

EXISTING CONDITIONS ATLAS



Revised Administrative Draft | January 24, 2023



GENERAL PLAN UPDATE CONTEXT

THE CITY OF ATASCADERO IS UNDERTAKING A COMPREHENSIVE UPDATE TO ITS GENERAL PLAN,

the City's primary policy guide for decisions affecting the community's future. The City typically updates its General Plan every 15 to 20 years; the current plan was last comprehensively updated in 2002. Updating the General Plan provides an important opportunity to **understand the issues Atascadero faces** and allows City leaders and community members to develop policies, strategies, and actions to **effectively address key challenges and opportunities**.

INTRODUCTION

This **Existing Conditions Atlas** summarizes important information on current challenges and emerging opportunities and how to address them. The challenges and emerging opportunities summarized in this atlas were developed through a combination of background research (including in a series of technical studies) and discussions with community members (including property owners, business leaders, community organizers, etc.), residents, appointed officials, and the City Council. The challenges and emerging opportunities are organized into six topical areas:



Community Character



Infrastructure



Economic and Fiscal Health



Safety and Resiliency



Transportation and Mobility



*Recreation and
Natural Resources*

Community comments and feedback gathered during the initial *Discovery and Visioning Phase* will help shape a draft Community Vision and set of Guiding Principles for the General Plan. The Vision and Guiding Principles will inform a series of alternatives for how the City can address growth and change. Forthcoming workshops will allow for community discussions on the alternatives, leading to identification of a Preferred Alternative for Atascadero.

You can view all materials, sign up for email updates, view upcoming meetings dates and times, and stay informed on the project by visiting: www.Atascadero2045.org





COMMUNITY CHARACTER

Challenges and Emerging Opportunities

- » **Atascadero's Authentic Character:** Atascadero is a unique place. Many community members have highlighted Atascadero's special character and a desire to preserve and foster that character when exploring opportunities for growth. People make Atascadero the supportive, family-oriented community that it is. The community has a strong sense of collaboration and volunteerism among residents and businesses. Downtown is close knit, consisting of local, eclectic businesses focused on local customers.
- » **Current Land Uses:** Atascadero's most predominant land use is Rural Estates, which covers over 9,000 acres (just over 41%) of the city. This land use is located west of Highway 101, beyond the Urban Service Line to the Urban Reserve Line, extending to the northern and southern edges of the city limits. Commercial uses are spread out over seven miles along El Camino Real and Morro Road south of El Camino. Industrial uses are concentrated along the northeastern fringe of the city, along Traffic Way and the Salinas River.
- » **Housing Affordability:** Housing affordability has been a concern raised by the local community. While Atascadero has a lot of housing, the tenure, type, and size of housing has made it challenging for younger residents and first-time home buyers to find affordable housing. Regional desirability and the COVID-19 pandemic have resulted in many people moving to the city from other areas. As a result, expanding the range of housing types and affordability in Atascadero has become increasingly important. Higher density, multi-family, and accessory dwelling unit (ADU) projects are all ways to increase affordable housing for the local workforce.
- » **Jobs-Housing Balance:** Atascadero has a jobs-housing ratio of 0.80, indicating substantially more households than jobs in the city. Over 10,700 Atascadero residents were employed outside of the city in 2019, while 6,000 employees traveled to Atascadero for work. The existing jobs to housing imbalance indicates potential demand to increase nonresidential, employment-generating uses. These types of uses would provide additional services and jobs for local residents, while also adding tax revenue for the City (which can be used to fund public infrastructure maintenance and service improvements).
- » **Commute Patterns:** Over 81% of commuters in Atascadero drive alone to work. An additional 11% of commuters carpool via car, truck, or van. Nearly 1.5% of commuters use public transportation and roughly 4.5% of commuters travel to work by walking, considerably higher than the statewide rate of 2.7%.
- » **Future Growth Scenarios:** The San Luis Obispo Council of Governments (SLOCOG) projects Atascadero's population will grow from 31,384 (2022) to 34,278 (2045), an 8.4% increase. SLOCOG also projects local employment will increase from 9,260 (2022) to 10,742 (2045), a 13.8% increase. These forecasts are based on historical trends and assumed growth under the current General Plan, and the City has the land use authority to approve or revise assumed growth as part of the General Plan Update process.
- » **Community Health:** Based on the California Healthy Places Index, Atascadero ranks healthier than 72% of other towns and cities in California, and ranks slightly below the county average of 79%. Nearly all areas in Atascadero have access to a grocery store within a 10-minute drive, but only neighborhoods on the east side of Highway 101 have access to a grocery store within a 10-minute walk or bicycle ride.

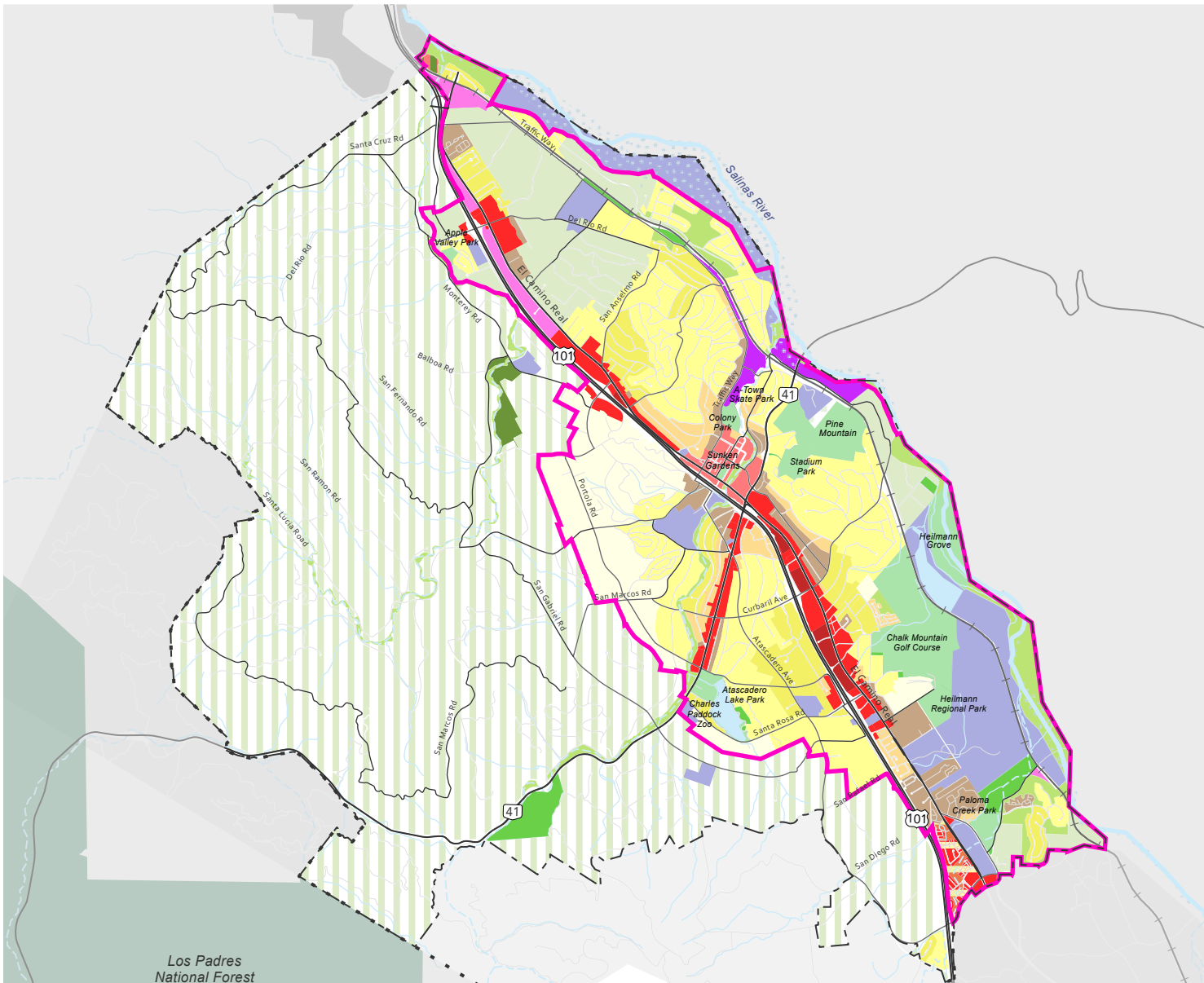
EXISTING LAND USES (2022)

LEGEND

- RR: Rural Residential
- RE: Rural Estates (2.5 - 10 acre lot min)
- SE: Suburban Estates (2.5 - 10 acre lot min)
- SFR-Z: Single Family Residential (1.5 - 2.5 acre lot min)
- SFR-Y: Single Family Residential (1.0 acre lot min)
- SFR-X: Single Family Residential (0.5 acre lot min)
- MDR: Medium Density Residential (10 units / ac)
- HDR: High Density Residential (20 units / ac)
- GC: General Commercial
- SC: Service Commercial
- D: Downtown
- MU-PD: Mixed Use
- CPK: Commercial Park
- I: Industrial
- CREC: Commercial Recreation
- REC: Public Recreation
- OS: Open Space
- A: Agriculture
- P: Public Facilities
- Unincorporated

Basemap Features

- Atascadero City Limits
- Urban Reserve Line
- Urban Service Line
- Major Roads and Freeways
- Rivers and Waterbodies



Question 1

Should new housing be focused on the sizes and price points that are affordable to our current and future workforce, even if that could mean higher densities?

Question 2

Should new mixed-use and commercial development be focused at key "nodes" to create more walkable/bikeable areas and attract new employment-generating businesses, even if that could mean greater building heights? If so, where should those nodes be located?





ECONOMIC AND FISCAL HEALTH

Challenges and Emerging Opportunities

- » **City Revenue Sources:** The City's main General Fund revenue sources are property taxes (36.9%), sales taxes including Measure D-20 (33.6%), and transient occupancy taxes (4.2%). Combined, all types of taxes account for roughly 82.6% of FY 2022/23 estimated revenue. Of these, transient occupancy taxes are disproportionately affected by non-resident activity, underscoring the importance of commercial and visitor activity to the City's fiscal health.
- » **City's Current Fiscal Health:** The City's overall General Fund revenues have decreased by 10% between FY 2007/08 and 2022/23 (in constant 2022 dollars), limiting the City's ability to expand service levels or invest in infrastructure. Creating long-term fiscal sustainability is a key objective identified by the City Council and community. Measure D-20 was a voter-approved sales tax increase that is expected to generate more than \$5 million in FY 2022/23, bringing the per capita revenues to FY 2007/08 levels in constant dollar terms.
- » **Long-Term Fiscal Health:** The lack of substantive growth in General Fund revenues (i.e., growth that exceeds inflation) will make it difficult for the City to improve public service levels going forward unless new funding

sources are identified. Even maintaining existing service levels can be difficult, particularly for cost items that increase faster than inflation (e.g., salaries and pension obligations). In planning for fiscal sustainability, the City can look for ways to increase revenues, primarily through the type and amount of new uses (e.g., commercial brings in tax revenue whereas residential requires services) and by planning for efficient growth.

- » **Visitor Activity:** Visitor activity in Atascadero contributes to vibrancy and generates overnight hotel stays and restaurant and retail spending that are critical to the City's fiscal health. Reported hotel data indicate high occupancy rates and strong upward pressure on achievable room rates, suggesting opportunities in the market for additional hotel rooms.
- » **Jobs-Housing Balance Considerations:** The City's workforce comprises primarily of in-commuters who fill 68% of the jobs in Atascadero. Additionally, 79% of employed residents commute outside the city for work, and this share appears to be increasing. These daily commute patterns suggest that the City has potential to strategically add employers and decrease or offset the share of residents out-commuting for work.
- » **Business Attraction, Retention, and Growth:** Supporting local businesses and attracting desired new businesses

are important components of the General Plan. An increase in employment-supporting uses allows opportunities for more jobs that serve residents while also generally leading to higher annual general fund revenues through increased property taxes, sales taxes, and business license revenue.

- » **Residential Turnover Rates:** Residential turnover rates in Atascadero have consistently exceeded those of the county (averaging around 4.7% for Atascadero and 4.2% for the county). This low turnover rate means fewer opportunities exist for people to enter the housing market and has implications for City revenues since property taxes are reassessed when property is sold.
- » **Capital Improvements:** An important component of fiscal sustainability is the City's ability to appropriately plan for and deliver needed capital improvements. The City currently does not collect enough revenue through impact fees (which are based on 2006 assumed infrastructure costs) to cover the cost of needed capital improvements. In turn, the City currently subsidizes these improvements with money from the General Fund. To be fiscally sustainable, the City will need to recalibrate impact fees to address current infrastructure costs and market conditions.

EXISTING COMMERCIAL AND EMPLOYMENT AREAS (2022)

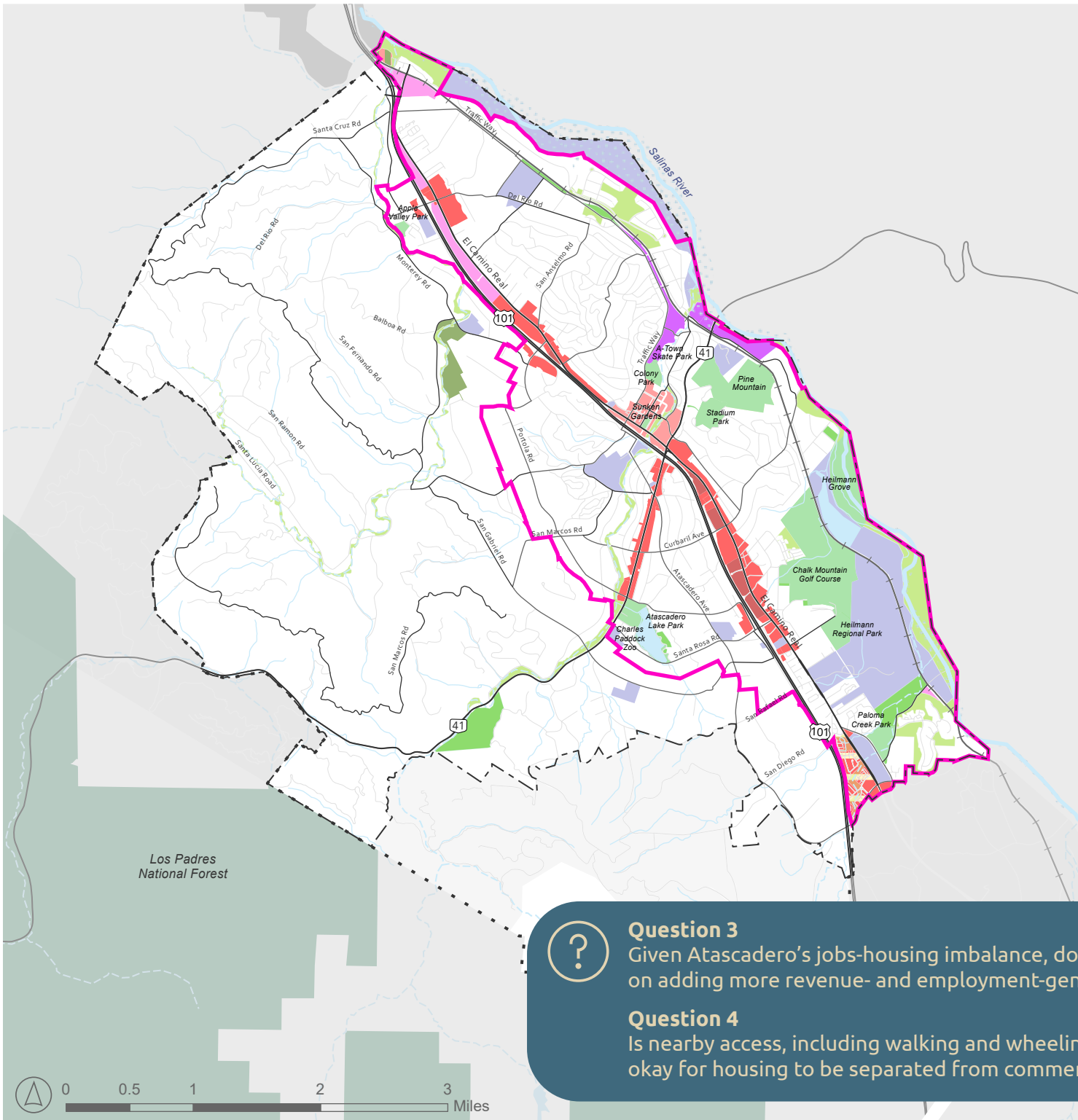
LEGEND

(Commercial and Employment)

- GC: General Commercial
- SC: Service Commercial
- D: Downtown
- MU-PD: Mixed Use
- CPK: Commercial Park
- I: Industrial
- CREC: Commercial Recreation
- REC: Public Recreation
- OS: Open Space
- A: Agriculture
- P: Public Facilities
- Unincorporated

Basemap Features

- Atascadero City Limits
- Urban Reserve Line
- Urban Service Line
- Major Roads and Freeways
- Rivers and Waterbodies



Question 3

Given Atascadero's jobs-housing imbalance, do you feel there should be a focus on adding more revenue- and employment-generating businesses?

Question 4

Is nearby access, including walking and wheeling, to shopping important, or is it okay for housing to be separated from commercial uses?



MOBILITY

Challenges and Emerging Opportunities

- » **Roadways:** Atascadero has 145 miles of roadways, more than any other city in the county. Maintaining the extensive roadway network has been an on-going challenge for the City since funding typically comes from the General Fund. Voters approved a one-half percent sales tax in 2014 (Measure D-20) that the City has used to fund roadway maintenance, with a 12-year term that has generated nearly \$15 million.
- » **Roadway Congestion:** Congestion is typically localized near undersized Highway 101 interchanges and schools during pick-up and drop-off times. Generally, congestion is short lived and most drivers experience low levels of delay outside of short peak periods. Traffic volumes on local streets have not increased substantially over the past 20 years.
- » **Impacts of Highway 101:** The freeway bisects Atascadero and limits east-west access. Of the eight freeway interchanges, most were constructed in the 1960s and are undersized or outdated, creating congestion and barriers for motorists, pedestrians, and bicyclists. Future interchange upgrades will be costly and will need to be prioritized in consultation with Caltrans.
- » **Transit:** Atascadero is served by fixed-route bus transit service along the El Camino Real corridor through the SLO Regional Transit Authority. The City also provides dial-a-ride services, and Amtrak provides bus services. Existing bus transit stops are largely concentrated along El Camino Real, with limited access to western residential neighborhoods. Bus service is also infrequent, which hinders the ability for the community to fully rely on transit.
- » **Bicycle Mobility:** Atascadero's climate, eastside topography, and development patterns in mixed-use areas are conducive to recreational and commute bicycle trips. However, the bicycle commute mode share in the city is lower than the statewide average (1.6% versus 3.1%) due to a limited and incomplete bicycle network. With a growing interest to encourage outdoor recreation and support local and regional emissions reduction goals, the City sees opportunities to expand the bicycle network and create improved connections to schools, commercial areas, and other destinations.
- » **Pedestrian Mobility:** Approximately 4.5% of commute trips in the city are made by walking, which is substantially higher than the statewide average of 2.7%. The city's steep topography and low-density land uses on the west side tend to discourage destination walking, but the higher densities and mix of uses on the east side generally support walking. Walking is hindered in more residential and rural parts of the city due to topography, physical constraints, sidewalk gaps or missing sidewalks, and limited crossings.
- » **Parking:** Community members have identified parking as an important issue. Parking surveys show that the overall peak parking demand in Atascadero is less than half the available parking supply. However, many parking spaces are privately controlled, inefficiently allocated, or located away from key destinations. Parking within or near larger multi-family areas are also impacted. Parking management techniques, such as limited hour or permits, could be used to make parking areas more efficient.
- » **Traffic Collisions:** Between 2015 and 2019, more than one-third of the collisions in Atascadero resulted from vehicles traveling at unsafe speeds. Over the past 10 years, 145 reported collisions involving cyclists or pedestrians have occurred, the majority along El Camino Real and Morro Road/State Route 41. Residents have highlighted roadway and traffic safety as a major concern.

EXISTING ROADWAY NETWORK AND MOBILITY (2022)

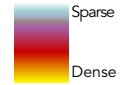
- Public Facilities**
- 1 City Hall
- 2 Post Office
- 3 Atascadero Library
- 4 County Offices
- 5 Police Department / EOC
- 6 Fire Station 1
- 7 Fire Station 2
- 8 A-town Skate Park
- 9 Public Works Corp Yard
- 10 Charles Paddock Zoo
- 11 Colony Park Community Center
- 12 Pavilion on the Lake
- 13 Senior Citizens Center
- 14 Cemetery
- 15 Waste Water Treatment Plant
- Schools**
- 16 Atascadero Junior High School
- 17 Monterey Road Elementary School
- 18 San Benito Road Elementary School
- 19 San Gabriel Road Elementary School
- 20 EOC Head Start School
- 21 AUSD Fine Arts Academy
- 22 AUSD Oak Hills Continuation High School
- 23 Montessori Children's House of Atascadero
- 24 Chalk Mountain Community School
- 25 North County Christian School
- 26 Santa Rosa Road Elementary School
- 27 Atascadero High School

LEGEND

Collisions

- Pedestrian Collision
- ▲ Bike Collision

All Collisions



Public Services

- Ⓜ Public Facility
- Ⓧ School

Bike and Trail Routes

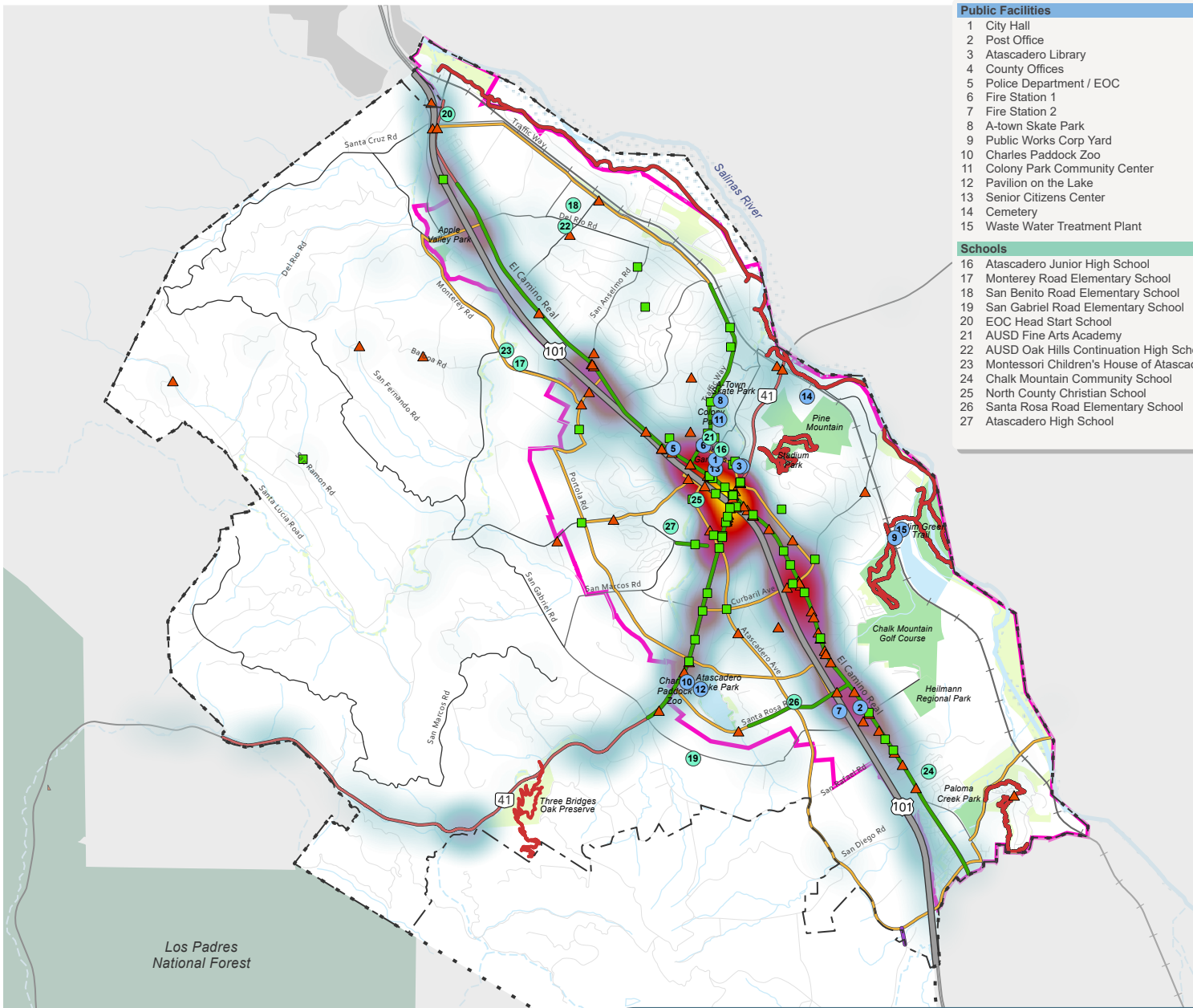
- Multi-Use Existing
- Class 1 (Existing)
- Class 2 (Existing)

Roadway Classification

- Freeway
- Major Arterial
- Minor Arterial

Basemap Features

- ▭ Atascadero City Limits
- ⋯ Urban Reserve Line
- Urban Service Line
- Major Roads and Freeways
- Rivers and Waterbodies
- Parks and Open Space



Question 5

Currently, what are your biggest challenges to moving around Atascadero efficiently and safely?

Question 6

What specific improvements could be made to make it easier and more enjoyable to get around (e.g., intersection improvements, better transit connections, additional bicycle lanes, new sidewalk connections, etc.)?





INFRASTRUCTURE

Challenges and Emerging Opportunities

- » **Water Supply:** The Atascadero Mutual Water Company provides water to all of Atascadero, serving over 30,000 residents and over 10,000 service connections. Groundwater is provided by 15 active wells. The water company reports that the current water supply is generally adequate and affordable (as related to other Central Coast communities). The projected future groundwater budget period (2020–2042) shows an average annual increase in groundwater storage of 800-acre feet per year (one acre-foot of water is considered adequate to meet the needs of a family of four for one year.) Looking forward, future areas for above-ground or below-ground storage (such as tanks), or groundwater recharge areas, can be identified to expand water storage. This will address concerns related to future multi-year drought events that could potentially impact seasonal groundwater capacity.
- » **Wastewater:** The City owns, operates, and maintains local sanitary sewer collection facilities and the local water reclamation facility, which has a treatment capacity of 1.4 million gallons per day. Approximately 30% of properties in

Atascadero currently rely on individual onsite septic systems and are not connected to the sanitary sewer system. These include mostly Rural Residential property on the western side of the city, outside of the Urban Service Line. Upgrades to the City’s wastewater treatment and collection systems are required to accommodate new growth within the Urban Service Line (USL). The City is currently working on plans to upgrade and build capacity, in addition to bringing the current wastewater treatment system into compliance with new regional board regulations.

- » **Stormwater:** Four natural watersheds cover Atascadero: Atascadero Creek, Graves Creek, Paloma Creek, and the Salinas River. The Salinas River is a major “blue-line” stream, which means that it flows most of the year. Four additional minor blue-line creeks cross the city. As shown on the map on the page 13, the Federal Emergency Management Agency (FEMA) has identified 100-year floodplains along most of the major and minor blue-line rivers and streams in Atascadero, including Atascadero Creek, Graves Creek, Paloma Creek, and the Salinas River. While localized flooding can and does occur during heavy rain events,

including the major storms in January 2023, the potential for major flooding is most likely to occur most frequently along Atascadero Creek.

- » **High Speed Internet:** Reliable, convenient, and affordable access to high-speed internet and cell phone coverage throughout the community promotes commerce and connectivity. The eastern side of Atascadero generally has good access to broadband technology (cable, DSL), but the steep terrain and low-intensity development on the western side of Atascadero pose challenges for providers to offer reliable service. In addition, fiber optic internet is typically the most desirable type of internet for businesses, as it provides the fastest data transfer. Currently, only limited parts of El Camino Real have access to fiber internet services through a single service provider.
- » **Infrastructure Undergrounding:** Most electric power, land-line phone service, and similar utility services are provided citywide via overhead lines. Undergrounding the utilities, while expensive, offers the benefits of reduced visual clutter and more reliable electrical and communications service during and after storms, plus reduced potential for fire risk during heavy wind events.

EXISTING INFRASTRUCTURE (2022)

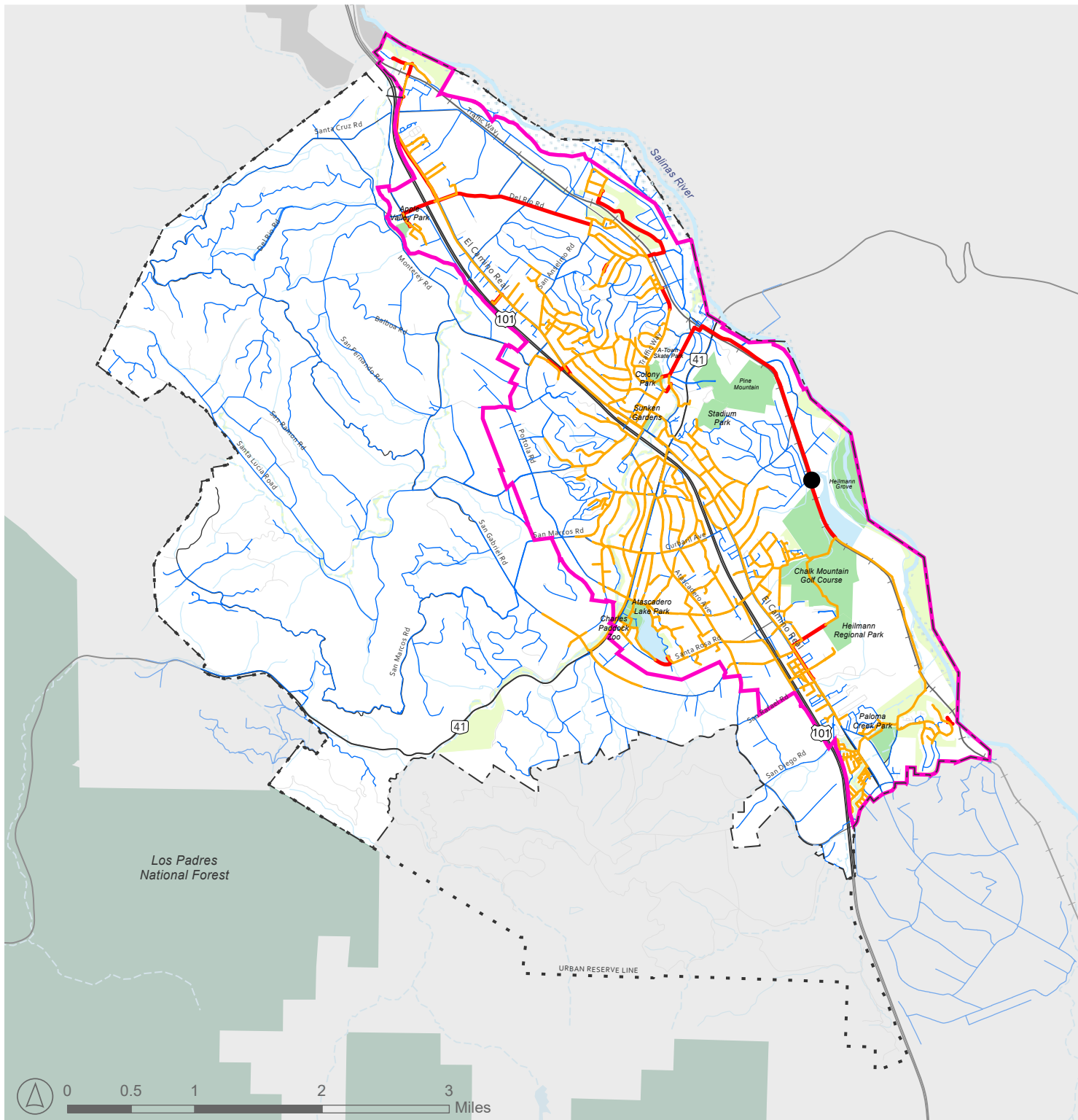
LEGEND

Infrastructure System

- Sewer Treatment Plant
- Sewer Gravity Lines
- Sewer Force Mains
- Water Lines

Basemap Features

- ▭ Atascadero City Limits
- ⋯ Urban Reserve Line
- Urban Service Line
- Major Roads and Freeways
- Rivers and Waterbodies
- Parks and Open Space
- Unincorporated



Question 7

What are Atascadero's biggest infrastructure challenges?

Question 8

What, if any, infrastructure improvements would you like to see in your neighborhood? *(please identify your neighborhood)*



SAFETY AND RESILIENCY

Challenges and Emerging Opportunities

- » **Flooding:** Areas along Atascadero Creek, Graves Creek, Paloma Creek, and the Salinas River have the most potential for flooding and are identified as FEMA 100-year flood zones. Several parts of Atascadero fall within high-risk areas, known as Special Flood Zone Areas. These areas, which are largely located adjacent to the creeks and river, have at least a one percent annual chance of flooding. Flood insurance is required for structures in these high-risk areas if they have a federally-backed mortgage. Areas along Atascadero Creek could provide multi-benefit functions as passive park space, as places to recharge the groundwater basin, and as areas to naturally filter urban run-off pollutants. However, many creeks transverse private property, presenting a challenge for creating new public amenities.
- » **Wildfires:** Atascadero has a wildfire risk, with most of the community included within a Very High Fire Hazard Severity Zone (FHSZ), as designated by Cal Fire. Addressing infrastructure needs in these areas will be key for public safety. This can include creating secondary fire access

roads, ensuring adequate water supply and pressure, and strategic placement of new water tanks/reservoirs. Having more compact development in areas at lower risk for wildfires can also help better protect new residents and businesses.

The City also has adopted a Wildland Urban Interface (WUI) designation for areas outside of the urban core. The WUI encompasses areas with steeper slopes and dense vegetation that are at a higher risk for wildfires. The City has established clear building and defensible space standards in these areas to reduce wildfire risk. WUI areas tend to have a special focus because they include residential development in areas that are susceptible to wildfires. In turn, the City has identified fire prevention, mitigation, response, and recovery programs to help make these areas more resilient to the threat of wildfire.

- » **Crime:** Atascadero is in the 58th percentile for safety, meaning 42% of cities have less crime and 58% of cities have more crime (nationwide). The rate of crime in Atascadero is 23.73 per 1,000 residents during a standard year. The most frequent crimes based on crime

rate in the city are drug crimes (5.6%), vandalism (5.4%), vehicle theft (3.4%), theft (2.8%), and assault (1.6%).

- » **New Joint Public Safety Facility:** The City's Police and Fire Departments have identified a need for a new public safety facility that would house both departments and allow for comprehensive communication system upgrades. The Fire Department also envisions a third fire station in the 101/Del Rio region to ensure appropriate response times throughout the city. While capital projects are often expensive (San Luis Obispo County recently approved a new public safety facility at a cost of approximately \$40 million) and require consideration to the cost of additional staff, the one-time expense often helps improve efficiencies and reduce other operations and maintenance expenses.

SAFETY AND RESILIENCY (2022)

LEGEND

Seismic Safety

— Fault Lines

FEMA Flood Zone Designations

- 100-yr Floodplain
(1% Annual Chance of Flooding)
- 500-yr Floodplain
(0.2% Annual Chance of Flooding)
- No Flood Analysis

Fire Hazard Severity Zone (FHSZ)

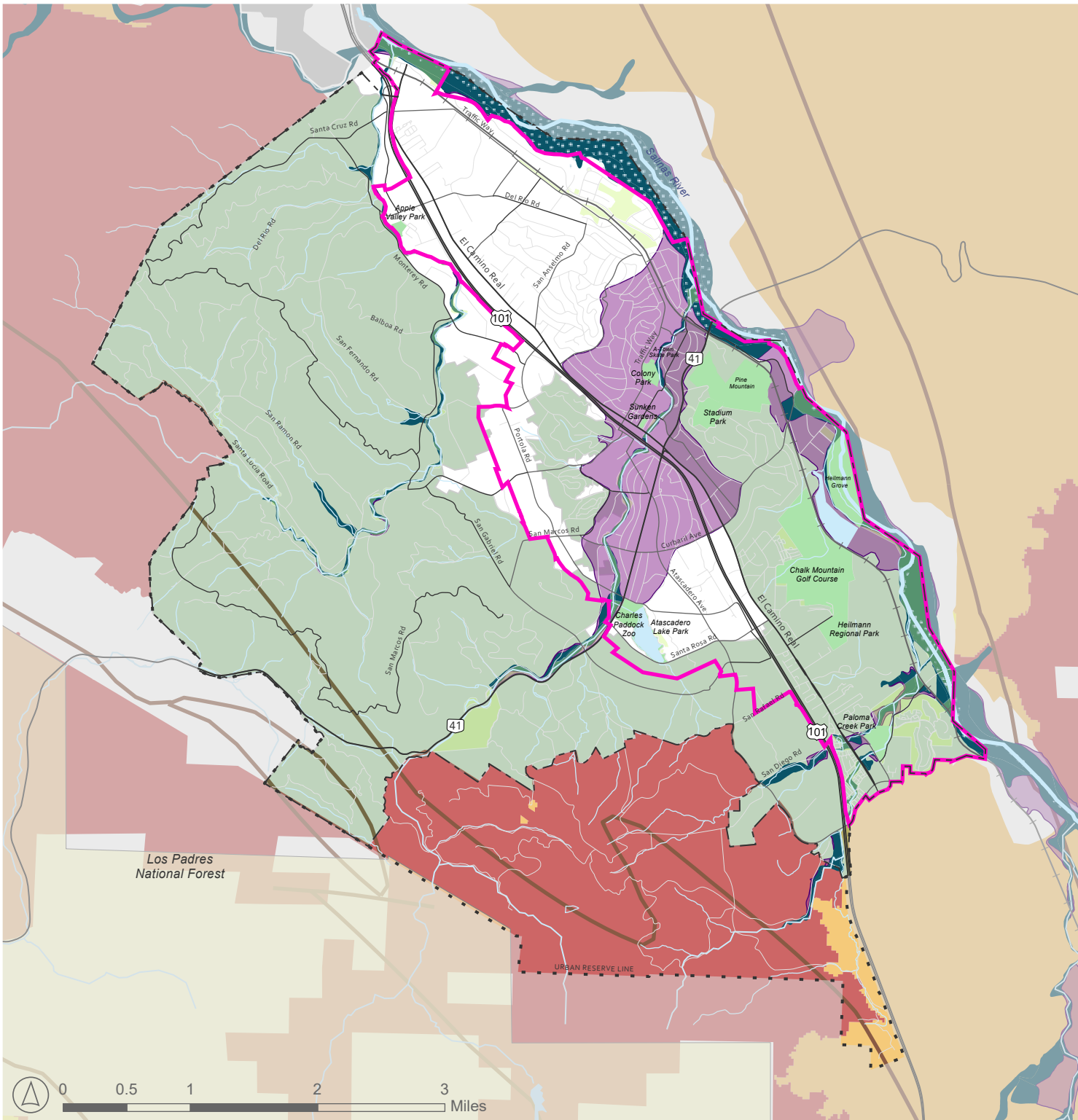
- Very High
- High
- Moderate

Wildland Urban Interface (WUI)

- Wildland Urban Interface Area

Basemap Features

- Atascadero City Limits
- Urban Reserve Line
- Urban Service Line
- Major Roads and Freeways
- Rivers and Waterbodies
- Parks and Open Space



Question 9

Which hazards or safety issues concern you the most?

Question 10

What actions should the City prioritize when planning for community safety and resilience?



RECREATION AND OPEN SPACES

Challenges and Emerging Opportunities

- » **Parks, Open Spaces, and Trails:** The City owns and operates seven public parks (totaling approximately 226 acres) and several recreational facilities (Colony Park Community Center, Pavilion on the Lake) that provide space for residents to enjoy passive and active forms of recreation, including opportunities for hikers, cyclists, and equestrians. The City also owns and operates the 5-acre Charles Paddock Zoo that is home to hundreds of animal species from around the world. The County owns, maintains, and operates over 300 acres of parks and open space land within city limits, including Chalk Mountain Golf Course and Heilmann Regional Park.

While the overall acreage of parks and open spaces is relatively high, not all Atascadero residents have the same level of access to park and recreational opportunities. Opportunities exist to improve linkages to parks through new or expanded trails (Jim Green Trail, Pine Mountain Loop, Stadium Park Trail, Three Bridges Oak Preserve Trail, Juan Bautista de Anza National Historic Trail).

Atascadero also includes approximately 28 miles of public trails owned and

managed by either the City, the County, the Atascadero Land Preservation Society, the U.S. Forest Service, or the National Park Service. New trail connections could be created to better link major recreational destinations and the Salinas River on the east side of the city, and additional crossings and neighborhood linkages on the west side.

- » **Slope and Topography:** Nearly half of the city is located on hilly or steep mountainous topography. Steep slopes, while providing dramatic views, also pose a series of technical and safety challenges. Typically, they are much harder to serve with infrastructure due to the need for pumping water uphill. They can also make emergency service support and evacuations from natural disasters more challenging, including wildfires, landslides, earthquakes, and floods.
- » **Oak Woodlands:** The city contains a diversity of oak woodlands, including Blue Oak Woodlands, coast live oak woodlands, valley oak woodlands, and blue oak foothill pine. Approximately 10,800 acres of oak woodlands have been mapped within the urban reserve area by the California Department of Forestry. Approximately 7,600 acres of oak woodland habitat occur within parcels zoned for residential use. Oak woodlands

provide important wildlife habitat and are an integral part of the aesthetic appeal for living in Atascadero.

- » **Creeks and Rivers:** Atascadero contains approximately 27 miles of creeks and rivers, including Atascadero Creek, Boulder Creek, Graves Creek, Paloma Creek, and the Salinas River. The waterways provide important wildlife corridors connecting the Salinas River to the Santa Lucia Mountains and are designated critical habitat areas for South-Central California Coast Steelhead Trout. They also provide recreational opportunities for many residents. The creeks have been highly impacted by problems with trash, illegal dumping, off-road vehicle use, and urban pollution that has significantly degraded the quality of the habitat. Protecting and enhancing these areas can better support the local ecosystem, help improve water flow (and reduce localized flooding risks), and increase the quality of life for residents. In addition, the Salinas River has been identified as a key natural resource that should be protected and bolstered as a regional attraction for tourism, recreation, and education.

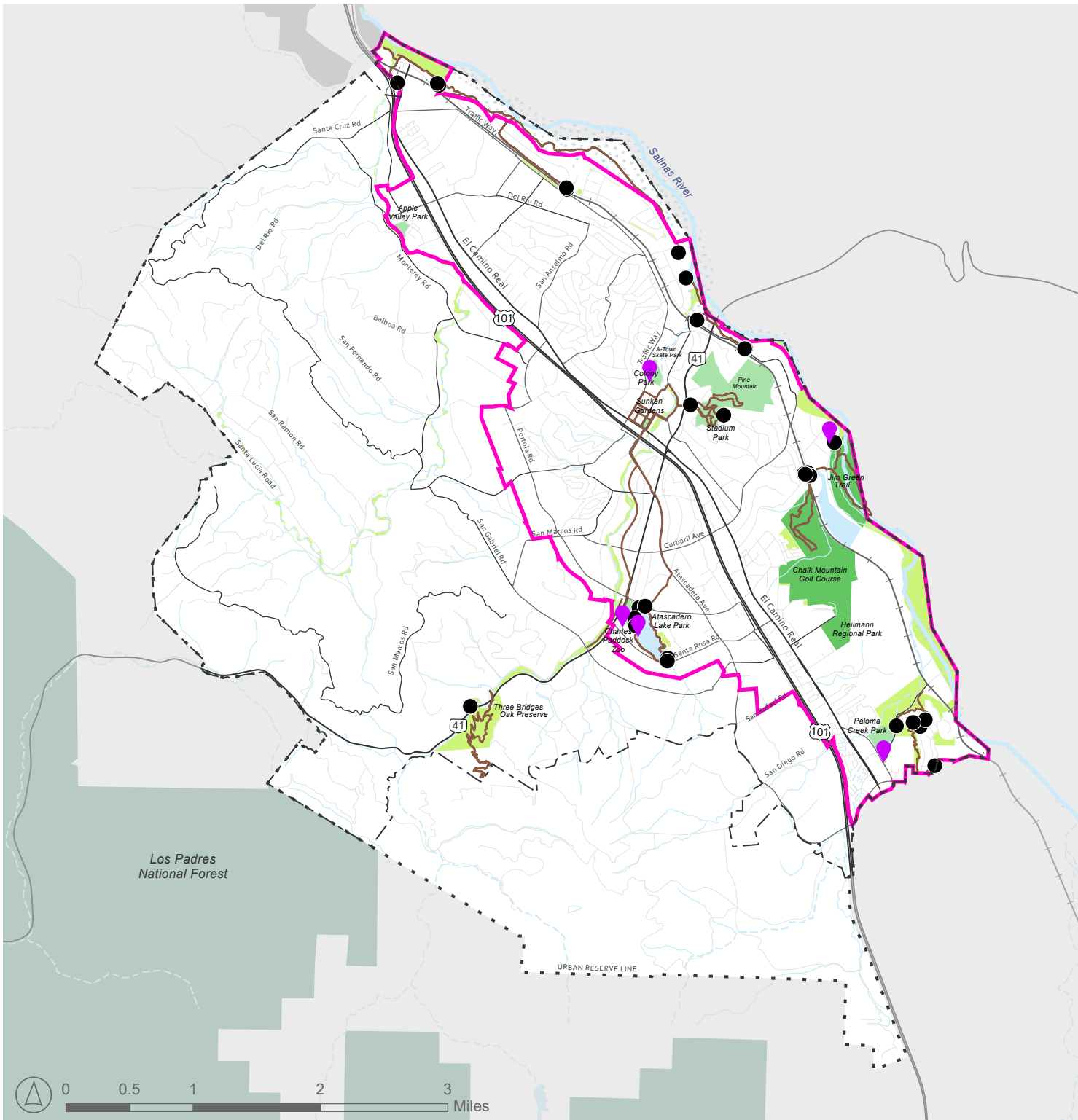
EXISTING PARK SYSTEM (2022)

LEGEND

- City Park
- Regional Park
- Open Space (public or private)
- Major Recreation Facility
- Trailheads and Trailhead Parking
- Trails

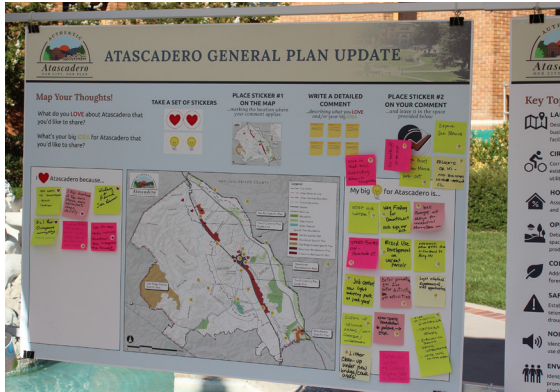
Basemap Features

- Atascadero City Limits
- Urban Reserve Line
- Urban Service Line
- Major Roads and Freeways
- Rivers and Waterbodies



Question 11

Where do you see opportunities to increase access to parks, open space areas, and trails?



COMMUNITY DISCUSSIONS

The City will be hosting a series of community discussions on the General Plan Vision and Guiding Principles starting in January 2023. This will include online surveys, community open houses, meetings, youth engagement activities, and other interactions that offer a variety of ways for the community to be involved.

- » **Community Open House.** The City will host an interactive open house on January 25th from 3:00 PM to 7:00 PM at City Hall. This meeting will provide a chance for you to view the Atlas materials, have discussions with the project team, and provide your thoughts on the questions asked in this document.
- » **Community Focus Group Meetings.** The project team will be meeting with community members in a series of focus groups during January and February 2023. Please contact the team through the project website if you would like to schedule a meeting.
- » **Online Survey.** An online survey available beginning in late January 2023 will include the same materials and questions from the open house.
- » **Pop-Up Events.** The project team will be present at community events throughout January and February to engage the community in planning for the future.
- » **City Meetings.** The City will hold public meetings in February 2023 with the Planning Commission and City Council to receive input and direction on the Vision and Guiding principles.

These discussions and surveys are just the beginning of a two-year community engagement process. Please visit www.Atascadero2045.org for more project information, including ways you can stay involved.

GLOSSARY

Accessory Dwelling Unit: An accessory dwelling unit (ADU) is a smaller, independent residential dwelling unit located on the same lot as a stand-alone home. ADUs can be converted portions of existing homes, additions to new or existing homes, or new stand-alone accessory structures.

Blue-Line Stream/Creek: A blue-line stream or creek is shown as solid or broken blue line on 7.5 Minute Series quadrangle maps prepared by the USGS. A blue-line stream is a body of concentrated flowing water in a natural low are or natural channel on the land surface and may be any creek, stream, or other flowing water feature, perennial or ephemeral, indicated on USGS quadrangle maps, except for human-made watercourses. These waterways are generally important for water conveyance and flood control, and typically require California Department of Fish and Wildlife permits if altered or crossed.

Fire Hazard Severity Zone: The Fire Hazard Severity Zone (FHSZ) maps are developed by Cal Fire using a science-based and field-tested model that assigns a hazard score based on the factors that influence fire likelihood and fire behavior.

Jobs-Housing Balance: The jobs-housing balance is the ratio of jobs to housing in a community. If jobs-housing balance is too high, adequate housing may be unaffordable or unavailable to workers in that area, leading to issues such as housing unaffordability and traffic congestion from in-commuting workers. If jobs-housing balance is too low, it may indicate inadequate job availability for area residents.

Node: Nodes are central or connecting points in the city that can have a mix of residential, commercial, and civic buildings, such as shopping areas, community centers, and higher density housing. They often also include more transit, bicycle, and pedestrian connectivity.

Road Diet: A road diet or road conversion is a technique whereby the number of vehicle travel lanes or effective width is reduced to accommodate pedestrian, bicyclists, or transit rider amenities.

Wildland Urban Interface (WUI): The WUI are areas with steeper slopes and dense vegetation. The City has established clear building and defensible space standards in these areas to reduce wildfire risk.



www.Atascadero2045.org

B.L.P. pp.12
2021