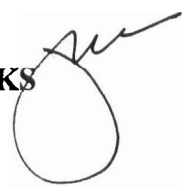


TO: JAMES L. APP, CITY MANAGER
FROM: JOHN R. McCARTHY, DIRECTOR OF PUBLIC WORKS
SUBJECT: VIA PROMESA EXTENSION
DATE: FEBRUARY 16, 1999



Needs: For the City Council to make a determination on the extension of Via Promesa in the Union/46 Specific Plan area.

- Facts:**
1. Tract 2137 was recently approved by the City Council for construction.
 2. This tract makes a connection with a previous subdivision (Tract 1619) that is adjacent to Union Road, and the connection between the tracts would be at Via Promesa.
 3. Residents of Via Promesa are concerned about traffic impacts, speed and safety if this street is to go through, and brought this concern before the Council.
 4. The Council deferred the matter to the Streets and Utilities Committee for recommendation.
 5. The connection of this street would add four residential lots to Via Promesa.
 6. This road has been planned to be connected since the early 1980's into the overall plan for Union/46 area.
 7. The Streets & Utilities Committee held a meeting on January 21, 1999, and invited residents to attend.
 8. The Streets & Utilities Committee recommended that Via Promesa not go through and that the engineering staff work out an appropriate termination that would allow pedestrian access and emergency fire access only.
 9. The Fire Chief testified before the Committee that the street should remain open for vehicle access without bollards. A copy of a memorandum is attached regarding the Chief's position on closing off streets.

**Analysis
and**

Conclusion: Via Promesa was planned to extend northerly as part of the Union/46 Specific Plan; this is a local street (see attached map). There was a petition submitted by residents of Via Promesa and surrounding area that Via Promesa not go through. The reason for this was due to perceived traffic safety because of children playing in the street, along with traffic speed on the street as there is a downhill slope traveling toward Union Road.

There was a public meeting held by the Streets & Utilities Committee to which all the current residents were invited. Approximately eighteen people attended. The Streets & Utilities Committee is recommending to the Council that the street not be put through, and that bollards be installed, which would allow pedestrian and emergency access.

Policy

Reference: None.

Fiscal

Impact: There will be an impact due to modification of the existing street, and modification of the plans of the adjacent tract. Costs at this time are unknown.

- Options:**
- A. That the City Council approve the attached resolution closing Via Promesa at the north boundary at Tract 1619 and allows only pedestrian and emergency vehicle access.
 - B. That the City Council denies the request to close the street and affirms the connection of Via Promesa as planned.
 - C. Amend, modify, or reject the above options.

RESOLUTION No. 99-

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF PASO ROBLES
MODIFYING THE NORTHERLY CONNECTION OF VIA PROMESA
TO TRACT 2137**

WHEREAS, Tract 2137 was recently approved by the City Council for construction; and

WHEREAS, This tract makes a connection with a previous subdivision that is adjacent to Union Road, and the connection between the tracts would be at Via Promesa; and

WHEREAS, Residents of Via Promesa are concerned about traffic impacts, speed and safety if this street is to go through; and

WHEREAS, The Streets & Utilities Committee held a public meeting on January 21, 1999, and invited residents to attend; and

WHEREAS, The Streets & Utilities Committee recommended that Via Promesa not go through and that the engineering staff work out an appropriate termination that would allow pedestrian access and only emergency fire access.

THEREFORE, BE IT RESOLVED AS FOLLOWS:

Section 1. That the City Council of the City of Paso Robles does hereby direct that Via Promesa be closed at the northerly end connecting Tract 1619 to Tract 2137 to all but pedestrian traffic and emergency vehicles, subject to final design approval by the City Engineer and Fire Chief.

PASSED AND ADOPTED by the City Council of the City of Paso Robles, this 16th day of February, 1999, on the following vote:

AYES:

NOES:

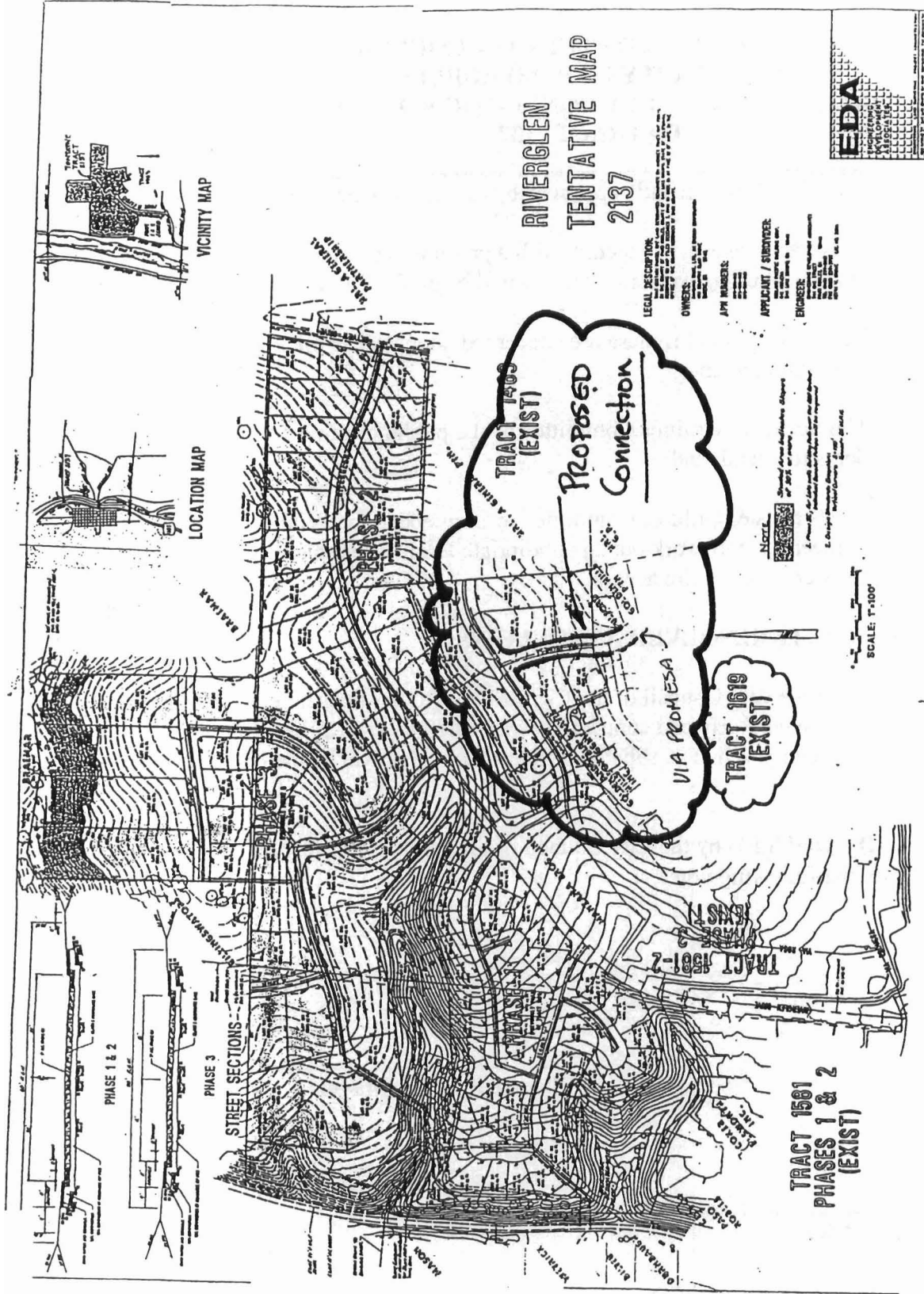
ABSENT:

ABSTAIN:

Duane Picanco, Mayor

ATTEST:

Madelyn Paasch, City Clerk



TRACT 2137 (MIDLAND PACIFIC) EXHIBIT A

EXHIBIT "B" RECEIVED

DEC 20 1988

COMMUNITY DEVELOPMENT

OWNER'S CERTIFICATE

I hereby certify that the information contained in this map is true and correct and that the same has been prepared in accordance with the provisions of the Subdivision Map Act, Chapter 462, of the Statutes of the State of California.

ENGINEER'S CERTIFICATE

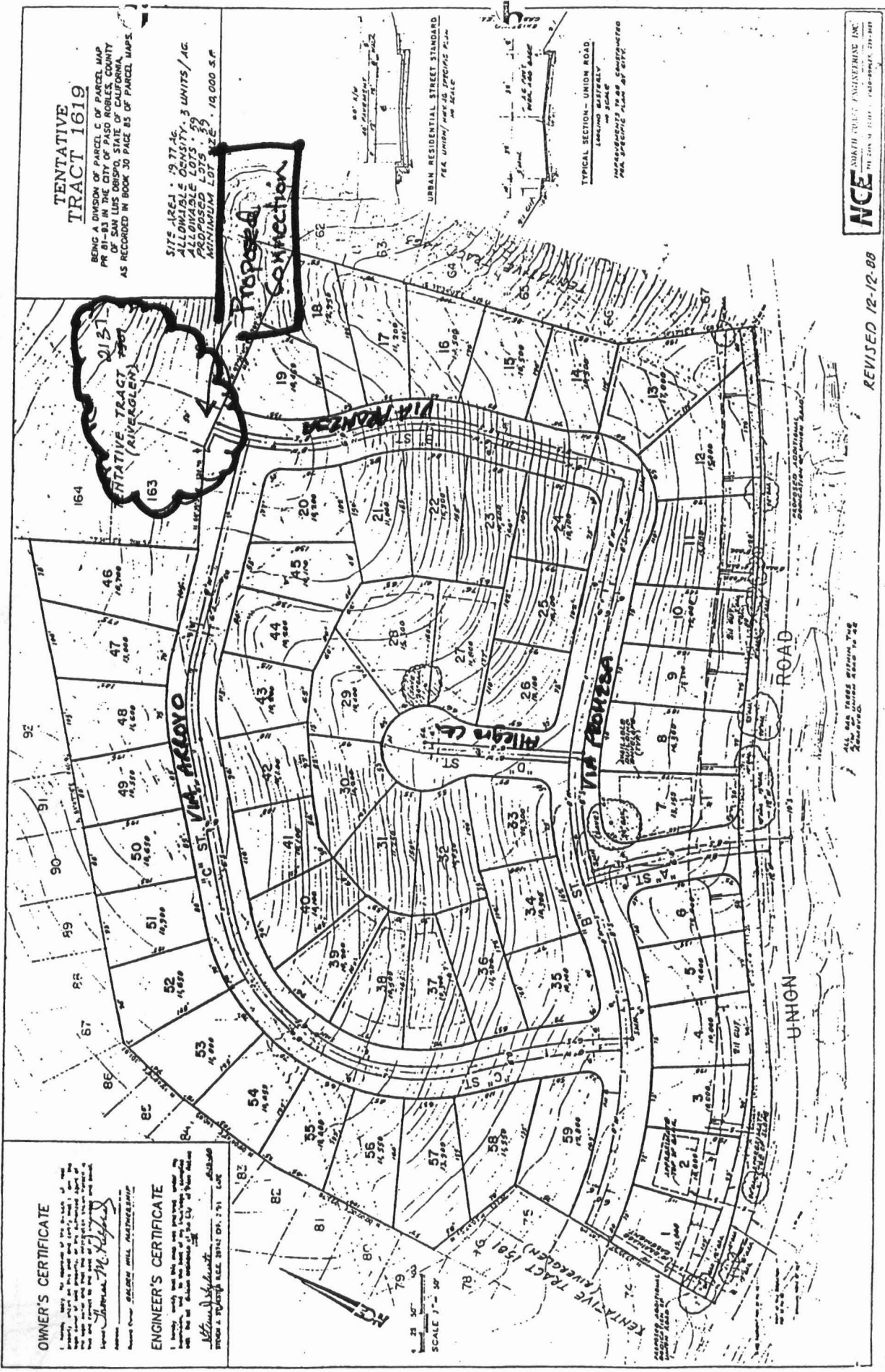
I hereby certify that the information contained in this map is true and correct and that the same has been prepared in accordance with the provisions of the Subdivision Map Act, Chapter 462, of the Statutes of the State of California.

TENTATIVE TRACT 1619

BEING A DIVISION OF PARCEL C OF PARCEL MAP PR 81-81 IN THE COUNTY OF LOS ANGELES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA AS RECORDED IN BOOK 30 PAGE 85 OF PARCEL MAPS.

SITE AREA - 19,77 AC
ALLOWABLE DENSITY - 3 UNITS / AC
ALLOWABLE LOTS - 59
PROPOSED LOTS - 59
RESERVING LOT 22 - 19,000 S.F.

Proposed Connection



NCE NORTH COAST ENGINEERING INC. 1010 N. 10th St., Santa Ana, CA 92701

REVISED 12-12-88



R1 PD

R1 B2

MARIAH LN.

KECK

RENTAN WAY

VIA GRANDE

PINO

SKY VIEW DRIVE

WINDSOLO WAY

SUNDANCE LN

STORM WAY

JACKSON

VIA PROMESA

ALLEGRO CT

AVENIDA DE

RIVERGLEN DR

VIA CAMBIA

VIA ARROYO

VIA ROSA

RIVERGLEN DRIVE

400 CT

CANTON

16

MEMO

TO: John McCarthy
Director of Public Works &
Streets and Utilities Committee

FROM: Doug Hamp, Chief
Department of Emergency Services

DATE: February 5, 1999

SUBJECT: **Planned roadway modifications**

Frequently, I am asked to consider the effects of modifying proposed or existing vehicle traffic corridors.

Requests for modifications seem to be becoming more frequent. It would appear that requests for closing or restricting access, installing speed reduction humps or bumps, private coded or keyed gates or changes to the existing traffic circulation plans is contagious.

The Department of Emergency Services, for purposes of public safety, cannot support any deviations to properly planned traffic circulation concepts. Any support that may be considered would be for temporary conditions of thirty (30) days and the like or less. Time is a major concern of emergency response and one minute could be the difference in a person's quality of life or survival. In addition, one minute could be the amount of time determining the difference between a successful initial fire attack or considerable or total loss of property and life.

It is hoped that the experiences and expertise of your emergency services specialist are considered when evaluating special interest unqualified evaluations of what the minimal impacts may be on the aforementioned life safety concerns.

Thank you.