								
18	22				B							
17	23											
16	24		hard			38	23.6					
15	25											
14	26											
13	27											
12	28				B		21.4					
11	29											
10	30		very moist			35	25.6					
9	31											
8	32											
7	33				B							
6	34											
5	35					41	27.2					
4	36											
3	37											
2	38		saturated, increasing sands, some gravels									
1	39											
0	40											

EXPLORATORY BORING LOGS

GSI

PROPOSED MINI STORAGE
SUNSET AVENUE & HIGHWAY 41

PROJECT NO.	DATE	FIGURE NO.
6-4003	August-06	A-5

LOGGED BY: **GM** DRILL RIG: **Simco 2400** BORING NO.: **B-3 (CONT.)**

ELEVATION: **40'** BORING DIAMETER (INCH): **4** DATE DRILLED: **10 August 2006**

GROUNDWATER DEPTH (FT): **38.0**

ELEVATION (FT)	DEPTH (FT)	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION	SOIL TYPE	SAMPLE	CONV. SPT BLOW COUNT	WATER CONTENT (%)	DRY DENSITY (PCF)	LIQUID LIMIT	PLASTIC INDEX	UNC. COMP. STRENGTH (PSF)	COMMENTS AND ADDITIONAL TESTS
-1	41		Sandy Clay: yellow brown, saturated, fine to coarse grained, some gravels, very stiff	CL-SC								
-2	42				B		22.8					
-3	43											
-4	44											
-5	45		Boring terminated at 45 feet									
-6	46											
-7	47											
-8	48											
-9	49											
-10	50											
-11	51											
-12	52											
-13	53											
-14	54											
-15	55											
-16	56											
-17	57											
-18	58											
-19	59											
-20	60											

EXPLORATORY BORING LOGS

GSI

PROPOSED MINI STORAGE
SUNSET AVENUE & HIGHWAY 41

PROJECT NO.	DATE	FIGURE NO.
6-4003	**August-06**	**A-6**

LOGGED BY: **GM** DRILL RIG: **Simco 2400** BORING NO.: **B-4**

ELEVATION: **40'** BORING DIAMETER (INCH): **4** DATE DRILLED: **10 August 2006**

GROUNDWATER DEPTH (FT):

ELEVATION (FT)	DEPTH (FT)	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION	SOIL TYPE	SAMPLE	CONV. SPT BLOW COUNT	WATER CONTENT (%)	DRY DENSITY (PCF)	LIQUID LIMIT	PLASTIC INDEX	UNC. COMP. STRENGTH (PSF)	COMMENTS AND ADDITIONAL TESTS
39	1		Silty Sand: dark brown, slightly moist, fine to medium grained, loose	SM								
38	2				B		3.6					
37	3											
36	4					8	5.3					
35	5		reddish brown, medium dense									
34	6											
33	7											
32	8				B		6.8					
31	9											
30	10					15	7.0					
29	11											
28	12											
27	13				B		4.4					
26	14											
25	15		Clayey Sand: reddish brown, moist, fine to medium grained, some silt, dense	SC		34	6.5					
24	16											
23	17				B							
22	18											
21	19				B		7.1					
20	20		Boring terminated at 20 feet									

EXPLORATORY BORING LOGS

GSI

PROPOSED MINI STORAGE
SUNSET AVENUE & HIGHWAY 41

PROJECT NO.	DATE	FIGURE NO.
6-4003	**August-06**	**A-7**

LOGGED BY: GM	DRILL RIG: Simco 2400	BORING NO.: B-5
ELEVATION: 40'	BORING DIAMETER (INCH): 4	DATE DRILLED: 10 August 2006
GROUNDWATER DEPTH (FT):		

ELEVATION (FT)	DEPTH (FT)	GRAPHIC LOG	GEOTECHNICAL DESCRIPTION	SOIL TYPE	SAMPLE	CONV. SPT BLOW COUNT	WATER CONTENT (%)	DRY DENSITY (PCF)	LIQUID LIMIT	PLAST. INDEX	UNC. COMP. STRENGTH (PSF)	COMMENTS AND ADDITIONAL TESTS
39	1		Silty Sand: dark brown, slightly moist, fine to medium grained, loose	SM								
38	2				B		4.2					
37	3											
36	4											
35	5		medium dense		B		5.7					
34	6											
33	7		Boring terminated at 7 feet									
32	8											
31	9											
30	10											
29	11											
28	12											
27	13											
26	14											
25	15											
24	16											
23	17											
22	18											
21	19											
20	20											

EXPLORATORY BORING LOGS

GSI

PROPOSED MINI STORAGE
SUNSET AVENUE & HIGHWAY 41

PROJECT NO.	DATE	FIGURE NO.
6-4003	August-06	A-8

APPENDIX B

Laboratory Testing

Soil Test Reports (GSI Soils, Inc., 2006)

LABORATORY TESTING

This appendix includes a discussion of the test procedures and of the laboratory test results performed during the preparation of the referenced report (GSI Soils, Inc., 2006). The purpose of the laboratory testing was to assess the engineering properties of the soil materials at the Site. The program was carried out employing, wherever practical, currently accepted test methods of the American Society for Testing and Materials (ASTM).

Undisturbed and disturbed bulk samples used in the laboratory tests were obtained from various locations during the course of the field exploration described in the referenced report (GSI Soils, Inc., 2006) and in **Appendix A** of this report. Each sample is identified by sample letter and depth. The Unified Soils Classification System is used to classify soils according to their engineering properties. The various laboratory tests performed during the referenced report (GSI Soils, Inc., 2006). are described below; the associated Soil Test Reports are also included in this appendix:

Expansion Index of Soils (ASTM D4829) is conducted in accordance with the ASTM test method and the California Building Code Standard, and are performed on representative bulk and undisturbed soil samples. The purpose of this test is to evaluate expansion potential of the site soils due to fluctuations in moisture content. The sample specimens are placed in a consolidometer, surcharged under a 144-psf vertical confining pressure, and then inundated with water. The amount of expansion is recorded over a 24-hour period with a dial indicator. The expansion index is calculated by determining the difference between final and initial height of the specimen divided by the initial height.

Direct Shear Tests of Soils Under Consolidated Drained Conditions (ASTM D3080) is performed on undisturbed and remolded samples representative of the foundation material. The samples are loaded with a predetermined normal stress and submerged in water until saturation is achieved. The samples are then sheared horizontally at a controlled strain rate allowing partial drainage. The shear stress on the sample is recorded at regular strain intervals. This test determines the resistance to deformation, which is shear strength, inter-particle attraction or cohesion c, and resistance to interparticle slip called the angle of internal friction ϕ.

Density of Soil in Place by the Drive-Cylinder Method (ASTM D2937) and **Laboratory Determination of Water (Moisture) Content of Soil and Rock by Mass** (ASTM D2216) are used to obtain values of in-place water content and in-place density. Undisturbed samples, brought from the field to the laboratory, are weighed, the volume is calculated, and they are placed in the oven to dry. Once the samples have been dried, they are weighed again to determine the water content, and the in-place density is then calculated. The moisture density tests allow the water content and in-place densities to be obtained at required depths.

LABORATORY TESTING

Moisture-Density Tests

The field moisture content, as a percentage of the dry weight of the soil, was determined by weighing samples before and after oven drying. Dry densities, in pounds per cubic foot, were also determined for the undisturbed samples. Results of these determinations are shown in the Exploration Drill Hole Logs.

Direct Shear Test

Direct shear tests were performed on undisturbed samples, to determine strength characteristics of the soil. The test specimens were soaked prior to testing. Results of the shear strength tests are attached.

Resistance (R) Value Test

An R-Value test was estimated based on seive analysis and plasticity on a bulk sample obtained from boring B-3. The results of the tests indicate that the soils have an R-Value of 50.

Expansion Index Tests

An expansion index of 0 was obtained for the near surface silty sands encountered in boring B-1. The test procedure was performed in accordance with Uniform Building Code Standard 29-2.

APPENDIX C

Seismic Hazard Analysis

Design Map Summary (SEAOC, 2018)

SEISMIC HAZARD ANALYSIS

According to section 1613 of the 2016 CBC (CBSC, 2016), all structures and portions of structures should be designed to resist the effects of seismic loadings caused by earthquake ground motions in accordance with the *ASCE 7: Minimum Design Loads for Buildings and Other Structures*, hereafter referred to as ASCE7-10 (ASCE, 2013). Estimating the design ground motions at the Site depends on many factors including the distance from the Site to known active faults; the expected magnitude and rate of recurrence of seismic events produced on such faults; the source-to-site ground motion attenuation characteristics; and the Site soil profile characteristics. As per section 1613.3.2 of the 2016 CBC, the Site soil profile classification is determined by the average soil properties in the upper 100 feet of the Site profile and can be determined based on the criteria provided in Table 20.3-1 of ASCE7-10.

ASCE7-10 provides recommendations for estimating site-specific ground motion parameters for seismic design considering a Risk-targeted Maximum Considered Earthquake (MCE_R) in order to determine *design spectral response accelerations* and a Maximum Considered Earthquake Geometric Mean (MCE_G) in order to determine probabilistic geometric mean *peak ground accelerations*.

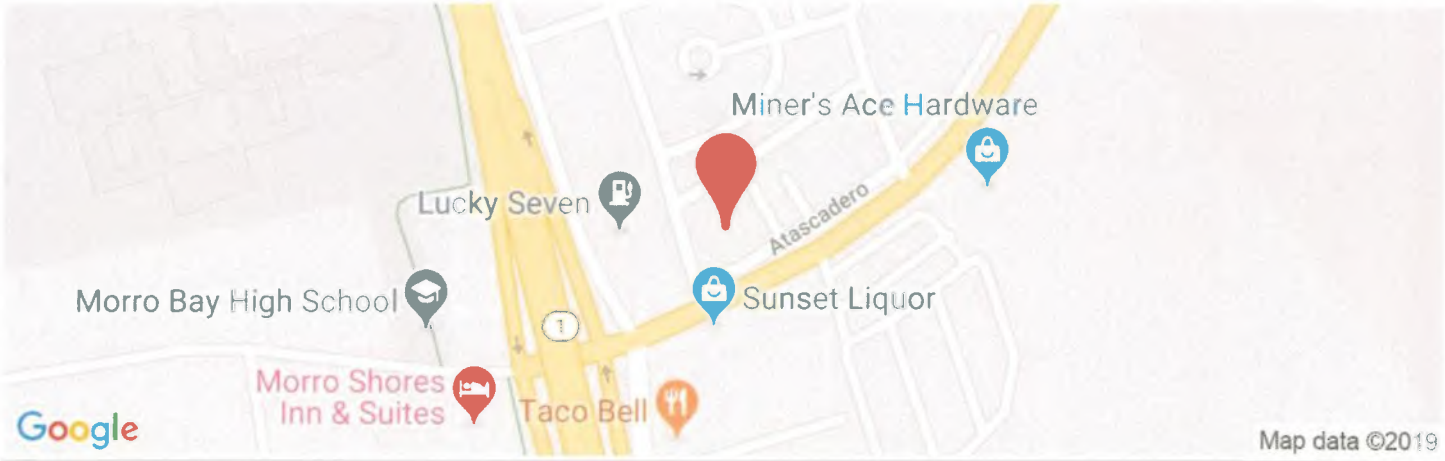
Spectral accelerations from the MCE_R are based on a 5% damped acceleration response spectrum and a 1% exceedance in 50 years (4975-year return period). *Maximum* short period (S_s) and 1-second period (S_1) spectral accelerations are interpolated from the MCE_R-based ground motion parameter maps for bedrock, provided in ASCE7-10. These spectral accelerations are then multiplied by site-specific coefficients (F_a, F_v), based on the Site soil profile classification and the maximum spectral accelerations determined for bedrock, to yield the *maximum* short period (S_{MS}) and 1-second period (S_{M1}) spectral response accelerations at the Site. According to section 11.2 of ASCE7-10 and section 1613 of the 2016 CBC, buildings and structures should be specifically proportioned to resist *design* earthquake ground motions. Section 1613.3.4 of the 2016 CBC indicates the site-specific *design* spectral response accelerations for short (S_{DS}) and 1-second (S_{D1}) periods can be taken as two-thirds of *maximum* ($S_{DS} = 2/3*S_{MS}$ and $S_{D1} = 2/3*S_{M1}$).

Per ASCE7-10, Section 21.5, the probabilistic maximum mean peak ground acceleration (PGA) corresponding to the MCE_G can be computed assuming a 2% probability of exceedance in 50 years (2475-year return period) and is initially determined from mapped ground accelerations for bedrock conditions. The site-specific peak ground acceleration (PGA_M) is then determined by multiplying the PGA by the site-specific coefficient F_h (where F_h is a function of Site Class and PGA).

Spectral response accelerations, peak ground accelerations, and site coefficients provided in this report were obtained using the web-based Seismic Design Maps tool available from the Structural Engineers Association of California (SEAOC, 2018). This program utilizes the methods developed in ASCE 7-10 in conjunction with user-inputted Site location to calculate seismic design parameters and response spectra (both for period and displacement) for soil profile Site Classifications A through E. Output from the web-based program are included in this Appendix.

OSHPD

Latitude, Longitude: 35.381077, -120.853961

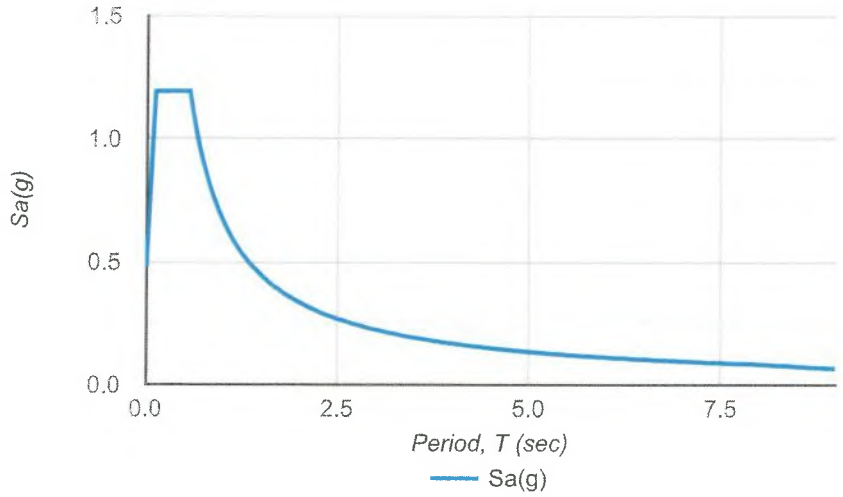


Date	8/22/2019, 11:42:50 AM
Design Code Reference Document	ASCE7-10
Risk Category	II
Site Class	D - Stiff Soil

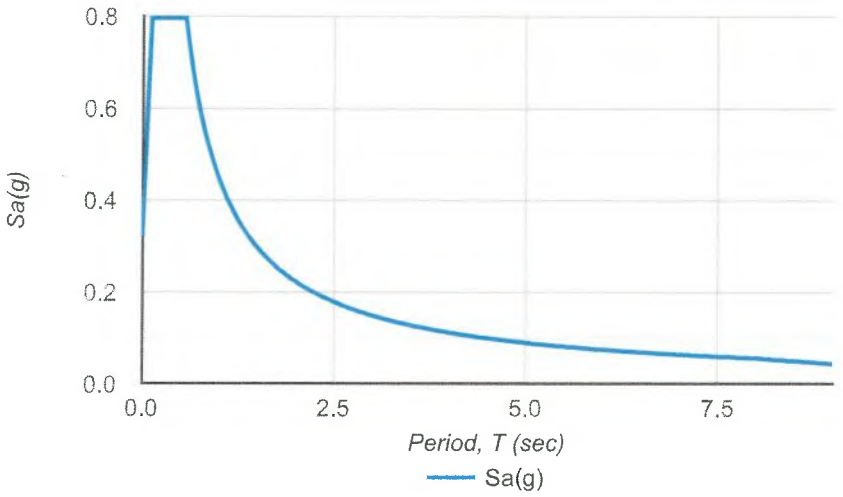
Type	Value	Description
S_S	1.147	MCE_R ground motion. (for 0.2 second period)
S_1	0.424	MCE_R ground motion. (for 1.0s period)
S_{MS}	1.194	Site-modified spectral acceleration value
S_{M1}	0.668	Site-modified spectral acceleration value
S_{DS}	0.796	Numeric seismic design value at 0.2 second SA
S_{D1}	0.445	Numeric seismic design value at 1.0 second SA

Type	Value	Description
SDC	D	Seismic design category
F_a	1.041	Site amplification factor at 0.2 second
F_v	1.576	Site amplification factor at 1.0 second
PGA	0.454	MCE_G peak ground acceleration
F_{PGA}	1.046	Site amplification factor at PGA
PGA_M	0.475	Site modified peak ground acceleration
T_L	8	Long-period transition period in seconds
SsRT	1.147	Probabilistic risk-targeted ground motion. (0.2 second)
SsUH	1.211	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration
SsD	1.5	Factored deterministic acceleration value. (0.2 second)
S1RT	0.424	Probabilistic risk-targeted ground motion. (1.0 second)
S1UH	0.438	Factored uniform-hazard (2% probability of exceedance in 50 years) spectral acceleration.
S1D	0.6	Factored deterministic acceleration value. (1.0 second)
PGAd	0.506	Factored deterministic acceleration value. (Peak Ground Acceleration)
C_{RS}	0.947	Mapped value of the risk coefficient at short periods
C_{R1}	0.967	Mapped value of the risk coefficient at a period of 1 s

MCER Response Spectrum



Design Response Spectrum



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APPENDIX D

Preliminary Grading Specifications

PRELIMINARY GRADING SPECIFICATIONS

A. General

1. These preliminary specifications have been prepared for the subject site; GeoSolutions, Inc. should be consulted prior to the commencement of site work associated with site development to ensure compliance with these specifications.

2. GeoSolutions, Inc. should be notified at least 72 hours prior to site clearing or grading operations on the property in order to observe the stripping of surface materials and to coordinate the work with the grading contractor in the field.

3. These grading specifications may be modified and/or superseded by recommendations contained in the text of this report and/or subsequent reports.

4. If disputes arise out of the interpretation of these grading specifications, the Soils Engineer shall provide the governing interpretation.

B. Obligation of Parties

1. The Soils Engineer should provide observation and testing services and should make evaluations to advise the client on geotechnical matters. The Soils Engineer should report the findings and recommendations to the client or the authorized representative.

2. The client should be chiefly responsible for all aspects of the project. The client or authorized representative has the responsibility of reviewing the findings and recommendations of the Soils Engineer. During grading the client or the authorized representative should remain on-site or should remain reasonably accessible to all concerned parties in order to make decisions necessary to maintain the flow of the project.

3. The contractor is responsible for the safety of the project and satisfactory completion of all grading and other operations on construction projects, including, but not limited to, earthwork in accordance with project plans, specifications, and controlling agency requirements.

C. Site Preparation

1. The client, prior to any site preparation or grading, should arrange and attend a meeting which includes the grading contractor, the design Structural Engineer, the Soils Engineer, representatives of the local building department, as well as any other concerned parties. All parties should be given at least 72 hours notice.

2. All surface and sub-surface deleterious materials should be removed from the proposed building and pavement areas and disposed of off-site or as approved by the Soils Engineer. This includes, but is not limited to, any debris, organic materials, construction spoils, buried utility line, septic systems, building materials, and any other surface and subsurface structures within the proposed building areas. Trees designated for removal on the construction plans should be removed and their primary root systems grubbed under the observations of a representative of GeoSolutions, Inc. Voids left from site clearing should be cleaned and backfilled as recommended for structural fill.

3. Once the Site has been cleared, the exposed ground surface should be stripped to remove surface vegetation and organic soil. A representative of GeoSolutions, Inc. should determine the required

depth of stripping at the time of work being completed. Strippings may either be disposed of off-site or stockpiled for future use in landscape areas, if approved by the landscape architect.

D. Site Protection

1. Protection of the Site during the period of grading and construction should be the responsibility of the contractor.

2. The contractor should be responsible for the stability of all temporary excavations.

3. During periods of rainfall, plastic sheeting should be kept reasonably accessible to prevent unprotected slopes from becoming saturated. Where necessary during periods of rainfall, the contractor should install check-dams, de-silting basins, sand bags, or other devices or methods necessary to control erosion and provide safe conditions.

E. Excavations

1. Materials that are unsuitable should be excavated under the observation and recommendations of the Soils Engineer. Unsuitable materials include, but may not be limited to: 1) dry, loose, soft, wet, organic, or compressible natural soils; 2) fractured, weathered, or soft bedrock; 3) non-engineered fill; 4) other deleterious materials; and 5) materials identified by the Soils Engineer or Engineering Geologist.

2. Unless otherwise recommended by the Soils Engineer and approved by the local building official, permanent cut slopes should not be steeper than 2:1 (horizontal to vertical). Final slope configurations should conform to section 1804 of the 2016 California Building Code unless specifically modified by the Soil Engineer/Engineering Geologist.

3. The Soil Engineer/Engineer Geologist should review cut slopes during excavations. The contractor should notify the Soils Engineer/Engineer Geologist prior to beginning slope excavations.

F. Structural Fill

1. Structural fill should not contain rocks larger than 3 inches in greatest dimension, and should have no more than 15 percent larger than 2.5 inches in greatest dimension.

2. Imported fill should be free of organic and other deleterious material and should have very low expansion potential, with a plasticity index of 12 or less. Before delivery to the Site, a sample of the proposed import should be tested in our laboratory to determine its suitability for use as structural fill.

G. Compacted Fill

1. Structural fill using approved import or native should be placed in horizontal layers, each approximately 8 inches in thickness before compaction. On-site inorganic soil or approved imported

fill should be conditioned with water to produce a soil water content near optimum moisture and compacted to a minimum relative density of 90 percent based on ASTM D1557-12.

2. Fill slopes should not be constructed at gradients greater than 2-to-1 (horizontal to vertical). The contractor should notify the Soils Engineer/Engineer Geologist prior to beginning slope excavations.

3. If fill areas are constructed on slopes greater than 10-to-1 (horizontal to vertical), we recommend that benches be cut every 4 feet as fill is placed. Each bench shall be a minimum of 10 feet wide with a minimum of 2 percent gradient into the slope.

4. If fill areas are constructed on slopes greater than 5-to-1, we recommend that the toe of all areas to receive fill be keyed a minimum of 24 inches into underlying dense material. Key depths are to be observed and approved by a representative of GeoSolutions, Inc. Sub-drains shall be placed in the keyway and benches as required.

H. Drainage

1. During grading, a representative of GeoSolutions, Inc. should evaluate the need for a sub-drain or back-drain system. Areas of observed seepage should be provided with sub-surface drains to release the hydrostatic pressures. Sub-surface drainage facilities may include gravel blankets, rock filled trenches or Multi-Flow systems or equal. The drain system should discharge in a non-erosive manner into an approved drainage area.

2. All final grades should be provided with a positive drainage gradient away from foundations. Final grades should provide for rapid removal of surface water runoff. Ponding of water should not be allowed on building pads or adjacent to foundations. Final grading should be the responsibility of the contractor, general Civil Engineer, or architect.

3. Concentrated surface water runoff within or immediately adjacent to the Site should be conveyed in pipes or in lined channels to discharge areas that are relatively level or that are adequately protected against erosion.

4. Water from roof downspouts should be conveyed in solid pipes that discharge in controlled drainage localities. Surface drainage gradients should be planned to prevent ponding and promote drainage of surface water away from building foundations, edges of pavements and sidewalks. For soil areas we recommend that a minimum of 2 percent gradient be maintained.

5. Attention should be paid by the contractor to erosion protection of soil surfaces adjacent to the edges of roads, curbs and sidewalks, and in other areas where hard edges of structures may cause concentrated flow of surface water runoff. Erosion resistant matting such as Miramat, or other similar products, may be considered for lining drainage channels.

6. Sub-drains should be placed in established drainage courses and potential seepage areas. The location of sub-drains should be determined after a review of the grading plan. The sub-drain outlets should extend into suitable facilities or connect to the proposed storm drain system or existing

drainage control facilities. The outlet pipe should consist of a non-perforated pipe the same diameter as the perforated pipe.

I. Maintenance

1. Maintenance of slopes is important to their long-term performance. Precautions that can be taken include planting with appropriate drought-resistant vegetation as recommended by a landscape architect, and not over-irrigating, a primary source of surficial failures.

2. Property owners should be made aware that over-watering of slopes is detrimental to long term stability of slopes.

J. Underground Facilities Construction

1. The attention of contractors, particularly the underground contractors, should be drawn to the State of California Construction Safety Orders for "Excavations, Trenches, Earthwork." Trenches or excavations greater than 5 feet in depth should be shored or sloped back in accordance with OSHA Regulations prior to entry.

2. Bedding is defined as material placed in a trench up to 1 foot above a utility pipe and backfill is all material placed in the trench above the bedding. Unless concrete bedding is required around utility pipes, free-draining sand should be used as bedding. Sand to be used as bedding should be tested in our laboratory to verify its suitability and to measure its compaction characteristics. Sand bedding should be compacted by mechanical means to achieve at least 90 percent relative density based on ASTM D1557-12.

3. On-site inorganic soils, or approved import, may be used as utility trench backfill. Proper compaction of trench backfill will be necessary under and adjacent to structural fill, building foundations, concrete slabs, and vehicle pavements. In these areas, backfill should be conditioned with water (or allowed to dry), to produce a soil water content of about 2 to 3 percent above the optimum value and placed in horizontal layers, each not exceeding 8 inches in thickness before compaction. Each layer should be compacted to at least 90 percent relative density based on ASTM D1557-12. The top lift of trench backfill under vehicle pavements should be compacted to the requirements given in report under Preparation of Paved Areas for vehicle pavement sub-grades. Trench walls must be kept moist prior to and during backfill placement.

K. Completion of Work

1. After the completion of work, a report should be prepared by the Soils Engineer retained to provide such services. The report should including locations and elevations of field density tests, summaries of field and laboratory tests, other substantiating data, and comments on any changes made during grading and their effect on the recommendations made in the approved Soils Engineering Report.

2. Soils Engineers shall submit a statement that, to the best of their knowledge, the work within their area of responsibilities is in accordance with the approved soils engineering report and applicable provisions within Chapter 18 of the 2016 CBC.

Appendix D

Preliminary Stormwater Control Plan

Preliminary Stormwater Control Plan

For

Morro Bay Housing

September 2019

San Luis Obispo Non-Profit Housing Corporation
Scott Smith, (805) 543-4478
487 Leff Street, San Luis Obispo, CA 93401

Prepared by:

Greg Jaeger, PE
North Coast Engineering, (805) 239-3127
725 Creston Road, Paso Robles CA 93446

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I. Project Data

Table 1: Project Data

Project Name/Number	405 Atascadero Road Apartments APNs: 068323034, 068323035, 068323036
Application Submittal Date	TBD
Project Location	405 Atascadero Road Morro Bay, California
Project Phase No.	1
Project Type and Description	Multi-unit residential. Proposed project consists of 35 housing units, 35 parking spaces, and courtyard.
Total Project Site Area (acres)	1.20
Total New Impervious Surface Area	34,920 SF
Total Replaced Impervious Surface Area	2,317 SF
Total Pre-Project Impervious Surface Area	2,317 SF
Total Post-Project Impervious Surface Area	34,920 SF
Net Impervious Area (Exhibit shall be provided to justify net impervious area results)	32,603 SF
Watershed Management Zone(s)	1 & 3
Design Storm Frequency and Depth	95th Percentile Depth = 1.5 in
Drainage Report Name	NA

II. Setting

II.A. Project Location and Description

The 405 Atascadero Road Apartments project is a private development comprised of three-story housing units, parking lot, and courtyard comprised of sitting areas, BBQ's, picnic area and play area. The project is located on Atascadero road near the intersection with Main Street in Morro Bay. The site includes APNs 068323034, 068323035, and 068323036. The site is zoned as mixed commercial/residential, multifamily-hotel-professional (MCR/R-4). The site offers 35 proposed parking stalls, with 2 ADA parking stalls provided. The property is owned and being developed by San Luis Obispo Non-Profit Housing Corporation. The project location is shown on the Location Map in Appendix A.

II.B. Existing Site Features and Conditions

The site is covered in native grasses and shrubs atop Type A and C soils per the NCRS web soil survey. There is no concentrated off-site run-on, however, runoff does sheet flow from the existing dirt road to the north of the property. The undeveloped project site slopes from north to south without any concentrated flow. Stormwater run-off from the site drains to an existing swale along Atascadero Road which eventually conveys stormwater to the ocean.

II.C. Opportunities and Constraints for Stormwater Control

Opportunities include landscape areas and planter boxes to reduce impervious areas and space around buildings to construct swales. Constraints include expected low infiltration rates and an overall high impervious percentage for the site plan.

II.D. Preliminary Drainage System Overview

Runoff from impervious areas will be directed to storm drain intlets or through biofiltration areas. Once collected, runoff will be conveyed to one or more underground retention basins to be determined in final design. This basin(s) will retain the 95th percentile storm and detain runoff in larger storm events to pre-developed conditions before conveying to an existing swale along Atascadero Road.

III. Low Impact Development Design Strategies (PR 1)

III.A. Site Assessment Summary

The following site assessment measures were used to identify opportunities and constraints to implement LID Stormwater Control Measures. The site plan was developed and designed taking the following into account:

- Site topography & vegetative cover/trees
- Hydrologic features including existing swales and watercourses
- Soil types and hydrologic soil groups
- Utilities, Easements, Zoning/Land Use, Setbacks, other pertinent overlay(s)

III.B. Site Design Measures Used:

- Construct drive aisles, sidewalks, and parking stalls to the minimum widths and depths necessary, provided that public safety or mobility uses are not compromised
- Conform the site layout along natural landforms to the maximum extent feasible

III.C. Run-off Reduction Measures:

- Disconnected roof drains
- Minimize stormwater run-off by directing run-off from the buildings, sidewalks and road improvements onto vegetated areas safely away from building foundations and footings, consistent with California building code

IV. Water Quality Treatment (PR 2)

Because the site's net impervious area of 32,603 SF is greater than 5,000 SF, the project must meet PR 2. The calculated required retention volume for the 85th percentile storm is 1,786 CF (See Appendix B). The site will meet this requirement through an underground retention system designed to infiltrate the 95th percentile storm. Bioswales and other biofiltration systems will fit into the design to diversify water quality treatment options.

V. Runoff Retention (PR 3)

Because the site's net impervious area of 32,603 SF is greater than 15,000 SF and the site's worst case WMZ is WMZ 1, the project must meet PR 3. The calculated required retention volume for the 95th percentile storm is 2,976 CF (See Appendix B). The site will meet this requirement through underground retention.

VI. Peak Management (PR 4)

Because the site's net impervious area of 32,603 SF is greater than 22,500 SF, the project must meet PR 4. The site will meet this requirement through a combination of retention and detention in the underground stormwater system. From preliminary calculations, the pre-developed peak flows are summarized in the table below. The computer program Storm and Sanitary Sewer Analysis (SSA) by Autodesk was utilized to run the 2- and 10-year 24-hour storm events on the site. Results of the SSA analysis can be found in Appendix D. 24-hour depths were obtained from NOAA Atlas 14 and are included in Appendix B. The developed site will maintain or reduce these peak flows.

Table 2: Predeveloped Peak Flows

	24hr Depth (in)	Predeveloped Peak (cfs)
2-Year	2.31	0.5
10-Year	4.11	1.7

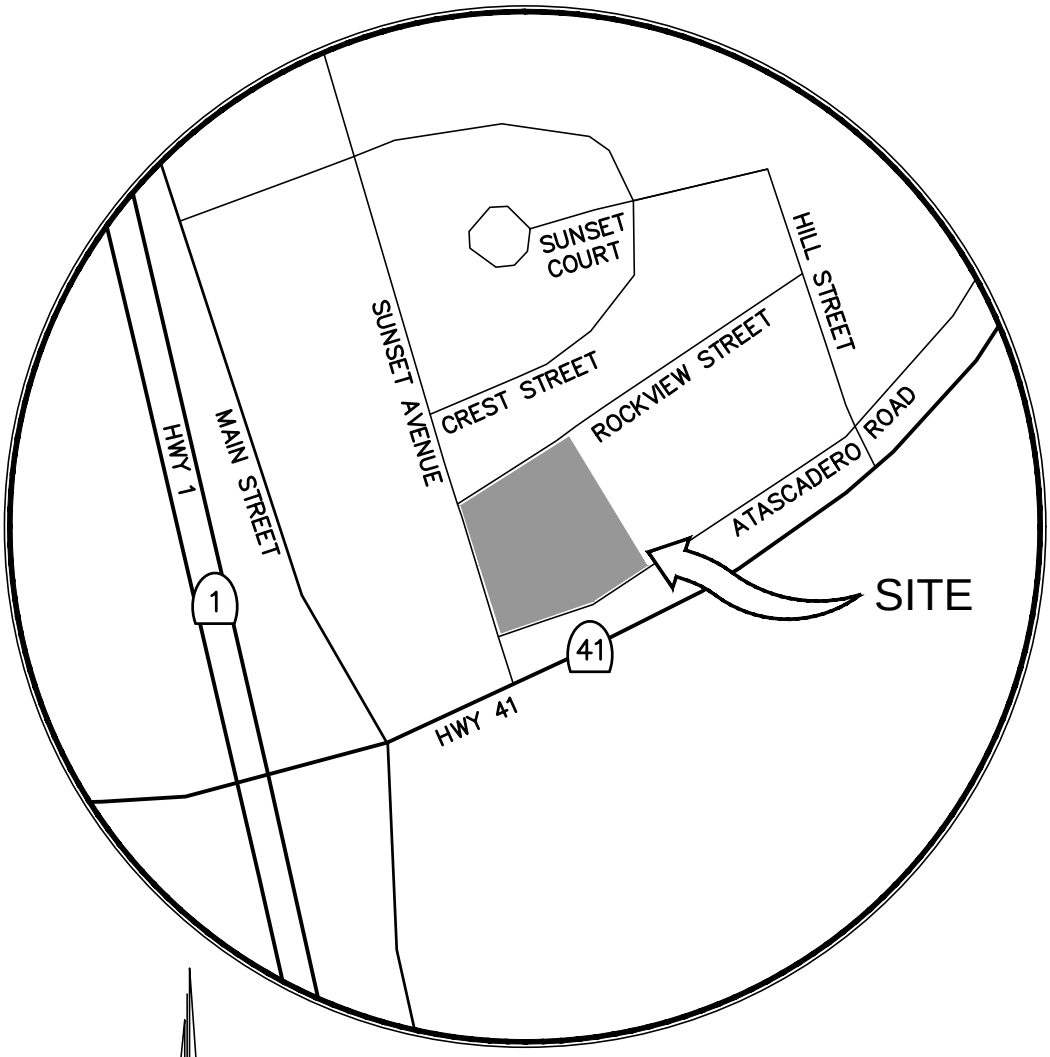
VII. SCM Sizing (Underground Retention)

To meet the retention volume of 2,976 CF required by PR 3, an underground retention system was sized. Stormtech's model SC-740 chamber was selected, with a total volume of 75 CF per chamber accounting for 6" spacing and 6" of cover and foundation of drain rock with 40% porosity (See Appendix C). To meet the required 2,976 CF, 40 units will need to be installed. To account for any detention requirements to meet PR 4, the volume provided is double the retention volume, requiring 80 units. The footprint, assuming 5 units wide by 16 long, will be approximately 25' wide and 118' long. This footprint can be accommodated underneath the parking lot or separated into smaller portions throughout the site.

VIII. Conclusions

Because of the site's large impervious percentage, runoff from the proposed design will be important to mitigate. Based off of the impervious area and WMZ, the site has must meet PRs 1-4. The site is capable of mitigation through low impact design and the use of stormwater control measures such as bioswales, retention ponds, and underground retention/detention to meet the requirements of the San Luis Obispo County Post Construction Requirements and the City of Morro Bay's Guidance Manual. Final design will include the necessary calculations showing compliance with the PCRs as well as an operations and maintenance plan tuned to the site's specific needs.

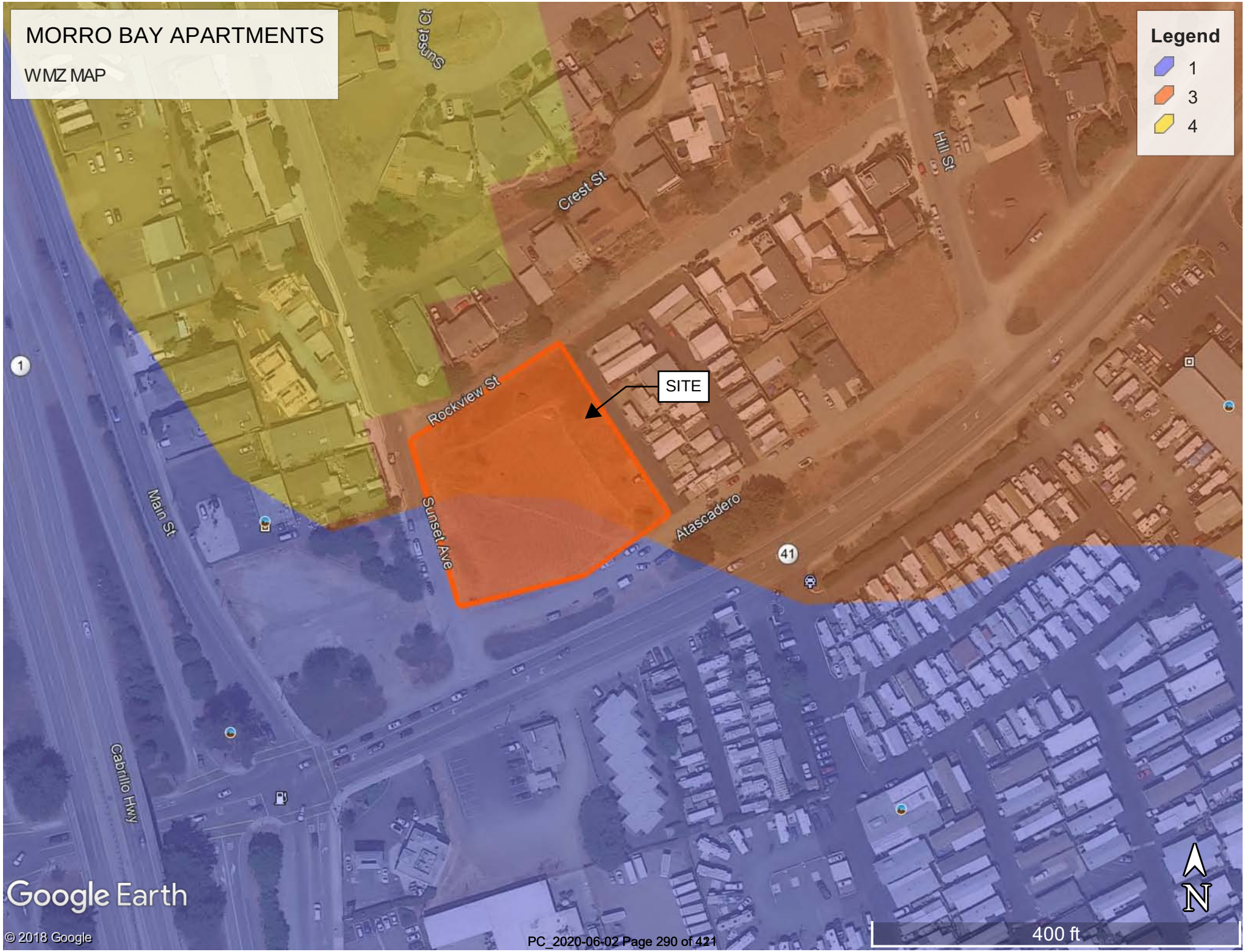
Appendix A – Maps



LOCATION MAP

NO SCALE

NOT

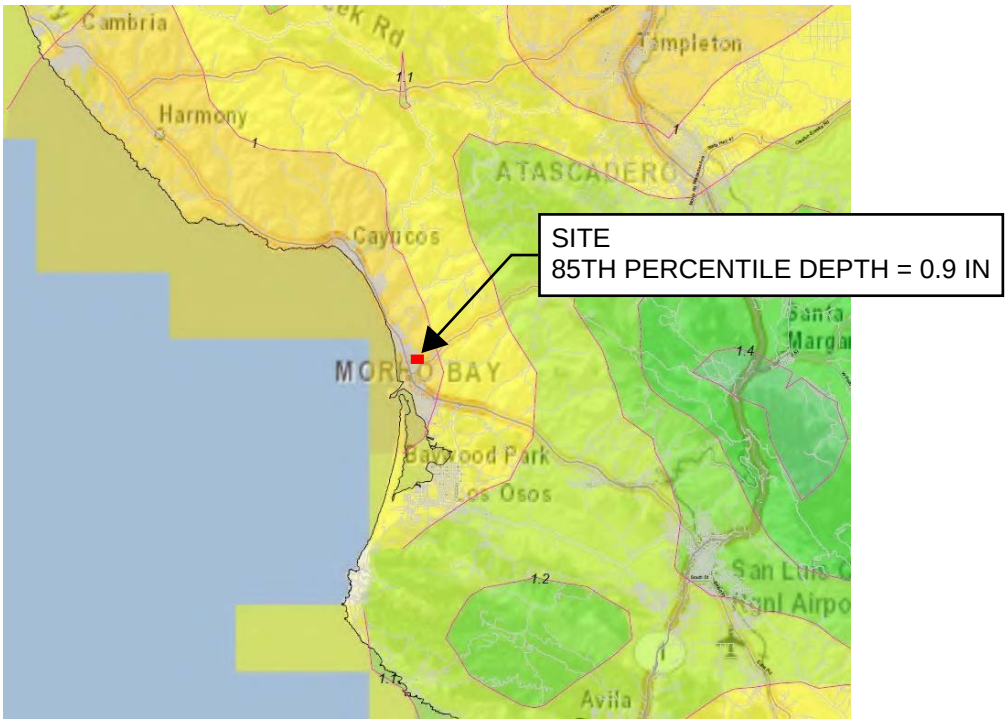

MORRO BAY APARTMENTS
WMZ MAP
Legend
1
3
4
SITE
Rockview St
Sunset Ave
Main St
Atascadero
Crest St
Hill St
Sunset Ct
Cabrillo Hwy
1
41
Google Earth
© 2018 Google
400 ft
N

Appendix B – Watershed Characteristics

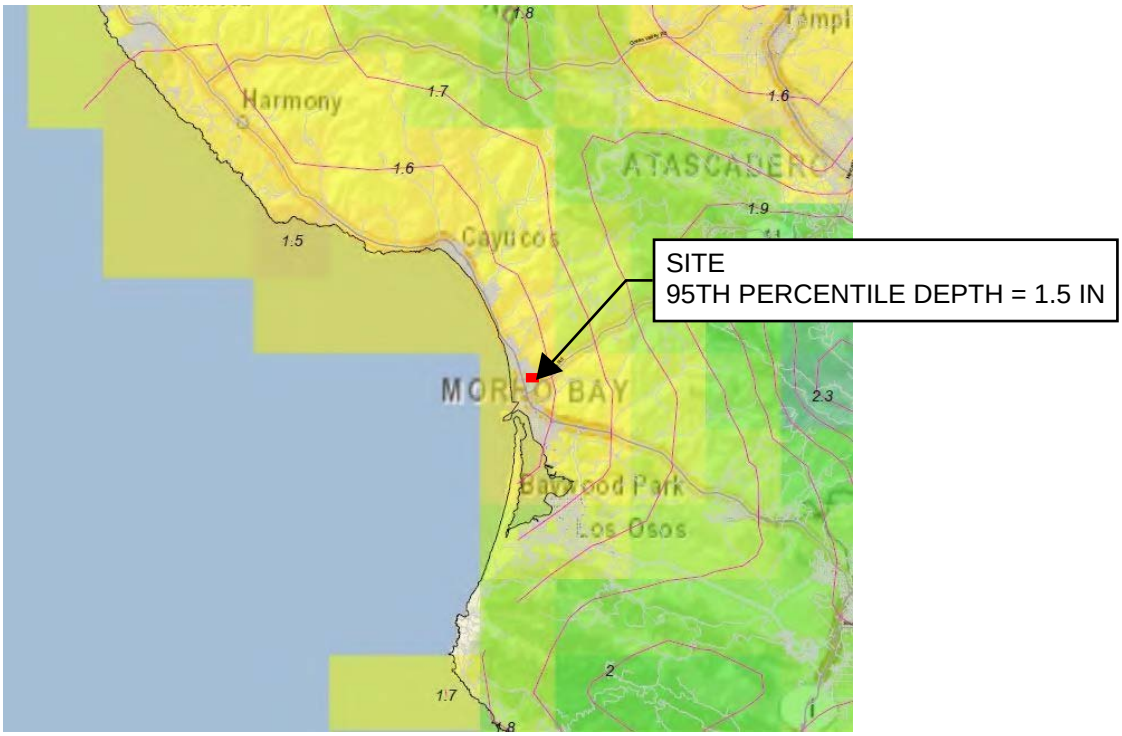
EXISTING AREAS	
SURFACE TYPE	**AREA, SF**
BUILDINGS	0
ASPHALT	2,317
CONCRETE	0
UNDISTURBED GROUND	49,487
TOTAL AREA (S.F.)	**51,804**
PROPOSED CONDITION	
SURFACE TYPE	**AREA, SF**
NEW IMPERVIOUS AREAS	- -
BUILDING	9,967
ASPHALT	12,453
CONCRETE	10,395
DECOMPOSED GRANITE	730
MISCELLANEOUS	1,375
SUBTOTAL (S.F.)	**34,920**
REPLACED IMPERVIOUS AREAS	**2,317**
PERVIOUS AREAS	- -
PERMEABLE PAVERS	482
LANDSCAPE/DISTURBED	16,402
UNDISTURBED GROUND	0
SUBTOTAL	**16,884**
TOTAL AREA (S.F.)	**51,804**

QUANTITY	VALUE
AREA OF DISTURBANCE (SF) =	**51,804**
50% REPLACEMENT CREDIT (SF) =	**1,158**
CREDITED AREA OF DISTURBANCE (SF) =	**50,646**
% IMPERVIOUS, i =	**67%**
85th RAINFALL DEPTH (IN) =	0.90
95th RAINFALL DEPTH (IN) =	1.50
RUNOFF COEFFICIENT, c =	**0.47**
PCR 2 WATER QUALITY MITIGATION VOLUME (CF) =	**1,786**
PCR 3 WATER QUALITY MITIGATION VOLUME (CF) =	**2,976**

APPENDIX I
85th and 95th Percentile 24-hr Rainfall Depth Maps



85th Percentile



95th Percentile

NOAA Atlas 14, Volume 6, Version 2
Location name: Morro Bay, California, USA*
Latitude: 35.3811°, Longitude: -120.8539°
Elevation: 49.85 ft**
* source: ESRI Maps
** source: USGS

POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

PF_tabular | PF_graphical | Maps_&_aerials

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches)[1]

Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	**0.111** (0.099-0.126)	**0.143** (0.128-0.162)	**0.187** (0.166-0.212)	**0.224** (0.197-0.256)	**0.276** (0.234-0.328)	**0.317** (0.264-0.386)	**0.361** (0.292-0.451)	**0.408** (0.320-0.526)	**0.474** (0.355-0.640)	**0.528** (0.381-0.739)
10-min	**0.159** (0.143-0.180)	**0.205** (0.183-0.232)	**0.268** (0.238-0.304)	**0.320** (0.283-0.367)	**0.395** (0.336-0.470)	**0.455** (0.378-0.553)	**0.518** (0.419-0.647)	**0.585** (0.458-0.754)	**0.680** (0.509-0.917)	**0.756** (0.545-1.06)
15-min	**0.193** (0.172-0.218)	**0.248** (0.222-0.281)	**0.324** (0.288-0.367)	**0.388** (0.342-0.444)	**0.478** (0.406-0.568)	**0.550** (0.457-0.669)	**0.626** (0.506-0.783)	**0.707** (0.554-0.912)	**0.822** (0.615-1.11)	**0.915** (0.660-1.28)
30-min	**0.274** (0.245-0.309)	**0.352** (0.314-0.398)	**0.459** (0.409-0.521)	**0.550** (0.485-0.630)	**0.678** (0.576-0.806)	**0.780** (0.648-0.949)	**0.888** (0.718-1.11)	**1.00** (0.787-1.29)	**1.17** (0.873-1.57)	**1.30** (0.936-1.82)
60-min	**0.392** (0.350-0.443)	**0.504** (0.450-0.571)	**0.658** (0.586-0.746)	**0.788** (0.695-0.902)	**0.971** (0.825-1.15)	**1.12** (0.928-1.36)	**1.27** (1.03-1.59)	**1.44** (1.13-1.85)	**1.67** (1.25-2.25)	**1.86** (1.34-2.61)
2-hr	**0.598** (0.535-0.676)	**0.756** (0.675-0.855)	**0.971** (0.865-1.10)	**1.15** (1.02-1.32)	**1.41** (1.20-1.68)	**1.62** (1.35-1.97)	**1.84** (1.49-2.30)	**2.08** (1.63-2.67)	**2.41** (1.80-3.25)	**2.68** (1.93-3.75)
3-hr	**0.757** (0.677-0.855)	**0.956** (0.854-1.08)	**1.23** (1.09-1.39)	**1.46** (1.29-1.67)	**1.79** (1.52-2.13)	**2.05** (1.70-2.50)	**2.33** (1.88-2.91)	**2.63** (2.06-3.38)	**3.05** (2.28-4.11)	**3.39** (2.44-4.75)
6-hr	**1.06** (0.945-1.19)	**1.36** (1.21-1.54)	**1.77** (1.58-2.01)	**2.12** (1.87-2.42)	**2.61** (2.22-3.10)	**3.00** (2.49-3.65)	**3.42** (2.76-4.27)	**3.86** (3.03-4.98)	**4.49** (3.36-6.05)	**4.99** (3.60-7.00)
12-hr	**1.31** (1.17-1.48)	**1.79** (1.60-2.03)	**2.45** (2.18-2.78)	**2.99** (2.64-3.43)	**3.76** (3.20-4.47)	**4.37** (3.63-5.31)	**5.00** (4.04-6.25)	**5.67** (4.45-7.31)	**6.61** (4.95-8.92)	**7.36** (5.31-10.3)
24-hr	**1.57** (1.43-1.76)	**2.31** (2.10-2.59)	**3.29** (2.99-3.70)	**4.12** (3.71-4.66)	**5.27** (4.62-6.13)	**6.18** (5.33-7.32)	**7.13** (6.02-8.62)	**8.13** (6.71-10.1)	**9.52** (7.58-12.2)	**10.6** (8.22-14.0)
2-day	**1.95** (1.77-2.18)	**2.86** (2.60-3.21)	**4.11** (3.73-4.62)	**5.18** (4.67-5.86)	**6.70** (5.88-7.80)	**7.93** (6.83-9.39)	**9.23** (7.79-11.2)	**10.6** (8.76-13.1)	**12.6** (10.0-16.1)	**14.2** (11.0-18.7)
3-day	**2.24** (2.04-2.51)	**3.26** (2.97-3.66)	**4.68** (4.25-5.26)	**5.89** (5.31-6.67)	**7.65** (6.71-8.90)	**9.07** (7.82-10.7)	**10.6** (8.95-12.8)	**12.2** (10.1-15.2)	**14.6** (11.6-18.7)	**16.6** (12.8-21.9)
4-day	**2.46** (2.24-2.75)	**3.53** (3.21-3.96)	**5.03** (4.57-5.66)	**6.32** (5.70-7.16)	**8.19** (7.18-9.53)	**9.71** (8.37-11.5)	**11.3** (9.57-13.7)	**13.1** (10.8-16.2)	**15.6** (12.5-20.1)	**17.7** (13.7-23.4)

7-day	**2.99** (2.72-3.35)	**4.17** (3.79-4.67)	**5.79** (5.26-6.51)	**7.19** (6.48-8.14)	**9.20** (8.07-10.7)	**10.8** (9.34-12.8)	**12.6** (10.6-15.2)	**14.5** (11.9-17.9)	**17.2** (13.7-22.0)	**19.4** (15.0-25.6)
10-day	**3.36** (3.06-3.76)	**4.60** (4.18-5.16)	**6.30** (5.72-7.09)	**7.76** (7.00-8.78)	**9.85** (8.64-11.5)	**11.5** (9.95-13.7)	**13.3** (11.3-16.1)	**15.3** (12.6-18.9)	**18.0** (14.4-23.1)	**20.3** (15.7-26.8)
20-day	**4.36** (3.97-4.89)	**5.87** (5.34-6.58)	**7.93** (7.20-8.91)	**9.68** (8.73-11.0)	**12.2** (10.7-14.2)	**14.2** (12.2-16.8)	**16.3** (13.8-19.7)	**18.6** (15.3-23.0)	**21.8** (17.4-28.0)	**24.4** (18.9-32.3)
30-day	**5.40** (4.92-6.05)	**7.23** (6.58-8.11)	**9.73** (8.84-10.9)	**11.9** (10.7-13.4)	**14.9** (13.0-17.3)	**17.3** (14.9-20.4)	**19.8** (16.7-23.9)	**22.5** (18.6-27.9)	**26.4** (21.0-33.8)	**29.5** (22.8-38.9)
45-day	**6.55** (5.96-7.33)	**8.72** (7.93-9.78)	**11.7** (10.6-13.1)	**14.2** (12.8-16.0)	**17.7** (15.5-20.6)	**20.5** (17.7-24.3)	**23.5** (19.8-28.4)	**26.7** (22.0-33.0)	**31.1** (24.8-39.9)	**34.7** (26.9-45.8)
60-day	**7.77** (7.07-8.70)	**10.3** (9.36-11.5)	**13.7** (12.5-15.4)	**16.6** (15.0-18.8)	**20.7** (18.1-24.1)	**23.9** (20.6-28.4)	**27.4** (23.1-33.1)	**31.0** (25.6-38.4)	**36.1** (28.8-46.3)	**40.3** (31.1-53.1)

[1] Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).

Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.

Please refer to NOAA Atlas 14 document for more information.

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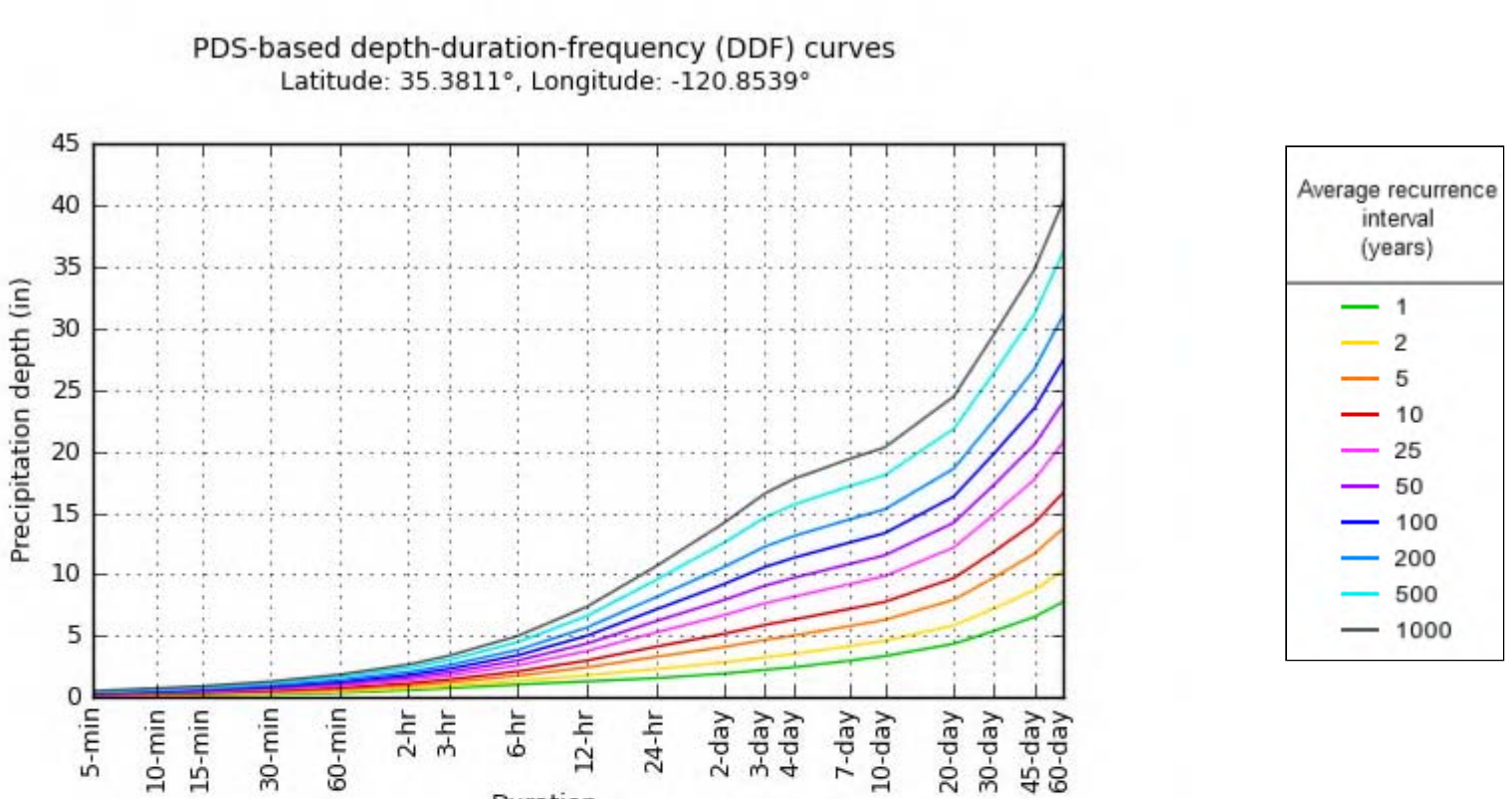
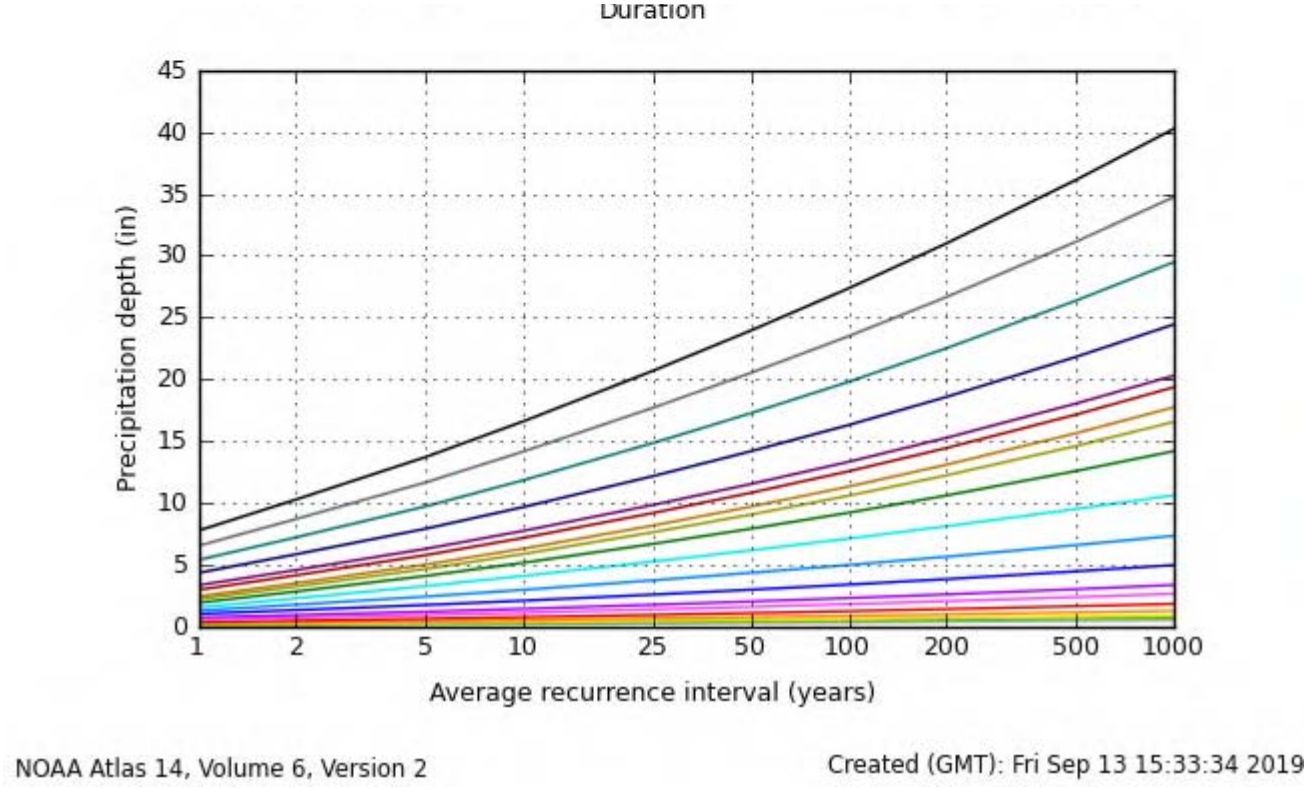
PF graphical





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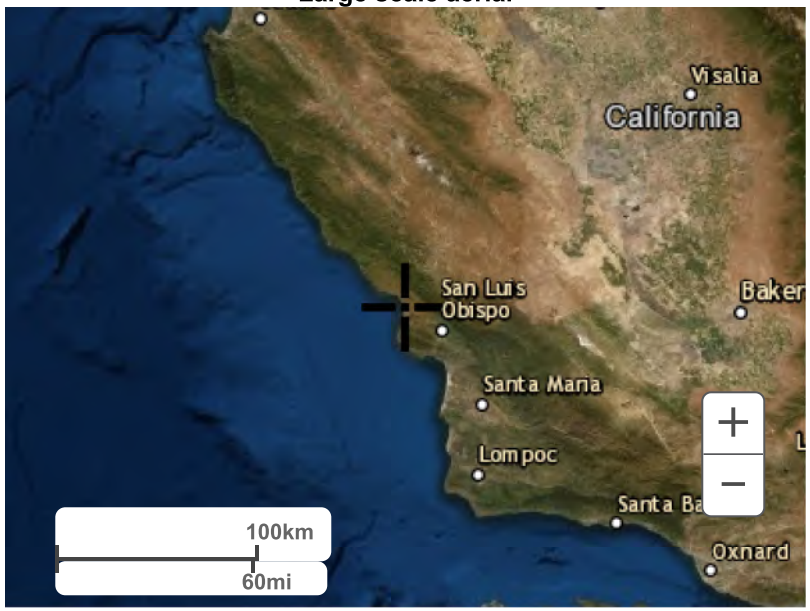
Maps & aerials

Small scale terrain

Large scale terrain

Large scale map

Large scale aerial



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National Oceanic and Atmospheric Administration
National Weather Service
National Water Center
1325 East West Highway
Silver Spring, MD 20910
Questions?: HDSC.Questions@noaa.gov

Disclaimer

USDA United States Department of Agriculture Natural Resources Conservation Service

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A A A

Area of Interest (AOI) | Soil Map | Soil Data Explorer | Download Soils Data | Shopping Cart (Free)

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Soil Erosion Factors

Soil Health Properties

Soil Physical Properties

Soil Qualities and Features

AASHTO Group Classification (Surface)

AASHTO Group Index

Depth to a Selected Soil Restrictive Layer

Depth to Any Soil Restrictive Layer

Drainage Class

Frost Action

Frost-Free Days

Hydrologic Soil Group

View Description | View Rating

View Options

Map

Table

Description of Rating

Rating Options

Detailed Description

Advanced Options

Aggregation Method: Dominant Condition

Component Percent Cutoff

Tie-break Rule: Lower / Higher

View Description | View Rating

Map Unit Name

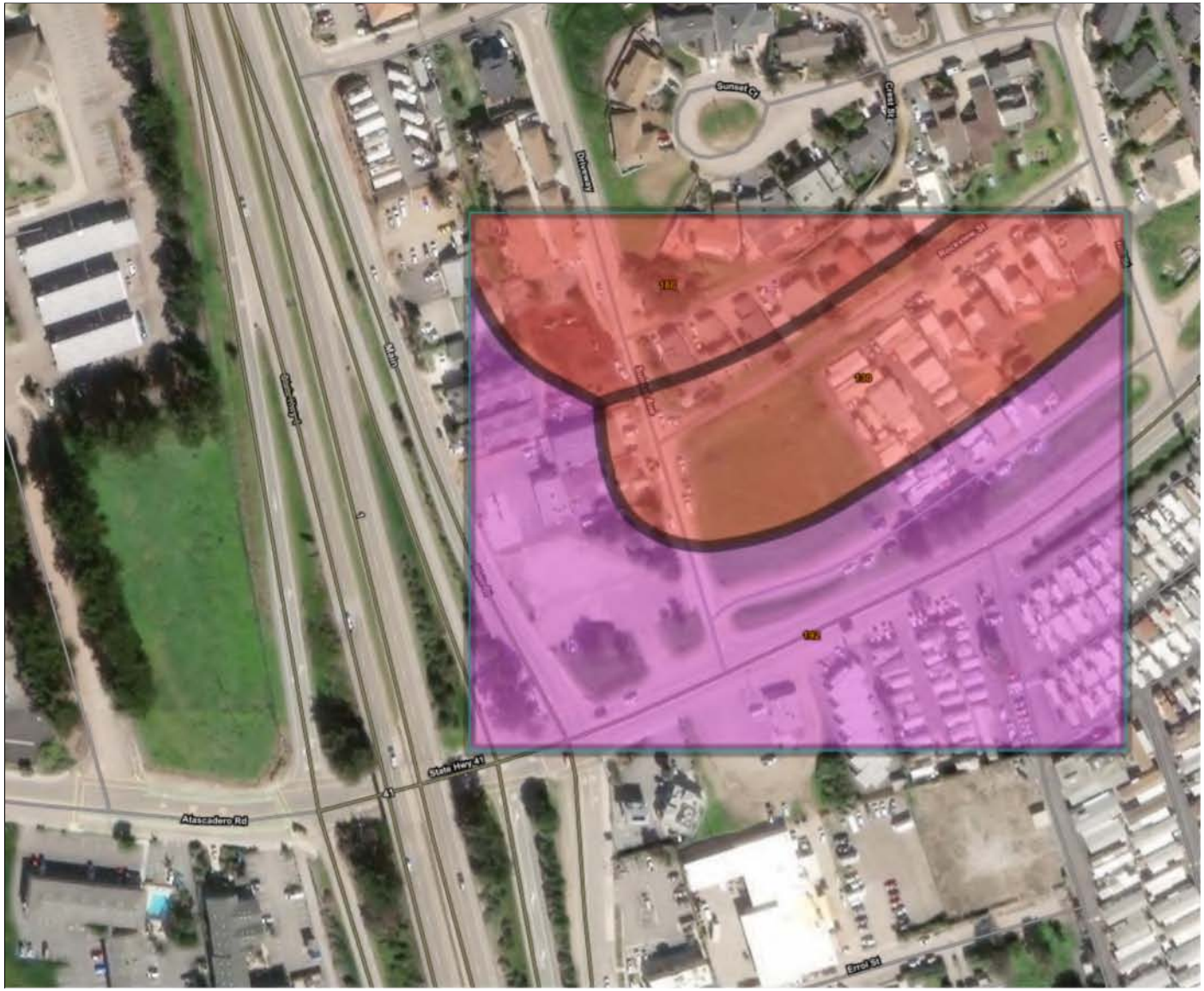
Parent Material Name

Representative Slope

Soil Slippage Potential

Map — Hydrologic Soil Group

Scale (not to scale)



Unified Soil Classification (Surface)

Water Features

Warning: Soil Ratings Map may not be valid at this scale.

You have zoomed in beyond the scale at which the soil map for this area is intended to be used. Mapping of soils is done at a particular scale. The soil surv design of map units and the level of detail shown in the resulting soil map are dependent on that map scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do been shown at a more detailed scale.

Tables — Hydrologic Soil Group — Summary By Map Unit

Summary by Map Unit — San Luis Obispo County, California, Coastal Part (CA664)

Summary by Map Unit — San Luis Obispo County, California, Coastal Part (CA664)

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
130	Diablo and Cibo clays, 9 to 15 percent slopes	D	3.4	26.0%
160	Los Osos loam, 15 to 30 percent slopes, MLRA 15	D	2.2	16.7%
192	Psamments and Fluvents, occasionally flooded, MLRA 14	A	7.4	57.3%
Totals for Area of Interest			**13.0**	**100.0%**

Description — Hydrologic Soil Group

Hydrologic soil groups are based on estimates of runoff potential. Soils are assigned to one of four groups according to the rate of water infiltration when the soils are not protected by vegetation, are thoroughly wet, and receive precipitation from long-duration storms.

The soils in the United States are assigned to four groups (A, B, C, and D) and three dual classes (A/D, B/D, and C/D). The groups are defined as follows:

Group A. Soils having a high infiltration rate (low runoff potential) when thoroughly wet. These consist mainly of deep, well drained to excessively drained sands or gravelly sands. These soils have a high rate of water transmission.

Group B. Soils having a moderate infiltration rate when thoroughly wet. These consist chiefly of moderately deep or deep, moderately well drained or well drained soils that have moderately fine texture to moderately coarse texture. These soils have a moderate rate of water transmission.

Group C. Soils having a slow infiltration rate when thoroughly wet. These consist chiefly of soils having a layer that impedes the downward movement of water or soils of moderately fine texture or fine texture. These soils have a slow rate of water transmission.

Group D. Soils having a very slow infiltration rate (high runoff potential) when thoroughly wet. These consist chiefly of clays that have a high shrink-swell potential, soils that have a high water table, soils that have a claypan or clay layer at or near the surface, and soils that are shallow over nearly impervious material. These soils have a very slow rate of water transmission.

If a soil is assigned to a dual hydrologic group (A/D, B/D, or C/D), the first letter is for drained areas and the second is for undrained areas. Only the soils that in their natural condition are in group D are assigned to dual classes.

Rating Options — Hydrologic Soil Group

Aggregation Method: Dominant Condition

Component Percent Cutoff: *None Specified*

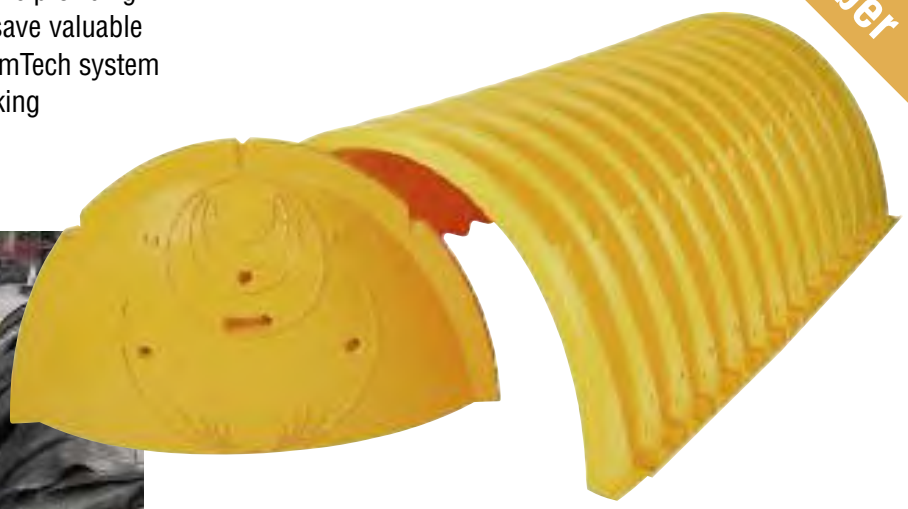
Tie-break Rule: Higher

Appendix C – Underground Retention Basin Sizing

StormTech SC-740 Chamber

SC-740 Chamber

Designed to meet the most stringent industry performance standards for superior structural integrity while providing designers with a cost-effective method to save valuable land and protect water resources. The StormTech system is designed primarily to be used under parking lots thus maximizing land usage for commercial and municipal applications.



StormTech SC-740 Chamber (not to scale)

Nominal Chamber Specifications

Size (L x W x H)	85.4" x 51.0" x 30.0" (2170 x 1295 x 762 mm)
Chamber Storage	45.9 ft³ (1.30 m³)
Min. Installed Storage*	74.9 ft³ (2.12 m³)
Weight	74.0 lbs (33.6 kg)

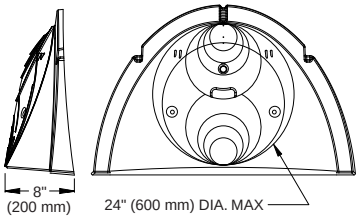
*Assumes 6" (150 mm) stone above, below and between chambers and 40% stone porosity.

Shipping

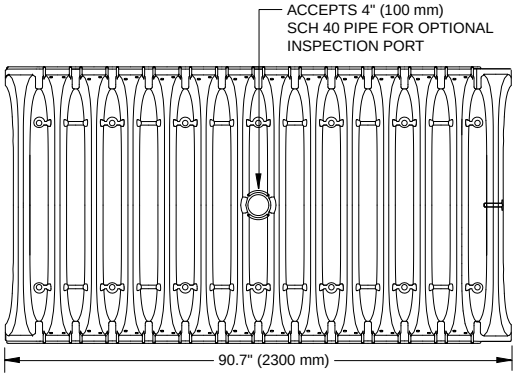
30 chambers/pallet

60 end caps/pallet

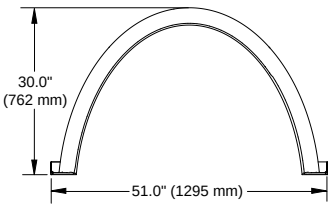
12 pallets/truck

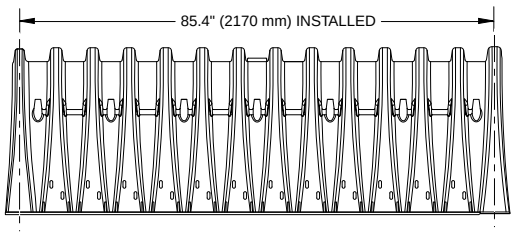


SC-740 End Cap



SC-740 Chamber





StormTech SC-740 Chamber

SC-740 Cumulative Storage Volumes Per Chamber

Assumes 40% Stone Porosity. Calculations are Based Upon a 6" (150 mm) Stone Base Under the Chambers.

Depth of Water in System Inches (mm)	Cumulative Chamber Storage Ft³ (m³)	Total System Cumulative Storage Ft³ (m³)
42 (1067)	45.90 (1.300)	74.90 (2.121)
41 (1041)	45.90 (1.300)	73.77 (2.089)
40 (1016)	45.90 (1.300)	72.64 (2.057)
39 (991)	45.90 (1.300)	71.52 (2.025)
38 (965)	45.90 (1.300)	70.39 (1.993)
37 (948)	45.90 (1.300)	69.26 (1.961)
36 (914)	45.90 (1.300)	68.14 (1.929)
35 (889)	45.85 (1.298)	66.98 (1.897)
34 (864)	45.69 (1.294)	65.75 (1.862)
33 (838)	45.41 (1.286)	64.46 (1.825)
32 (813)	44.81 (1.269)	62.97 (1.783)
31 (787)	44.01 (1.246)	61.36 (1.737)
30 (762)	43.06 (1.219)	59.66 (1.689)
29 (737)	41.98 (1.189)	57.89 (1.639)
28 (711)	40.80 (1.155)	56.05 (1.587)
27 (686)	39.54 (1.120)	54.17 (1.534)
26 (660)	38.18 (1.081)	52.23 (1.479)
25 (635)	36.74 (1.040)	50.23 (1.422)
24 (610)	35.22 (0.977)	48.19 (1.365)
23 (584)	33.64 (0.953)	46.11 (1.306)
22 (559)	31.99 (0.906)	44.00 (1.246)
21 (533)	30.29 (0.858)	41.85 (1.185)
20 (508)	28.54 (0.808)	39.67 (1.123)
19 (483)	26.74 (0.757)	37.47 (1.061)
18 (457)	24.89 (0.705)	35.23 (0.997)
17 (432)	23.00 (0.651)	32.96 (0.939)
16 (406)	21.06 (0.596)	30.68 (0.869)
15 (381)	19.09 (0.541)	28.36 (0.803)
14 (356)	17.08 (0.484)	26.03 (0.737)
13 (330)	15.04 (0.426)	23.68 (0.670)
12 (305)	12.97 (0.367)	21.31 (0.608)
11 (279)	10.87 (0.309)	18.92 (0.535)
10 (254)	8.74 (0.247)	16.51 (0.468)
9 (229)	6.58 (0.186)	14.09 (0.399)

SC-740 Cumulative Storage Volumes Per Chamber (cont.)

Depth of Water in System Inches (mm)	Cumulative Chamber Storage Ft³ (m³)	Total System Cumulative Storage Ft³ (m³)
8 (203)	4.41 (0.125)	11.66 (0.330)
7 (178)	2.21 (0.063)	9.21 (0.264)
6 (152)	0	6.76 (0.191)
5 (127)	0	5.63 (0.160)
4 (102)	Stone Foundation 0	4.51 (0.125)
3 (76)	0	3.38 (0.095)
2 (51)	0	2.25 (0.064)
1 (25)	0	1.13 (0.032)

Note: Add 1.13 cu. ft. (0.032 m³) of storage for each additional inch (25 mm) of stone foundation.

Storage Volume Per Chamber ft³ (m³)

	Bare Chamber Storage ft³ (m³)	Chamber and Stone Stone Foundation Depth in. (mm)		
		6 (150)	12 (300)	18 (450)
StormTech SC-740	45.9 (1.3)	74.9 (2.1)	81.7 (2.3)	88.4 (2.5)

Note: Assumes 6" (150 mm) of stone above chambers, 6" (150 mm) row spacing and 40% porosity.

Amount of Stone Per Chamber

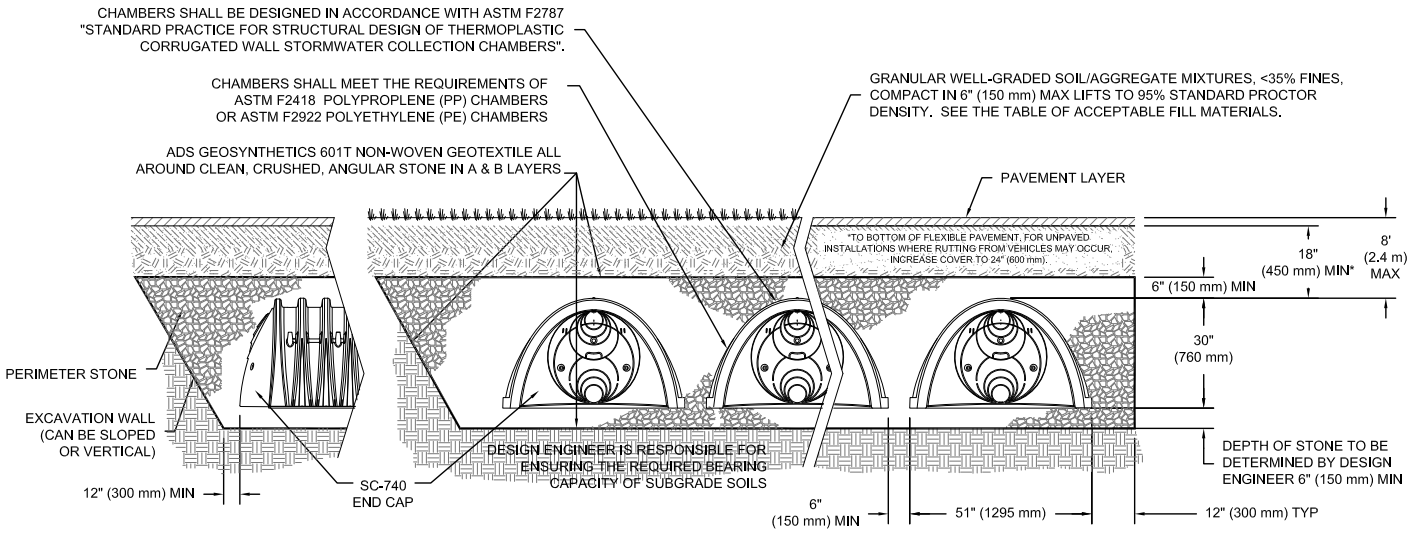
	Stone Foundation Depth		
ENGLISH TONS (yd³)	**6"**	**12"**	**18"**
StormTech SC-740	3.8 (2.8 yd³)	4.6 (3.3 yd³)	5.5 (3.9 yd³)
METRIC KILOGRAMS (m³)	**150 mm**	**300 mm**	**450 mm**
StormTech SC-740	3450 (2.1 m³)	4170 (2.5 m³)	4490 (3.0 m³)

Note: Assumes 6" (150 mm) of stone above, and between chambers.

Volume of Excavation Per Chamber yd³ (m³)

	Stone Foundation Depth		
	6" (150 mm)	**12" (300 mm)**	**18" (450 mm)**
StormTech SC-740	5.5 (4.2)	6.2 (4.7)	6.8 (5.2)

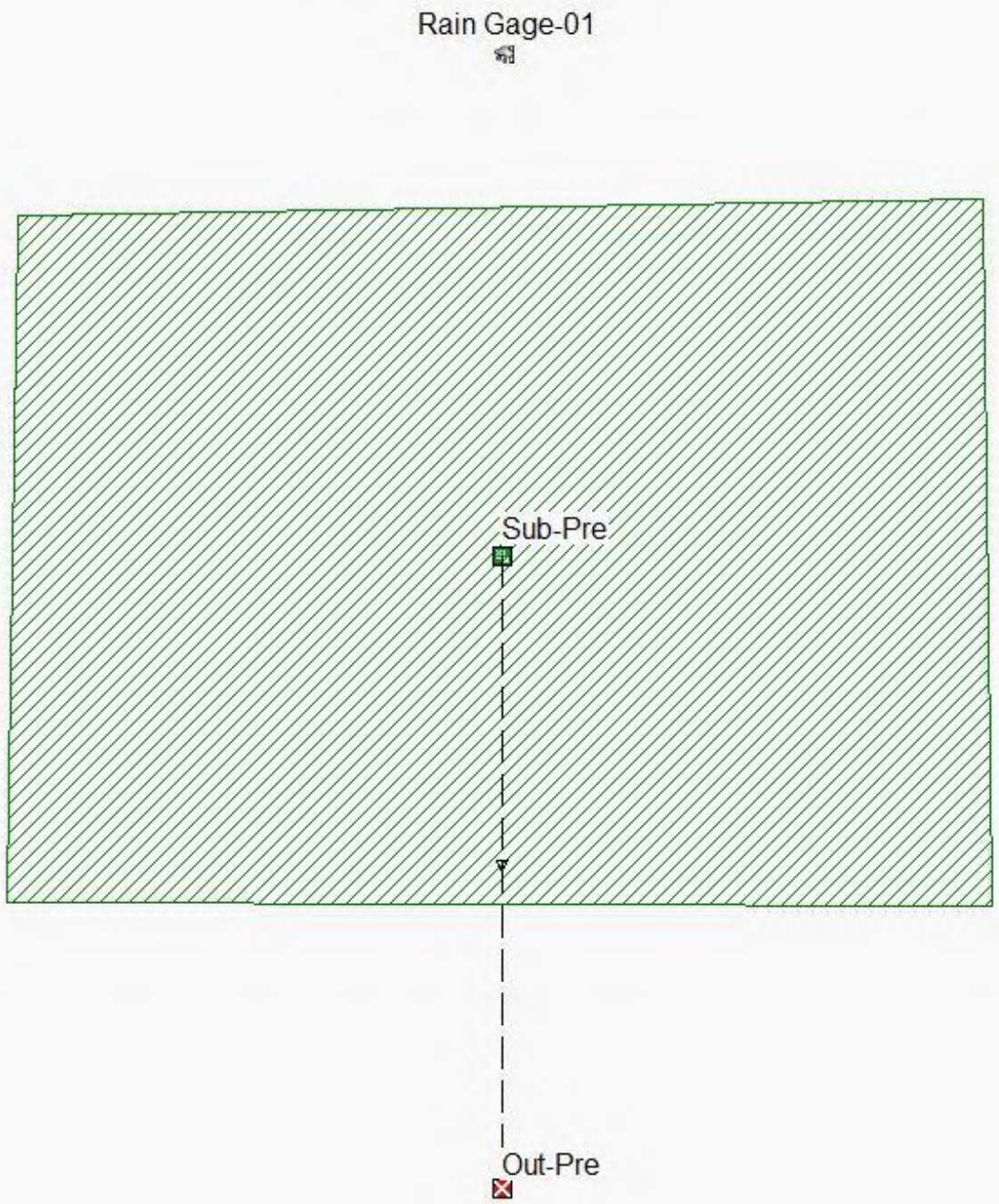
Note: Assumes 6" (150 mm) of row separation and 18" (450 mm) of cover. Volume of excavation will vary as depth of cover increases.



THE INSTALLED CHAMBER SYSTEM SHALL PROVIDE THE LOAD FACTORS SPECIFIED IN THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS SECTION 12.12 FOR EARTH AND LIVE LOADS, WITH CONSIDERATION FOR IMPACT AND MULTIPLE VEHICLE PRESENCES.

Appendix D – SSA Results

PROJECT SCHEMATIC



2-YEAR ANALYSIS

Project Description

File Name ..... 19120 SSA Model.SPF

Project Options

Flow Units ..... CFS
Elevation Type ..... Elevation
Hydrology Method ..... SCS TR-55
Time of Concentration (TOC) Method ..... User-Defined
Link Routing Method ..... Hydrodynamic
Enable Overflow Ponding at Nodes ..... YES
Skip Steady State Analysis Time Periods ... YES

Analysis Options

Start Analysis On ..... Sep 13, 2019 00:00:00
End Analysis On ..... Sep 15, 2019 00:00:00
Start Reporting On ..... Sep 13, 2019 00:00:00
Antecedent Dry Days ..... 0 days
Runoff (Dry Weather) Time Step ..... 0 01:00:00 days hh:mm:ss
Runoff (Wet Weather) Time Step ..... 0 00:05:00 days hh:mm:ss
Reporting Time Step ..... 0 00:05:00 days hh:mm:ss
Routing Time Step ..... 30 seconds

Number of Elements

	Qty
Rain Gages	1
Subbasins	1
Nodes	1
Junctions	0
Outfalls	1
Flow Diversions	0
Inlets	0
Storage Nodes	0
Links	0
Channels	0
Pipes	0
Pumps	0
Orifices	0
Weirs	0
Outlets	0
Pollutants	0
Land Uses	0

Rainfall Details

SN	Rain Gage ID	Data Source	Data Source ID	Rainfall Type	Rain Units	State	County	Return Period (years)	Rainfall Depth (inches)	Rainfall Distribution
1		Time Series	2-Year	Cumulative	inches	California	San Luis Obispo (Morro Bay)	2	2.31	SCS Type I 24-hr

Subbasin Summary

SN	Subbasin ID	Area (ac)	Weighted Curve Number	Total Rainfall (in)	Total Runoff (in)	Total Runoff Volume (ac-in)	Peak Runoff (cfs)	Time of Concentration (days hh:mm:ss)
1	Sub-Pre	1.20	79.00	2.31	0.71	0.86	0.49	0 00:10:00

Node Summary

SN	Element ID	Element Type	Invert Elevation (ft)	Ground/Rim (Max) Elevation (ft)	Initial Water Elevation (ft)	Surcharge Elevation (ft)	Ponded Area (ft²)	Peak Inflow (cfs)	Max HGL Elevation Attained (ft)	Max Surcharge Depth Attained (ft)	Min Freeboard Attained (ft)	Time of Peak Flooding Occurrence (days hh:mm)	Total Flooded Volume (ac-in)	Total Time Flooded (min)
1	Out-Pre	Outfall	0.00					0.00	0.00					

Subbasin Hydrology

Subbasin : Sub-Pre

Input Data

Area (ac) 1.20
Weighted Curve Number 79.00
Rain Gage ID ..... Rain Gage-01

Composite Curve Number

Soil/Surface Description	Area (acres)	Soil Group	Curve Number
50 - 75% grass cover, Fair	1.20	C	79.00
Composite Area & Weighted CN	1.20		79.00

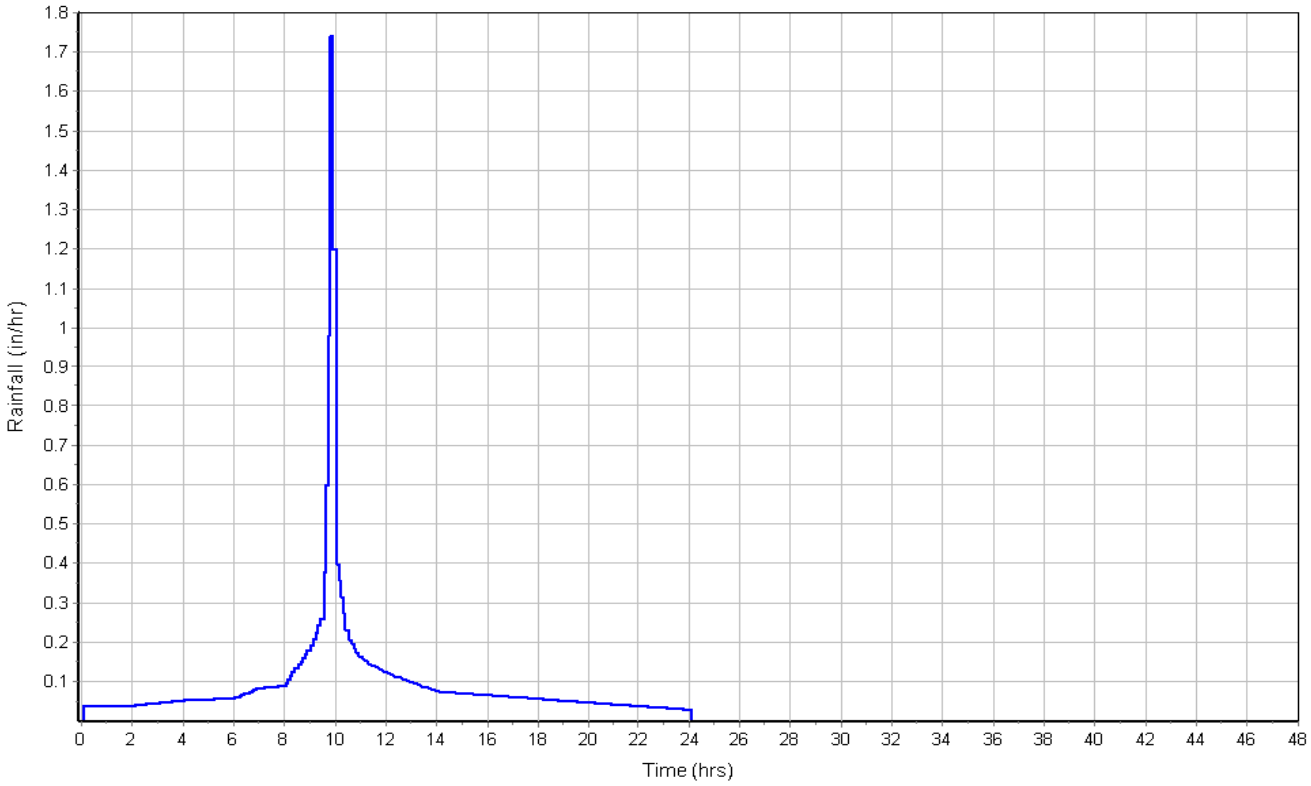
Subbasin Runoff Results

Total Rainfall (in) 2.31
Total Runoff (in) 0.71
Peak Runoff (cfs) 0.49
Weighted Curve Number 79.00
Time of Concentration (days hh:mm:ss) 0 00:10:00

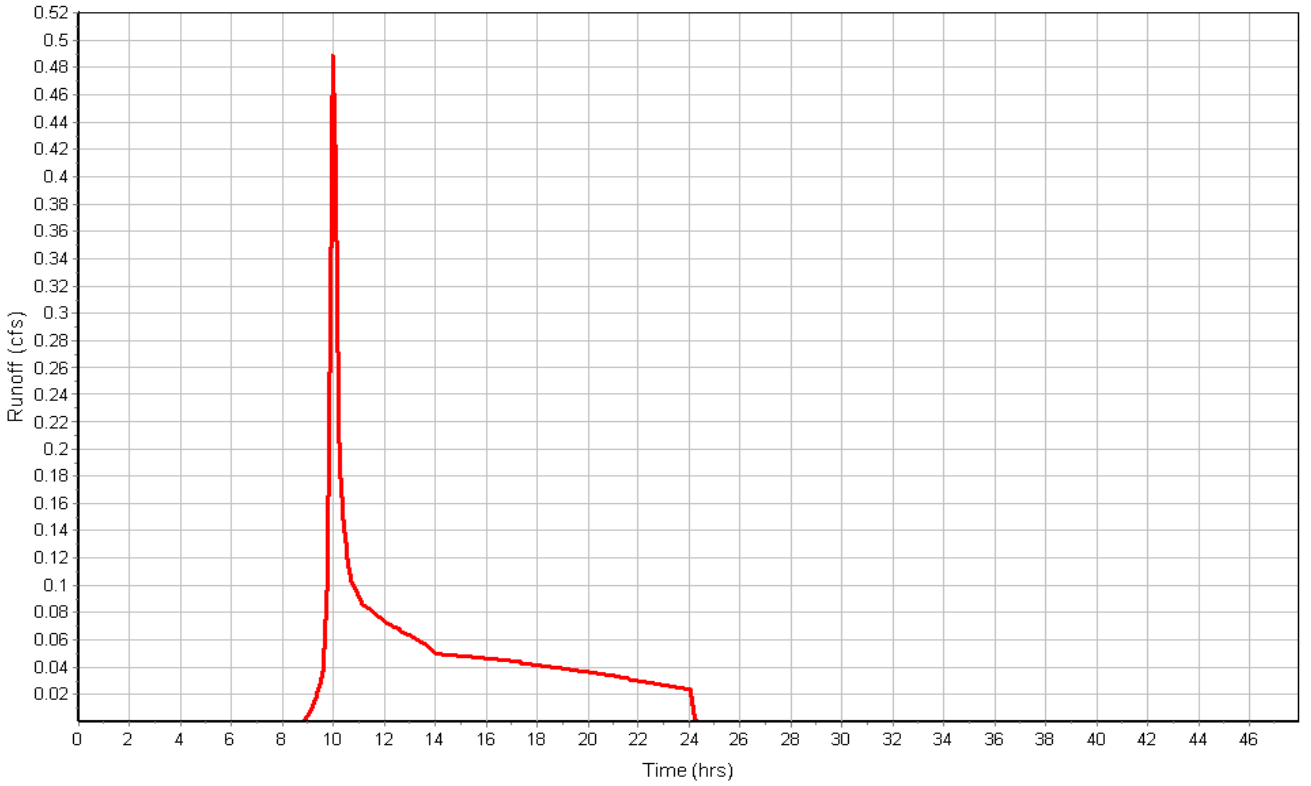
2-YEAR ANALYSIS

Subbasin : Sub-Pre

Rainfall Intensity Graph



Runoff Hydrograph



10-YEAR ANALYSIS

Project Description

File Name ..... 19120 SSA Model.SPF

Project Options

Flow Units ..... CFS
Elevation Type ..... Elevation
Hydrology Method ..... SCS TR-55
Time of Concentration (TOC) Method ..... User-Defined
Link Routing Method ..... Hydrodynamic
Enable Overflow Ponding at Nodes ..... YES
Skip Steady State Analysis Time Periods ... YES

Analysis Options

Start Analysis On ..... Sep 13, 2019 00:00:00
End Analysis On ..... Sep 15, 2019 00:00:00
Start Reporting On ..... Sep 13, 2019 00:00:00
Antecedent Dry Days ..... 0 days
Runoff (Dry Weather) Time Step ..... 0 01:00:00 days hh:mm:ss
Runoff (Wet Weather) Time Step ..... 0 00:05:00 days hh:mm:ss
Reporting Time Step ..... 0 00:05:00 days hh:mm:ss
Routing Time Step ..... 30 seconds

Number of Elements

	Qty
Rain Gages	1
Subbasins	1
Nodes	1
Junctions	0
Outfalls	1
Flow Diversions	0
Inlets	0
Storage Nodes	0
Links	0
Channels	0
Pipes	0
Pumps	0
Orifices	0
Weirs	0
Outlets	0
Pollutants	0
Land Uses	0

Rainfall Details

SN	Rain Gage ID	Data Source	Data Source ID	Rainfall Type	Rain Units	State	County	Return Period (years)	Rainfall Depth (inches)	Rainfall Distribution
1		Time Series	10-Year	Cumulative	inches	California	San Luis Obispo (Morro Bay)	10	4.12	SCS Type I 24-hr

Subbasin Summary

SN	Subbasin ID	Area (ac)	Weighted Curve Number	Total Rainfall (in)	Total Runoff (in)	Total Runoff Volume (ac-in)	Peak Runoff (cfs)	Time of Concentration (days hh:mm:ss)
1	Sub-Pre	1.20	79.00	4.12	2.06	2.47	1.68	0 00:10:00

Node Summary

SN	Element ID	Element Type	Invert Elevation (ft)	Ground/Rim (Max) Elevation (ft)	Initial Water Elevation (ft)	Surcharge Elevation (ft)	Ponded Area (ft^2)	Peak Inflow (cfs)	Max HGL Elevation Attained (ft)	Max Surcharge Depth Attained (ft)	Min Freeboard Attained (ft)	Time of Peak Flooding Occurrence (days hh:mm)	Total Flooded Volume (ac-in)	Total Time Flooded (min)
1	Out-Pre	Outfall	0.00					0.00	0.00					

Subbasin Hydrology

Subbasin : Sub-Pre

Input Data

Area (ac) 1.20
Weighted Curve Number 79.00
Rain Gage ID ..... Rain Gage-01

Composite Curve Number

Soil/Surface Description	Area (acres)	Soil Group	Curve Number
50 - 75% grass cover, Fair	1.20	C	79.00
Composite Area & Weighted CN	1.20		79.00

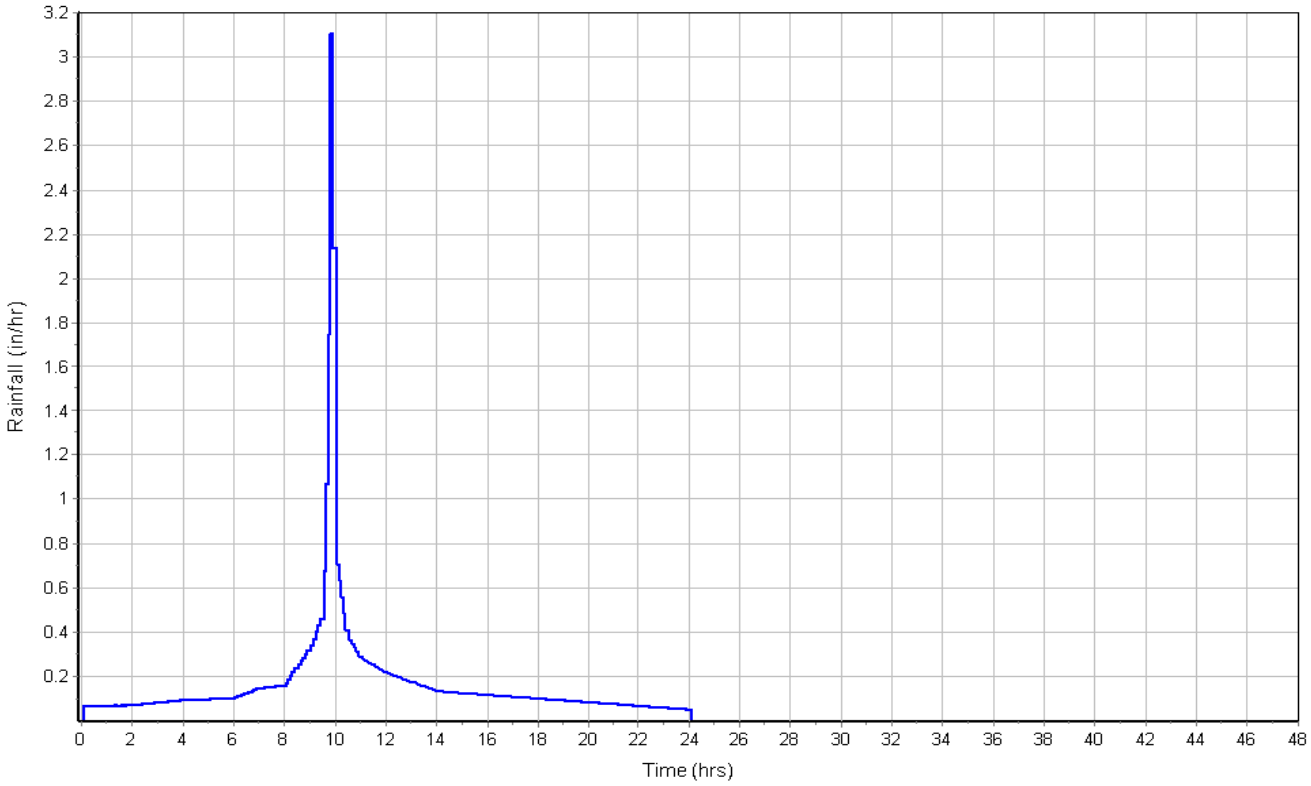
Subbasin Runoff Results

Total Rainfall (in) 4.12
Total Runoff (in) 2.06
Peak Runoff (cfs) 1.68
Weighted Curve Number 79.00
Time of Concentration (days hh:mm:ss) 0 00:10:00

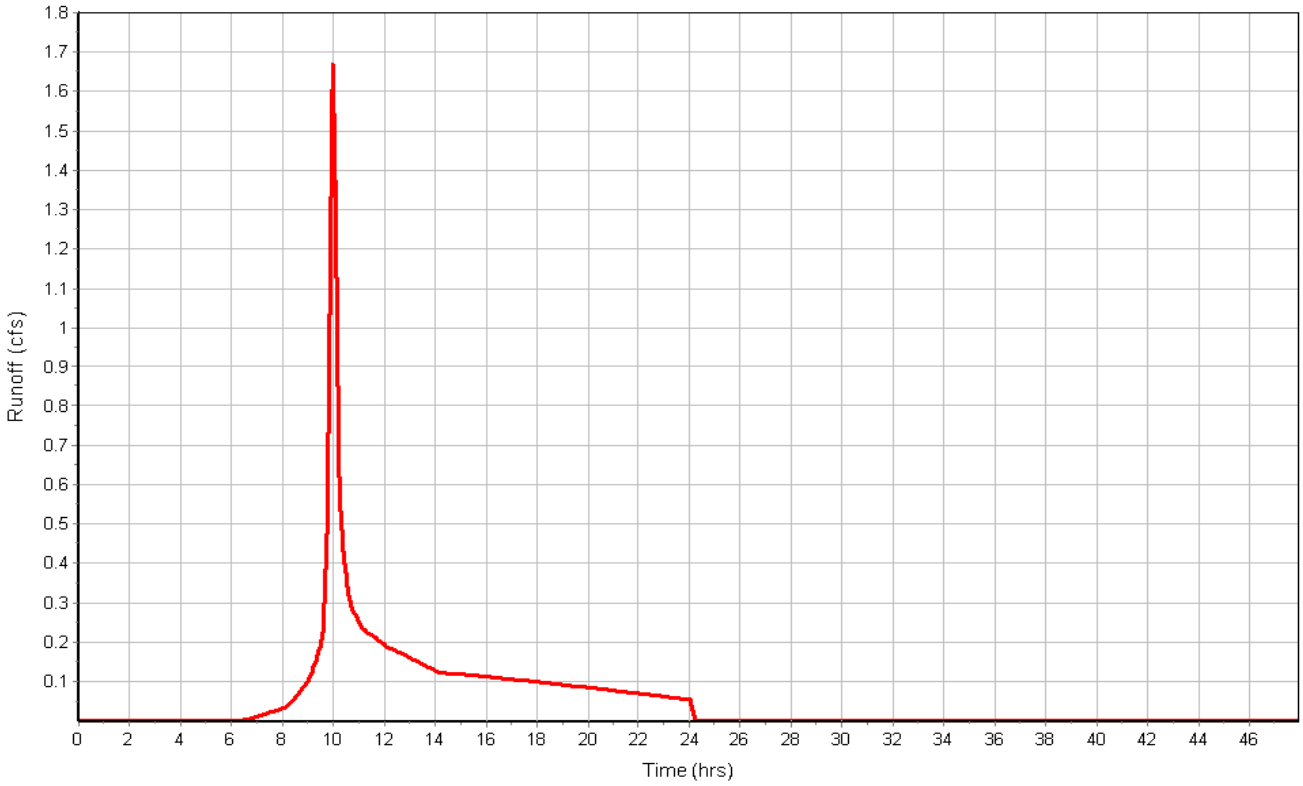
10-YEAR ANALYSIS

Subbasin : Sub-Pre

Rainfall Intensity Graph



Runoff Hydrograph



Appendix E – Performance Requirement Certifications

APPENDIX C

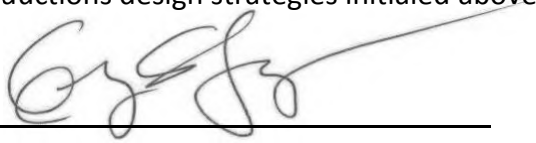
PERFORMANCE REQUIREMENT DETERMINATION FORM

The following form shall be completed for all development and redevelopment projects. Projects that are exempt from performance requirements are required to complete Sections 1 & 2 only.

Section 1: General Information	
Project name	405 ATASCADERO ROAD APARTMENTS
Project Address	405 ATASCADERO ROAD, MORRO BAY, CA
Assessor's Parcel Number(s)	068323034, 068323035, 068323036
Name of Applicant	SCOTT SMITH
Applicant email address:	info@haslo.org
Applicant phone:	805-543-4478
Project Type (e.g. single-family residential, commercial, etc.)	MULTI-UNIT RESIDENTIAL
Section 2: Area Information	
Total Project Area	1.20 Acres
Total Existing impervious surface area	2,317 SF
Proposed Gross Impervious Area (list only the surface areas that are being created or replaced)	
a. Rooftops	9,967 SF
b. Driveways	COMBINED WITH PARKING LOT
c. Patios	10,395 SF
d. Parking Lots	12,453 SF
e. Other	1,375 SF
Total Gross Impervious Area	34,920 SF
If Gross Impervious Area <2,500 ft^2, write "EXEMPT". Otherwise continue to Sec. 3	
Section 3: PR Determination	
Watershed Management Zone (App. B)	1 & 3
Net Impervious Area (from page 10)	32,603 SF
Performance Requirements (from Flow Charts)	PR 1-4

PERFORMANCE REQUIREMENT NO. 1 CERTIFICATION		
	LOW IMPACT DEVELOPMENT (LID) DESIGN STRATEGY	INCORPORATED
1.	Limit disturbance of creeks and natural drainage features.	NA
2.	Minimize compaction of highly permeable soils.	GJ
3.	Limit clearing and grading of native vegetation at the site to the minimum area needed to build the project, allow access, and provide fire protection.	GJ
4.	Minimize impervious surfaces by concentrating improvements on the least sensitive areas of the site, while leaving the remaining land in a natural undisturbed state.	GJ
5.	Minimize stormwater runoff by implementing one or more of the following design measures:	
	a) Direct roof runoff into cisterns or rain barrels for reuse.	NA
	b) Direct roof runoff onto vegetated areas safely away from building foundations and footings.	GJ
	c) Direct runoff from sidewalks, walkways, and/or patios onto vegetated areas safely away from building foundations and footings.	GJ
	d) Direct runoff from driveways and/or uncovered parking lots onto vegetated areas safely away from building foundations and footings.	NA
	e) Construct bike lanes, driveways, uncovered parking lots, sidewalks, walkways, and patios with permeable surfaces.	GJ

I, GREG JAEGER, acting as the Project Engineer for MORRO BAY HOUSING project, located at 405 ATASCADERO ROAD, hereby state that the Site Design and Runoff Reductions design strategies initialed above have been incorporated into the design of the project.



Signature

09/17/19

Date

PERFORMANCE REQUIREMENT NO. 2 CERTIFICATION		
	ON-SITE WATER QUALITY TREATMENT MEASURES	INCORPORATED
1.	Low Impact Development (LID) Treatment Systems designed to retain stormwater runoff generated by the 85th percentile 24-hour storm (see Appendix I). Stormwater Control Measures Implemented (check all that apply, design documentation is required): ☐ Harvesting and Use, ☒ Infiltration, ☐ Evapotranspiration	GJ
2.	Biofiltration Treatment Systems – with the following design parameters: (1) Maximum surface loading rate appropriate to prevent erosion, scour and channeling within the biofiltration treatment system itself and equal to 5 inches per hour, based on the flow of runoff produced from a rain event equal to or at least 0.2 inches per hour intensity	NA
	(2) Follow Central Coast LIDI Bioretention Design Guidance for other parameters. If site conditions warrant, an underdrain with discharge to a storm drainage facility is allowed.	NA
3.	Non-Retention Based Treatment Systems – designed to meet at least one of the following hydraulic sizing criteria:	
	(a) Volume Hydraulic Design Basis – Treatment systems whose primary mode of action depends on volume capacity shall be designed to treat stormwater runoff equal to the volume of runoff generated by the 85th percentile 24-hour storm event (see Appendix I)	NA
	(b) Flow Hydraulic Design Basis – Treatment systems whose primary mode of action depends on flow capacity shall be sized to treat the flow of runoff resulting from a rain event equal to at least 0.2 inches per hour intensity.	NA
4.	Stormwater Control Plan is required – see Appendix K	

I, GREG JAEGER, acting as the Project Engineer for MORRO BAY HOUSING project, located at 405 ATASCADERO ROAD, hereby state that the On-Site Water Quality Treatment Measures initialed above have been incorporated into the design of the project.

Signature

09/17/19
Date

Design Rainfall Events & Treatment Requirement for WMZs

WMZ	Treatment Options & Design Rainfall	Check Applicable WMZs
WMZ 1	Via Infiltration, prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event as determined from local rainfall data.	✓
WMZ 2	Via storage, rainwater harvesting, infiltration, and/or evapotranspiration, prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 3	Not Applicable	✓
WM 4*, 7* & 10*	Via Infiltration, prevent offsite discharge from events up to the 95th percentile 24-hour rainfall event as determined from local rainfall data.	
WMZ 9	Via storage, rainwater harvesting, infiltration, and/or evapotranspiration, prevent offsite discharge from events up to the 85th percentile 24-hour rainfall event as determined from local rainfall data.	
* Applicable only to those areas that overlay designated Groundwater Basins		

LID Site Assessment Checklist

	Included
1. Site topography	✓
2. Hydrologic features including contiguous natural areas, wetlands, watercourses, seeps, or springs	✓
3. Depth to seasonal high groundwater	✓
4. Locations of groundwater wells used for drinking water	✓
5. Depth to an impervious layer such as bedrock	✓
6. Presence of unique geology (e.g., karst)	✓
7. Geotechnical hazards	✓
8. Documented soil and/or groundwater contamination	✓
9. Soil types and hydrologic soil groups	✓
10. Vegetative cover/trees	✓
11. Run-on characteristics (source and estimated runoff from offsite which discharges to the project area)	
12. Existing drainage infrastructure for the site and nearby areas including the location of municipal storm drains	✓
13. Structures including retaining walls	✓
14. Utilities	✓
15. Easements	✓
16. Covenants	✓
17. Zoning/Land Use	✓
18. Setbacks	✓
19. Open space requirements	✓
20. Other pertinent overlay(s)	✓

LID Site Design Measures

In addition to site design measures listed in PR1, the Project Engineer shall certify the Project design optimizes the use of the following design measures. Initial each runoff retention measure that has been incorporated and optimized into the design or mark NA if not applicable

PERFORMANCE REQUIREMENT NO. 3 CERTIFICATION OF LID SITE DESIGN MEASURES		
	DESIGN MEASURE	INCORPORATED/OPTIMIZED
1.	Defining the development envelope, identifying the protected areas, and identifying areas that are most suitable for development and areas to be left undisturbed	GJ
2.	Identifying conserved natural areas, including existing trees, other vegetation, and soils (shown on the plans)	GJ
3.	Limit the overall impervious footprint of the project	GJ
4.	Design of streets, sidewalks, or parking lot aisles to the minimum widths necessary, provided that public safety or mobility uses are not compromised	GJ
5.	Set back development from creeks, wetlands, and riparian habitats	NA
6.	Design conforms the site layout along natural landforms	GJ
7.	Design avoids excessive grading and disturbance of vegetation and soils	GJ

I, GREG JAEGER, acting as the Project Engineer for MORRO BAY HOUSING project, located at 405 ATASCADERO ROAD, hereby state that LID Site Design Measures initialed above have been incorporated into the design of the project.

Signature

09/17/19

Date

Appendix E

Noise Monitoring Data Sheets

- Freq Weight : A
- Time Weight : FAST
- Level Range : 40-100
- Max dB : 74.8 - 2018/05/03 15:59:41
- Level Range : 40-100
- SEL : 85.8
- Leq : 56.3
-

No.s	Date Time	(dB)
1	2018/05/03 15:56:00	52.9
2	2018/05/03 15:56:01	53.2
3	2018/05/03 15:56:02	52.8
4	2018/05/03 15:56:03	51.6
5	2018/05/03 15:56:04	54.2
6	2018/05/03 15:56:05	53.1
7	2018/05/03 15:56:06	51.5
8	2018/05/03 15:56:07	52.8
9	2018/05/03 15:56:08	54.8
10	2018/05/03 15:56:09	53.6
11	2018/05/03 15:56:10	53.4
12	2018/05/03 15:56:11	52.4
13	2018/05/03 15:56:12	53.4
14	2018/05/03 15:56:13	53.7
15	2018/05/03 15:56:14	52.6
16	2018/05/03 15:56:15	53.1
17	2018/05/03 15:56:16	53.5
18	2018/05/03 15:56:17	52.8
19	2018/05/03 15:56:18	53.1
20	2018/05/03 15:56:19	54.7
21	2018/05/03 15:56:20	54.5
22	2018/05/03 15:56:21	54.2
23	2018/05/03 15:56:22	52.7
24	2018/05/03 15:56:23	53.4
25	2018/05/03 15:56:24	51.8
26	2018/05/03 15:56:25	52.4
27	2018/05/03 15:56:26	52.6
28	2018/05/03 15:56:27	53.2
29	2018/05/03 15:56:28	55.5
30	2018/05/03 15:56:29	53.2
31	2018/05/03 15:56:30	56.0
32	2018/05/03 15:56:31	56.8
33	2018/05/03 15:56:32	57.3
34	2018/05/03 15:56:33	56.9
35	2018/05/03 15:56:34	55.1
36	2018/05/03 15:56:35	53.7
37	2018/05/03 15:56:36	53.8
38	2018/05/03 15:56:37	54.0
39	2018/05/03 15:56:38	55.5
40	2018/05/03 15:56:39	54.4
41	2018/05/03 15:56:40	56.4
42	2018/05/03 15:56:41	56.1
43	2018/05/03 15:56:42	55.7
44	2018/05/03 15:56:43	54.7
45	2018/05/03 15:56:44	54.4
46	2018/05/03 15:56:45	55.1
47	2018/05/03 15:56:46	53.8
48	2018/05/03 15:56:47	55.3
49	2018/05/03 15:56:48	54.7
50	2018/05/03 15:56:49	55.9
51	2018/05/03 15:56:50	55.5
52	2018/05/03 15:56:51	56.2
53	2018/05/03 15:56:52	56.5
54	2018/05/03 15:56:53	55.1
55	2018/05/03 15:56:54	57.3
56	2018/05/03 15:56:55	57.6
57	2018/05/03 15:56:56	56.8
58	2018/05/03 15:56:57	54.5
59	2018/05/03 15:56:58	53.1
60	2018/05/03 15:56:59	52.4
61	2018/05/03 15:57:00	52.7
62	2018/05/03 15:57:01	52.5
63	2018/05/03 15:57:02	52.1
64	2018/05/03 15:57:03	53.4
65	2018/05/03 15:57:04	51.8
66	2018/05/03 15:57:05	53.4
67	2018/05/03 15:57:06	52.8
68	2018/05/03 15:57:07	52.5
69	2018/05/03 15:57:08	53.0
70	2018/05/03 15:57:09	51.3
71	2018/05/03 15:57:10	52.0
72	2018/05/03 15:57:11	52.1
73	2018/05/03 15:57:12	52.2
74	2018/05/03 15:57:13	54.2
75	2018/05/03 15:57:14	54.6
76	2018/05/03 15:57:15	56.9
77	2018/05/03 15:57:16	55.8
78	2018/05/03 15:57:17	55.3
79	2018/05/03 15:57:18	56.6
80	2018/05/03 15:57:19	56.7
81	2018/05/03 15:57:20	56.3
82	2018/05/03 15:57:21	57.0
83	2018/05/03 15:57:22	56.6
84	2018/05/03 15:57:23	59.2
85	2018/05/03 15:57:24	59.7

86	2018/05/03	15:57:25	59.9
87	2018/05/03	15:57:26	58.0
88	2018/05/03	15:57:27	55.7
89	2018/05/03	15:57:28	54.6
90	2018/05/03	15:57:29	54.7
91	2018/05/03	15:57:30	55.1
92	2018/05/03	15:57:31	56.6
93	2018/05/03	15:57:32	55.1
94	2018/05/03	15:57:33	55.3
95	2018/05/03	15:57:34	55.0
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97	2018/05/03	15:57:36	56.3
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102	2018/05/03	15:57:41	51.9
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116	2018/05/03	15:57:55	55.4
117	2018/05/03	15:57:56	57.3
118	2018/05/03	15:57:57	57.7
119	2018/05/03	15:57:58	56.2
120	2018/05/03	15:57:59	57.8
121	2018/05/03	15:58:00	57.5
122	2018/05/03	15:58:01	57.8
123	2018/05/03	15:58:02	58.2
124	2018/05/03	15:58:03	56.6
125	2018/05/03	15:58:04	56.7
126	2018/05/03	15:58:05	55.8
127	2018/05/03	15:58:06	60.6
128	2018/05/03	15:58:07	61.8
129	2018/05/03	15:58:08	60.9
130	2018/05/03	15:58:09	58.3
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136	2018/05/03	15:58:15	52.7
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151	2018/05/03	15:58:30	52.5
152	2018/05/03	15:58:31	52.6
153	2018/05/03	15:58:32	50.8
154	2018/05/03	15:58:33	51.9
155	2018/05/03	15:58:34	51.8
156	2018/05/03	15:58:35	53.0
157	2018/05/03	15:58:36	53.8
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162	2018/05/03	15:58:41	51.1
163	2018/05/03	15:58:42	51.9
164	2018/05/03	15:58:43	55.1
165	2018/05/03	15:58:44	54.9
166	2018/05/03	15:58:45	53.9
167	2018/05/03	15:58:46	56.5
168	2018/05/03	15:58:47	55.9
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183	2018/05/03	15:59:02	61.2
184	2018/05/03	15:59:03	59.0

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207	2018/05/03	15:59:26	55.7
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213	2018/05/03	15:59:32	54.4
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217	2018/05/03	15:59:36	60.1
218	2018/05/03	15:59:37	53.5
219	2018/05/03	15:59:38	69.3
220	2018/05/03	15:59:39	66.6
221	2018/05/03	15:59:40	70.2
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223	2018/05/03	15:59:42	72.3
224	2018/05/03	15:59:43	71.3
225	2018/05/03	15:59:44	69.7
226	2018/05/03	15:59:45	62.1
227	2018/05/03	15:59:46	55.9
228	2018/05/03	15:59:47	57.8
229	2018/05/03	15:59:48	58.6
230	2018/05/03	15:59:49	58.4
231	2018/05/03	15:59:50	56.1
232	2018/05/03	15:59:51	55.3
233	2018/05/03	15:59:52	57.4
234	2018/05/03	15:59:53	58.1
235	2018/05/03	15:59:54	57.9
236	2018/05/03	15:59:55	56.5
237	2018/05/03	15:59:56	57.1
238	2018/05/03	15:59:57	57.0
239	2018/05/03	15:59:58	57.0
240	2018/05/03	15:59:59	56.4
241	2018/05/03	16:00:00	54.8
242	2018/05/03	16:00:01	53.8
243	2018/05/03	16:00:02	54.7
244	2018/05/03	16:00:03	53.9
245	2018/05/03	16:00:04	53.9
246	2018/05/03	16:00:05	54.9
247	2018/05/03	16:00:06	56.8
248	2018/05/03	16:00:07	55.6
249	2018/05/03	16:00:08	57.1
250	2018/05/03	16:00:09	54.4
251	2018/05/03	16:00:10	55.1
252	2018/05/03	16:00:11	56.8
253	2018/05/03	16:00:12	54.4
254	2018/05/03	16:00:13	55.3
255	2018/05/03	16:00:14	53.0
256	2018/05/03	16:00:15	56.1
257	2018/05/03	16:00:16	57.9
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290	2018/05/03	16:00:49	55.2
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692	2018/05/03 16:07:31	53.6
693	2018/05/03 16:07:32	53.4
694	2018/05/03 16:07:33	53.6
695	2018/05/03 16:07:34	54.8
696	2018/05/03 16:07:35	54.4
697	2018/05/03 16:07:36	54.9
698	2018/05/03 16:07:37	53.8
699	2018/05/03 16:07:38	54.1
700	2018/05/03 16:07:39	53.4
701	2018/05/03 16:07:40	54.8
702	2018/05/03 16:07:41	55.6
703	2018/05/03 16:07:42	55.0
704	2018/05/03 16:07:43	54.5
705	2018/05/03 16:07:44	54.5
706	2018/05/03 16:07:45	55.0
707	2018/05/03 16:07:46	56.5
708	2018/05/03 16:07:47	58.1
709	2018/05/03 16:07:48	55.2
710	2018/05/03 16:07:49	55.9
711	2018/05/03 16:07:50	54.4
712	2018/05/03 16:07:51	54.6
713	2018/05/03 16:07:52	56.9
714	2018/05/03 16:07:53	56.0
715	2018/05/03 16:07:54	56.6
716	2018/05/03 16:07:55	59.2
717	2018/05/03 16:07:56	55.5
718	2018/05/03 16:07:57	54.1
719	2018/05/03 16:07:58	54.2
720	2018/05/03 16:07:59	53.9
721	2018/05/03 16:08:00	53.6
722	2018/05/03 16:08:01	55.9
723	2018/05/03 16:08:02	56.2
724	2018/05/03 16:08:03	55.8
725	2018/05/03 16:08:04	56.7
726	2018/05/03 16:08:05	56.9
727	2018/05/03 16:08:06	56.3
728	2018/05/03 16:08:07	56.4
729	2018/05/03 16:08:08	56.3
730	2018/05/03 16:08:09	56.6
731	2018/05/03 16:08:10	57.6
732	2018/05/03 16:08:11	56.7
733	2018/05/03 16:08:12	57.9
734	2018/05/03 16:08:13	57.3
735	2018/05/03 16:08:14	58.5
736	2018/05/03 16:08:15	56.6
737	2018/05/03 16:08:16	55.3
738	2018/05/03 16:08:17	56.6
739	2018/05/03 16:08:18	58.7
740	2018/05/03 16:08:19	59.7
741	2018/05/03 16:08:20	58.5
742	2018/05/03 16:08:21	58.3
743	2018/05/03 16:08:22	56.9
744	2018/05/03 16:08:23	56.8
745	2018/05/03 16:08:24	57.1
746	2018/05/03 16:08:25	57.9
747	2018/05/03 16:08:26	56.9
748	2018/05/03 16:08:27	57.0
749	2018/05/03 16:08:28	54.9
750	2018/05/03 16:08:29	56.4
751	2018/05/03 16:08:30	55.0
752	2018/05/03 16:08:31	55.8
753	2018/05/03 16:08:32	54.0
754	2018/05/03 16:08:33	57.1
755	2018/05/03 16:08:34	55.8
756	2018/05/03 16:08:35	55.5
757	2018/05/03 16:08:36	58.4
758	2018/05/03 16:08:37	56.8
759	2018/05/03 16:08:38	57.1
760	2018/05/03 16:08:39	55.9
761	2018/05/03 16:08:40	56.3
762	2018/05/03 16:08:41	54.6
763	2018/05/03 16:08:42	55.0
764	2018/05/03 16:08:43	55.6
765	2018/05/03 16:08:44	55.3
766	2018/05/03 16:08:45	54.1
767	2018/05/03 16:08:46	54.2
768	2018/05/03 16:08:47	56.4
769	2018/05/03 16:08:48	55.6
770	2018/05/03 16:08:49	56.2
771	2018/05/03 16:08:50	56.1
772	2018/05/03 16:08:51	55.2
773	2018/05/03 16:08:52	55.4
774	2018/05/03 16:08:53	55.8
775	2018/05/03 16:08:54	54.2
776	2018/05/03 16:08:55	53.0
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784	2018/05/03	16:09:03	52.8
785	2018/05/03	16:09:04	52.4
786	2018/05/03	16:09:05	52.3
787	2018/05/03	16:09:06	52.1
788	2018/05/03	16:09:07	52.7
789	2018/05/03	16:09:08	54.2
790	2018/05/03	16:09:09	57.2
791	2018/05/03	16:09:10	54.1
792	2018/05/03	16:09:11	56.1
793	2018/05/03	16:09:12	56.4
794	2018/05/03	16:09:13	56.0
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797	2018/05/03	16:09:16	57.2
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802	2018/05/03	16:09:21	56.3
803	2018/05/03	16:09:22	59.6
804	2018/05/03	16:09:23	57.0
805	2018/05/03	16:09:24	59.1
806	2018/05/03	16:09:25	56.8
807	2018/05/03	16:09:26	55.3
808	2018/05/03	16:09:27	54.9
809	2018/05/03	16:09:28	53.9
810	2018/05/03	16:09:29	55.1
811	2018/05/03	16:09:30	53.7
812	2018/05/03	16:09:31	54.4
813	2018/05/03	16:09:32	53.8
814	2018/05/03	16:09:33	54.7
815	2018/05/03	16:09:34	56.8
816	2018/05/03	16:09:35	57.5
817	2018/05/03	16:09:36	57.2
818	2018/05/03	16:09:37	57.1
819	2018/05/03	16:09:38	57.3
820	2018/05/03	16:09:39	58.7
821	2018/05/03	16:09:40	57.1
822	2018/05/03	16:09:41	56.5
823	2018/05/03	16:09:42	57.6
824	2018/05/03	16:09:43	57.1
825	2018/05/03	16:09:44	57.3
826	2018/05/03	16:09:45	56.2
827	2018/05/03	16:09:46	55.8
828	2018/05/03	16:09:47	55.0
829	2018/05/03	16:09:48	57.6
830	2018/05/03	16:09:49	56.2
831	2018/05/03	16:09:50	54.4
832	2018/05/03	16:09:51	55.5
833	2018/05/03	16:09:52	57.2
834	2018/05/03	16:09:53	56.7
835	2018/05/03	16:09:54	55.7
836	2018/05/03	16:09:55	56.8
837	2018/05/03	16:09:56	56.6
838	2018/05/03	16:09:57	54.5
839	2018/05/03	16:09:58	53.9
840	2018/05/03	16:09:59	54.2
841	2018/05/03	16:10:00	55.7
842	2018/05/03	16:10:01	55.3
843	2018/05/03	16:10:02	57.7
844	2018/05/03	16:10:03	57.9
845	2018/05/03	16:10:04	57.6
846	2018/05/03	16:10:05	56.4
847	2018/05/03	16:10:06	55.8
848	2018/05/03	16:10:07	55.5
849	2018/05/03	16:10:08	56.4
850	2018/05/03	16:10:09	54.6
851	2018/05/03	16:10:10	53.6
852	2018/05/03	16:10:11	53.5
853	2018/05/03	16:10:12	52.8
854	2018/05/03	16:10:13	53.4
855	2018/05/03	16:10:14	53.1
856	2018/05/03	16:10:15	53.4
857	2018/05/03	16:10:16	56.7
858	2018/05/03	16:10:17	55.7
859	2018/05/03	16:10:18	52.6
860	2018/05/03	16:10:19	53.2
861	2018/05/03	16:10:20	54.2
862	2018/05/03	16:10:21	53.0
863	2018/05/03	16:10:22	53.8
864	2018/05/03	16:10:23	53.5
865	2018/05/03	16:10:24	53.3
866	2018/05/03	16:10:25	53.7
867	2018/05/03	16:10:26	55.3
868	2018/05/03	16:10:27	56.1
869	2018/05/03	16:10:28	53.8
870	2018/05/03	16:10:29	55.8
871	2018/05/03	16:10:30	52.3
872	2018/05/03	16:10:31	55.3
873	2018/05/03	16:10:32	54.1
874	2018/05/03	16:10:33	53.9
875	2018/05/03	16:10:34	54.2
876	2018/05/03	16:10:35	53.5
877	2018/05/03	16:10:36	53.8

878	2018/05/03	16:10:37	54.3
879	2018/05/03	16:10:38	54.1
880	2018/05/03	16:10:39	55.6
881	2018/05/03	16:10:40	53.0
882	2018/05/03	16:10:41	52.3
883	2018/05/03	16:10:42	53.0
884	2018/05/03	16:10:43	54.2
885	2018/05/03	16:10:44	52.8
886	2018/05/03	16:10:45	52.0
887	2018/05/03	16:10:46	53.3
888	2018/05/03	16:10:47	51.7
889	2018/05/03	16:10:48	52.1
890	2018/05/03	16:10:49	54.1
891	2018/05/03	16:10:50	53.6
892	2018/05/03	16:10:51	51.9
893	2018/05/03	16:10:52	51.3
894	2018/05/03	16:10:53	50.6
895	2018/05/03	16:10:54	52.4
896	2018/05/03	16:10:55	52.7
897	2018/05/03	16:10:56	55.9
898	2018/05/03	16:10:57	51.9
899	2018/05/03	16:10:58	50.8
900	2018/05/03	16:10:59	52.5

Appendix F

Trip Generation and VMT Analysis

RUETTGERS & SCHULER CIVIL ENGINEERS

1800 30th Street, Suite 260
Bakersfield, California 93301
Phone (661) 327-1969
Fax (661) 327-1993

January 10, 2020

612-02
Electronic

Mr. Michael B. Burke
Director of Construction and Development
Housing Authority of San Luis Obispo
487 Leff Street
San Luis Obispo, CA. 93401

REF: Trip Generation and VMT Analysis for a Proposed Multi-Family Housing Project Located at 405 Atascadero Road, Morro Bay, CA

Dear Mr. Burke:

This letter is in response to your request for a traffic analysis of the proposed project. We understand that the proposed project includes a 35-unit affordable rental apartment project at the above referenced location. The project will gain access to the site off of Sunset Avenue.

Trip Generation

The trip generation and design hour volumes shown in Table 1 were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, as well as data provided in the project description. The AM/PM rates and directional splits for ITE Land Use Code 220 (Multifamily Housing) was used to estimate trip generation for weekday peak hour of adjacent street traffic and average daily traffic.

Table 1
Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
220	Multifamily Housing (Low Rise)	35 Dwelling Units	eq	224	eq	23% 4	77% 14	eq	63% 15	37% 9

As part of the trip generation analysis a project trip distribution was prepared based on anticipated travel patterns from residents and is shown in Figure 1. Due to proximity of Sunset Avenue to the future roundabout at SR 1 and Atascadero Road/Main Street intersection, it was assumed that left turn access would occur at the Hill Street intersection at State Rout 41.

The general threshold for the requirement to perform a traffic impact study for a project is 50 peak hour trips entering an intersection during the peak hour of adjacent street traffic. The peak hour of adjacent street traffic is typically during the workweek and occurs either in the AM or PM period associated with work related commuter traffic.

As shown in Table 1 the project would generate approximately 24 trips during the PM peak hour of a typical workday which is below the 50-trip threshold for requiring a traffic impact study. Additionally, as shown in Figure 1, the maximum number of peak hour trips at any intersection would be 23 peak hour trips. Therefore, a traffic impact study would not be required.

Vehicle Miles Traveled (VMT) Evaluation

An evaluation of vehicle miles traveled (VMT) for project traffic was conducted based on applicable California Environmental Quality Act (CEQA) guidelines. The analysis involved comparing an estimate of VMT attributable to the project to a baseline VMT for the Morro Bay area and assessing whether project VMT would result in a significant transportation impact.

Several factors were taken into consideration when estimating project VMT, including proposed land use and project trip type and distribution. Residents of the apartment project are expected to make typical residential trips to the City of Morro Bay and surrounding population and employment centers.

Based on the table below, it is anticipated that the project will result in a weighted average VMT of 8.12 miles per vehicle per day. An average daily VMT of 10.53 miles was obtained from the San Luis Obispo Council of Governments (SLOCOG) for use in this study. The VMT data matrix from SLOCOG is attached to this letter.

Table 2
Vehicle Miles Traveled

Trip Type	Project ADT	Miles Traveled	Average VMT
Regional	134	1689	12.57
Local	90	130	1.45
		Weighted Average	**8.12**

The average project VMT of 8.12 miles per vehicle per day is 22% less than the baseline average VMT of 10.53. Therefore, the project is expected to result in a less than significant transportation impact.

Additionally, there are specific guidelines in the evaluation of affordable housing projects contained in the "Technical Advisory on Evaluating Transportation Impacts in CEQA" by the Governor's Office of Planning and Research. The following is an excerpt from the advisory for consideration of VMT impacts:

> *"Adding affordable housing to infill locations generally improves jobs-housing match, in turn shortening commutes and reducing VMT... Further, "... low-wage workers in particular would be more likely to choose a residential location close to their workplace, if one is available." In areas where existing jobs- housing match is closer to optimal, low income housing nevertheless generates less VMT than market- rate housing. Therefore, a project consisting of a high percentage of affordable housing may be a basis for the lead agency to find a less-than-significant impact on VMT. Evidence supports a presumption of less than significant impact for a 100 percent affordable residential development (or the residential component of a mixed-use development) in infill locations. Lead agencies may develop their own presumption of less than significant impact for residential projects (or residential portions of mixed-use projects) containing a particular amount of affordable housing, based on local circumstances and evidence. Furthermore, a project which includes any affordable residential units may factor the effect of the affordability on VMT into the assessment of VMT generated by those units."*

The statements from the advisory should be taken into consideration by the Local jurisdiction when making findings.

Please contact me should you have any questions.

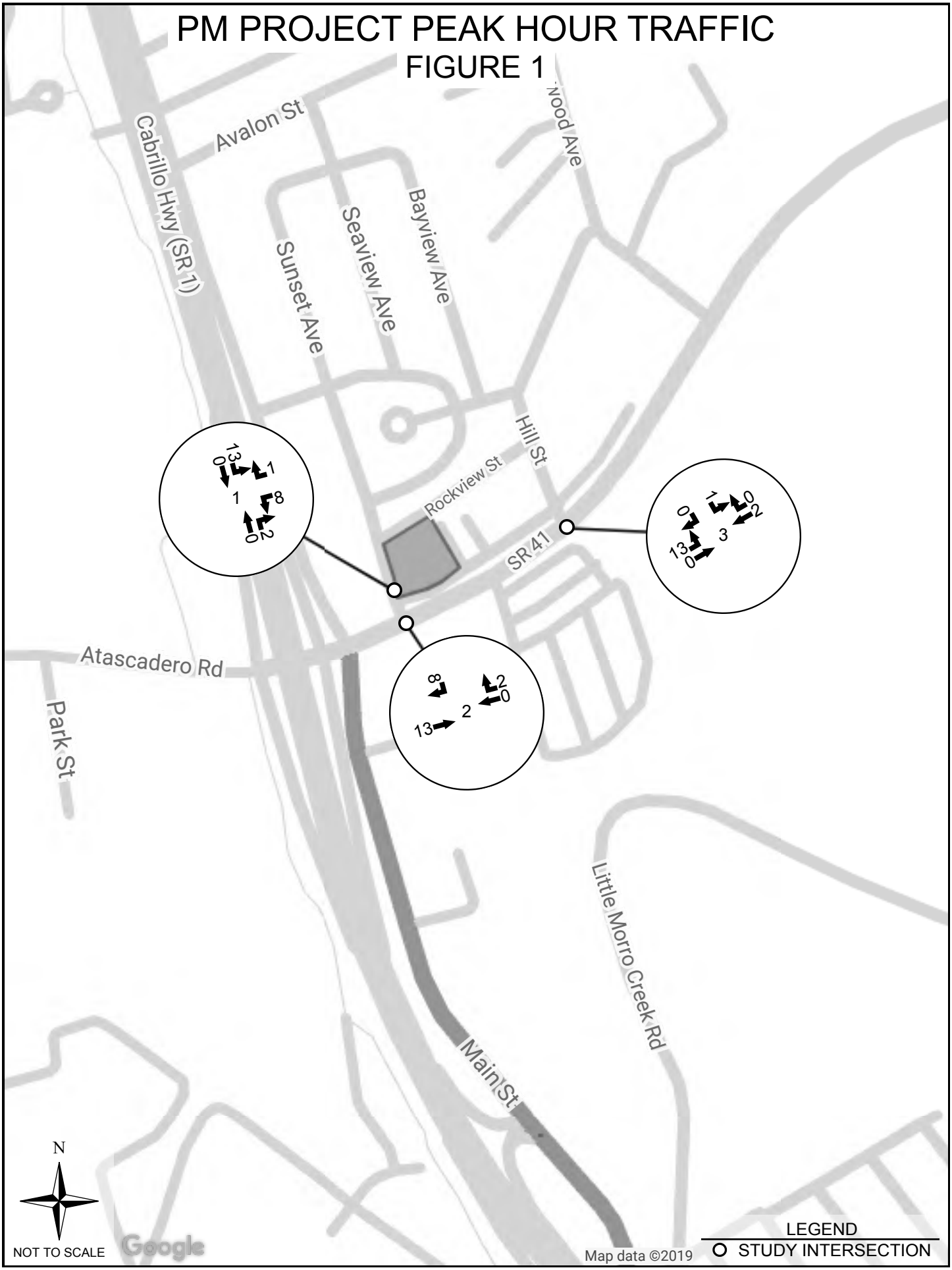
Very truly yours,

Ian J. Parks
R.C. E. 58155

IJP/KTL

Attachments

PM PROJECT PEAK HOUR TRAFFIC
FIGURE 1



Appendix B:

Residential and Office Project VMT Per Capita by Jurisdiction and County Area						
Incorporated Cities	**Residential VMT**	**Household Population**	**Residential VMT per Houshold Population**	**Office VMT**	**Employees**	**Office VMT per Employee**
Arroyo Grande	167,378.34	17,427.28	9.60	46,164.63	6,422	7.19
Atascadero	392,368.04	27,408.52	14.32	96,104.44	8,965	10.72
Grover Beach	108,732.11	11,820.38	9.20	26,469.97	3,231	8.19
Morro Bay	122,927.81	11,677.00	10.53	29,377.59	3,756	7.82
Paso Robles	213,515.61	28,417.72	7.51	78,226.27	14,903	5.25
Pismo Beach	102,488.14	9,207.50	11.13	35,140.34	4,846	7.25
San Luis Obispo	208,529.93	50,407.57	4.14	141,217.08	34,671	4.07
County Communities and Unincorporated Area						
Avila Beach	13,163.88	1,662.83	7.92	6,561.23	1,012	6.48
Cambria	69,207.14	6,440.28	10.75	16,834.66	1,829	9.20
Cayucos	37,222.21	2,875.59	12.94	6,141.32	554	11.09
Los Osos	179,226.20	15,072.42	11.89	27,361.02	1,818	15.05
Nipomo	250,820.69	12,362.57	20.29	49,141.52	2,490	19.74
Oceano	66,045.65	5,685.44	11.62	15,534.71	774	20.07
San Miguel	28,110.98	1,662.13	16.91	5,142.17	319	16.12
Santa Margarita	23,881.44	1,344.52	17.76	4,421.29	328	13.48
Shandon	54,289.65	907.60	59.82	10,051.50	99	101.53
Templeton	70,366.49	6,667.41	10.55	22,885.00	3,775	6.06
Non-Urban Areas	1,294,455.13	42,298.73	30.60	324,053.82	19,717	16.44
Unincorporated Area	2,086,789.46	96,979.52	21.52	488,128.23	32,715	14.92

Note 1: Office VMT is reflective of home to work VMT.
Note 2: Data is reflective of model year 2015.
Note 3: Data is reflective of one way trips
Note 4: When examining Longitudinal Employer-Household Dynamics (LEHD) for trips within a 100 miles occurring outside of the community, Shandon's home to work VMT per employee was found to be 28.6.Other reviewed areas had similar outputs to those reported from the traffic model.

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE:	**OCTOBER 2, 2019**	**ITEM D-11**
SUBJECT:	**SLOCOG Transition from Level of Service (LOS) to Vehicle Mile Traveled (VMT)**	
STAFF CONTACT:	**Daniel Audelo**	

SUMMARY

California Senate Bill 743 (SB 743, 2013) was adopted in 2013 and changes how transportation impacts are determined under the California Environmental Quality Act (CEQA). Under SB 743 vehicle miles of travel (VMT) would replace level of service (LOS) as the indicator of significant impacts in CEQA. In late 2018 the Natural Resources Agency finalized the updates to the CEQA guidelines. The changes have been approved by the Office of Administrative Law and were filed with the Secretary of State. The guidelines became effective on December 28, 2018. This gives lead agencies up to July 2020 to implement SB 743. To assist in the determination of significance many lead agencies rely on thresholds of significance. **Lead agencies have discretion to develop and adopt their own thresholds or rely on thresholds recommended by other agencies**. SLOCOG Staff has monitored the development of SB 743 and has reviewed available guidance. Using available technical guidance in conjunction with the Regional Travel Demand Model (RTDM) SLOCOG Staff has developed regional VMT thresholds as well as developed baseline information for the incorporated cities and county communities. *CTAC expressed concerns over whether VMT would be an effective metric to use.*

RECOMMENDATIONS

Staff: Adopt regional thresholds:

- Residential—11.42 VMT per capita
- Office—7.3 VMT per employee

TTAC: Supported staff recommendations

CTAC: Supported staff recommendations

DISCUSSION

California Senate Bill 743 represents a new paradigm in development planning across the State. Adopted in 2013, the law changed how transportation impacts are measured in the review of plans and projects under the CEQA. SB 743 removes automobile delay-typically measured by traffic LOS as a significant environmental impact, and directed the selection of a new measurement to better address the state's goals on climate change and multimodal transportation. Since 2014, the Governor's Office of Planning and Research (OPR) has recommended that VMT replace LOS as the primary measure of transportation impacts. In January 2018 OPR proposed a comprehensive update to the CEQA guidelines. The proposal included updates related to analyzing transportation impacts pursuant to SB 743. In late 2018 the Natural Resources Agency finalized the updates to the CEQA guidelines. The changes have been approved by the Office of Administrative Law and were filed with the Secretary of State. The guidelines became effective on December 28, 2018, which gives lead agencies until July 2020 to implement SB 743.

In December 2018 OPR updated and released its Technical Advisory on Evaluating Transportation Impacts in CEQA. Land Use Projects that have VMT exceeding an applicable threshold of significance may indicate a significant impact. Below are the OPRs recommended thresholds for land use projects:

> **Residential** (VMT/capita) - Project VMT exceeds 15% below the existing VMT per capita. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. Proposed development referencing a threshold based on city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed

the number of units specified in the Sustainable Communities Strategy (SCS) for that city, and should be consistent with the SCS.
Office (VMT/employee) - A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact..
Retail (net VMT) - Project results in a net increase in total area VMT.
Mixed-Use - Evaluate each component independently using above thresholds.

Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. A major transit stop is defined as a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods. A high quality transit corridor is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. Projects that attract generate or attract fewer than 110 trips per may be assumed to cause a less than significant impact.

Based on OPRs technical advisory SLOCOG staff used the Regional Travel Model (RTM) to develop regional VMT thresholds for Residential and Office projects which can be seen below. See Attachment 1: SLOCOG Analysis and Methodology for SB 743 (2013) for greater detail concerning SLOCOG's methodology in developing regional thresholds.

Residential Projects (Figures 1 & 2)
Regional VMT per capita = 13.43
15% below Regional VMT per capita = 11.42
Regional Threshold= 11.42 VMT per capita

Office Projects (Figures 3 & 4)
Home to Work VMT per employee = 8.59 15%
below Regional VMT per employee = 7.3
Regional Threshold = 7.3 VMT per employee

Retail:
No set threshold. New retail development typically redistributes shopping trips rather than creating new trips. Estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project's transportation impacts.

Mixed Use:
No set threshold. Lead agencies can evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (e.g., residential and retail). Alternatively, a lead agency may consider only the project's dominant use. In the analysis of each use, a project should take credit for internal capture. Combining different land uses and applying one threshold to those land uses may result in an inaccurate impact assessment.

SLOCOG Staff also reviewed data for the incorporated cities, the county unincorporated areas, and developed jurisdictional residential and office VMT per capita and employee metrics which can be seen in the figures below.

Figure 1: Average Daily VMT Generated by Residents in Incorporated Cities (2015)

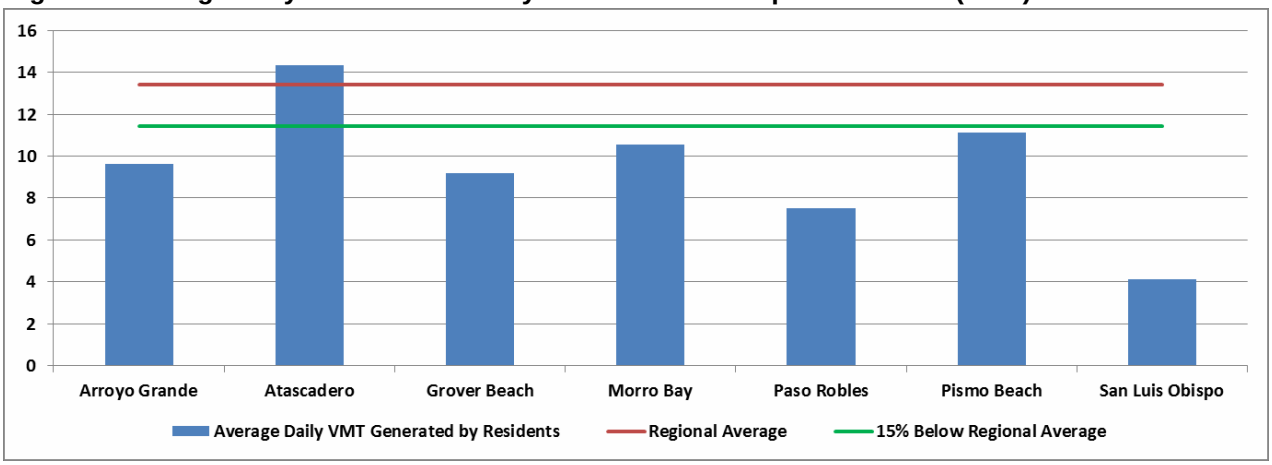
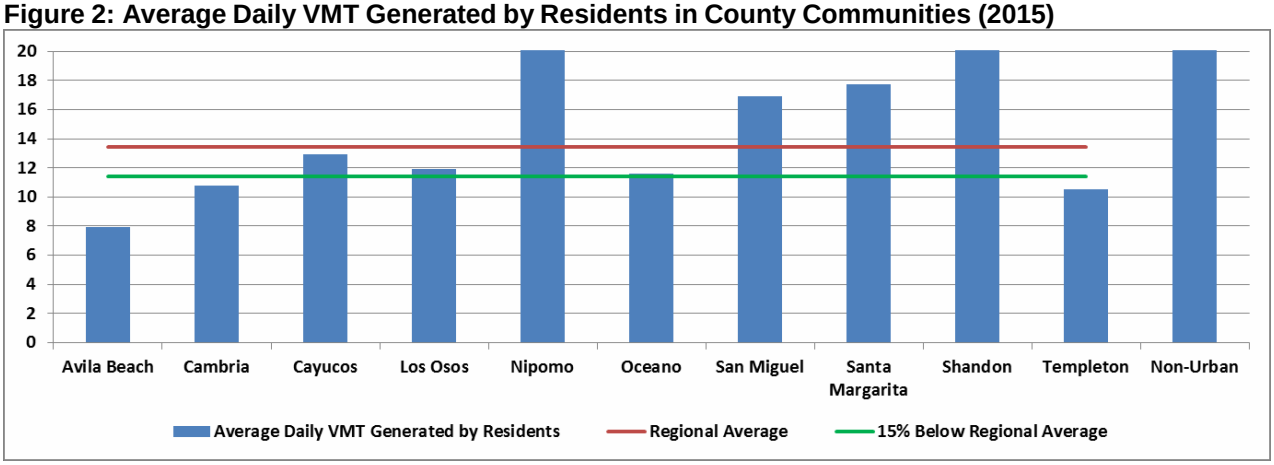


Figure 2: Average Daily VMT Generated by Residents in County Communities (2015)



Note: Shandon and Non-Urban Areas exceed the chart with 59 and 30 respectively. The unincorporated area as a whole, excluding Cal Poly, has an average of 21 VMT per resident.

Figure 3: Average Home to Work VMT Generated by Employees in Incorporated Cities (2015)

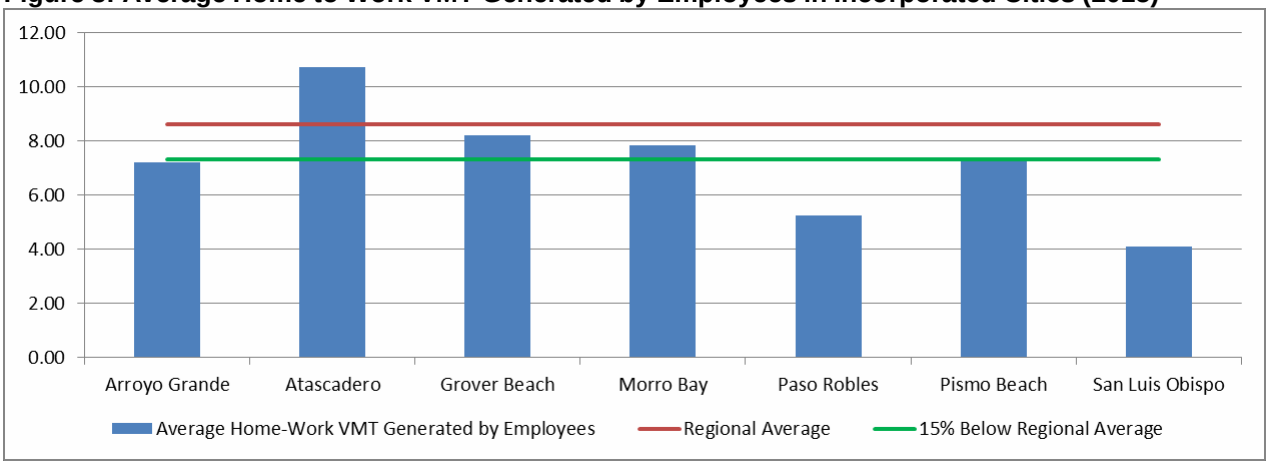
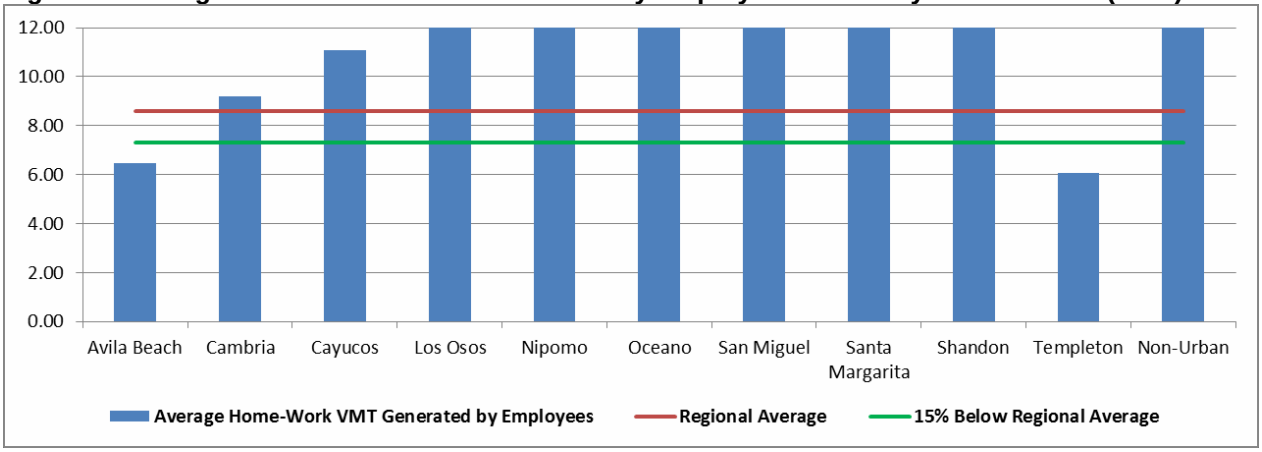


Figure 4: Average Home to Work VMT Generated by Employees in County Communities (2015)



Note: Los Osos, Nipomo, Oceano, San Miguel, Santa Margarita, Shandon, and Non-Urban Areas exceed 12 VMT per employee.

These per capita metrics are non-binding and are for informational use. Lead agencies have the discretion to develop and adopt their own thresholds or rely on thresholds recommended by other agencies.

Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact (i.e., roundabouts, road diets, and maintenance; (see Attachment 1: Appendix A for the full list). For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

Implementation of SB 743 must begin by July 2020. Currently the County of San Luis Obispo is in the RFP process to develop thresholds for the County unincorporated areas. The City of Arroyo Grande has begun their Circulation Element Update which will include thresholds to comply with SB 743. As the implementation deadline approaches SLOCOG staff will continue to monitor any guidance that emerges as well as best practices as they are developed.

Attachment 1:

SLOCOG Analysis and Methodology for SB 743 (2013)

October 2, 2019

This working paper summarizes the key benefits and background of SB 743 (2013), offers a review of SLOCOG's methodology and results, and offers information and resources that may be useful for member agencies to address the new law. Lead agencies have the discretion to choose the most appropriate methodology to analyze a project's vehicle miles traveled.

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Summary

California Senate Bill 743 (SB 743, 2013) represents a new paradigm in development planning across the state. Adopted in 2013, the law changed how transportation impacts are measured in the review of plans and projects under the California Environmental Quality Act (CEQA). SB 743 removes automobile delay-typically measured by traffic level of service (LOS) as a significant environmental impact, and directed the selection of a new measurement to better address the state's goals on climate change and multimodal transportation. Since 2014, the Governor's Office of Planning and Research (OPR) has recommended that vehicle-miles traveled (VMT) replace LOS as the primary measure of transportation impacts. In January 2018, the Governor's Office of Planning and Research proposed a comprehensive update to the guidelines of the California Environmental Quality Act (CEQA). The proposal included updates related to analyzing transportation impacts pursuant to SB 743. In late 2018 the Natural Resources Agency finalized the updates to the CEQA guidelines. The changes have been approved by the Office of Administrative Law and were filed with the Secretary of State. The guidelines became effective on December 28, 2018.

SB 743 intends to streamline development projects that are located in areas that: generate below average vehicle miles of travel, are in an approved regional transportation plan, AND are within 0.5 miles of high quality transit. (With differing interpretations of the current criteria-definition, the region may identify zero to a few locations.)

Additional efficiency improvements include several changes to make existing programmatic environmental review easier to use for later projects. Specifically, it clarifies the rules on tiering, and provides additional guidance on when a later project may be considered within the scope of a program EIR thereby obviating the need for additional environmental review. It also clarifies the rules on the exemption for changes to existing facilities so that vacant buildings can more easily be redeveloped, and changes to that same exemption would also promote pedestrian, bicycle, and streetscape improvements within an existing right of way.

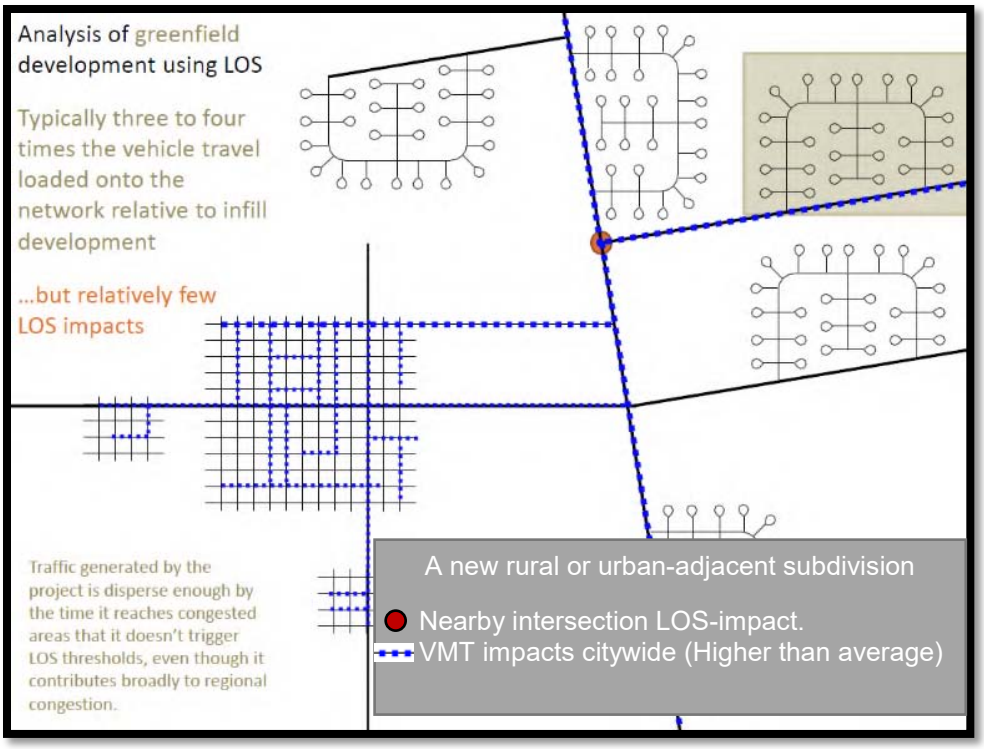
SB 743 not only changes the mechanics of transportation impact assessment, but also the underlying policy objectives that incentivize and guide both public and private development. This promises to benefit local governments in several ways, including:

- Allowing CEQA to facilitate the implementation of multimodal transportation plans rather than often working against it.
- Providing flexibility for impact fees to advance a variety of policy goals (AB 1600 still applies).
- Adding certainty to the development process, lowering development cost and encouraging economic growth.
- Projects will be assessed by the VMT they generate relative to existing conditions. In most cases, this process will be faster and less expensive than conventional studies.

Background

Pre SB 743

Prior to SB 743, success in transportation was measured by Level of Service (LOS). A Good Grade in LOS = Success in Transportation. CEQA required conventional traffic impact studies (TISs) to measure a project's vehicle congestion-based LOS. The focus was upon where intersections or roadway segments 'broke' with the added development. No focus was on the amount of vehicle trips, the distance traveled, or the resulting impacts far away.

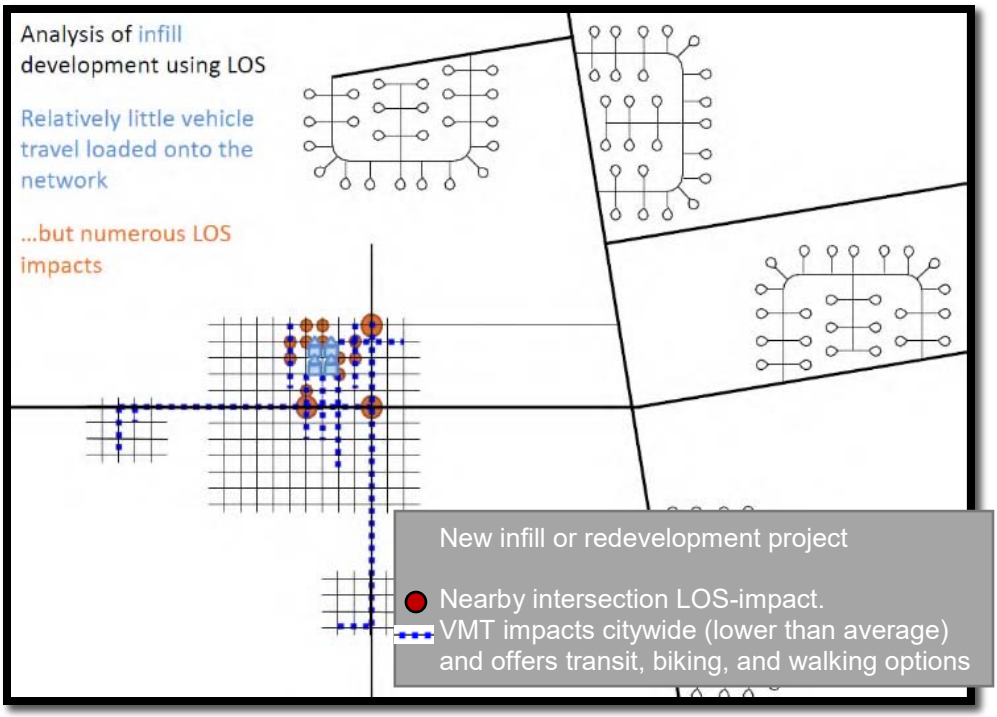


Drawbacks:

- Calculating LOS is expensive and inaccurate.
- Fixing LOS simply moves congestion elsewhere.
- Punishes last-in, inhibits infill, pushes development outward.
- Inhibits transit and active transportation.
- Forces more road construction, increasing improvement costs and road maintenance needs.
- Generates environmental impacts. (Higher VMT projects result in more: emissions, energy use, water-use, -runoff, and –pollution, and land consumption of open space/sensitive habitat/agricultural land.
- Worsens public health and safety.

Post SB 743

With SB 743 in place, TISs are not required for CEQA review (unless lead agencies continue to adopt plans and/or policies that set LOS targets). Instead, projects are assessed by the VMT they generate relative to existing conditions. OPR recommends using the existing VMT of the surrounding region and/or city. This information typically is available from regional travel demand models.



To determine whether VMT impacts are significant, OPR generally recommends a threshold of 15% below the VMT per capita of the surrounding region and/or city. OPR acknowledges that this was intended to achieve general consistency with both the Caltrans statewide target for VMT reduction (15% by 2020) and the urban regional targets for greenhouse gas (GHG) emissions reductions established under SB 375 (13-16% for passenger vehicles by 2035).

Benefits:

- Reduces future traffic on major, inter-community roads/highways.
- Streamlines Transit-Oriented Development (TOD), infill, transit projects, and active transportation projects.
- Streamlines locally-serving retail.
- Streamlines modeling for remaining projects.
- Considers regional congestion more effectively.
- Reduces future pavement maintenance obligations.
- Improves public health and reduces emissions.

Timeline

Sept. 2013: SB 743 signed into law.
Aug. 2014: First draft of CEQA guidelines released.
Jan. 2016: Second draft of CEQA guidelines released.
Nov. 2017: CEQA guidelines and Technical Advisory on Evaluating Transportation Impacts in CEQA released.
Jan. 2018: The Natural Resources Agency initiated formal rulemaking process to adopt the proposed changes pursuant to the Administrative Procedures Act. The new procedures may be used by lead agencies that are ready to begin evaluating vehicle miles traveled.
Nov. 2018 The Natural Resources Agency finalized the updates to the CEQA Guidelines.
Dec. 2018 Changes to CEQA guidelines approved by Office of Administrative Law and were filed with the Secretary of State. Updated Technical Advisory on Evaluating Transportation Impacts in CEQA released.
July 2020: The new procedures must be used.

Types of Projects and Analysis

Land Use Projects (VMT). Land Use Projects that have VMT exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be considered to have a less than significant transportation impact. (*Note: state-defined transit descriptions and applicability found in the Analysis based on SB 743 Technical Advisory, December 2018 section)*

Residential (VMT/capita) - Project VMT exceeds 15% below the existing regional household VMT per capita in both the region and the city;
Office (VMT/employee) - Project VMT exceeds 15% below existing regional VMT per employee.
Retail (net VMT) - Project results in a net increase in total area VMT.
Mixed-Use - Evaluate each component independently using above thresholds.

Transportation Projects (net VMT) - Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact (i.e., roundabouts, road diets, and maintenance; see Appendix A for the full list). For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, a lead agency may tier from that analysis as provided in Section 15152.

SLOCOG's Methodology, Results, and Uses

SLOCOG operates and maintains two regional models:

- The Regional Land Use Model (RLUM) consisting of parcel-level geography, existing local general plans and zoning information, and
- The Regional Traffic Model (RTM) (2015 Base Year) consists of all highways, roadways, transit, biking, and pedestrian ways. It is a traditional travel demand model that directly projects VMT and includes mode trip distributions for biking and transit, and in incorporates the 5 D's of transportation planning: density, diversity, design, destination, and distance (to transit).

SLOCOG, with MPO partners SBCAG and AMBAG, have embarked in developing a Supra-regional Activity Based Model (ABM). ABMs are more advanced travel models that are also sensitive to multipurpose trips (or tours), active transportation and transit facilities and assignment, the 5 D's, and travel demand management. Completion of the new ABM is anticipated in 2020/2021, and will be used to reassess SB 743 results and for the 2023 RTP.

SB-743 Modeling Methodology:

Initial Steps

1. Run the model and open the Traffic Analysis Zone (TAZ) summary file to view model outputs on the TAZ level. Isolate the TAZs that are within the region and join dataset to TAZ map.
2. Calculate the following fields based on modeling results: total population, total household population, residential VMT per household population, home to work VMT, and home to work VMT per employee.
3. Export data as ESRI shape file

Generating Jurisdictional averages

1. Tag each TAZ with the community that it nests within.
2. Sum TAZ data by community
3. The model generates total residential VMT for each TAZ. Once data has been summed for each community divide the total residential VMT by the total household population to generate an average for each community.
4. While the traffic model generates office VMT per TAZ, this data proves problematic in terms of generating a regional average. Home based work trip VMT is used in this analysis as a substitute. Once the data has been summed by community divide the total home-to-work VMT by the total number of employees to generate an average for each community.

Generating a Regional Average

1. Sum data for all TAZs in the region
2. Subtract out Cal Poly TAZs and the data therein.
3. Divide the total residential VMT by the total household population to generate a regional average.
4. Divide total home-to-work VMT by the total number of employees to generate a regional average.

Identifying Anomalous Areas

The modeling of VMT for the region relies on the TAZ structure that the traffic model uses. The TAZs vary significantly in size and content (jobs or homes). Typically, the TAZs within the cities and communities are smaller while TAZs within the rural areas are larger. Based on the methodology used, three types of areas require additional review and are flagged as anomalies:

1. TAZs with no homes and no jobs create a denominator of zero.
2. TAZs (often within the unincorporated areas) account for large areas and in some cases contain a tiny pocket of population or employment. This population or employment while accurately depicting VMT for its immediate area is not representative of the much larger TAZ (example: Diablo Nuclear Power Plant). Identifying these areas as Anomalous by filtering through a combination of land area, VMT, and or density underscores that these areas are not a useful representation of any significant new growth within the TAZ. Adjacent results should be considered.
3. Cal Poly is a unique land use that serves a variety of uses such as employment, recreation, residential living, education, and etc. Data within the Cal Poly TAZs is anomalous due to the unique nature of the land use and should be excluded.

Generate City and Community Summary Charts

Summary charts are developed to simplify results to city and community levels.

Analysis based on SB 743 Technical Advisory, December 2018

Under this strict analysis, screening thresholds for land use projects are reviewed by the level VMT produced and the proximity to a high quality transit (Stops or corridors).

Major Transit Stop: A site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, OR the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during morning and afternoon peak commute periods.

High Quality Transit Corridor: A corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

The four major transfer centers - downtown San Luis Obispo, Cal Poly, Grover Beach, and Paso Robles - will be reviewed by staff for their applicability to the above definitions.

SB 743 Technical Advisory Recommended threshold for residential projects: A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita.

SLOCOG 2019 Results:
Regional VMT per capita = 13.43
15% below Regional VMT per capita = 11.42

SB 743 Technical Recommended threshold for office projects: A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

SLOCOG 2019 Results:
Home to Work VMT per employee = 8.59
15% below Regional VMT per employee = 7.3

SB 743 Technical Recommended threshold for retail projects: A net increase in total VMT may indicate a significant transportation impact. "Because new retail development typically redistributes shopping trips rather than creating new trips, estimating the total change in VMT (with and without the project) is the best way to analyze its transportation impacts."

An Approach for Local Governments

Lead agencies have the discretion to choose the most appropriate methodology to analyze a project's vehicle miles traveled. Depending on the project, vehicle miles traveled may be best measured on a per person, per household or other similar unit of measurement. Subdivision (b)(4) also recognizes the role for both models and professional judgment in estimating vehicle miles traveled. [California Natural Resources Agency, Final Statement of Reasons, page 15]

A lead agency may use models to estimate a project's VMT, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

> Thresholds of significance, as defined in Section 15064.7(a), may assist lead agencies in determining whether a project may cause a significant impact. When using a threshold, the lead agency should briefly explain how compliance with the threshold means that the project's impacts are less than significant. Compliance with the threshold does not relieve a lead agency of the obligation to consider substantial evidence indicating that the project's environmental effects may still be significant. [*Final Update to the CEQA Guidelines, November 2018, page 8*]

(WSP|Parsons Brinckerhoff prepared a summary (excerpts to follow) for SB 743 Implementation, the Approach for Local Governments, and the Nexus Myth)

Depending on specific local conditions, it is possible that some projects will be unable to fulfill both the CEQA requirements on VMT as well as local policies on traffic and parking. Local governments therefore need to review their existing plans and policies to ensure that development projects still have viable pathways to approval. A step-by-step guide for local jurisdictions is to:

1. Develop a Climate Action Plan
2. Set VMT Thresholds
3. Consider Variable VMT Targets (Optional)
4. Develop Multimodal Transportation Plans
5. Develop a Nexus & Fee Study
6. Update or Eliminate Traffic Impact Study Guidelines and VMT Thresholds for Non-Conformant Uses
7. Perform a Programmatic EIR, Including Findings of Fact & Statement of Overriding Considerations

The Nexus Myth

There is a misconception that nexus is difficult to establish for VMT on a project-level basis. However, the underlying difficulty is not measuring VMT at a specific location, but rather adapting our current mitigation methods to this new measure of impact. CEQA has long recognized that development and associated traffic leads to increases in GHG emissions. VMT is analogous to GHG in this context, as it is a direct result of generating additional travel demand. Mitigating for incremental increases in VMT therefore lends itself to measures providing roughly proportional reductions in VMT. A nexus and fee study will facilitate project-level mitigation for these new impacts. Most importantly, it will devise a methodology for the calculation of impact fees to help implement VMT-reducing plans.

Other Helpful Documents, listed below the Appendices, offer information and local approaches that may be applicable/useful to SLOCOG's member agencies.

Appendices

Appendix A: List of 'exempt' type projects of transportation

Appendix B: SLOCOG Regional Per Capita VMT Table

Appendix C: OPR Technical Advisory on Evaluating Transportation Impacts in CEQA, Dec. 2018, here

Appendix D: Final Update to the CEQA Guidelines, November 2018, here

Appendix E: California Natural Resources Agency, Final Statement of Reasons, here

Other helpful documents and links:

http://sandag.github.io/sb743/sb743_concept_map.htm

http://www.sandag.org/uploads/projectid/projectid_500_19062.pdf

http://opr.ca.gov/ceqa/updates/guidelines/

http://reconnectingamerica.org/assets/Uploads/2010_smartgrowthrural.pdf

http://sanjose.granicus.com/MetaViewer.php?meta_id=667835

Appendix A:

Based upon the Technical Advisory on Evaluating Transportation Impacts in CEQA (Dec. 2018 Pages 20-21):

Project Types that would likely lead to a measurable and substantial increase in vehicle travel generally include:

- General purpose lane addition
- HOV lane addition
- Peak period lane addition
- Auxiliary lane addition
- Lane addition to lanes through grade separated interchanges

Project Types that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation such as median barriers and guardrails
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service

• Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
• Removal or relocation of off-street or on-street parking spaces
• Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
• Addition of traffic wayfinding signage
• Rehabilitation and maintenance projects that do not add motor vehicle capacity
• Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
• Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
• Installation of publicly available alternative fuel/charging infrastructure
• Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

Appendix B:

Residential and Office Project VMT Per Capita by Jurisdiction and County Area						
Incorporated Cities	**Residential VMT**	**Household Population**	**Residential VMT per Houshold Population**	**Office VMT**	**Employees**	**Office VMT per Employee**
Arroyo Grande	167,378.34	17,427.28	9.60	46,164.63	6,422	7.19
Atascadero	392,368.04	27,408.52	14.32	96,104.44	8,965	10.72
Grover Beach	108,732.11	11,820.38	9.20	26,469.97	3,231	8.19
Morro Bay	122,927.81	11,677.00	10.53	29,377.59	3,756	7.82
Paso Robles	213,515.61	28,417.72	7.51	78,226.27	14,903	5.25
Pismo Beach	102,488.14	9,207.50	11.13	35,140.34	4,846	7.25
San Luis Obispo	208,529.93	50,407.57	4.14	141,217.08	34,671	4.07
County Communities and Unincorporated Area						
Avila Beach	13,163.88	1,662.83	7.92	6,561.23	1,012	6.48
Cambria	69,207.14	6,440.28	10.75	16,834.66	1,829	9.20
Cayucos	37,222.21	2,875.59	12.94	6,141.32	554	11.09
Los Osos	179,226.20	15,072.42	11.89	27,361.02	1,818	15.05
Nipomo	250,820.69	12,362.57	20.29	49,141.52	2,490	19.74
Oceano	66,045.65	5,685.44	11.62	15,534.71	774	20.07
San Miguel	28,110.98	1,662.13	16.91	5,142.17	319	16.12
Santa Margarita	23,881.44	1,344.52	17.76	4,421.29	328	13.48
Shandon	54,289.65	907.60	59.82	10,051.50	99	101.53
Templeton	70,366.49	6,667.41	10.55	22,885.00	3,775	6.06
Non-Urban Areas	1,294,455.13	42,298.73	30.60	324,053.82	19,717	16.44
Unincorporated Area	2,086,789.46	96,979.52	21.52	488,128.23	32,715	14.92

Note 1: Office VMT is reflective of home to work VMT.
Note 2: Data is reflective of model year 2015.
Note 3: Data is reflective of one way trips
Note 4: When examining Longitudinal Employer-Household Dynamics (LEHD) for trips within a 100 miles occurring outside of the community, Shandon's home to work VMT per employee was found to be 28.6.Other reviewed areas had similar outputs to those reported from the traffic model.

Appendix G

Public Comments Received on the Draft IS-MND

Department of Toxic Substances Control

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March 20, 2020

Ms. Nancy Hubbard
City of Morro Bay
Community Development Depart
955 Shasta Avenue
Morro Bay, California 93442

MITIGATED NEGATIVE DECLARATION FOR 405 ATASCADERO ROAD AFFORDABLE HOUSING PROJECT – DATED MARCH 2020 (STATE CLEARINGHOUSE NUMBER: UNKNOWN)

Dear Ms. Hubbard:

The Department of Toxic Substances Control (DTSC) received a Mitigated Negative Declaration (MND) for 405 Atascadero Road Affordable Housing Project. The proposed project is a new multi-family residential development with 35 residential units. The project would include one two-story structure and three three-story structures, an outdoor courtyard area, and associated parking.

DTSC recommends that the following issues be evaluated in the MND Hazards and Hazardous Materials section:

1. The MND should acknowledge historic or future activities on or near the project site that may have the potential to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The MND should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.
2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing

road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil DTSC, recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the MND.

3. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers* (https://dtsc.ca.gov/wpcontent/uploads/sites/31/2018/09/Guidance_Lead_Contamination_050118.pdf).

4. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to *DTSC's 2001 Information Advisory Clean Imported Fill Material* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/SMP_FS_Cleanfill-Schools.pdf).

5. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the MND. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)* (https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/Ag-Guidance-Rev-3-August-7-2008-2.pdf).

DTSC appreciates the opportunity to review the MND. Should you need any assistance with an environmental investigation, please submit a request for Lead Agency Oversight Application, which can be found at: https://dtsc.ca.gov/wp-content/uploads/sites/31/2018/09/VCP_App-1460.doc. Additional information regarding voluntary agreements with DTSC can be found at: https://dtsc.ca.gov/brownfields/.

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,

Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
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Making Conservation a California Way of Life.

April 6, 2020

SLO 41 PM 0.08
SCH# 2020030199

Nancy Hubbard, Planner
Community Development Department
City of Morro Bay
955 Shasta Avenue
Morro Bay, CA 93442

COMMENTS FOR THE MITIGATED NEGATIVE DECLARATION (MND) FOR THE 405 ATASCADERO ROAD AFFORDABLE HOUSING PROJECT

Dear Ms. Hubbard:

The California Department of Transportation (Caltrans) appreciates the opportunity to review the MND for the 405 Atascadero Road Affordable Housing Project. The proposed project is a deed restricted 35 residential unit affordable housing development with a single access point on Sunset Avenue consisting of four structures up to three-stories in height, 35 parking spaces, and 17,563 sq. ft of outdoor courtyard space. Caltrans has reviewed the above project and offers the following comments at this time:

We appreciate the project is seeking to provide affordable multifamily housing which could help to promote a jobs-housing balance and reduce Vehicle Miles Traveled (VMT) and greenhouse gas (GHG) emissions. This will aid in accomplishing local and State goals and is consistent with the Caltrans' *Strategic Management Plan* 2015-2020 and State planning priorities.

The MND states that proposed underground retention basins will be designed to meter increased storm water runoff. Please provide, when available, the final hydraulic calculations that show pre- and post-development runoff flow values.

Please clearly denote the Caltrans ROW on the project plans; ROW lines should be clearly marked along the project frontage on Atascadero Road. Atascadero

Road is part of the Caltrans ROW and as such any proposed work on or along it would be subject to Caltrans review and permitting approval.

Any work within, over, or under the State's ROW will require an encroachment permit from Caltrans and must be done to our engineering and environmental standards, and at no cost to the State. The conditions of approval and the requirements for the encroachment permit are issued at the sole discretion of the Permits Office, and nothing in this letter shall be implied as limiting those future conditions and requirements. For more information regarding the encroachment permit process, please visit our Encroachment Permit Website at: https://dot.ca.gov/caltrans-near-me/district-5/district-5-programs/d5-encroachment-permits.

Caltrans requests to be included in any future public noticing regarding this project to allow us to prepare for and participate in the public process.

We look forward to continued coordination on this project. If you have any questions, or need further clarification on items discussed above, please contact me at (805) 549-3432 or Jenna.Schudson@dot.ca.gov.

Sincerely,

Jenna Schudson
Development Review Coordinator
Caltrans District 5, LD-IGR South Branch

AGENDA NO: Public Comment

MEETING DATE: June 2, 2020

AGENDA CORRESPONDENCE
RECEIVED BY THE PLANNING COMMISSION

To: Planning Commision and the City of Morro Bay

From: Greg Finch

Date: 5/27/2020

This correspondence is public comment and questions in regards to the proposed development at **405 Atascadero Road Morro Bay, CA (herein referred to as 405 Atascadero)** in lieu of live public comment.

During past public comment and Planning Commision meetings on 405 Atascadero much discussion has been given to the need for affordable housing in the city of Morro Bay which I wholeheartedly agree with. Comments by the 405 Atascadero principals touted the project's walkability. This is my main reason for this correspondence.

While I no longer live on Sunset Ave I did for over three years and can personally attest to the danger pedestrians face on Sunset Ave near Hwy 41 and the crossings at the Hwy 41 and Main St. intersection. My 8 year old daughter, wife, and I regularly made that crossing going to the beach. Tired, frustrated, and distracted drivers created numerous very dangerous interactions over the years.

What I haven't been present at or been able to find record of is focused discussion of the complete list of projects, either proposed, planned, or approved in the immediate area, and their cumulative impact on traffic and pedestrian safety in the area.

Three of these major projects butt up against each other with the fourth (295 Atascadero Hotel Project) only separated from the other three by Hwy 1. Each project will have an impact on traffic and pedestrian safety. The cumulative effect of all four will be significant (**Please See Appendix A for a map showing proposed projects proximity to each other**)

My hope is that by collecting and presenting the information below it will spur valuable discussion on this very important aspect of planning for the future of Morro Bay. With the relocation of the wastewater treatment plant the potential for future development along the Atascadero Road corridor is huge.

In that potential redevelopment comes an amazing opportunity to improve this segment of Morro Bay close to our waterfront. But the increasing traffic and the safety challenges they pose need to be anticipated and planned for now.

My main questions and points of discussion:

- What will 405 Atascadero be required to do to improve Sunset Ave to where the project affronts it on it's West border?
    - Sunset Ave has always been very tight through that segment. When cars are parked in the existing spaces on the West side of the street two cars cannot pass each other safely without one leaving the pavement on the East side of Sunset where the proposed 405 Atascadero project is located.

    - When a bicyclist or pedestrian is added to this equation the danger raises significantly.

- Add to this specific stretch an entrance / exit for both 405 Atascadero and the Sonic restaurant proposed adjacent and the pedestrian risk rises exponentially.

- **Please refer to Appendix B for pictures showing the current Sunset Ave alignment**

- What will 405 Atascadero be required to financially contribute to the Roundabout project? The roundabout is only partially funded and Morro Bay City and it's citizens have a significant pending financial responsibility to it.

- What study has been conducted or will be required of the projects listed below on the cumulative effect of these four major projects in regards to traffic and pedestrian safety?

Here is a list of all potential projects near 405 Atascadero Road that I am aware of:

- **Morro Bay Atascadero Road Hotel at 295 Atascadero Road**
  - Per the projects Draft Transportation Impact Study https://www.morro-bay.ca.us/DocumentCenter/View/14054/Traffic-Study-3-8-18 *"The project is expected to generate 670 daily trips, 43 AM peak hour trips, and 49 PM peak hour trips on a typical **weekday**."*

  - Why did their traffic plan not study **weekend** traffic impact? Specifically impact on the Main St / Hwy 41 4 way stop where weekend visitor traffic is already a significant issue.

- **Traffic Roundabout at Hwy 41 / Main St.**
  - The City of Morro Bay and Caltrans are pursuing a six-leg roundabout at this intersection. This project is currently in the design stage, with construction tentatively scheduled for 2021. The design stage is funded, and construction is **partially funded**. (Taken from the city of Morro Bay Planning Department website)

  - What will all of the projects in the vicinity be required to financially contribute to the Roundabout project? Their projects will have a significant impact on the traffic and pedestrian safety. They should also be required to financially offset this impact.

- **Sonic Restaurant 1840 Main St., corner of Main and Hwy 41**
  - This proposed restaurant will likely have an entrance / exit on Sunset Ave very near the proposed 405 Atascadero project.

  - This would create a situation where traffic would converge at the entrance/exit of Sonic, entrance/exit of 405 Atascadero, the Atascadero Road frontage road, Hwy 41, and Sunset Ave all **within about 120 feet of each other**.

  - **Refer to Appendix C for a map showing this**

- **CalTrans Easement between Hwy 41 and Atascadero Rd**
    - This easement is held for the potential widening of Hwy 41 by CalTrans in the future.

    - How would this widening potentially negatively impact pedestrian safety and traffic in the future?

I will be following closely any public discussion on this matter and look forward to hearing from you directly on any additional information you can provide.

Sincerely,

Greg Finch
[redacted]

Appendix A

Proximity of proposed or approved development projects near 405 Atascadero

Appendix B

Pictures showing current Sunset Ave alignment issues

Looking up Sunset from Atascadero Road

Showing tightness of lanes adjacent to project

Showing current lane configuration looking down Sunset toward Hwy. 41

Appendix C

Proximity of Proposed Projects Entrances / Exits

Planning Commission

PLANNING COMMISSION HEARING TO CONSIDER A COASTAL DEVELOPMENT PERMIT, CONDITIONAL USE PERMIT, PARKING EXCEPTION AND ADOPTION OF THE MAY 2020 MITIGATED NEGATIVE DECLARATION

JUNE 2, 2020

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Site Information

- Site is zoned MCR/R-4/PD/SP
- Site is three parcels totaling .94 acres
- Project will require a lot merger
- Site is surrounded by both residential and commercial uses

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Project site plan

- **Project is surrounded by three public streets.**
- **Site has significant slope in the NE corner**
- **Site is known archaeologically sensitive site – and was designed to have minimal site disturbance**

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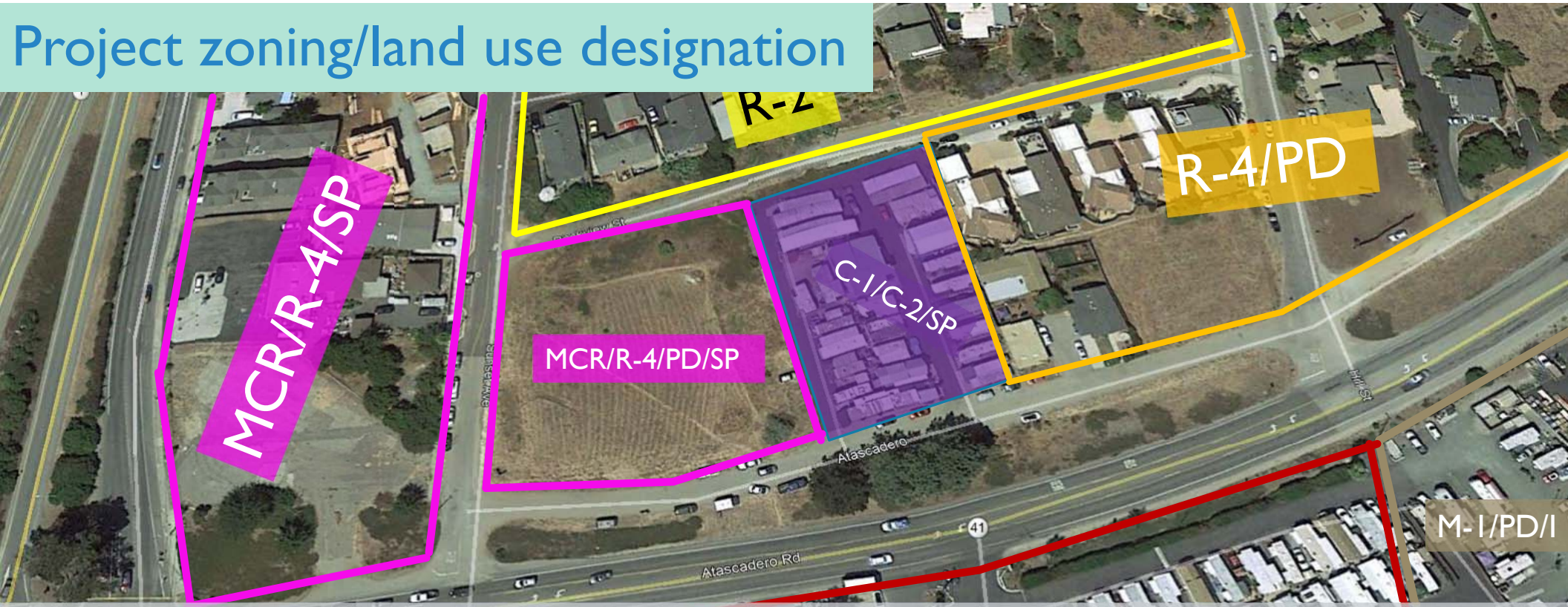
Project zoning/land use designation



Zone allows high density Residential uses: MCR/R-4 zone allows residential pursuant to the requirements of the suffix zone (R-4) development standards.

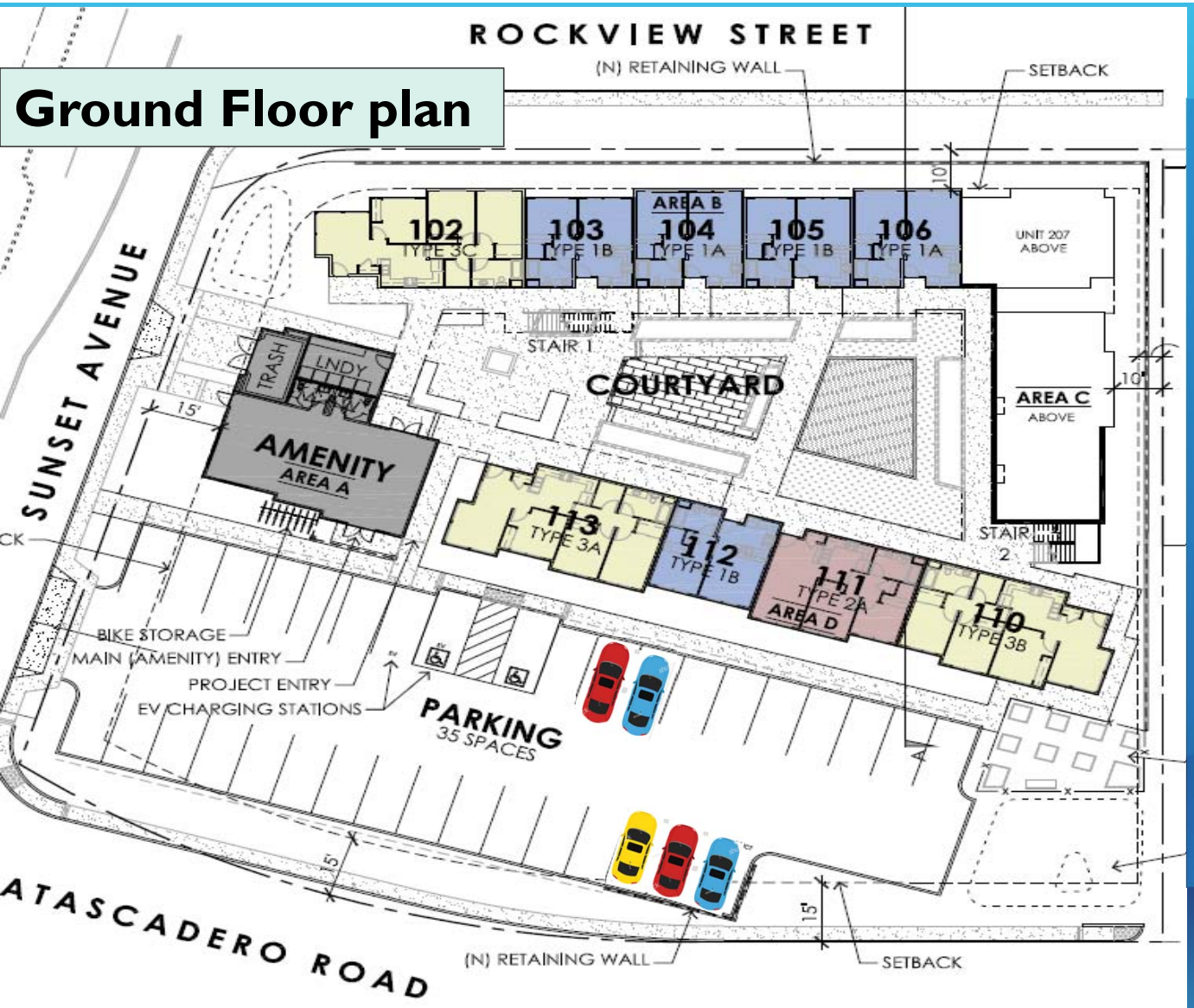
Planning Development Overlay: Allows for modification or exemption from the development standards of the primary zone if such action results in a better design or other public benefit.

Land Use Area: Planning Area 3 – Del Mar Planning Area – allows mixture of all uses as appropriate evaluated on a parcel by parcel basis.

North Main Specific Plan Area

North Main Street Area Specific Plan – Area C: provides for consideration of building height, roof line variations, street trees and street frontage improvements NMSP generally requires 2 stories over semi or subterranean parking area. Allows for Planning Commission to approve up to 30 feet to encourage roofline variations.

Ground Floor plan



Proposed Project

Affordable Apartments:

4 buildings with 35 units
Lobby/laundry area
Outdoor courtyard
Playground
Raised garden beds

Parking provided:

35 spaces, including:

- 2 Accessible spaces
- Rough-in for 2 EV
- Bike parking area

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Revised Design – May 2020

Major design changes after Conceptual Review:

1. **Height reduced from 35 ft to 28 ft**
2. **Created more pedestrian scale at the ground level**
3. **Reduced height and massing at SW corner of the building**

Conceptual Review design – November 2019

Project Elevations – view from Sunset Ave

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Project Elevations – Rockview Street view

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Project Elevation – view from Atascadero Road

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Project Elevation – view of east side

Note that because of the steep slope of the subject site – the view from the east is of the top 2 floors

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MATERIALS BOARD

R
STANDING SEAM METAL ROOF
AEP SPAN -DESIGN SPAN 19"
"COOL OLD TOWN GRAY"

S1
STONE VENEER BASE
ELDORADO STONE
"WHITEBARK" CLIFFSTONE

P4
PAINTED EXTERIOR
WOOD SIDING, TRIMS, FASCIA
BENJAMIN MOORE
"ICE MIST" 2123-70

P5
PAINTED EXTERIOR COLOR
BENJAMIN MOORE
"BOLD BLUE" 2064-10

P1
PAINTED EXTERIOR
WOOD SIDING
BENJAMIN MOORE
"SAT MARINA" 1655

P2
PAINTED EXTERIOR
WOOD SIDING
BENJAMIN MOORE
"SHERWOOD GREEN" HC-118

P3
PAINTED EXTERIOR
WOOD SIDING
BENJAMIN MOORE
"SMOKE EMBERS" 1466

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Development Standards – R-4 zone

Development Standard	Requirement	Proposed
Setbacks: Front Rear Exterior Side	15 feet 5 feet 15 feet max Note: MCR setback is 5 feet	15 feet (Sunset) 10 feet 10 ft on Rockview/ 60+ ft on Atascadero Road
Height: R-4 zone SP Overlay	30 feet <25 ft (3 story with parking below grade)	28 feet
Density: R-4 zone Density bonus (17.50.040)	24 units per acre (1800 sf per unit) – (23 units). Add 35% bonus (8 add'l units) = 31 units total	35 total units
Parking: MBMC 17.44.020 for low income housing and MBMC 17.50.040 C (parking for qualified	53 total spaces, inclusive of accessible and guest parking spaces	35 spaces provided, including 2 accessible

Project Density Bonus – Developer Incentive #1:

Density: Allowed density in R-4 zone, plus bonus density of 35% equals 31 units. The applicant is requesting an additional 4 units.

Incentives: This project is entitled to developer incentives (pursuant to MBMC 17.50.040 C.2-5), one of which can be a density bonus greater than the amount allowed in Section 17.50.040.

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Development Standards Modification Request:

<u>Modification of Rockview setback</u>:
The setback required along Rockview Street is15 feet. However, due to the significant slope in the NE corner of the site, and the desire to minimize site work, the project is requesting a 10-foot setback on Rockview Street.

The PD Overlay zone allows for PC to approve modifications of development standards, such as setbacks, that result in a better design.

Rockview Duplexes – approved with a 5 foot setback on Rockview Street

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Project Height & Setback

Schematic site section – looking east along Rockview

Photo simulation from Rockview-west of Hill

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Development Standards Modification Request:

Height: 30-foot height is allowed in R-4 zone; the NMSP overlay states that 'in general' the maximum height shall be 2 stories over semi or subterranean parking, but not to exceed 25 feet in height – unless necessary for roofline variations and protection of view corridors.

The design presented to PC conceptual review was 35 feet in height. PC recommended a reduced height and massing. This revised project design lowers the height to 28 feet, reduced the building mass and created a more pedestrian curb appeal.

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Development Standards Modification Request:

Findings: Planning Commission has the ability to approve the requested 28 ft height, (1) if it provides for greater roofline variations and (2) any protects significant view corridors. The PC can approve this request under MBMG 17.40.110 D.2 and pursuant to MBMC 17.40.030 (PD overlay zone).
Additionally, a developer incentive can also be used to adjust the development standards to make a project economically feasible.

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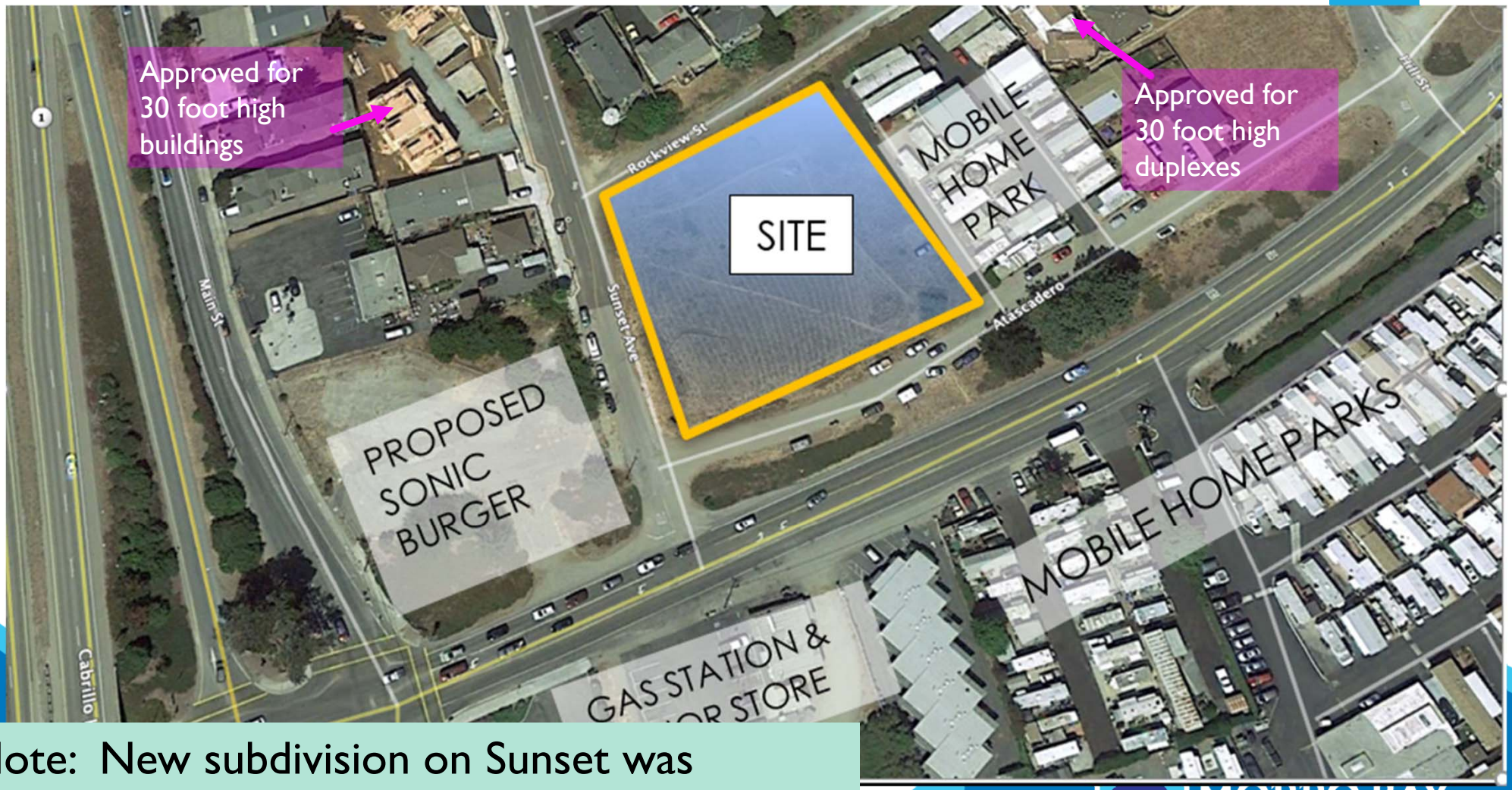

Note: New subdivision on Sunset was approved for 30-foot heights (MCR/R-4/SP)

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Parking Exception Request

Parking requirement for Low income housing projects that qualify for a density bonus: 53 total spaces, inclusive of the HC spaces, the EV charging spaces and guest parking.

Parking Exception Request: The applicant is asking for a reduction of 18 parking spaces, resulting in 35 parking spaces.

Parking Exception Request

This exception can be granted through:

- Findings required for a parking exception, or
- Provisions in the PD overlay zone with the finding that the parking reduction will provide a *better design and a greater public benefit.*
- Provisions of the developer incentives, which allows for a reduction in the ratio of vehicular parking spaces that would otherwise be required, as long as, it results in identifiable cost reductions

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STAFF RECOMMENDATION:

CONDITIONALLY APPROVE THE PROJECT by adopting Planning Commission resolution 11-20 making the necessary findings for the project for approval of CUP19-12, CDP20-001, PKG19-05 with conditions of approval for the project and the adoption of the May 2020 Mitigated Negative Declaration with mitigation measures.

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UNIT AREA

AREA A:

NUMBER	PLAN TYPE		UNIT AREA
201/301	PLAN 2B	2-BEDROOM	870 SF

AREA B:

NUMBER	PLAN TYPE		UNIT AREA
102/202/302	PLAN 3C	3-BEDROOM	940 SF
103/203/303	PLAN 1B	1-BEDROOM	505 SF
104/204/304	PLAN 1A	1-BEDROOM	550 SF
105/205/305	PLAN 1B	1-BEDROOM	505 SF
106/206/306	PLAN 1A	1-BEDROOM	550 SF
207/307	PLAN 2A	2-BEDROOM	745 SF

AREA C:

NUMBER	PLAN TYPE		UNIT AREA
208/308	PLAN 2A	2-BEDROOM	745 SF
209/309	PLAN 1B	1-BEDROOM	505 SF

AREA D:

NUMBER	PLAN TYPE		UNIT AREA
110/210/310	PLAN 3B	3-BEDROOM	975 SF
111/211/311	PLAN 2A	2-BEDROOM	745 SF
112/212/312	PLAN 1B	1-BEDROOM	505 SF
113/213/313	PLAN 3A	3-BEDROOM	985 SF

35 affordable units:

17 one-bedrooms
9 two-bedrooms
9 three-bedrooms

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AGENDA NO: C-1

MEETING DATE: June 2, 2020

Staff Report

TO: **Planning Commissioners** **DATE: May 26, 2020**

FROM: **Cindy Jacinth, Senior Planner**

SUBJECT: **1001 Front Street;** (#A00-054)/UP0-284 Conditional Use Permit 1 Year Review of Virg's Landing Kiosk

RECOMMENDATION:

Review and provide comment on CUP with direction to staff or permittee as applicable

PERMITTEE/AGENT: Denise de Cock/Virg's Landing, Permittee / Cathy Novak Consulting, Agent

LEGAL DESCRIPTION/APN: APN 066-033-004 (kiosk location)/ western property includes City lease site 102 / 102W

PROJECT APPROVAL: Permit authorized placement of a 48 square foot seasonal kiosk for the Virg's Landing business on private property at 1001 Front Street. This project is located in the WF/PD/S.4 zoning district and in the Coastal Commission Original Jurisdiction.

DISCUSSION:

On April 17, 2018, the Planning Commission approved an amendment to Precise Plan UP0-284 to allow for permanent use of a 48sf seasonal kiosk for the Virg's Landing business at 1001 Front St. Planning Commission requested a 1 year review of the CUP for compliance with the conditions of approval (Exhibit D, condition 11). The PC approval was appealed to the City Council and Council upheld the PC decision and approved the CUP amendment on June 24, 2018 but with modified conditions of approval.

City Council modified the Planning Commission conditions of approval to delete PC condition 9 which would have required the kiosk to be moved inside the fence within the parking lot. City Council also deleted original PC condition #10 (Exhibit D) which would

have allowed the applicant to utilize an onsite parking space for placement of the kiosk. Exhibit B includes the permit with the approved City Council resolution #52-18 and final conditions of approval.

Although the City approved the kiosk in 2018, due to Coastal approval delays and logistical challenges related to setup, the kiosk did not start operations until June 1, 2019. The Applicant maintained communication during this time period apprising staff of the kiosk status. The kiosk was removed 6 months later on December 3, 2019 with staff notification.

Conditions of Approval:

Planning condition 1 requires that an employee be present during business hours as noted in the table below.

Month	**Day**	**Hours**
April – May	Weekends only & special events	10am – 2pm
June – September	Monday – Thursday Friday – Sunday	10am – 2pm 9am – 3pm
October – November	Weekends only & special events	10am – 2pm

During the 6 month period, staff received email complaints from Patriot Sportfishing in October- November 2019. The complaint stated there was no employee present at the kiosk during required open business hours. The Applicant stated that payroll records reflected the presence of an employee during the dates/times noted in the complaints. However, due to the nature of the business operations, it is unclear if the times the kiosk was observed vacant were due to a snapshot in time, such as customer assistance at the dock or employee break. No complaints from the general public or other businesses regarding the kiosk were received during the reporting period.

Planning conditions 2-4 (Exhibit B) relate to kiosk location and requirement to to maintain sidewalk accessibility and to avoid sidewalk encroachment which is noted on the approved plans. During the 6 month operational period last year, tourists/customers were observed in front of the kiosk at various times by staff, but in each such instance there was no sidewalk blockage.

Planning condition 5 states the kiosk is allowed between April 1 and November 30 annually. The kiosk was moved on December 3 of last year with advance notification to

staff. The 3 day delay was based on driver availability to pick up the kiosk after the late Thanskgiving holiday.

PC condition #6 requires the lateral accessway to be repainted. The master lease site holder has recently repainted the yellow striping along the west side of the lease site.

PC condition #7-8 relates to public access at the Beach Street gate and the walk-up order window at Giovanni's Fish Market. The master lease site holder, Giovanni deGarimore recently received approval by PC on May 5, 2020 for a minor modification (MIN #20-003) to the site plan to make improvements to public access in order to address these conditions.

PC condition #9 requires review for compliance with the condition within one year of kiosk installation. The kiosk was first installed in June 2019.

PC condition #10 is a condition that was added by City Council and states that the CUP does not limit the City's ability to require modifications to the Harborwalk and/or relocation of the kiosk, as part of a new lease for the associated lease site. The kiosk is located on private property, but the western portion of the overall 1001 Front St property is a public lease site.

CONCLUSION:

The Waterfront Master Plan encourages waterfront dependent uses and the project supports a recreational fishing use as well as provides visitor-serving information. The Virg's Kiosk booth supports the Virg's Landing business which docks its boats at the Giovanni's Fish Market lease site. Placement of the seasonal kiosk at the street location allows for easy customer access to the docks for the Virg's Landing business to provide ticket sales, information, and dock loading assistance. The small size of the kiosk is a novel way to address business needs while also mitigating impacts to pedestrian traffic or potential loss of parking spaces. Overall, the kiosk operation was fairly unobtrusive during the operational period last year with no substantive complaints or ill effects.

Due to the economic disruptions related to Covid-19, it is unknown at this time whether Virg's Landing will install the kiosk for this year's season. Staff has been in contact with Ms. De Cock and requested that she notify the City by July 1, 2020 as to her intentions for this season. If at that time, Ms. De Cock is not able to install the kiosk, then staff has let her know that we will follow up with a letter acknowledging that due to the virus this would not be deemed to be an abandonment of use as referenced by MBMC 17.60.140.

EXHIBITS:

Exhibit A – Business Operation Summary by Denise de Cock, Virg's Landing (email)
Exhibit B – Approved Permit for #A00-054/UP0-284
Exhibit C – Approved Plans for #A00-054/UP0-284
Exhibit D – Planning Commission Resolution #12-18 with original conditions
Exhibit E – Powerpoint presentation

Cindy Jacinth

From: Denise de Cock <salsafrnd@aol.com>
Sent: Wednesday, May 20, 2020 8:00 AM
To: Cindy Jacinth
Cc: novakconsulting@charter.net
Subject: Kiosk report

Hi Cindy,

I made it short and sweet.
Please let me know if you need more info.
Thank you.

The purpose of the kiosk is to provide Virg's Landing, a water based business, a presence down on the waterfront to disseminate fishing information and to provide general visitor information to our city's tourists.
Virg's Landing's boats depart from Giovanni's Fish Market's docks and the kiosk also acts as a landmark for customers trying to locate our boats.
The temporary, seasonal kiosk was put in place at 1001 Front Street at the beginning of June 2109 and removed by forklift and taken offsite at the beginning of December 2019. (6 months)
From installation through Labor Day, the kiosk was manned from 9am-3pm on weekends and 10am-2pm during the week.
From Labor Day through the end of November, the kiosk was staffed on weekends from 10am-3pm, as per the temporary permit stipulations.
We had droves of people stop to look at the fish ID charts on the kiosk, ask for directions and ask questions regarding other activities in Morro Bay.

Denise de Cock
(310) 938-4133
www.virgslanding.com
www.homeinstead.com/286

CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT
955 Shasta Avenue
Morro Bay, CA 93442

July 5, 2018

Giovanni DeGarimore
1001 Front St
Morro Bay, CA 93442

SUBJECT: Case No.: A00-045 Permit Amendment (Precise UP0-284) Appeal

SITE: 1001 Front Street, APN 066-033-004

Dear Mr. DeGarimore,

At its regular meeting on June 26, 2018 the City of Morro Bay City Council denied your appeal and upheld the Planning Commission 4/17/2018 approval of a Conditional Use Permit Amendment #A00-054 to Precise Plan #UP0-284 for installation of a information/ticket sales kiosk for Virg's Landing at 1001 Front Street (Planning Commission Resolution 12-18). **The City Council action in denying this appeal and approving the project was done with revised conditions as reflected in City Council resolution 52-18.**

This action does not constitute a building permit. Any further processing of this project must be initiated by the applicant, subject to the applicable rules and regulations of the Morro Bay Municipal Code. ***Please be advised that you must return the enclosed Acceptance of Conditions form, signed, to this department or the action is null and void.***

Note because your project is within the original jurisdiction of the California Coastal Commission, you will be required to obtain a Coastal Development Permit, or waiver as applicable prior to building permit issuance.

Also find enclosed the Notice of Exemption (NOE) for your project. The City of Morro Bay no longer files notices of exemptions. You may file the Notice of Exemption with the County Clerks' office located in the County Government Building in San Luis Obispo. The filing fee is $50.00 and the County requires the original Notice of Exemption and at least one copy. Section 15062 (d) of the The California Environmental Quality Act (CEQA) provides:

"The filing of a Notice of Exemption and the posting on the list of notices start a 35 day statute of limitations period on legal challenges to the agency's decision that the project is exempt from CEQA. If a Notice of Exemption is not filed, a 180 day statute of limitations will apply."

If you have any questions, please let me know at 772-6577.

Sincerely,
Scot Graham
Community Development Director

By: Cindy Jacinth, Senior Planner
enc: NOE, Permit, Findings, Resolution 52-18, and Acceptance of Conditions Form

e-copy: Cathy Novak Consulting, Denise DeCock

CITY OF MORRO BAY
COMMUNITY DEVELOPMENT DEPARTMENT
955 Shasta Avenue
Morro Bay, CA 93442

CONDITIONAL USE PERMIT AMENDMENT

CASE NO: A00-054

THIS PERMIT IS HEREBY APPROVED AND ISSUED FOR:

SITE ADDRESS: 1001 FRONT STREET

APPLICANT: Giovanni DeGarimore,

APN/LEGAL: # 066-033-004

DATE APPROVED: June 26,2018 APPROVED BY: City Council

CEQA DETERMINATION: Exempt under Class 11c, Section 15311 for accessory structures where placement of seasonal items such as a kiosk is allowed.

DESCRIPTION OF APPROVAL: Amendment of Precise Plan CUP #UP0-284 to allow permanent use of a 48sf seasonal kiosk for the Virg's Landing business on private property at 1001 Front Street. Kiosk to provide information and sell tickets for the Virg's sportfishing and whale watching fleet as well as provide special event information to tourists. Kiosk size is 8 x 6 foot and seasonal use limited between the months of April through November as conditioned in City Council Resolution 52-18 which revises and supersedes PC Resolution 12-18.

THIS APPROVAL IS BASED UPON THE ATTACHED FINDINGS AND IS VALID ONLY IF CONDITIONS (ATTACHED) ARE MET AND ONLY AFTER THE APPLICABLE APPEAL PERIOD. Failure to comply with the conditions of this permit shall, at the discretion of the Community Development Director pursuant to Municipal Code Section 17.60.150, render this entitlement null and void.

☒ **YOUR PROPERTY IS LOCATED IN THE CITY OF MORRO BAY JURISDICTION. CITY COUNCIL DECISIONS ARE FINAL ON CONDITIONAL USE PERMITS. THIS PROPERTY IS LOCATED WITHIN THE ORIGINAL JURISDICTION OF THE CALIFORNIA COASTAL COMMISSION, WHICH RETAINS AUTHORITY FOR ISSUANCE OF COASTAL DEVELOPMENT PERMITS AND RELATED COMPLIANCE REVIEW.**

☐ **YOUR PROPERTY IS LOCATED IN THE COASTAL COMMISSION APPEALS JURISDICTION:** THE FOLLOWING COASTAL COMMISSION APPEAL PERIOD APPLIES TO YOUR PROJECT: This City decision is appealable to the California Coastal Commission pursuant to the California Public Resource Code, Section 30603. The applicant or any aggrieved person may appeal this decision to the Coastal Commission within TEN (10) *Working days* following Commission receipt of this notice. Appeals must be in writing and should be addressed to: California Coastal Commission, 725 Front Street, Ste.300, Santa Cruz, CA 95060, 831-427-4863. If you have any questions, please call the City of Morro Bay Community Development Dept, 772-6261.

ATTEST: Cindy Jacinth DATE: 7/5/2018

THIS IS A DISCRETIONARY APPROVAL AND DOES NOT CONSTITUTE A BUILDING PERMIT

RESOLUTION NO. 52-18

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MORRO BAY, CALIFORNIA DENYING AN APPEAL OF THE PLANNING COMMISSION APPROVAL OF AMENDMENT #A00-054 TO PRECISE PLAN CONDITIONAL USE PERMIT (UP0-284) FOR PLACEMENT OF A SEASONAL KIOSK FOR THE VIRG'S LANDING BUSINESS AT 1001 FRONT STREET.

WHEREAS, the Planning Commission of the City of Morro Bay conducted a public hearing at the Morro Bay Veteran's Hall, 209 Surf Street, Morro Bay, California, on April 17, 2018, for the purpose of considering an Amendment (A00-054) to the Precise Plan approval of Conditional Use Permit #UP0-284 ("the Project"); and

WHEREAS, on April 17, 2018, the Planning Commission of the City of Morro Bay adopted Resolution 12-18 to approve an amendment (A00-054) to Precise Plan Conditional Use Permit (UP0-284); and

WHEREAS, on April 27, 2018, an appeal of the Planning Commission action to approve the project was filed with the City of Morro Bay by Giovanni deGarimore specifically requesting the City Council modify conditions seven (7) through eleven (11); and

WHEREAS, the City Council conducted a public hearing at the Morro Bay Veteran's Hall, 209 Surf Street, Morro Bay, California, on June 26, 2018, to consider an appeal of the Planning Commission's approval of the project, located in an area within the original jurisdiction of the California Coastal Commission; and

WHEREAS, notices of said public hearing were made at the time and in the manner required by law; and

WHEREAS, the City Council has duly considered all evidence, including the recommendations made by the Planning Commission, the testimony of the Appellants, the testimony of the business owner, and the evaluation and recommendations by staff, presented at said hearing.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Morro Bay as follows:

Section 1: Findings upholding the Planning Commission Approval

A. The Amendment (A00-054) to Precise Plan Conditional Use Permit for Project UP0-284 was approved in a manner consistent with the City's General Plan, Local Coastal Program and Zoning Ordinance.

B. Conditions 7-11 added by the Planning Commission at the April 17, 2018 meeting were added to address issues of business performance, location, and aesthetics which found for approval as conditioned. The project conditions as added were thoroughly discussed and clearly articulated at the end of the hearing.

C. Condition 11 added by the Planning Commission at the April 17, 2018 meeting required that the conditional use permit amendment be valid for one year only. Based on content of the Planning Commission deliberation, the condition is modified to require a review of the conditional use permit after one year as a new business item.

Section 2: Findings. Based upon all the written and oral testimony and evidence presented to the Council at and for the above public hearing, the City Council makes the following findings:

California Environmental Quality Act (CEQA)

A. That for purposes of the California Environmental Quality Act, Case No. A00-054 is exempt under Class 11, Section 15311 for accessory structures where seasonal or temporary placement of items such as a kiosk are allowed and will have no potentially significant environmental impacts. Furthermore, none of the exemptions to this Categorical Exemption set forth in CEQA Guidelines Section 15300.2 apply to this project.

Conditional Use Permit Findings

A. The project will not be detrimental to the health, safety, morals, comfort and general welfare of the persons residing or working in the neighborhood in that signage is an allowed and appropriate use in the Waterfront zoning district.

B. The project will not be injurious or detrimental to property and improvements in the neighborhood and the general welfare of the City in that the proposed kiosk supports the waterfront commercial use which is consistent with the allowable uses on the waterfront.

Waterfront Master Plan Findings

A. The proposed project makes a positive contribution to the visual and public accessibility to the bay while increasing and maintaining commercial fishing industry:

1. Meets the Waterfront plan height limit and maximum building coverage, bulk, and scale requirements in that the proposed project does not exceed development standards for the waterfront zoning district.

2. The proposed project provides the amenities identified in the WF Plan, facilitates pedestrian visual and physical access to the waterfront, and takes advantage of outward views and characteristics of the topography in that the information kiosk is small scaled and does not impede pedestrian access, and at 48 square feet in size does not impact views which provides for better bay views. It preserves and enhances the views as seen around the kiosk.

3. The project does not worsen or block more views, it does not block view corridors or intrude into pedestrian access areas. It takes advantage of outward views and characteristics of the topography in that the project proposes a information/ticket sales kiosk that is small scaled and proposed at 7'6" in height.

4. The proposed project makes a positive contribution to the working fishing village character and quality of the Embarcadero area in that the new project provides information for whale-watching, and includes a fish identification chart for general public information to the public.

5. The project contains the elements of harmony, continuity, proportion, simplicity, and balance, and its appearance matches its function and the uses proposed in that the new kiosk is designed to provide a nautical theme with articulation that is consistent with the character of the waterfront.

6. The proposed project does not diminish, either directly or by cumulative impact of several similar projects, the use, enjoyment, or attractiveness of adjacent buildings on the property and is in keeping with the style, massing, materials, scale, and use of its surroundings.

Section 3. Action. The City Council does hereby deny the appeal filed on April 27, 2018 by Giovanni deGarimore and uphold the Planning Commission approval of Amendment #A00-054 to Precise Plan Conditional Use Permit #UP0-284 located at 1001 Front Street subject to the following conditions:

STANDARD CONDITIONS

1. This permit is granted for the land described in the staff report dated June 12, 2018, for the project at 1001 Front depicted on plans dated April 2, 2018 on file with the Community Development Department, as specifically modified by these conditions of approval, and more specifically described as follows: Site development, including all buildings and other features, shall be located and designed substantially as shown on Planning Commission approved plans submitted for UP0-284, unless otherwise specified herein.

2. Inaugurate Within Two Years: Unless the construction or operation of the structure, facility, or use is commenced not later than two (2) years after the effective date of this Resolution and is diligently pursued, thereafter, this approval will automatically become null and void; provided, however, that upon the written request of the applicant, prior to the expiration of this approval, the applicant may request up to two extensions for not more than one (1) additional year each. Any extension may be granted by the City's Community Development Director, upon finding the project complies with all applicable provisions of the Morro Bay Municipal Code (the "MBMC"), General Plan and certified Local Coastal Program Land Use Plan (LCP) in effect at the time of the extension request.

3. Changes: Minor changes to the project description and/or conditions of approval shall be subject to review and approval by the Community Development Director. Any changes to this approved permit determined, by the Director, not to be minor shall require the filing of an application for a permit amendment subject to Planning Commission review.

4. Compliance with the Law: (a) All requirements of any law, ordinance or regulation of the State of California, the City, and any other governmental entity shall be complied with in the exercise of this approval, (b) This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan for the City.

5. Hold Harmless: The applicant, as a condition of approval, hereby agrees to defend, indemnify, and hold harmless the City, its agents, officers, and employees, from any

claim, action, or proceeding against the City as a result of the action or inaction by the City, or from any claim to attack, set aside, void, or annul this approval by the City of the applicant's project; or applicants failure to comply with conditions of approval. Applicant understands and acknowledges the City is under no obligation to defend any legal actions challenging the City's actions with respect to the project. This condition and agreement shall be binding on all successors and assigns.

6. Compliance with Conditions: The applicant's establishment of the use or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Director or as authorized by the Planning Commission. Failure to comply with any of these conditions shall render this entitlement, at the discretion of the Director, null and void. Continuation of the use without a valid entitlement will constitute a violation of the MBMC and is a misdemeanor.

7. Compliance with Morro Bay Standards: This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan of the City.

8. Conditions of Approval: The Findings and Conditions of Approval shall be included as a full-size sheet in the Building Plans.

Fire Department Conditions:

1. Three foot clearance shall be maintained around the circumference of all fire suppression appliances.

Planning Conditions:

1. Inspection: The applicant shall comply with all City conditions of approval and an employee or Virg's Landing representative shall be present at the kiosk during the following hours of operation:

Month	Day	Hours
April – May	Weekends only & special events	10am – 2pm
June – September	Monday – Thursday Friday – Sunday	10am – 2pm 9am – 3pm
October - November	Weekends only & special events	10am – 2pm

2. The northeast corner of the information kiosk/booth shall be no closer than 3 feet to the back of the sidewalk.

3. The applicant shall maintain sidewalk clearance at all times for accessibility of pedestrians. Kiosk booth items shall not encroach on the sidewalk or public right of way. This permit only allows the kiosk to take place on the private property at 1001 Front Street.

4. Queue: The window on the east side of the kiosk shall not be used for customer service. The line shall be formed westward and shall not encroach into the sidewalk, public right of way, or vehicular path of travel.

5. The approval for placement of the kiosk is allowed only between April 1 through November 30 annually. Kiosk shall be moved off-site on or before December 1 annually and placed no sooner than April 1 of each year.

Planning Commission conditions:

Planning conditions 6-11 added by Planning Commission on April 17, 2018. These conditions were revised by City Council on June 26, 2018 and approved as numbered 6-10.

6. The public lateral access pathway shall be repainted to improve visibility of public access.

7. The Beach Street public access gate entrance shall be open from 7:30am to dusk, but may be closed during active fish unloading activities that render public lateral access dangerous consistent with Coastal Development Permit 3-11-031.

8. The applicant shall demonstrate compliance with condition of approval 1a of Coastal Development Permit No. 3-11-031 related to the southern public access area which is the public area adjacent to and near the walk-up order window for Giovanni's Fish Market. In addition, this public access area shall be consistent with the Precise Plan (UP0-284) approved by Planning Commission on May 16, 2012.

9. This permit to be reviewed for compliance with the conditions of approval by the Planning Commission within one year of kiosk installation with no need for filing of a new application.

10. This CUP does not limit the City's ability to require modifications to the Harborwalk and/or relocation of the kiosk, as part of a new lease for the associated lease site.

PASSED AND ADOPTED by the City Council of the City of Morro Bay at a regular meeting thereof held on this 26th day of June, 2018, on the following vote:

AYES:	Headding, Davis, Makowetski, Irons
NOES:	None
ABSENT:	McPherson
ABSTAIN:	None

Jamie L. Irons

JAMIE L. IRONS, Mayor

ATTEST

Lori M. Kudzma

LORI M. KUDZMA, Deputy City Clerk

CITY OF MORRO BAY

COMMUNITY DEVELOPMENT DEPARTMENT
955 Shasta Avenue
Morro Bay, CA 93442

NOTICE OF EXEMPTION

TO: ☒ San Luis Obispo Co. Clerk
County Government Center
San Luis Obispo CA 93401

☐ Office of Planning & Research
1400 Tenth Street
Sacramento, CA 95814

FROM: City of Morro Bay
Community Development Department
955 Shasta Avenue
Morro Bay, CA 93442

Project Title: Virgs Landing Information/Ticket Sales Kiosk

Project Location - Specific: 1001 Front St., Morro Bay, CA 93442 (APN 066-033-004)

Project Location - City: MORRO BAY County: SAN LUIS OBISPO

Description of Project: Amendment of Precise Plan CUP #UP0-284 to allow permanent use of a 48sf seasonal kiosk for the Virg's Landing business on private property at 1001 Front Street. Kiosk to provide information and sell tickets for the Virg's sportfishing and whale watching fleet as well as provide special event information to tourists. Kiosk size is 8 x 6 foot and seasonal use limited between the months of April through November as conditioned in City Council Resolution 52-18..

Name of Public Agency Approving the Project: CITY OF MORRO BAY, 955 SHASTA AVE, MORRO BAY, CA 93442, CONTACT:cjacinth@morrobayca.gov , CINDY JACINTH

Name of Person or Agency Carrying Out Project: Giovanni DeGarimore, 1001 Front St., Morro Bay, CA 93442; sales@giovannisfishmarket.com.

Exempt Status: (Check One)

Reasons why project is exempt: Exempt under Class 11c, Section 15311 for accessory structures where placement of seasonal items such as a kiosk is allowed.

☐ Ministerial (Sec. 21080(b)(1); 15268);

☒ Categorical Exemption:
Type and Section Number:15311 Class 11(c)

☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)

☐ Declared Emergency (Sec. 21080(b)(3); 15269(a)

☐ Statuary Exemption Code No.

Lead Agency: City of Morro Bay, 955 Shasta Ave, Morro Bay, CA 93442

Contact Person: Cindy Jacinth, Senior Planner Phone: 805-772-6577 cjacinth@morrobayca.gov

Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☒ No

Certification: I hereby certify that the public agency has made the above finding and that the project is categorically exempt from CEQA.

Signature: Cindy Jacinth Title: Senior Planner Date: 7/5/2018

APPLICANT'S ACCEPTANCE
OF
CONDITIONS OF APPROVAL

CASE NO. A00-054 / (AMEND UP0-284)

SITE LOCATION: 1001 FRONT STREET,
APN #066-003-004

APPLICANT NAME: Giovanni DeGarimore

APPROVAL BODY:
- ☐ Community Development Director
- ☐ Zoning Administrator
- ☐ Planning Commission
- ☒ City Council

DATE OF ACTION: 6-26-2018 – VIA CITY COUNCIL RESOLUTION 52-18

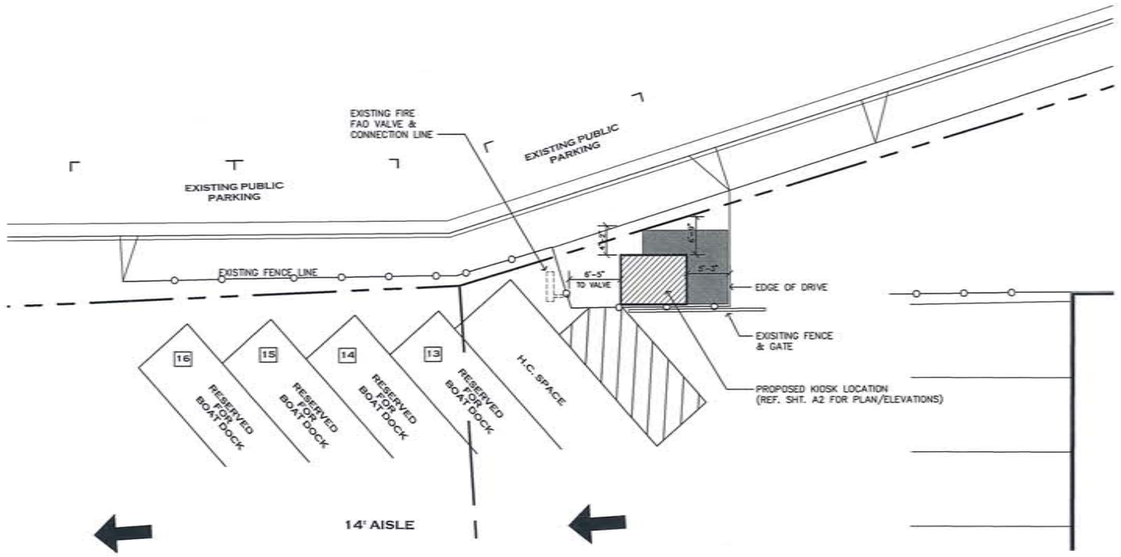
I, _____ the undersigned, have read and
(*APPLICANT'S NAME - PLEASE PRINT*)

reviewed the conditions of approval imposed by the Approval Body in its action

approving Case Number: A00-054

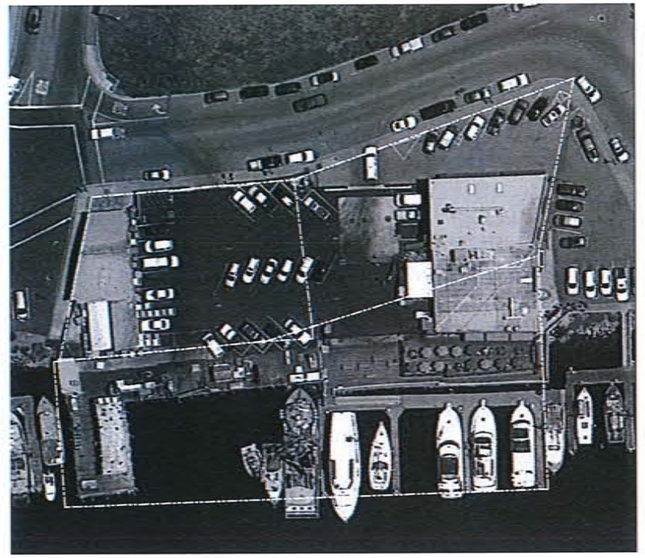
I UNDERSTAND AND ACCEPT SAID CONDITIONS AND AGREE TO FULLY COMPLY WITH THEM.

_____ _____
APPLICANT'S SIGNATURE DATE:



KIOSK LAYOUT

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



SITE PHOTO

City of Morro Bay
Planning Commission Approval
Project #(s) AAV-021-(UP0284)
X Approved as Submitted PC Reso 12-18
Approved with Changes
Approval Date: 4-17-18
Planner:

GENERAL NOTES

THE CONTACT INFORMATION SHALL BE POSTED ON SITE

CONTACT COORDINATOR SHALL BE VIRGS SPORTFISHING 805-772-1222

ALL BE COMPLETED IN A GOOD WORKMANSHIP MANNER ALL WORK SHALL COMPLY WITH CITY OF MORRO BAY, CODES AND REQUIREMENTS & CONDITIONS OF APPROVAL

VIRG'S KIOSK

The purpose of the kiosk is an information booth to provide information and sell tickets for the Virg's sportfishing and whale watching fleet and be used for special events to provide information to the tourists. The Virg's staff will be there early in the morning to assist any sportfishing passengers and direct them to the tackle shop, parking and to help with the boat loading. The Virg's staff will man the booth during the day time for information and ticket sales and be available in the afternoon for unloading. It is proposed that the kiosk will operate with the following hours depending upon the fishing season:
April to May: Weekends only & special events from 10 am to 2 pm June to September: Monday - Thursday from 10 am to 2 pm & Friday - Sunday from 9 am to 3 pm October to November: Weekends only & special events from 10 am to 2 pm

GENERAL INFORMATION

A. ANY DAMAGE, AS A RESULT OF CONSTRUCTION OPERATIONS FOR THIS PROJECT, TO CITY FACILITIES, i.e. CURB/BERM, STREET, SEWER LINE, WATER LINE, OR ANY PUBLIC IMPROVEMENTS SHALL BE REPAIRED AT NO COST TO THE CITY OF MORRO BAY.

B. NO WORK SHALL OCCUR WITHIN (OR USE OF) THE CITY'S RIGHT OF WAY WITHOUT AN ENCROACHMENT PERMIT. ENCROACHMENT PERMITS ARE AVAILABLE AT THE CITY OF MORRO BAY PUBLIC WORKS OFFICE LOCATED AT 955 SHASTA AVE. THE ENCROACHMENT PERMIT SHALL BE ISSUED CONCURRENTLY WITH THE BUILDING PERMIT.

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C. P. PARKER
ARCHITECT

CHRISTOPHER P. PARKER
ARCHITECT
630 QUINTANA RD. #330
MORRO BAY, CA
93442-1962
(805) 772-5700

STAMPS

LICENSED ARCHITECT * CHRISTOPHER P. PARKER * STATE OF CALIFORNIA * C 19161 * Registered

CONSULTANTS

PROJECT

WATERFRONT KIOSK
FOR
VIRG'S SPORTFISHING

1001 FRONT STREET
MORRO BAY, CA
93442

DRAWING PHASE

CONSTRUCTION DOCUMENTS

-

Project No.	10-103
Drawn By	CPP
Dwg. Date	03/29/18
Updated	-
Scale	AS NOTED

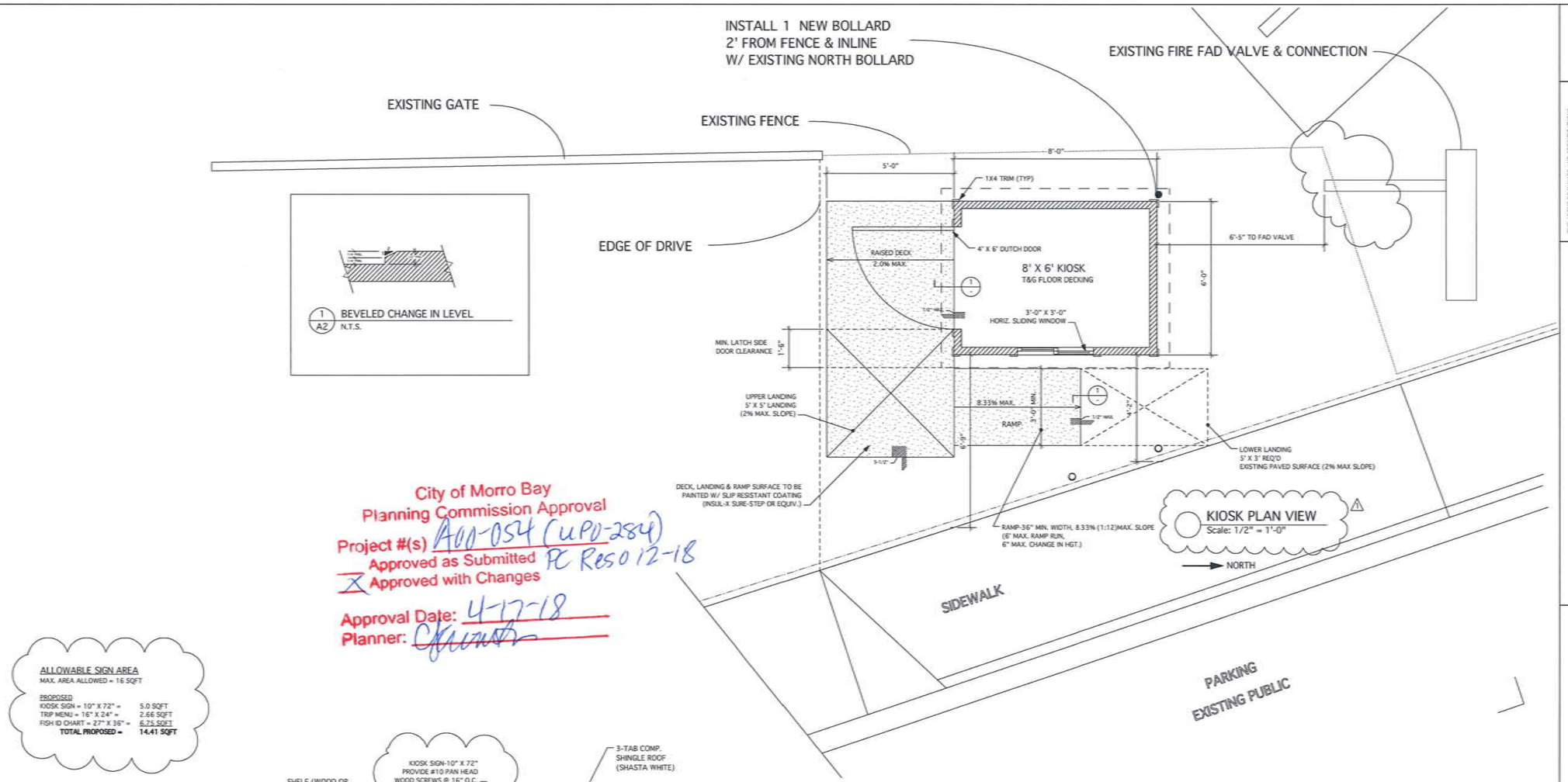
REVISIONS

SHEET TITLE

SITE PLANS GENERAL NOTES

SHEET NO.

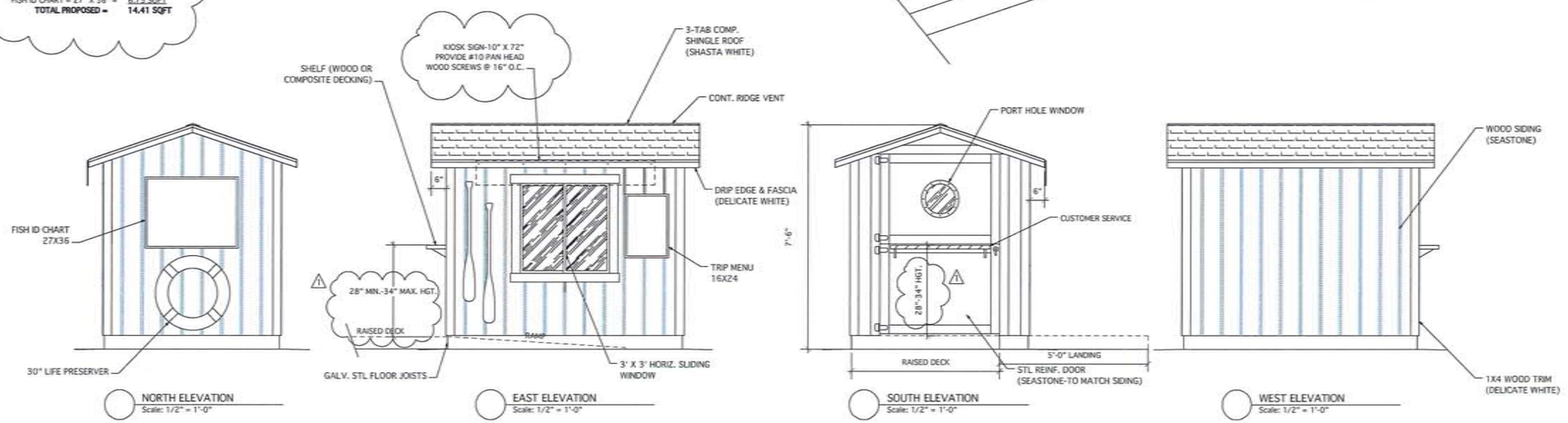
A1



City of Morro Bay
Planning Commission Approval
Project #(s) A00-054 (UPD-284)
Approved as Submitted PC Reso 12-18
X Approved with Changes
Approval Date: 4-17-18
Planner:

ALLOWABLE SIGN AREA
MAX. AREA ALLOWED = 16 SQFT

PROPOSED
KIOSK SIGN = 10" X 72" = 5.0 SQFT
TRIP MENU = 16" X 24" = 2.66 SQFT
FISH ID CHART = 27" X 36" = 6.75 SQFT
TOTAL PROPOSED = 14.41 SQFT



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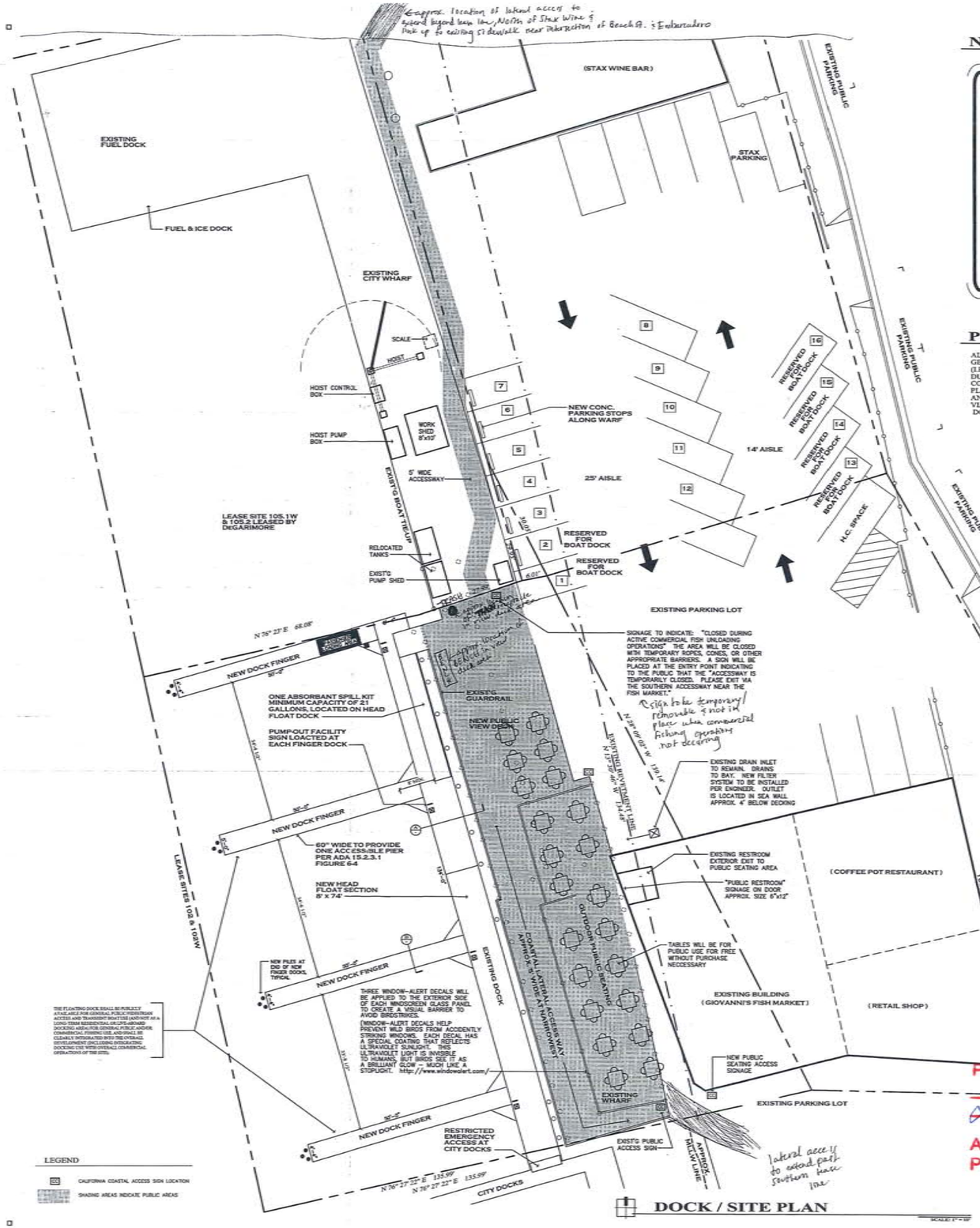
MSC DESIGNS, INC.
1595 17TH STREET LOS OSOS, CA. 93402

WATERFRONT KIOSK
VIRG'S SPORTFISHING
1001 FRONT STREET
MORRO BAY, CA.

FLOOR PLAN
ELEVATIONS

Revision Dates
05/23/17
04/04/17
10/24/17

Drawing No.
A2



DOCK / SITE PLAN

SCALE: 1" = 10'

NEW COASTAL ACCESS SIGNAGE

COASTAL ACCESS
PUBLIC VIEWING DECK
Seating Available For
Public Use
No Purchase Necessary
Giovanni's Fish Market

Proposed Public Accessway signage. White background sign with blue lettering. Sign dimensions: 18" X 24"

PUBLIC ACCESS NOTES:

ALL PUBLIC ACCESS AREAS AND AMENITIES SHALL BE AVAILABLE TO THE GENERAL PUBLIC FREE OF CHARGE DURING AT LEAST DAYLIGHT HOURS (I.E., ONE HOUR BEFORE SUNRISE TO ONE HOUR AFTER SUNSET), AND DURING AT LEAST ALL NON-DAYLIGHT HOURS WHEN THE RETAIL COMPONENTS OF THE APPROVED PROJECT ARE OPEN. THE ACCESS PLANS SHALL PROVIDE FOR 24-HOURS PER DAY ACCESS TO THE LATERAL AND VERTICAL ACCESS FEATURES ONCE CONNECTIVITY IS PROVIDED VIA THE LATERAL ACCESS BOARDWALK TO EITHER THE UPCOAST OR DOWNCOAST LATERAL ACCESS WAYS

PROJECT INFO.

AREAS:
EXISTING DOCKS 1,664 SQ. FT.
NEW DOCKS 358 SQ. FT.
PUBLIC VIEW DECK: 1,181 SQ. FT.
EXIST'G LAT. ACCESS AND PATIO AREA: 2,275 SQ. FT.
NEW 5' ACCESSWAY: 770 SQ. FT.

DECK MATERIAL:
LIGHT GRAY TREX DECKING

PARKING CALC'S:
EXISTING SPACES 19 TOTAL (6 FOR DOCKS)
PROPOSED SPACES 6 FOR DOCKS (1 PER 35 LIN. FT.)

ZONING: H ZONE

LEGEND:
○ EXISTING PILING
● NEW PILING

LIGHTING TO MEET COASTAL COMM. & CITY OF MORRO BAY CONDITIONS

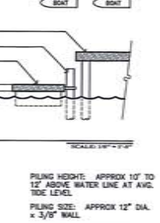
LIGHTING TO BE DOWNWARD FACING & FOCUSED TO THE DOCK AREA

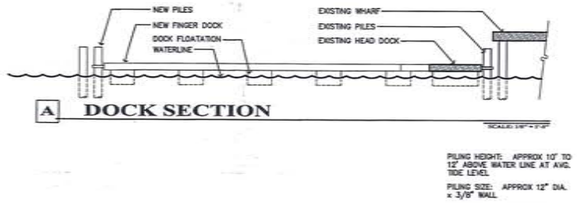
LIGHTING TO BE INSTALLED ON SWITCH SO AS TO NOT BE ON WHEN NOT IN USE SWITCH TO BE LOCATED NEAR TOP OF GANGWAY

⊠ POWER & LIGHT PEDESTAL (11 CANDLE FOOT AT FIXT.) w/ MOTION SENSOR & PHOTOCELL

■ FF70/PC METAL HALIDE FLOOD LIGHT PHOTOCELL

EXISITNG SIDE-TIE DOCK CONFIGURATION





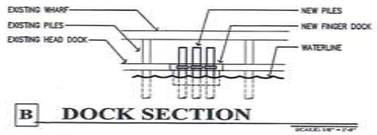
A DOCK SECTION

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

PILING HEIGHT: APPROX 10' TO 12' ABOVE WATER LINE AT AVG. TIDE LEVEL

PILING SIZE: APPROX 12" DIA. x 3/8" WALL

ENGINEER TO VERIFY PILING SPECIFICATIONS DURING BUILDING PERMIT PLAN SUBMITTAL



B DOCK SECTION

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

PUMP-OUT FACILITY SIGNAGE

WHITE BACKGROUND SIGN WITH BLACK LETTERING.
SIGN DIMENSIONS MINIMUM 5"x7"

FREE PUBLIC PUMP-OUT STATIONS

TIDELANDS PARK SOUTH T-PIER (OPEN 24 HOURS)

MORRO BAY MARINA MORRO BAY YACHT CLUB (DURING HOURS OF OPERTIONS)

City of Morro Bay
Planning Commission Approval
Project #(s) A00-054 (UPK-284)
~~Approved as Submitted~~
~~X~~ Approved with Changes PC Reso 12-18
Approval Date: 4-17-18
Planner: (Barnett)

APPROVED
CALIFORNIA COASTAL COMMISSION
CENTRAL COAST DISTRICT OFFICE
725 FRONT ST., STE. 300
SANTA CRUZ, CA 95060
SRK 4/17/18
SRK 12/12/12
Approved w/ modifications to lateral access: extending North of existing SF to existing sidewalk

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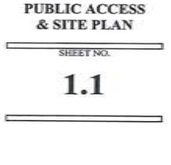
C. P. PARKER
ARCHITECT

CHRISTOPHER P. PARKER
ARCHITECT
830 QUINTANA RD. #330
MORRO BAY, CA
93442-1962
(805)772-9700

STAMPS

LICENSED ARCHITECT CHRISTOPHER P. PARKER C 8921 STATE OF CALIFORNIA

VICINITY MAP



PROJECT

NEW DOCK PLAN
FOR
DeGARIMORE FUEL & ICE

APN: 066-033-004

1001 FRONT STREET
MORRO BAY, CALIF.
93442

DRAWING PHASE
CONDITIONAL USE & COASTAL DEV. PERMIT
UPO-284
PRECISE PLAN

Project No.	10-103
Drawn By	CPP
Dwg. Date	04/04/11
Updated	06/28/12
Scale	AS NOTED

REVISIONS

SHEET TITLE
NEW DOCK PUBLIC ACCESS & SITE PLAN

SHEET NO.
1.1

RESOLUTION NO. PC 12-18

A RESOLUTION OF THE MORRO BAY PLANNING COMMISSION APPROVING A AMENDMENT (A00-054) TO PRECISE PLAN CONDITIONAL USE PERMIT (UP0-284) FOR PLACEMENT OF A SEASONAL KIOSK FOR THE VIRG'S LANDING BUSINESS AT 1001 FRONT STREET

WHEREAS, the Planning Commission of the City of Morro Bay conducted a public hearing at the Morro Bay Veteran's Hall, 209 Surf Street, Morro Bay, California, on April 17, 2018, for the purpose of considering approval of an amendment (#A00-054) to Precise Plan Conditional Use Permit #UP0-284; and

WHEREAS, notices of said public hearing were made at the time and in the manner required by law; and

WHEREAS, the Planning Commission has duly considered all evidence, including the testimony of the applicant, interested parties, and the evaluation and recommendations by staff, presented at said hearing.

NOW, THEREFORE, BE IT RESOLVED by the Planning Commission of the City of Morro Bay as follows:

Section 1: Findings. Based upon all the evidence, the Commission makes the following findings:

California Environmental Quality Act (CEQA)

A. That for purposes of the California Environmental Quality Act, Case No. A00-054 is exempt under Class 11, Section 15311 for accessory structures where seasonal or temporary placement of items such as a kiosk are allowed and will have no potentially significant environmental impacts. Furthermore, none of the exemptions to this Categorical Exemption set forth in CEQA Guidelines Section 15300.2 apply to this project.

Conditional Use Permit Findings

A. The project will not be detrimental to the health, safety, morals,comfort and general welfare of the persons residing or working in the neighborhood in that signage is an allowed and appropriate use in the Waterfront zoning district.

B. The project will not be injurious or detrimental to property and improvements in the neighborhood and the general welfare of the City in that the proposed kiosk supports the waterfront commercial use which is consistent with the allowable uses on the waterfront.

Waterfront Master Plan Findings

A. The proposed project makes a positive contribution to the visual and public accessibility to the bay while increasing and maintaining commercial fishing industry:

1. Meets the Waterfront plan height limit and maximum building coverage, bulk, and scale requirements in that the proposed project does not exceed development standards for the waterfront zoning district.

2. The proposed project provides the amenities identified in the WF Plan, facilitates pedestrian visual and physical access to the waterfront, and takes advantage of outward views and characteristics of the topography in that the information kiosk is small scaled and does not impede pedestrian access, and at 48 square feet in size does not impact views which provides for better bay views. It preserves and enhances the views as seen around the kiosk.

3. The project does not worsen or block more views, it does not block view corridors or intrude into pedestrian access areas. It takes advantage of outward views and characteristics of the topography in that the project proposes a information/ticket sales kiosk that is small scaled and proposed at 7'6" in height.

4. The proposed project makes a positive contribution to the working fishing village character and quality of the Embarcadero area in that the new project provides information for whale-watching, and includes a fish identification chart for general public information to the public..

5. The project contains the elements of harmony, continuity, proportion, simplicity, and balance, and its appearance matches its function and the uses proposed in that the new kiosk is designed to provide a nautical theme with articulation that is consistent with the character of the waterfront.

6. The proposed project does not diminish, either directly or by cumulative impact of several similar projects, the use, enjoyment, or attractiveness of adjacent buildings on the property and is in keeping with the style, massing, materials, scale, and use of its surroundings.

Architectural Consideration

A. As required by Ordinance Section 17.48.200 the Planning Commission finds that the architectural treatment and general appearance of the proposed kiosk structure is in keeping with the character of the surrounding areas, is compatible with any design

themes adopted by the city, and is not detrimental to the orderly and harmonious development; of the city or to the desirability of investment of occupation in the area.

Section 2. Action. The Planning Commission does hereby approve an Amendment (A00-054) to Precise Plan Conditional Use Permit (UP0-284) for property located at 1001 Front Street subject to the following conditions:

STANDARD CONDITIONS

1. This permit is granted for the land described in the staff report dated April 11, 2018 for the Virg's Landing Kiosk at 1001 Front depicted on plans date stamped April 2, 2018, on file with the Community Development Department, as modified by these conditions of approval. The kiosk shall be located and designed substantially as shown on Planning Commission approved plans submitted for A00-054, unless otherwise specified herein.

2. Inaugurate Within Two Years: Unless the construction or operation of the structure, facility, or use is commenced not later than two (2) years after the effective date of this Resolution and is diligently pursued, thereafter, this approval will automatically become null and void; provided, however, that upon the written request of the applicant, prior to the expiration of this approval, the applicant may request up to two extensions for not more than one (1) additional year each. Any extension may be granted by the City's Community Development Director (the "Director"), upon finding the project complies with all applicable provisions of the Morro Bay Municipal Code (the "MBMC"), General Plan and certified Local Coastal Program Land Use Plan (LCP) in effect at the time of the extension request.

3. Changes: Minor changes to the project description and/or conditions of approval shall be subject to review and approval by the Community Development Director. Any changes to this approved permit determined, by the Director, not to be minor shall require the filing of an application for a permit amendment subject to Planning Commission review.

4. Compliance with the Law: (a) All requirements of any law, ordinance or regulation of the State of California, the City, and any other governmental entity shall be complied with in the exercise of this approval, (b) This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan for the City.

5. Hold Harmless: The applicant, as a condition of approval, hereby agrees to defend, indemnify, and hold harmless the City, its agents, officers, and employees, from any claim, action, or proceeding against the City as a result of the action or inaction by the City, or from any claim to attack, set aside, void, or annul this approval by the City of the applicant's project; or Applicant's failure to comply with conditions of approval. Applicant understands and acknowledges the City is under

no obligation to defend any legal actions challenging the City's actions with respect to the project. This condition and agreement shall be binding on all successors and assigns.

6. Compliance with Conditions: The applicant's establishment of the use or development of the subject property constitutes acknowledgement and acceptance of all Conditions of Approval. Compliance with and execution of all conditions listed hereon shall be required prior to obtaining final building inspection clearance. Deviation from this requirement shall be permitted only by written consent of the Director or as authorized by the Planning Commission. Failure to comply with any of these conditions shall render this entitlement, at the discretion of the Director, null and void. Continuation of the use without a valid entitlement will constitute a violation of the MBMC and is a misdemeanor.

7. Compliance with Morro Bay Standards: This project shall meet all applicable requirements under the MBMC, and shall be consistent with all programs and policies contained in the LCP and General Plan of the City.

Fire Condition:

1. Three foot clearance shall be maintained around the circumference of all fire suppression appliances.

Planning Condition:

1. An employee or Virg's Landing representative shall be present at the kiosk during the following hours of operation:

Month	Day	Hours
April – May	Weekends only & special events	10am – 2pm
June – September	Monday – Thursday Friday – Sunday	10am – 2pm 9am – 3pm
October - November	Weekends only & special events	10am – 2pm

2. The northeast corner of the information kiosk/booth shall be no closer than 3 feet to the back of the sidewalk.

3. The applicant shall maintain sidewalk clearance at all times for accessibility of pedestrians. Kiosk booth items shall not encroach on the sidewalk or public right of way. This permit only allows the kiosk to take place on the private property at 1001 Front Street.

4. Queue: The window on the east side of the kiosk shall not be used for customer service. The line shall be formed westward and shall not encroach into the sidewalk, public right of way, or vehicular path of travel.

5. The approval for placement of the kiosk is allowed only between April 1 through November 30 annually. Kiosk shall be moved off-site on or before December 1 annually and placed no sooner than April 1 of each year.

Planning conditions 6-11 added by Planning Commission on April 17, 2018

6. The public lateral access pathway shall be repainted to improve visibility of public access.

7. The Beach Street public access gate entrance shall be open from dawn to dusk, but may be closed during active fish unloading activities that render public lateral access dangerous consistent with Coastal Development Permit 3-11-031.

8. The applicant shall demonstrate compliance with condition of approval 1a of Coastal Development Permit No. 3-11-031 related to the southern public access area which is the public area adjacent to and near the walk-up order window for Giovanni's Fish Market. In addition, this public access area shall be consistent with the Precise Plan (UP0-284) approved by Planning Commission on May 16, 2012.

9. The proposed kiosk location shall be either moved inside the fence line on Front Street or the fence shall be moved to the property line with the kiosk structure inside the parking lot, subject to meeting other project site requirements.

10. The applicant may utilize an onsite parking space, within the existing parking lot, for placement of the kiosk, subject to review and approval by the Community Development Director.

11. This permit to be reviewed for compliance with the conditions of approval by the Planning Commission within one year of kiosk installation.

PASSED AND ADOPTED by the Morro Bay Planning Commission at a regular meeting thereof held on a motion by Chairperson Luhr and seconded by Commissioner Lucas this 17th day of April, 2018 on the following vote:

AYES: Lucas, Sadowski, Barron, Ingraffia, Luhr
NOES:
ABSENT:
ABSTAIN:

Gerald Luhr, Chairperson

ATTEST

Scot Graham, Planning Secretary

The foregoing resolution was passed and adopted this 17th day of April, 2018.

City of Morro Bay Planning Commission

1001 FRONT ST
#A00-054/UP0-284
CUP 1 YEAR REVIEW

VIRG'S LANDING KIOSK

APPLICANT: DENISE DE COCK
AGENT: CATHY NOVAK CONSULTING
JUNE 2, 2020

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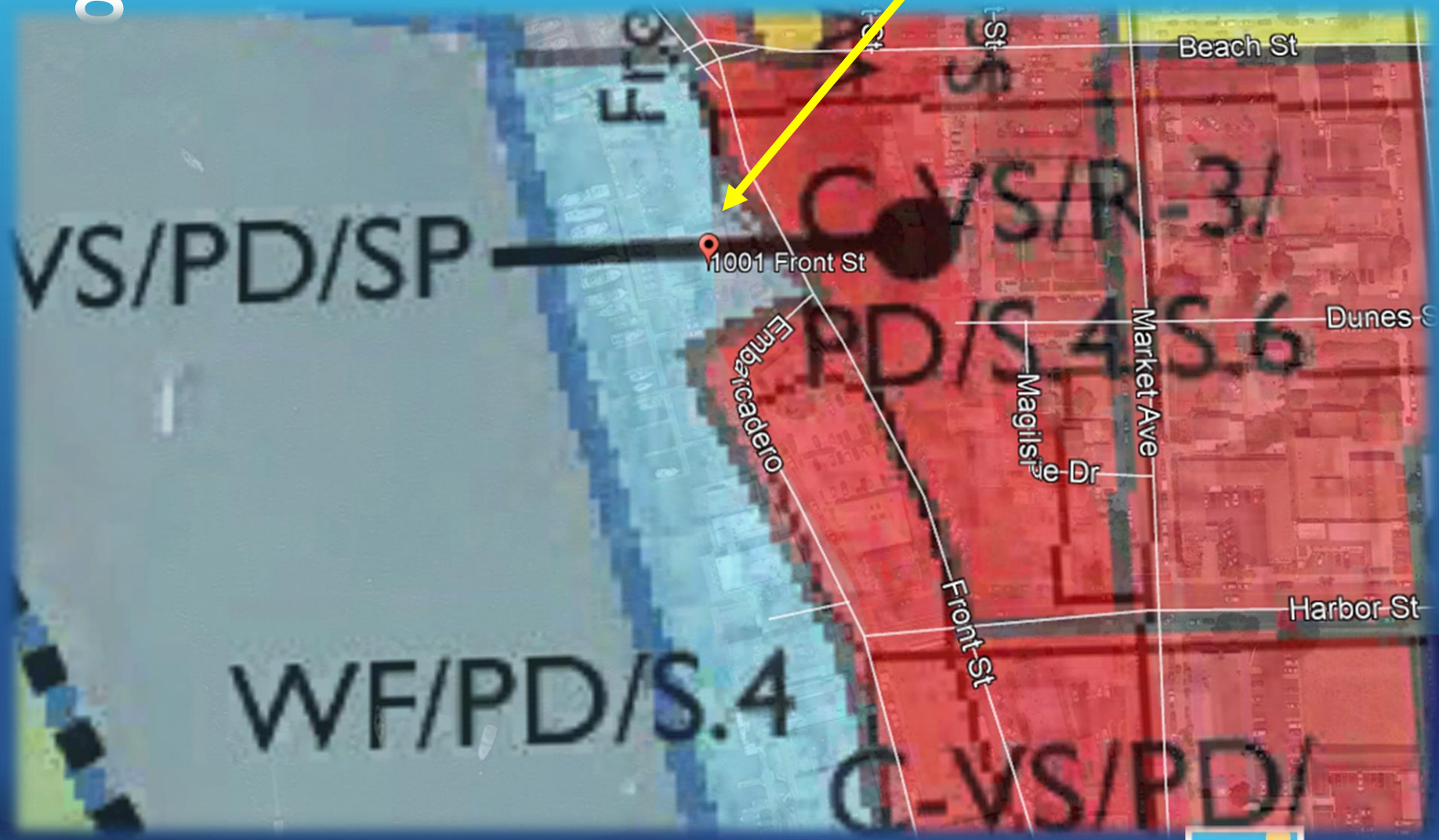
Zoning: WF/ PD / S.4

Exhibit E



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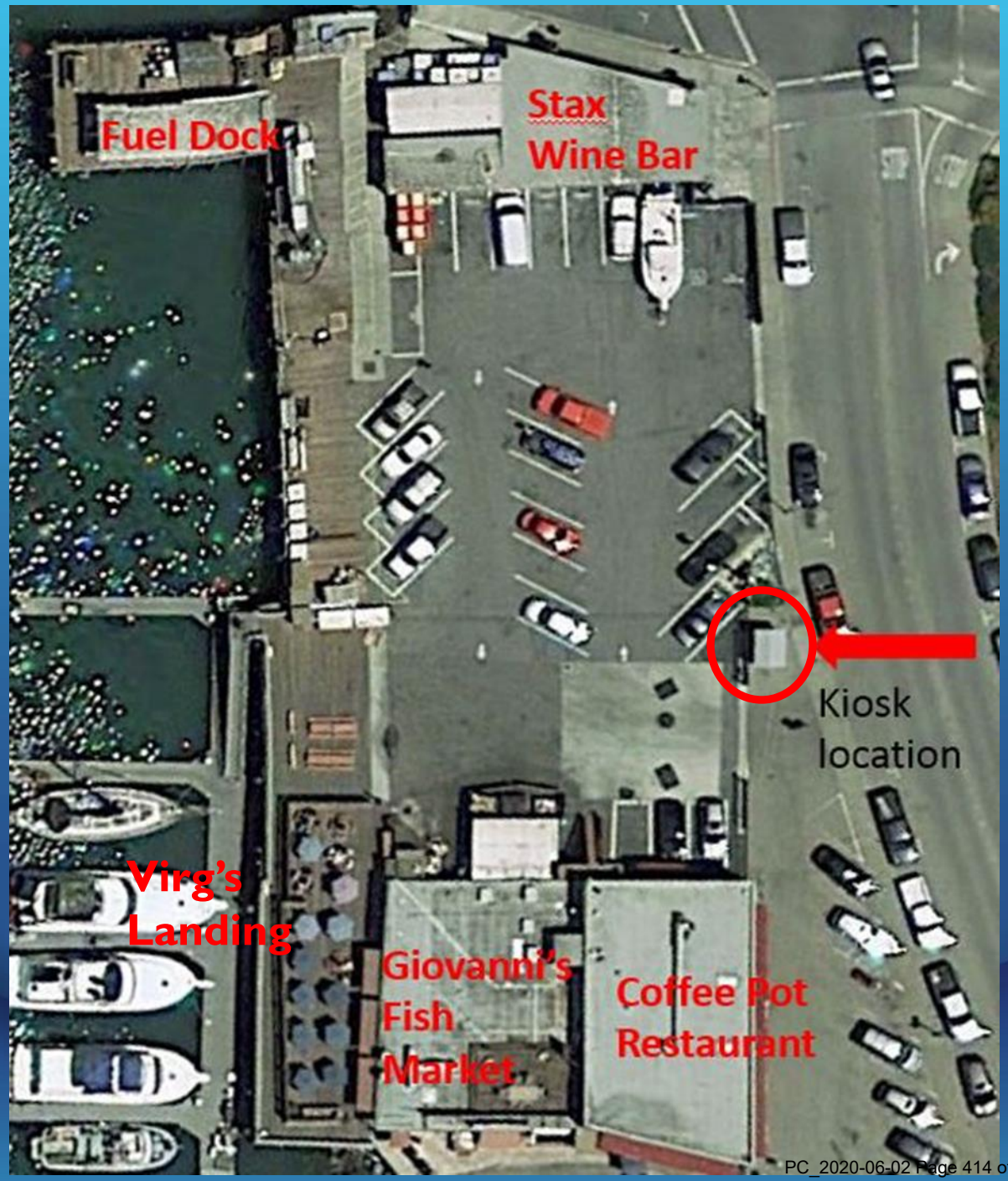
Aerial image of uses



MORRO BAY
PUT LIFE ON COAST

Street View Image

Exhibit E

MORRO BAY
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DISCUSSION

- Conditional Use Permit #A00/054 UP0-284 approved on 6/24/18 by City Council authorized permanent use of a seasonal 48sf kiosk for Virg's Landing business at 1001 Front adjacent to public sidewalk.

- PC condition #9 requires a review of the CUP after 1 year of installation.

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Conditions of Approval

- During appeal hearing, City Council upheld PC decision but modified conditions of approval.

- PC original conditions 9 and 10 were deleted regarding requirement to move the kiosk inside the fence line and allow option to utilize an onsite parking space.

- City Council added new condition 10 which states that the CUP approval does not limit ability to require future changes as part of future lease negotiations.

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Conditions of Approval

- Planning Condition 1 requires employee present during business hours. Email complaints received from Patriot Sportfishing regarding this.

- Planning Conditions 2-4 require kiosk location to maintain sidewalk accessibility and avoid encroachment. No sidewalk blockage observed

- Planning Condition 5 allows kiosk operations April 1 – Nov. 30 annually. Kiosk removed Dec. 3 based on driver availability after holiday.

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Conditions of Approval

- Planning Conditions 6-8 relate to public access improvements which is addressed by lease site holder through permit mod approved 5-5-20.
- Planning Condition 9 requires CUP review within 1 year of installation.
- Planning Condition 10 states approval does not limit ability to require changes as part of a new lease for associate lease site.

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PERMITTED HOURS OF OPERATION

Month	Day	Hours
April – May	Weekends only & special events	10am – 2pm
June – September	Monday – Thursday Friday – Sunday	10am – 2pm 9am – 3pm
October - November	Weekends only & special events	10am – 2pm

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Conclusion:

- The seasonal kiosk allows for customer access and provides a novel way to address the business needs while also mitigating impacts to pedestrian traffic or potential loss of parking spaces.
- Overall, the kiosk operation was unobtrusive during the operational period last year with no substantive complaints or ill effects.

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