

AGENCY:	Planning Commission
MEETING DATE:	June 9, 2021
PREPARED BY:	H. Gurewitz, C. O'Neal, and K. Locke
PRESENTED BY:	C. O'Neal, H. Gurewitz, and K. Locke

AGENDA ITEM SUMMARY REPORT

APPLICATION NO.: CDP 8-19, DR 1-19, MGR 1-19

OWNER: Dominic & Juliette Affinito

APPLICANT: BRR Architecture

AGENT: Best Development

PROJECT: A Coastal Development Permit, Design Review and Notice of Merger to construct a Grocery Outlet Market (retail store). The project includes the demolition of an existing 16,436-square-foot vacant former office building and associated 47-space parking lot and wooden fencing along the property line, and the construction and operation of a 16,157-square-foot, one-story, retail store with a 53-space parking lot and associated improvements and infrastructure. The project would be operated by 15 to 25 full-time staff and two (2) managers and would be open from 9:00 AM to 10:00 PM, 7 days per week with two (2) different shifts covering operating hours.

LOCATION: 825, 845, & 851 S. Franklin Street

APN: 018-120-47, -48, & -49

LOT SIZES: 1.63 Acres

ACTION: The Planning Commission will consider approval of Coastal Development Permit, Design Review, and Notice of Merger (CDP 8-19, DR 1-19, MGR 1-19) and adoption of the Mitigated Negative Declaration (MND).

ZONING: Highway Visitor Commercial (CH)

ENVIRONMENTAL DETERMINATION: Mitigated Negative Declaration (SCH: 2021010142)

SURROUNDING LAND USES:

- NORTH: Commercial (Motel, Restaurant)
- EAST: Residential, Commercial
- SOUTH: Commercial (Motel, Gas Station)
- WEST: Commercial (Motel, Gas Station, Restaurant)

- APPEALABLE PROJECT:** **Can be appealed to City Council**
 Can be appealed to California Coastal Commission

RECOMMENDED PLANNING COMMISSION ACTION

Planning Commission may:

Option 1:

1) Re-Open the public hearing; 2) Receive addendum staff report answering Planning Commissioner questions and concerns from the previous hearing; 3) Take testimony from the applicant and/or members of the public; 4) Close the public hearing and deliberate; and 5) Consider adopting the Mitigated Negative Declaration (SCH: 2021010142) and a Resolution to approve Coastal Development Permit, Design Review, and Notice of Merger (CDP 8-19, DR 1-19, MGR 1-19) subject to standard and special conditions.

Option 2:

1) Not open public hearing; 2) Receive addendum staff report answering Planning Commissioner questions and concerns from the previous hearing; 3) deliberate; and 4) Consider adopting the Mitigated Negative Declaration (SCH: 2021010142) and a Resolution to approve Coastal Development Permit, Design Review, and Notice of Merger (CDP 8-19, DR 1-19, MGR 1-19) subject to standard and special conditions.

ALTERNATIVE ACTIONS

1. Deliberate without a decision, and revisit the application at the next scheduled meeting for a decision and the addition of any new findings.
2. Request additional changes from the applicant.
3. Deny the Application.

BACKGROUND

A complete project description, land use entitlement analysis, Coastal General Plan consistency analysis, and California Environmental Quality Act (CEQA) analysis can be found on the City's website using the following link:

<https://cityfortbragg.legistar.com/View.ashx?M=A&ID=856042&GUID=86B0C1E6-2B58-4D23-9188-F6136F0E277E>. The report, Mitigated Negative Declaration (MND), and associated attachments were presented at the regular Planning Commission Meeting of May 26, 2021. The Public Hearing was opened and closed and the Commissioners deliberated on this project. During deliberation, Commissioners raised several items and requested additional information be brought back for further discussion at a date certain of June 9, 2021. This supplemental staff report was developed as an addendum to 05262021 Staff Report. A full review of the 05262021 Staff Report, its attachments, and the meeting recording at

<https://city.fortbragg.com/505/Planning-Commission-Meeting-Live-Stream> should be reviewed prior to this supplemental report.

The purpose of this supplemental staff report is to provide the information and changes as requested at the May 26, 2021 meeting by Planning Commission and via correspondence after the meeting. Below is the analysis of the additional information requested. Questions are grouped together by topic instead of the order in which they were asked. Commissioners questions are presented in a numbered format and staff's responses are underlined. The attachments included in this report primarily contain amended information either prepared by the applicant or by staff to further clarify these points. Those attachments previously presented, included herein with changes are identified as –Amended. The CEQA Initial Study attachment remains unchanged and is attached to this report in its entirety, as consideration and adoption of the MND together with any comments received during the public review process is required as part of approving the project. The CEQA comment attachment has been modified to include one additional comment, which was inadvertently published within the general public comments attachment; to ensure clear distinction between those comments received during the various phases of comments.

ANALYSIS

SETBACKS AND SITE

1. Planning Commissioner(s) requested clarification on the setbacks and how they related to the code.

Response: The setbacks noted below are measured from the edge of the property line (back of sidewalk) to the building/architectural feature. It does not include landscaping.

The Coastal Land Use Development Code (CLUDC) **Section 17.22.050 Table 2-9** Commercial Highway (CH) Development Standards show the setback requirements for site.

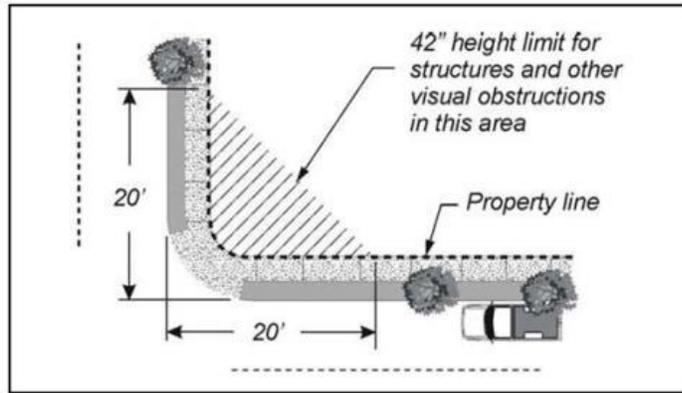
Building Side	Setback Requirement	Proposed Setback	Setback in Conformance
Front	5 ft.	10 ft.	✓
Sides (bordering a non-arterial street)	5 ft.	5 ft.	✓
Rear	0 ft.	5 ft.	✓

2. Planning Commissioners expressed concern that elements of the project were within the Traffic Safety Visibility Triangle(s) on South St. and South Franklin St. and at the corner of North Harbor Dr. and South Franklin St.

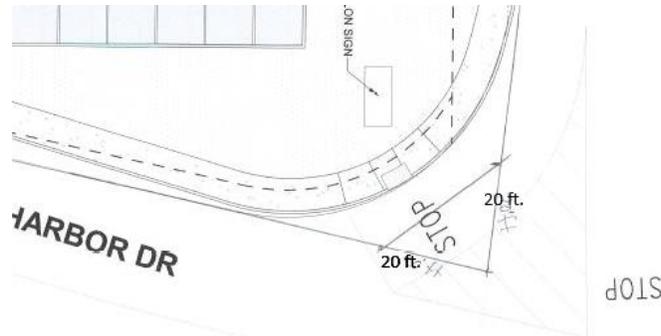
Response: In section **17.30.060E** of the **CLUDC**, it states, development proposed adjacent to any public or private street or alley intersection, or the intersection of a driveway with a street, in other than the Central Business zoning district shall be designed to provide a traffic safety

visibility area for pedestrian and traffic safety as demonstrated in **Figure 3-3** reproduced below. According to **17.30.060E1(a)**, the visibility area shall be defined by measuring 20 feet from the intersection of the front and street side right-of-way lines (i.e., edge of pavement or curb), and connecting the lines across the property.

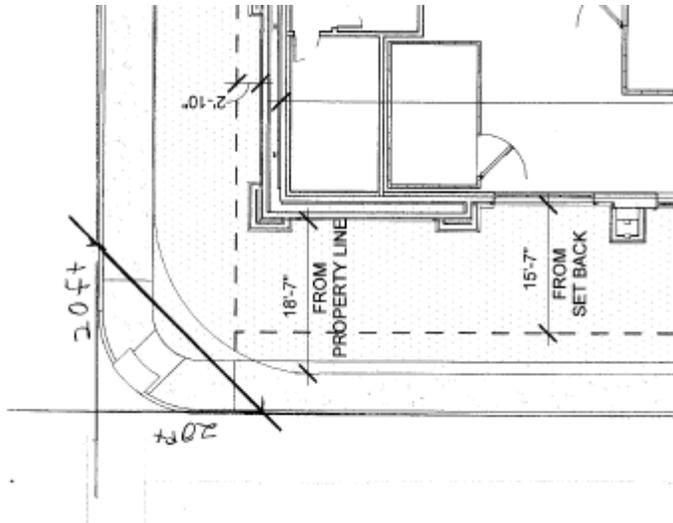
Figure 3-3 Required Traffic Safety Visibility Area excerpted from 17.30.060



Based on a review of the plans, the sign proposed for the location on North Harbor Dr. is not in the traffic safety area, as seen below. This is a to-scale depiction of the traffic safety triangle added to the sign package, additionally this information is shown full scale on page three of the revised sign package **Attachment 4**:



The same methodology was used to calculate the traffic safety visibility area for the intersection of South Franklin St. and South St. As demonstrated on the next page, no portion of the proposed building lies within the traffic safety triangle. Independently, the applicant has provided a similar graphic on the Site Plan Page SP1 verifying the same conclusion.



3. Planning Commissioners asked if it was possible for the building be flipped so that traffic will exit on South St. instead of North Harbor Dr.

Response: The developer has informed staff that if the building were flipped there would not be enough room in the parking area to accommodate the necessary space for the delivery trucks.

4. Commissioner(s) expressed concern for the three existing Monterey Cypress trees located on the northwest section of the property.

Response: The three Cypress trees are included in the landscaping plans and will not be removed. The plans call for additional Monterey Cypress as well.

5. At the previous meeting planning commissioner(s) expressed concerns about **Policy CD-1.1: Visual Resources:** Permitted development shall be designed and sited to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural landforms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance scenic views in visually degraded areas.

Response: In the Google Street View photograph below, a small strip of ocean is visible through the trees and behind the gas station. It is important to note that the image is taken from a special wide angle lens mounted on top of a vehicle as depicted by the shadow at the bottom of the photo. Because it appeared there was potential for a visual impact, staff conducted a site visit on May 6, 2021.

Photo is the street view from Google



The below photographs show the current existing view if standing at street level and taken with an iPhone camera. The view is similar to what is visible with the naked eye. The first photo is taken across the street and the latter from the sidewalk fronting the subject property.



If you look very closely there is a very small strip of blue in between the cars and the trees and the gas station. However, this is by no means a direct scenic view of the ocean as it can only be seen through significant obstructions and across main street. The General Plan and CLUDC, provide additional definitions by what is meant as visual resource and necessary for analysis. Based on a thorough review, this location is appropriately excluded from those locations intended by the guiding documents. There are at least four public access points

within one quarter of a mile where the public can experience scenic ocean views from either the Coastal Trail or Noyo Harbor.

This existing view is “obstructed” and even if it were not obstructed by the gas station and the landscaping, the view would be minimal. After additional discussions with the architect, they explained that moving the location of the building to the North Harbor Dr. side would impact the ability of large trucks to move in and out of the parking lot and stated that it is not a reasonable alternative when site circulation, landscaping, and required parking are to be met.

While staff believes that this is an insignificant change to the view, it is at the discretion of planning commission to make the determination.

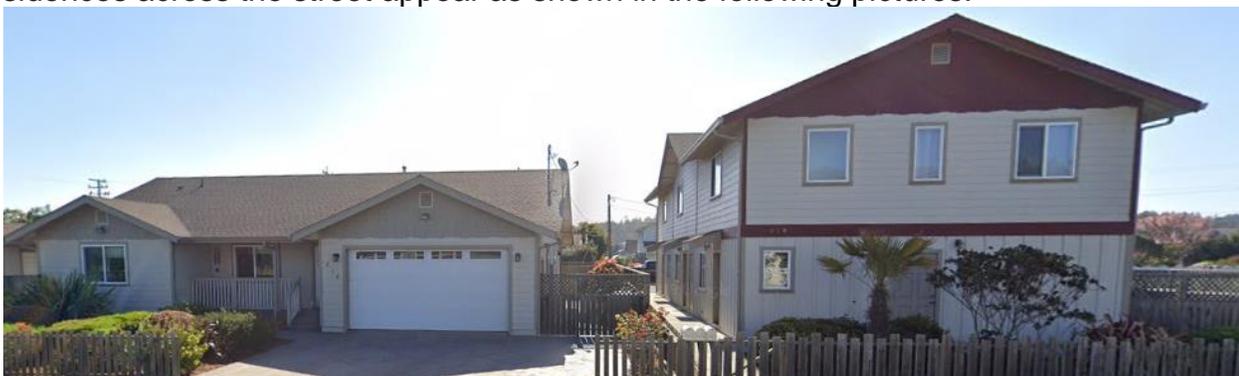
In regards to the following aspects of **CD 1.1**:

- 1) *to minimize the alteration of natural landforms*
There will be very little grading or changes to natural land forms as the site is already built and compacted.
- 2) *To be visually compatible with the character of surrounding areas*

The existing building is as appears below:



Residences across the street appear as shown in the following pictures:



Additionally, a two-story motel that is approximately 15,575 square feet is located directly to the north of the property:



Another two-story motel that is approximately 11,000 square feet is located directly west of the property:



Another two-story motel that is approximately 23,000 square feet in total lies directly to the south of the property:



Additional non-residential buildings in the nearby block include the Social Services complex kitty-corner to the northeast, which is approximately 11,000 square ft.



The following buildings are all located to the north along South Franklin St. within 1,000 feet of the project:





The updated proposed building design is consistent with the neighborhood. The design includes landscaping that will provide a buffer from the street and other features which will create a more contiguous flow between neighboring properties and the proposed structure.

3) *where feasible, to restore and enhance scenic views in visually degraded areas –*

The existing building has been vacant for more than 10 years. The new building and landscaping will be a visual improvement compared to the existing building and gravel lot.

6. Planning Commissioner(s) also requested further clarification on how the project conforms with **Policy CD-1.4**: New development shall be sited and designed to minimize adverse impacts on scenic areas visible from scenic roads or public viewing areas to the maximum feasible extent.

Response: The new building is designed to be consistent with the neighborhood with architectural features and colors that are consistent with the surrounding neighborhood. **Special Condition 18** requires that the landscaping include native and drought tolerant plants. Currently, there is a vacant lot on the corner which is bare and the existing building is showing signs of aging and in need of visual repair. The new building and landscaping will improve the scenic value of the lot and the neighborhood. The Planning Commission has provided important feedback on the signage including flexibility on color and placement as part of the process which will be necessary for issuance of the sign permit. Staff will take into account the scenic nature of the area and require that the sign is consistent and compliments existing surroundings and views.

7. In the meeting and via correspondence, Planning Commissioner(s) expressed concerns about the height of the building, and the proposed layout of the roof.

Response: The height of the parapets and peaked roofs have been reduced as much as possible while still screening mechanical equipment. The goal is to use the architecture of the building to screen equipment on the roof instead of adding additional screens to the roof.

The underside of the roof structure will be 18', the roof will have rigid insulation above (6"-10" dependent on the energy calculations) leaving the low side of the roof at 18'-10" and approximately 22'-4" at the high side. The equipment on the roof is approximately 5'-0", requiring the parapet to be at least 23'-10" tall to screen the mechanical equipment at the

lower end of roof structure. The updated elevations (**Attachment 8**) have reduced the height of peaked roofs to bring the scale of the building down. Adjacent properties are two story buildings, so the height of the building fits within the height of the context of the site. Maximum allowable building height per city code is 35'.

Please see preliminary layout of skylights as required by code and solar ready zone over the back of structure. Mechanical equipment will be laid out during construction document production and be submitted with the drawings required for the building permit.

8. In the previous meeting, Planning Commissioners expressed concern that the loading area did not meet the screening requirements in **CLUDC Section 17.30.110(B)5**.

Response: Please see updated note on site plan showing a 6' screen wall at the loading dock. This will screen the trucks while parked for loading and unloading.

9. Planning Commissioner(s) requested more specific details on the proposed wood portions of the windows around the building.

Response: The lower portions of the windows will be opaque vs a standard transparent window. The material for the bottom portion of the window can be chosen to allow for a local artist to paint a mural on the building. The upper part of the window will remain transparent glass in the sales floor area but the back of house area has been updated to be opaque windows per this comment. It is the recommendation of staff not to require that the building have full length windows in light of building security and common issues with vandalism to large pane windows resulting in high costs of replacement as well as visual blight caused by broken windows which take considerable time to repair. Instead, having windows that allow light and visual interest to the building sides, but that are higher and smaller are less likely to cause security or safety issues.

10. In the previous meeting and via correspondence, Planning Commissioner(s) expressed concern that the entrance was not "pedestrian scale" and requested either a trellis or awning at the entrance.

Response: Please see updated elevations (**Attachment 8**) with added trellis. The height of the entrance is 12'-0", right above the transom above the entrance door. Lowering the entrance any lower will create a tunnel effect and will limit the natural light from the south.

11. In the previous meeting and via correspondence, Planning Commissioner(s) requested a color board and expressed concern about the chosen color pallet.

Response: The Architect has prepared two new color pallet options in addition to the first proposed color board. A color board has been included with each of the new elevations and is added as **Attachment 8**, for Commissions review and consideration. The Applicant and Architect are open to different color pallet options and interested in working with the planning commission to find color pallet that works with the City of Fort Bragg.

12. In the previous meeting and via correspondence, Planning Commissioner(s) expressed concern over the color and style of the material for the building.

Response: The building is designed to have horizontal plank hardiboard composite wood paneling (or similar manufacturer) on the three street facing elevations with fish scale hardiboard composite paneling as an accent. The composite wood paneling will look new longer than natural wood keeping the building façade fresh. The elevations have been updated to add rock veneer to the bottom instead of CMU and to add more color/textural variations. A material board with photos of the product have been included with the updated elevations (**Attachment 8**)

PARKING LOT

13. In the previous meeting and via correspondence, Planning Commissioner(s) requested additional information regarding the placement of the EV Charging stations.

Response: Please see updated site plan showing where the Electric Vehicle Capable stalls will be located meeting the 2019 CALGREEN Code requirements. Four (4) spaces are being proposed.

14. In the previous meeting Planning Commissioner(s) requested more information about the placement of permeable pavement materials required in accordance with **Policy OS 11.6**.

Response: The use of permeable materials and techniques increases stormwater infiltration capacity by allowing stormwater to infiltrate into the underlying soil, to enhance groundwater recharge and provide filtration of pollutants. Like many other Low Impact Development (LID) techniques, integrated site design using a variety of stormwater features aids in maintaining on-sites drainage systems. The initial proposal included 19,265 SF of pervious surfaces using a combination of bioswales and landscaped areas. The new site plan incorporates an added 4,275 SF of permeable paving materials to be located in the central parking corridor along with the EV stations. This added feature will minimize impervious surfaces to provide additional water quality protections. See further details on the updated site plan showing where permeable pavement materials are located.

15. Additional Pedestrian Circulation in the Parking Lot to provide safer crossing areas for pedestrians was requested to be reviewed.

Response: The accessible parking stalls are at the front of the store and provide a curb ramp as close to the entrance as possible. The balance of the parking field will use these access aisles and accessible loading zones to enter the store. There is also an accessible path of travel from the store to the public right of way. Based on the scale, size, and function of the project, the parking field is consistent with its function, zoning code, and building code as it pertains to accessibility and customer ingress and egress from the store and parking field.

16. RV Parking (1 per 40 spaces of off street parking required. This project requires a total of two (2) where none were initially shown.

Response: Two (2) RV parking stalls have been added to create a total of 55 parking spaces. Please see updated site plan, SP1.

17. **Policy CD-5.1** Parking Location: Wherever feasible, locate parking facilities to the rear of the development so that the building facade is contiguous with the street frontage, and parking areas are hidden from the street.

Response: Multiple iterations of site design were considered during the early phases of the project planning. It is not feasible to put the parking in the back of the building for this specific development considering the significance of other zoning provisions and site size constraints, however, landscaping has been proposed that would screen the parking lot from the street and pedestrian views with the native landscaping required in Special Condition 18.

18. Policies with traffic and Level of Service (LOS) vs. Vehicle Miles Traveled (VMT).

Response:

What is Level of Service and how is it Measured?

Level of Service (LOS) is a measure of traffic delay at signalized intersections or roadway segments. LOS rates street operations and traffic flow conditions using a letter-grade system ranging from A, for free-flow conditions with little or no delay, to F, for gridlocked conditions with excessive delays. Increasing the capacity of roadways results in improved LOS.

What is Vehicle Miles Traveled and how is it measured?

VMT captures the automobile trips generated by a proposed development, multiplied by the estimated number of miles driven for each trip. This figure is divided by the number of residents (VMT per capita) or employees (VMT per employee). Typically, development located further from key destinations, such as job centers or transit, may result in longer driving distance. Development located closer to job centers and transit may result in lower VMT due to shorter driving distances.

VMT vs. LOS in Discretionary Review and CEQA

Senate Bill (SB) 743, the legislation which transitioned State CEQA analysis to VMT, does not prevent a city from continuing to analyze delay or LOS as part of other plans (i.e. the General Plan). Jurisdictions may continue to condition projects to build transportation improvements through the entitlement process in a variety of ways, such as using the General Plan consistency findings. What the City may not do is use LOS as the sole measure of identifying impacts on the environment through the CEQA process. The intent of SB 743 is to promote the reduction of GHG emissions, development of multimodal transit networks, and a diversity of land uses. VMT can help identify how projects influence accessibility and emissions which aligns with the intent of SB 743.

19. Will there be vehicle or pedestrian improvements at the roads and infrastructure of local City owned streets including South Franklin St., South St. and/or North Harbor Drive.

Response: The applicant is proposing the installation of frontage improvements (standard width sidewalk, curb, gutter, and driveways) as depicted in the site plan along the entire project frontage. The applicant is not proposing any further local improvements at this time. However after further consideration and review of the traffic study (Exhibit in **Attachment 5** CEQA Initial Study) and **Attachment 7** which summarizes the findings from the initial traffic study, the installation of a four-way stop and associated off-site pedestrian improvements at the intersection of South St. and South Franklin St. could be a condition of approval for further review based on projected peak hour automobile, bicycle and pedestrian volumes from the traffic study, which indicate that the intersection of South St. at South Franklin, may reach the level that satisfies MUTCD warrant requirements for an all-way stop. See *optional* proposed **Special Condition 25**. Proposed intersection improvements would require the installation of sidewalk curb and gutter to City Standard Specifications for a total length of 57 linear feet along the east side of South Franklin St. as well as a curb return to provide sufficient pedestrian landing facilities on the south east corner of the intersection. The image below depicts the current state of the intersection that could be conditioned for additional improvements.



Special Condition 25: The applicant shall install an all-way stop at the intersection of South Franklin St. and South St., including signage, striping, and pedestrian facilities (sidewalk, curb, and gutter) to provide crossing at all legs of the intersection. The proposed intersection improvement would require the installation of sidewalk curb and gutter to City Standard Specifications for a total length of 57 linear feet along the east side of South Franklin St. as well as a curb return to provide sufficient pedestrian landing facilities on the south east corner of the intersection.

20. Is “Fair Share” Agreement required by **Special Condition 16** only for signal or are there other improvements?

Response: Currently, the amount associated with the proposed fair share agreement was only accounting for the fair share cost distribution associated with the future impact of the development as it contributed to the intersection of South and Main reaching a Level of Service E, necessitating the installation of a traffic signal. However, the use of the funds could be used for alternate traffic improvements in the immediate vicinity (including local streets or state highway). These improvements would have to have a clear nexus to the development and would only be considered if and when it is determined that signalization is not required or funds are not needed for the construction of the signal. The use of collected “fair share” funds could be used for alternate improvements including a roundabout, pedestrian facilities, bicycle facilities, public transit, or even drainage improvements if surface water was impacting any mode of transportation as long as there is a reasonable nexus to the project. The funds represent the applicants share of the anticipated total costs of constructing an improvement that would reduce potential future project impacts to the existing transportation network.

SIGNAGE

21. Commissioners expressed concern about the location of the freestanding sign.

Response: Staff did a complete review of the visual safety triangle, as described and depicted in response to question #2 above. The proposed sign is not in the traffic visibility safety triangle.

22. Commissioners discussed potential conditioning of signage lights being turned off during specified dark hours and accent lighting being dimmed or shut off during the same.

Response: Proposed signs are backlit without accent lighting. The lighting around the building will be limited to what is required to maintain safe conditions around the building.

23. Commissioners requested the application explore some alternative colors for the sign and materials, using colors that relate to the siding of the building.

Response: The updated sign drawings (**Attachment 4**) show changes to the color of the sign background; to match the building façade. The applicant has expressed desire to be flexible on color of signage.

GENERAL PLAN CONFORMANCE

24. Planning Commissioners raised the question regarding adequate service of water as it relates to Coastal General Plan **Policy LU-10.4**.

Response: Coastal General Plan **Policy LU-10.4**: requires that adequate services (including water and sewer) and infrastructure are available to support new development in order for approval. The 05262021 staff report described the City’s water supply system in greater detail and discussed General Plan building analyses supporting the conclusion that sufficient water supply exists in the system. To further build on this concept, it’s important to consider the actual expected direct “impact” associated with this particular development. The expected water usage on-site includes breakroom, two bathrooms, the produce area, and irrigated landscaping which is required to comply with the California Model Water Efficient Landscaping Ordinance (MWELo) as noted in the amended Special Condition 18.

Based on the City’s accepted calculation method for anticipating impact of development on the system, a supermarket uses about 63% of water used by a single family home for every 1,000 SF of floor area. So the quantity of water used by a 16,000 SF development could be equated to annual amount of water used by approximately 10 households.

Additionally, in accordance with **Fort Bragg Municipal Code (FBMC) 14.04.127** allows the installation of wells for non-domestic uses like irrigation so long as the proper separations exist from the domestic water services using appropriate back flow devices.

25. Commissioners requested additional information regarding conformance with Coastal **General Plan Policies OS 12.1 and 12.2** which relate to those additional requirements for Developments of Special Water Quality Concern.

Response: The categories of development considered a “Development of Special Water Quality Concern” are subject to additional requirements set forth **in Policy OS-12.2** including a Water Quality Management Plan, selection of structural treatment control Best Management Practices (BMPs), Site Designed to treated and retain the 85th percentile storm, and a goal for runoff reduction to protect coastal water quality.

The preliminary Grading and Drainage plan and Stormwater Low Impact Development (LID) Area plan (**Attachment 2**) included in the packet has been reviewed by the City’s Public Works Department. **Special Conditions 5-7** were included as conditions of approval to ensure compliance with the stormwater and water quality requirements of **Policies OS 12.1 and 12.2**, and ensure compliance with the stormwater management requirements of the City’s Coastal General Plan. **Condition 5** requests the bioretention features and other LID features be designed and maintained in accordance with design storm criteria. **Condition 6** requires a

Water Quality Management Plan or Storm Water Pollution Prevention Plan be submitted and approved prior to issuance of a building permit to ensure the all stormwater controls and BMPs are in place during the construction phases. **Condition 7** requires that all work is done in compliance with all conditions required by the City of Fort Bragg Grading Ordinance; Land Use Code Chapter 17.60-17.64 – Grading and Stormwater Runoff Requirements and Procedures. Through the combination of these special conditions and the inclusion of the new 4,275 SF of permeable pavement, the proposed project exceeds those requirements established by **Policy OS 12.2**.

26. Planning Commissioner(s) indicated concern about adequate support for the findings in the analysis.

Response: During the May 26, 2021 meeting the Planning Commissioners requested clarifications, asked questions, and expressed specific concerns about the project components. Staff have reviewed questions, conducted additional analysis, and worked with the applicant to address those issues raised. All of which is summarized in this report. Staff believe that this additional information provides the necessary support to make the findings.

ENVIRONMENTAL DETERMINATION

An Initial Study and Mitigated Negative Declaration was prepared for this project and circulated to the State Clearinghouse from January 14 to February 16, 2021. Fifteen (15) public comments were received as a result of circulation. While a majority of the comments came from the general public and concerned citizens, two (2) comment letters were submitted from Responsible or Trustee Agencies (state agencies that may have some permitting responsibilities over the project). These agencies were the California Department of Fish & Wildlife (CDFW) and the California Department of Transportation (Caltrans).

Additional analysis of the CEQA section and recommended determination of appropriateness of MND are included in the previously published staff report and agenda packet from the May 26, 2021 meeting linked in the background section of this report.

STAFF RECOMMENDATION

Staff recommends adoption of the resolution approving Coastal Development Permit 8-19 (CDP 8-19), Design Review 1-19 (DR 1-19), Merger 1-19 (MGR 1-19), and adoption of the Initial Study Mitigated Negative Declaration (SCH: 2021010142) pursuant to all the evidence presented, both oral and documentary, and further based on the findings and conditions stated therein.

ATTACHMENTS

1. Location Map(s)
2. Site Plan - Amended
3. Civil Plans
4. Signage Plan – Amended
5. CEQA Initial Study
6. CEQA Public Comments – Amended
7. Traffic Study Summary– Supplemental Material
8. Elevations-New Color Options – Supplemental Material
9. Parcel Merger Submittal
10. Approval Resolution