

**EXHIBIT C
TENTATIVE TRACT MAP 3074
FINDINGS
SUB2015-0001**

Environmental Determination

- A. The Environmental Coordinator, after completion of the initial study, found, and the Planning Commission agrees, that there is no substantial evidence that the project may have a significant effect on the environment, and the preparation of an Environmental Impact Report is not necessary. Therefore, a Mitigated Negative Declaration (pursuant to Public Resources Code Section 21000 et seq., and CA Code of Regulations Section 15000 et seq.) was issued on January 19, 2016, and is hereby adopted for this project. Mitigation measures are proposed to address Air Quality, Biological Resources, Cultural Resources and Geology and are included as conditions of approval.

Tentative Map

- B. The proposed map is consistent with applicable county general and specific plans because it complies with applicable area plan standards and is being subdivided in a consistent manner with the Commercial Retail land use category.
- C. The proposed map is consistent with the county zoning and subdivision ordinances because the parcels meet the minimum parcel size set by the Land Use Ordinance and the design standards of the Real Property Division Ordinance.
- D. The design and improvement of the proposed subdivision are consistent with the applicable county general and specific plans because the required improvements will be completed consistent with county ordinance and conditions of approval and the design of the parcels meets applicable policies of the general plan and ordinances
- E. The site is physically suitable for the type of development proposed because the proposed parcels contain adequate area for development of mixed-use commercial and live-work residential units.
- F. The site is physically suitable for the proposed density of the development proposed because the site can adequately support mixed-use commercial and live-work units.
- G. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat because no rare, endangered or sensitive species are present; and mitigation measures for air quality, geology and soils, noise, public services/utilities, recreation, transportation/circulation, and water are required.
- H. The design of the subdivision or the type of improvement will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.
- I. The proposed map complies with Section 66474.6 of the State Subdivision Map Act, as to methods of handling and discharge of waste.

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- J. That there special circumstances or conditions affecting the subdivision:
1. the site slopes downward from E Street toward Little Cayucos Creek and drops off at the E Street right of way very steeply resulting in less developable area for new residences once a driveway would reach natural grade after applying customary design criteria; and
 2. Taking access from E Street for residences would result in garages facing onto E Street which would eliminate the use of the street frontage for parking where currently none exists; and
 3. the centerline of the internal drive court that serves all seven proposed residences is 75 feet from the front right of way line of E Street and none of the other four residences use this part of Cypress Glen Ct for direct access (their parking or garages are beyond the proposed access point from the new project; and
 4. the ordinance setback requirements from the riparian vegetation significantly reduces the developable area of the property; and
 5. the addition of street parking in front of the project will improve the safety for all of the residents on E Street since the travel lanes of the street will be more clearly defined for vehicles coming in and out of E Street. Having garages facing E Street will create more opportunity for conflicts for all vehicles on E Street.
- K. That the granting of the adjustment will not have a material adverse effect upon the health or safety of persons residing or working in the neighborhood of the subdivision:
1. utilization of the existing private road for access to the residences will provide a clear expectation of where vehicles will be concentrated which provides certainty for residents, their guests and emergency vehicles; and
 2. having one point of access as opposed to multiple points of access onto E Street is safer and more predictable for existing residents and other vehicles; and
 3. trash collection within the drive court will keep Cypress Glen Ct more accessible to the existing four residences, thus eliminating inconvenience; and
 4. the provision of street parking and a sidewalk in front of the project will make pedestrian travel safer. Having driveways along this frontage will introduce a more hazardous condition for pedestrians and virtually eliminate the street parking; and
 5. the amount of vehicle trips generated by the project in conjunction with the existing vehicle trips does not even approach the minimum level of trips the road can accommodate.
- L. That the granting of the adjustment will not be materially detrimental to the public welfare or injurious to other property or improvements in the neighborhood of the subdivision:
1. the construction of the residences will enhance the character of the neighborhood since they are all single family homes and not attached apartments or condos; and
 2. public safety will be enhanced by providing street parking and a pedestrian sidewalk where presently neither exists; and
 3. having one point of access via Cypress Glen Ct will provide a streetscape that de-emphasizes the vehicle as a focus of neighborhood character;
 4. the project will be conditioned to underground the overhead power and telephone lines which will improve the beauty of the neighborhood and eliminate potential safety risk from downed power lines in the event of storms or acts of nature; and

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5. Cypress Glen Ct will be widened to 24 feet of width past the drive court and a pedestrian path will be provided along its edge; and
 6. Parking requirements for multifamily zoning are more intensive. The design of the units accommodates all of the parking needs within each lot and under the structure, eliminating the ubiquitous sea of parking that customarily accompanies projects in this zoning.
- M. Cypress Glen Court is approximately 200 feet long and connects to E Street. The road currently acts as a private drive to the existing residences and is not in the County maintained system. Located on the properties served by Cypress Glen Court are single family residences and accessory structures. The abandonment removes the encumbrance of the platted road to the adjoining property owners. Since the road serves private residential properties and provides no existing or future public circulation benefit, the request to vacate a portion of Cypress Glen Court as shown on the vesting tentative map is appropriate.