

TO: James L. App, City Manager

FROM: Robert A. Lata, Community Development Director *RLA*

SUBJECT: General Plan Amendment 3-99 - Part 2 of 3, Specific Plan Amendment 99004, Rezone 99001, General Plan Amendment C1-99 (Circulation) and Street Names within Sub Area B of the Borkey Area Specific Plan (Estrella Associates)

DATE: August 17, 1999

Needs: To consider a proposal, filed by Estrella Associates, to change the General Plan Land Use Categories, Specific Plan Maps and Policies, and Zoning Designations for Sub Area B of the Borkey Area Specific Plan. To also consider related requests to change the General Plan Circulation Element and to establish new and revised street names within Sub Area B of the Borkey Area Specific Plan.

- Facts:
1. The approximate 190 acre Sub Area B of the Borkey Area Specific Plan is bounded by Buena Vista Drive on the east; Experimental Station Road on the south; North River Road at the bottom of the bluffs overlooking the Salinas River on the west; and adjacent to the southerly edge of Sub Area A.
 2. The Planning Commission considered the applicant's series of requests over the span of two public meetings. On July 27, 1999 the Commission considered the land use, specific plan policies, and zoning amendment portions of the request. Then on August 10, 1999, the Commission discussed the circulation amendments and new/revised street names.
 3. At these two meetings, the Commission addressed the applicant's requested plan modifications one at a time, reaching "straw-vote" consensus as they concluded discussion on each. A summary of the applicant's requested modifications and a corresponding summary of Commission consensus on those items is attached to this report.
 4. At their August 10, 1999 meeting, the Planning Commission took a combined action on the land use and circulation related requests, and recommended that the City Council approve the majority of the items being requested by the applicant. A more detailed analysis of the applicant's request and the related Commission recommendations are contained in the analysis portion of this report.
 5. The proposed General Plan Amendment, Specific Plan Amendment, and Rezoning applications are subject to the California Environmental Quality Act (CEQA). An Initial Study has been conducted (attached) that addresses the potential environmental impact of the applications. That analysis concludes that with the base documentation contained within the Cuesta College SEIR, teamed with the supplemental traffic analysis/documentation provided by the applicant, that appropriate mitigation measures

can be identified and incorporated into the Specific Plan to warrant the preparation of a Mitigated Negative Declaration for these applications.

6. Large scale / bound copies of the applicant's detailed project description and requested Specific Plan modifications are provided in the City Council's Agenda binders and are available to the public for review upon request.

Analysis and
Conclusion:

The applicant notes in his project description that the proposal to modify the mix of uses within this Specific Plan Sub Area has been the result of recent changes in other portions of the Specific Plan Area, most notably the addition of Cuesta College directly to the east on Buena Vista Drive. The requested modification to the City's Circulation Element and modified street sections within the Specific Plan area are proposed by the applicant to meet his perceived marketing needs for those land uses and the final design of those neighborhoods. Discussion of both the Land Use and Circulation modifications proposed by the applicant are discussed below.

LAND USE MODIFICATIONS

Reduction in Lot Sizes along Buena Vista and Experimental Station Roads

The currently approved land use pattern for Sub Area B would place 2.5 acre rural lots directly west of the Cuesta College parking lot. The applicant is instead proposing to use this approximate 6 acres for neighborhood serving commercial uses. The Supplemental Environmental Impact Report that was prepared for Cuesta College, identified the provision of limited neighborhood commercial within the Specific Plan area as a potential method to reduce vehicle miles traveled by residents within the Specific Plan area. The Commission supported the change with the stipulation that additional Specific Plan policies be established that would prohibit highway oriented signs, require neighborhood scale architectural design, and specifically limit and/or require conditional use permits for new uses.

Commercial Service - RV and Mini Storage Site

The request for 4.5 acres of Commercial Service (C-3) land at the west end of Experimental Station Road would introduce a new land use into that area. The applicant proposed this use as a complementary use to the "active adult" neighborhoods proposed on the north side of Dallong Drive. Neighborhood concerns about land use compatibility were expressed at the Planning Commission meeting of July 27, 1999 (see attached letter from neighbors dated July 23, 1999). The Commission recommended on a 6-0 vote that the RV/Mini storage site be eliminated from the project amendments. The applicant subsequently submitted a revised exhibit option showing the RV/Mini storage site eliminated, which the Planning Commission agreed with.

Multiple Family Along Buena Vista Drive

The multiple family residential area proposed by the applicant is an area currently identified within the sub area for 2.5 acre rural lots. The multiple family land use pattern is a change in housing product, but would not increase the density maximum beyond planned limits of the sub area (hence, traffic volumes would not be increased). As such, and based on its proximity to Cuesta College and a planned arterial road, the Planning Commission concluded that the request for a not-to-exceed density of 90 multiple family units would seem reasonable.

Golf Course and Elimination of Lineal Park

The applicant has proposed a nine-hole golf course north of Dallons Drive where the Specific Plan currently calls for a linear neighborhood park. While the golf course has amenable open space qualities, it does not serve the same recreational needs as a publicly owned park. As identified in the environmental initial study for the project, another option is that the applicant retain a portion of the linear neighborhood park in the form of an expanded parkway that could accommodate a meandering bike/pedestrian path with shaded seating areas for a continuous public use area along the corridor. This second option is what is reflected in the environmental mitigation table and what would be required if the approval is granted as presented.

Beyond the major land use changes discussed above, the remaining assortment of specific plan design and development revisions proposed by the applicant are summarized in the attached table summary. The July 27, 1999 Commission recommendations are contained in the attached summary of their consensus action. Also, on August 10, 1999, the Commission added their support for a specific set back performance standard relating to the PG&E 70KV lines.

CIRCULATION

The applicant's requests for circulation related changes relate to two collector streets and the names of streets in Subarea B of the Borkey Specific Plan Area (BASP). Attached are two orientation maps.

o Circulation Element Amendment - Northern Collector

The applicant proposes for an unnamed street, which connects on the north side of Dallons Drive, to be modified from a Collector Street to a Local Street status/standard (see the attached circulation exhibit). Based on a supporting traffic study and review by Public Works, the applicant's request would seem reasonable. The projected traffic demands, based on current information, would not seem to warrant construction of a collector street in this area at this time. It is suggested, however, that the Specific Plan be used as a basis to reserve the additional right of way in the event volumes exceed projected expectations. The Commission concurred.

o Revision to Improvements on Dallons Drive

Dallons Drive is designated as a Collector Street within the General Plan Circulation Element, and as an Urban Collector within the BASP (84 feet of right of way with 48 feet of improvements curb to curb; two 12 foot travel lanes and two 12 foot bike / parking lanes on each side). The intent is to allow for a later conversion to four travel lanes.

The applicant proposes to dedicate Dallons Drive at 84 feet and to develop Dallons Drive as a two-lane local street, with homes taking direct access. He is also proposing a modified local street section, with two design options. Both are "traffic calming" designs that will only allow for two travel lanes and parking either on one side of the street only, or in between landscaped "bump outs." The applicant's two design options and allowing driveways to take access to a collector street are not consistent with the General Plan (please see attached).

The circulation policy questions for Dallons Drive are two-fold: 1) whether or not Dallons Drive should function as a standard Collector street; and 2) If Dallons Drive is to be a Local street, then what alternative design is appropriate?

Collector Street or Not

First, it must be determined whether a two-lane travel width (requested by the applicant) will be adequate to carry the projected traffic *volumes* that are anticipated with General Plan and Specific Plan build-out. Please see the attached report from the Engineering Division.

The applicant's traffic analysis states that Dallons Drive will have between 5,000 and 6,000 trips per day, comparable to Union Road in 1997. With the build-out of Cuesta College planned for between 8,000 and 10,000 students, and with the proposed development of 481 residential units in Sub Area B, Dallons Drive would be the closest straight connection between two arterial streets (Buena Vista Drive and North River Road).

Additionally, the School District will be developing the Kermit King Elementary School site on the north side of Dallons Drive with ball fields directly adjacent to the road. With no off-street parking located conveniently to the ball fields, it is anticipated that there may be a relatively high demand for on-street parking along this stretch of Dallons Drive.

The Planning Commission consensus (4 in favor, 2 opposed) was to recommend that the applicant be permitted to develop his frontage road concept with the addition of turn pockets.

The two Commissioners who were in opposition to the less than the standard collector street configuration were concerned about the ability of Dallons Drive to handle future traffic needs and that the City would have to pay for future changes to the street.

The Commissioners in favor of the less than the standard collector street configuration were supportive of the frontage road concept submitted by the applicant, with "turn pockets" to be provided at intersections. The Commissioners concluded that two lanes of traffic would be adequate to handle the projected volumes and that the frontage roads would preclude the conflicts of cars exiting directly from driveways on to the street.

o Experimental Station Road

Experimental Station Road is currently approved within the Specific Plan to be improved to a "rural local street" standard, with 44 feet of improvements curb to curb within a 60 foot right of way, with *asphalt* curbs, based on a rural lot size pattern. As the applicant proposes to change to an urban subdivision pattern, the proposed revised standards for Experimental Station Road is a "urban local street," at the same improved widths as the rural standard, but with *concrete* curbs and sidewalk. The Commission supported the urban standard.

o Other Street Sections within Sub Area B

The applicant has proposed several modified versions to *local street* sections currently provided for within the Borkey Specific Plan. He is characterizing the majority of these sections as "Neo-traditional" street designs with narrowed travel ways and limited or no on-street parking. While the applicant would prefer these street sections to be adopted as revised standards within the Specific Plan, it is recommended that the Specific Plan contain a flexible policy relating to the streets that would allow the City to consider such designs in the future if the applicant can show how the design has merit in the context of the design of the lots and housing product the streets serve. The Commission supported a flexible standard, but for the specifics to be considered at the time that development projects are being considered.

o **Amendment to Tract 1895 - Phase 2 / Realignment of Experimental Station**

The Planning Commission has continued the consideration of this request to September 14, 1999, pending a final policy determination by the City Council relating to the appropriateness of the RV and mini storage site and related issues within the Specific Plan.

o **New Street Names and Street Name Revisions**

The applicant is seeking the following street names to be used in Sub Area B of the Borkey Specific Plan:

River Oaks Drive
Stillwater Drive

Schoolhouse Circle
Emerald Oak Lane

Clubhouse Drive

New Street Names -

Clubhouse Drive is proposed for the street that extends north from Dallons Drive, past the proposed golf course and connecting to Sub Area A. No conflicts with this street name were found in the review performed by Emergency Services staff.

Stillwater Drive was determined to already be in use within an existing residential project in the City (Riverbank). Therefore that name is not recommended to be used.

Emerald Lane is proposed for the private road that would access neighborhood 7 of the applicant's master land use concept (half acre parcels on the hill north of the school). No conflicts with this street name were found in the review performed by Emergency Services staff.

Street Name Revisions -

Two of the street names are proposed to replace existing street names within the project area.

Schoolhouse Circle is proposed to replace a series of three street names that encircle the proposed Kermit King Elementary School Site. The School District staff has indicated the name change to be acceptable to them and Emergency Services staff has indicated the name to be appropriate from an emergency response stand point.

River Oaks Drive is proposed to replace Dallons Drive for that portion west of Buena Vista Road. The City Council just recently changed the name of this collector street from Ronan Road to Dallons Drive. The attached memorandum from the Emergency Services staff indicates the concerns associated with changing street names at an intersection for a continuous street route. The Commission recommended that street name be changed.

SCHEDULE OF CITY COUNCIL ACTIONS

Based on the complexity of the modifications that the applicant is requesting and the need to assure that exhibits and text accurately reflect the conclusions of the City Council, it is recommended the City Council:

- (1) Act on the Land Use and Circulation General Plan Amendments, Zoning Amendment and Street Names, and

- (2) Fully discuss modifications to the land use maps, text and policies of the Specific Plan (taking straw votes as necessary to provide direction on specific issues) and continue the open public hearing on this one item until your regularly scheduled meeting of September 7, 1999. Exhibits for that meeting will include the applicant's revised (as necessary) Master Plan booklet as an appendix to the Specific Plan.

Policy

Reference: California Environmental Quality Act (CEQA); General Plan Land Use Element; Zoning Code and Borkey Area Specific Plan and its EIR/SEIR.

Fiscal

Impact: No fiscal impacts are anticipated in conjunction with this land use and circulation modifications based on the continued requirement for residential units to off set associated impacts through the payment of per unit development impact fees at time of building permit.

Options:

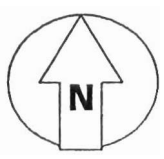
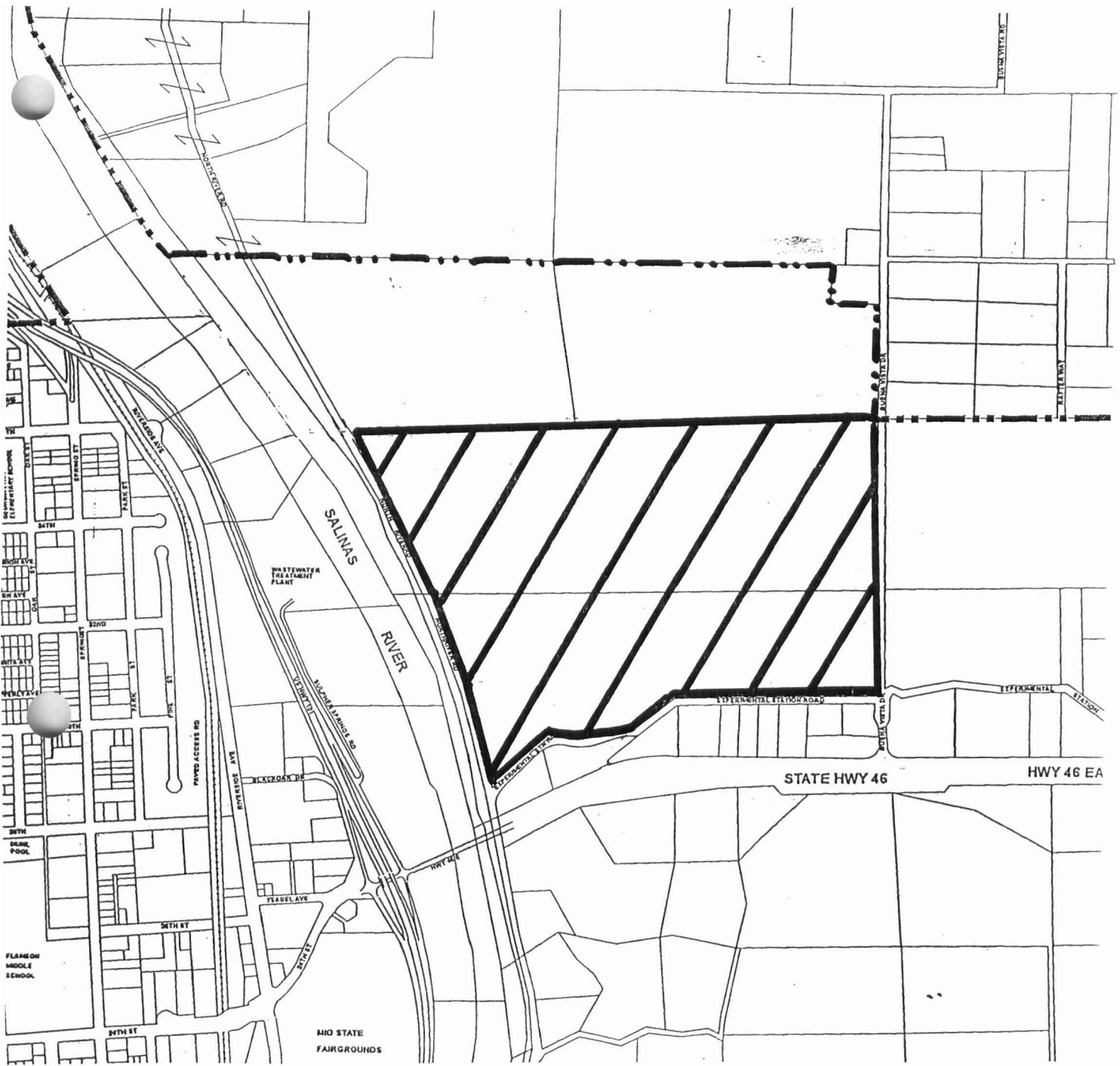
After consideration of all public testimony, that the City Council, by separate motions, consider the following options:

- a. (1) Adopt a Negative Declaration for General Plan Amendment 3-99 (part 2), General Plan Amendment C1-99 (Circulation), Specific Plan Amendment 99004 and Rezone 99001 applications;
 - (2) Adopt the attached resolution granting approval to General Plan Amendment 3-99 which includes this component as part 2 of a 3 part general plan amendment;
 - (3) Adopt the attached resolution granting approval to General Plan Amendment C1-99 approving the revision to the northern collector being downgraded to a local street and permitting the applicant to install an exception from the Collector standard for Dallons Drive, as recommended by the Planning Commission;
 - (4) That the City Council continue the open public hearing on Specific Plan Amendment 99004 until the regularly scheduled meeting of September 7, 1999 to allow appropriate refinement of exhibits and text to reflect the Council's consensus direction;
 - (5) That the City Council introduce the attached Ordinance Amending Section 21.21.020 of the Zoning Code (Title 21) - Maps, and set September 7, 1999 for adoption;
 - (6) That the City Council adopt the attached resolution approving Street Name Revisions to establish *Schoolhouse Circle* in replacement of three previous names, *River Oaks Drive* in replacement of Dallons Drive through the project area, and to establish the new names of *Clubhouse Drive*, and *Emerald Oak Lane* within the project area.
- b. Amend, modify or reject the foregoing option.

Attachments:

1. Location Map
2. Applicant's Conceptual Development Plan
3. Current/Existing Conceptual Development Plan for Sub Area B
4. Summary of Specific Plan Amendments
5. Letters from Neighbors dated July 23, 1999 and August 6, 1999
6. Planning Commission Summary of Consensus from July 27, 1999 meeting
7. Summary List of Specific Plan Policy Recommendations from August 10, 1999 meeting
8. Circulation Exhibits
9. Street Name Revisions proposed by applicant
10. Memorandum on Street Name Revisions from Emergency Services Staff
11. Engineering Staff Report and ATE Traffic Analysis
12. Resolution approving a Negative Declaration for General Plan Amendment 3-99(Part 2 of 3), General Plan Amendment C1-99 (Circulation), Specific Plan Amendment 99004 and Rezone 99001
13. Resolution approving General Plan Amendment 3-99 (Part 2 of 3)
14. Resolution approving General Plan Amendment C1-99 (Circulation)
15. Draft Ordinance modifying the BASP diagram and text
16. Ordinance modifying the Zoning to be consistent with the General Plan Amendment
17. Resolution approving street names and Street Name Revisions
18. Newspaper and Mail Notice Affidavits

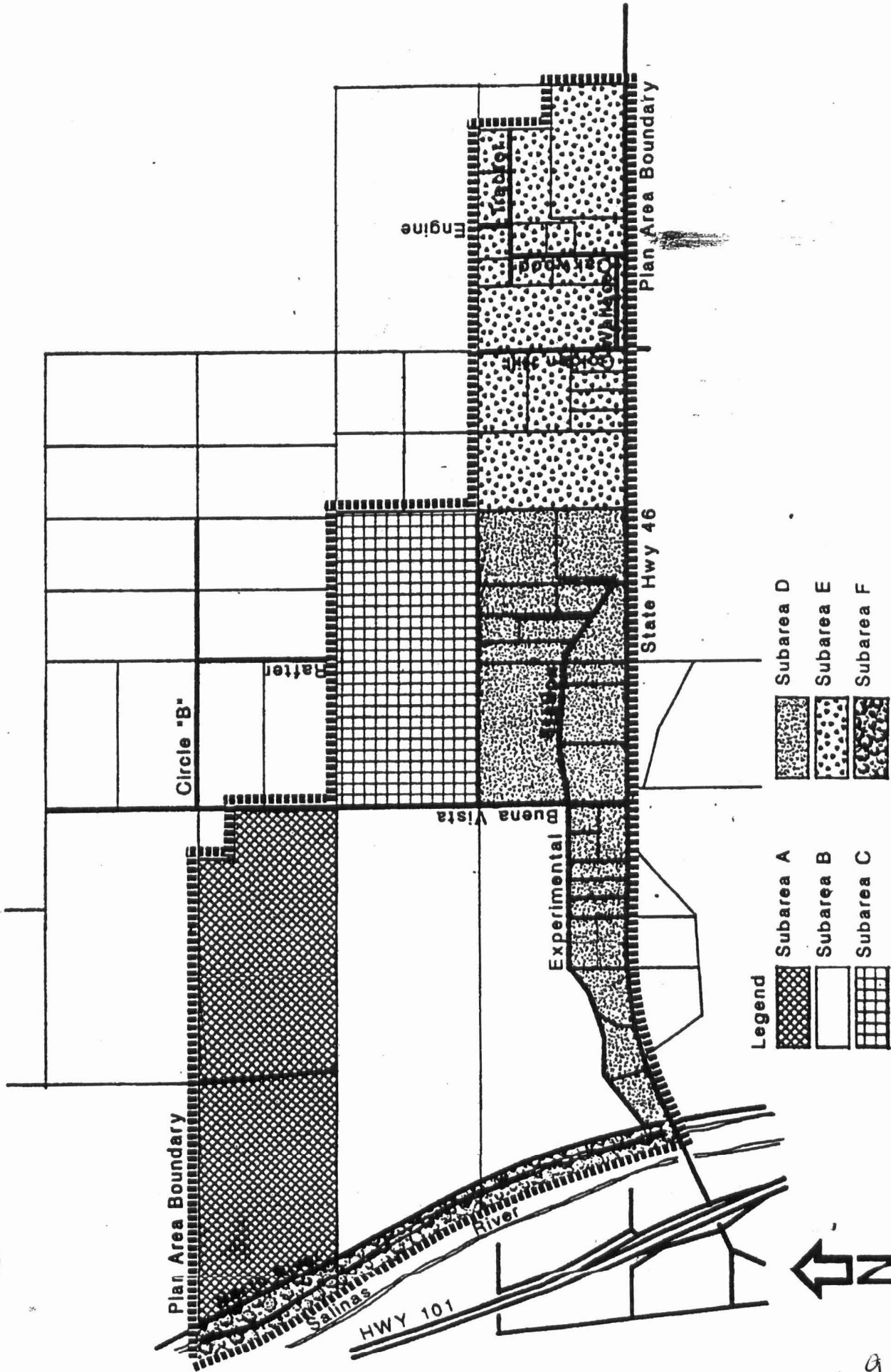
mw\gpa and rezones\3-99 Cycle\willhoit\cc report



GPA 3-99 PART 2 / SPA 99004 / REZONE 99001
 (ESTRELLA ASSOCIATES)

LOCATION MAP

4-8



Legend

- Subarea A
- Subarea B
- Subarea C
- Subarea D
- Subarea E
- Subarea F

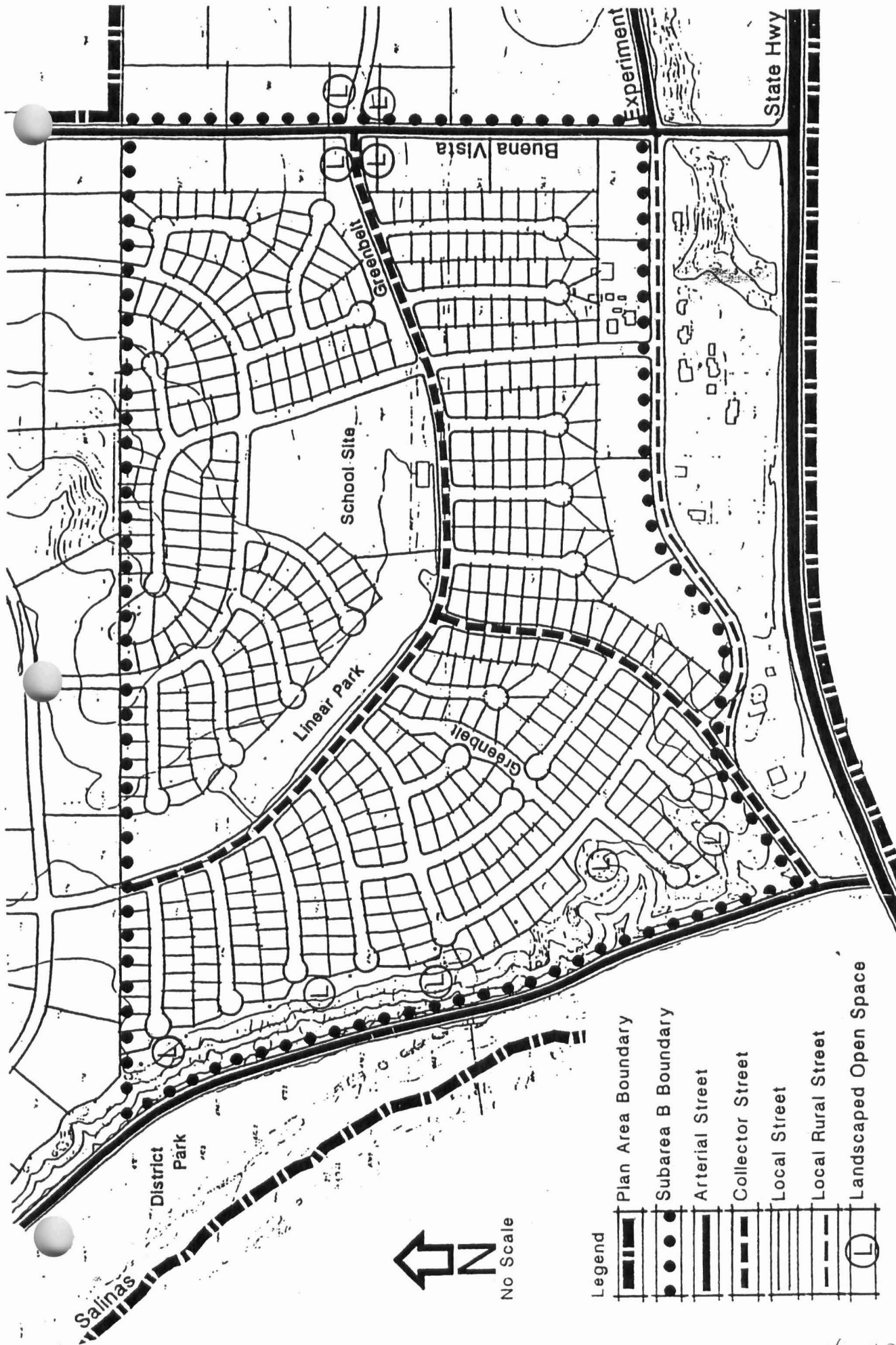


4-9

QUAD

Plan Subareas

3



- Legend
- Plan Area Boundary
 - Subarea B Boundary
 - Arterial Street
 - Collector Street
 - Local Street
 - Local Rural Street
 - Landscaped Open Space

Source : Preliminary Subdivision Layout By The Planning Mill, San Luis Obispo, CA

Conceptual Development Plan--Subarea B



4-10



BORKEY DEVELOPMENT AREA
 PASEO BONER, CA



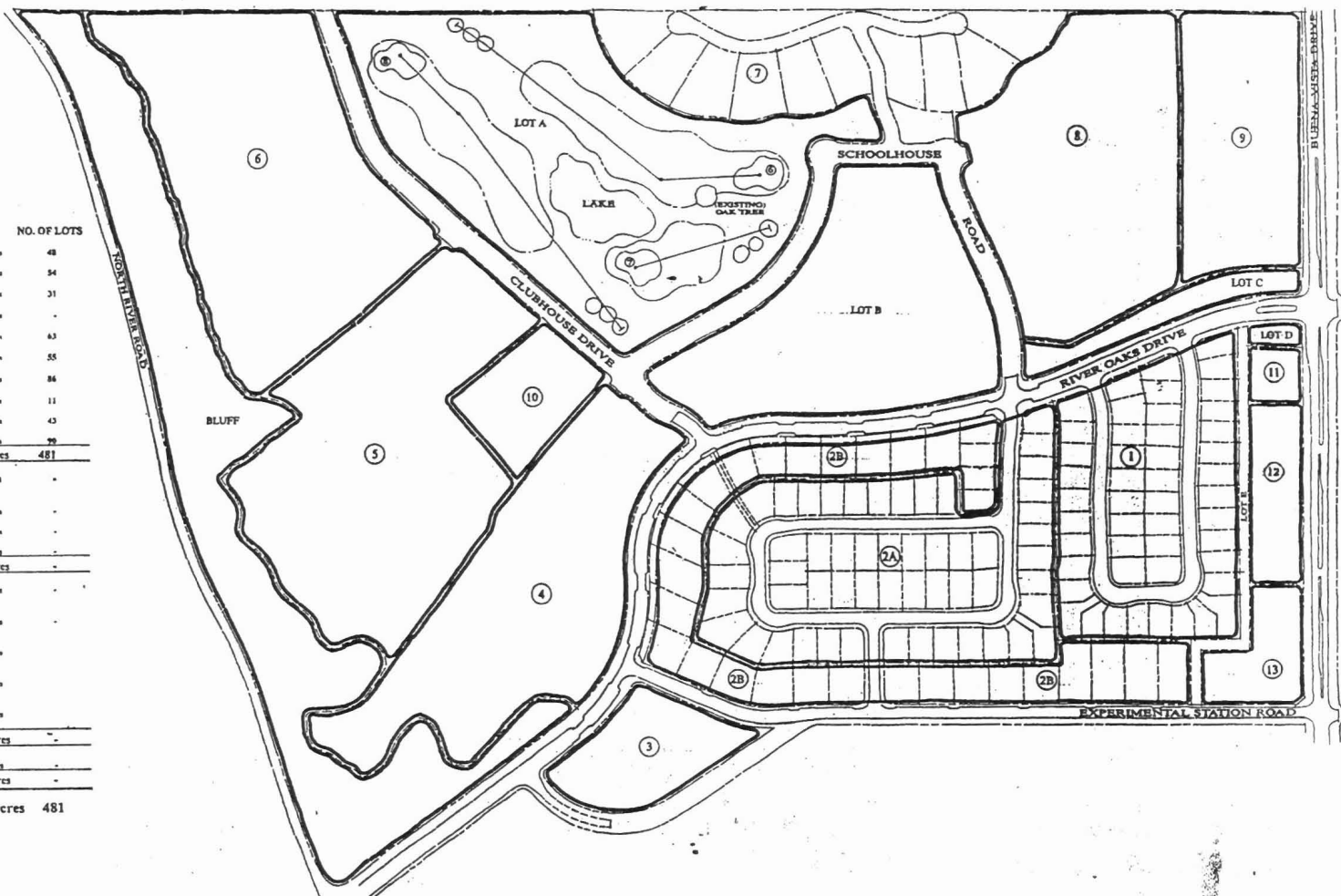
PREPARED BY
EDA
 ENGINEERING
 DEVELOPMENT
 ASSOCIATES

DATE: 11/11/88
 SHEET NO. 4-11

4-11

SUMMARY

LAND USE	NEIGHBORHOOD	AREA	NO. OF LOTS
S.F.D. (65' x 118' 9 1/2")	1	18.8 Acres	48
S.F.D. (78' x 112' 9 1/2")	2A	13.9 Acres	54
S.F.D. (145' x 128' 9 1/2")	2B	9.9 Acres	31
R.V. and MINI STORAGE	3	4.5 Acres	-
S.F.D. (58' x 106' 9 1/2")	4	16.2 Acres	43
S.F.D. (140' x 108' 9 1/2")	5	18.4 Acres	55
S.F.D. (78' x 109' 9 1/2")	6	28.2 Acres	86
ESTATE LOTS (8.5 Ac. 9 1/2")	7	9.4 Acres	11
S.F.D. (78' x 115' 9 1/2")	8	11.0 Acres	43
MULTI-FAMILY	9	8.5 Acres	70
SUB-TOTAL	-	109.0 Acres	481
MASTER RECREATION FACILITY	10	3.8 Acres	-
SERVICE STATION	11	1.1 Acres	-
COMMERCIAL OFFICE	12	2.3 Acres	-
MARKET PLACE	13	2.4 Acres	-
SUB-TOTAL	-	8.8 Acres	-
GOLF COURSE (LOT A)	-	(HOLE 6 & 7) = 21.1 Acres	-
ELEMENTARY SCHOOL (LOT B)	-	11.1 Acres	-
OPEN SPACE (LOT C)	-	1.4 Acres	-
OPEN SPACE (LOT D)	-	6.2 Acres	-
OPEN SPACE (LOT E)	-	6.9 Acres	-
SUB-TOTAL	-	35.0 Acres	-
BLUFFROADS	-	45.2 Acres	-
SUB-TOTAL	-	45.2 Acres	-
TOTAL		±198.0 Acres	481



**CONCEPTUAL LAND USE
DEVELOPMENT PLAN
RIVER OAKS**

PASO ROBLES, CALIFORNIA

JULY 13, 1999

ESTRELLA ASSOCIATES

1830 SPRING STREET
PASO ROBLES, CA
93248

NORTH

0 100 200 400 800

SCALE: 1" = 200'

CLARK & GREEN Associates
Landscape Architecture

BASSENIAN LAGONI

Architecture and Land Planning
2011 Orchard Dr., Suite 100
Pasadena, CA 91104
Telephone: 626-333-4100

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Conceptual Development Plan - Subarea B

Figure 15

A-12

Summary of Main Specific Plan Amendments
Proposed by Estrella Associates
 (SPA 99004)

Specific Plan Topic	Current	Proposed
Residential Density	481 units - single family	481 units - up to 90 units of multiple family
Commercial Zoned Land	None	10.5 acres
Land Use Mix	Single Family with Linear Park and Elementary School	Single and Multiple Family, Golf Course, Elementary School, Neighborhood and Service Commercial
Lot Size on Experimental Station Road	2.5 acre minimum	12,600 s.f. minimum
Lot Size on Buena Vista Road	2.5 acre minimum	None (commercial and multiple family)
Lot Size within Project Area	7,000 s.f. minimum	5,000 s.f. minimum
Linear Neighborhood Park	Active and Passive improvements required along Dallons Drive (150 foot minimum depth/200 foot average)	Nine-hole Golf Course (public course) - No public recreation
Landscape "buffer" between rural and urban lot sizes	30 foot landscape buffer to separate large-lot rural from denser interior areas (running parallel the full distance of Buena Vista and Experimental Station Roads)	30 foot area with 10 foot minimum of landscaping and 6 foot pedestrian walkway separating commercial from residential (running parallel to Buena Vista Road only)
Detached Accessory Buildings (DABs)	Standard R-1 zoning applies - DABs are to be set back a minimum of 50 feet from the front property line	Detached Casitas unit (home office or guest room) detached from main structure at front yard set back line
Front Yard Setback on Experimental Station Road	Minimum of 50 feet to residential structure	Minimum of 30 feet with 11 foot landscaped parkway

Specific Plan Topic	Current	Proposed
Side Yard Setbacks - street facing	Minimum of 30 feet	Minimum of 12 feet
Rear Yard Setbacks	Minimum of 30 feet	Minimum of 20 feet
Minimum Lot Width on Exp. Station and Buena Vista Road	400 feet	105 feet - Exp. Station Rd. None - Buena Vista Rd.
Average Lot Depth on Experimental Station Road	200 feet	120 feet
Commercial minimum lot size	None provided for	200 foot depth 100 foot side
Width of Landscaped Greenbelt along Salinas River bluffs	30 foot minimum with average width of 65 feet	20 foot minimum with average width of 30 feet
Residential Lot Frontage	400 foot minimum on Exp. Station and Buena Vista Roads	105 foot minimums
Ridge Line Building Height Maximums	No building roof line higher than 35 feet less than the peak elevation of the ridge line	No building roof line greater than the peak elevation of the ridge line
Pedestrian Path along Bluff	Concrete required	Option of Asphalt proposed
Street Design and Points of Connection	To be Addressed with Circulation Element Amendment request on August 10, 1999.	

Applicant Requested SP Amendments	Reason Amendment Not Included in SP Revisions
Elimination of Linear Park on Collector	Retain a reduced width linear park in conjunction with golf course to still provide for public recreational needs
Single family lots fronting on Collector Streets	Retain current general plan policy to discourage SFRs on collectors until traffic calming features can be fully discussed
Elimination of transit shelters	Retain to meet needs of 481 residential units (including active adult neighborhoods and apartments)

AUG 9 1999

TO: CITY OF PASO ROBLES
COMMUNITY DEVELOPMENT DEPARTMENT
1000 SPRING STREET
PASO ROBLES, CALIFORNIA 93446

AUGUST 6, 1999

FROM:

MR. & MRS. LAWRENCE M. MORA MR. & MRS. ~~JERRY~~ FELGENHAUER
708 EXPERIMENTAL STATION RD. 402 EXPERIMENTAL STATION RD.
PASO ROBLES, CALIF. 92446 PASO ROBLES, CALIF, 93446

MR. & MRS. JESS FELGENHAUER MR. & MRS. SANG AN
402 EXPERIMENTAL STATION RD. 302 EXPERIMENTAL STATION RD.
PASO ROBLES, CALIF. 93446 PASO ROBLES, CALIF. 93446

MR. & MRS. TOM CLEVINGER MR. & MRS. LARRY DIXON
802 EXPERIMENTAL STATION RD. 812 EXPERIMENTAL STATION RD.
PASO ROBLES, CALIF. 93446 PASO ROBLES, CALIF. 93446

MR. & MRS. KYLE SINCLAIR
908 EXPERIMENTAL STATION RD.
PASO ROBLES, CALIF. 93446

SUBJECT: GENERAL PLAN AMENDMENT C1-99 (Circulation)
AMENDMENT TO TENTATIVE TRACT 1895-PHASE 2
STREET ABANDONMENT 99007
STREET NAME REVISIONS FOR SUB AREA B OF THE
BORKEY AREA SPECIFIC PLAN

APPLICATIONS:

GPA C1-99: No objection has been voiced concerning this modification.

AMENDMENT TO TRACT 1895-PHASE 2: As property owners neighboring on the South side of Experimental Station Road, we are OPPOSED to the MODIFICATION of LOT SIZES WITHIN the proposed area known as PHASE 2.

Approximately ten years ago it took the original Borkey Ranch developers, adjoining land owners, residents, Paso Robles City Planning Department, Paso Robles City Planning Commission, and the Paso Robles City Council eighteen months to reach an equitable solution too, allowing high density development on small lots within a semi-rural setting. The answer was, at that time, to surround the smaller lots with two and one half acre residential zoned parcels, to act as a buffer zone, which would blend in, with the existing surrounding environment. This would allow the rural country atmosphere to co-exist in conjunction with higher density city type development.

The enclosed map shows the two and one half acre parcels on the North side of Experimental Station Road, extending in an easterly direction to Buena Vista Drive. At this point, the two and one half acre lots go North on both sides of Buena Vista Drive up to the end of the Paso

CONCERNED HOMEOWNERS ON EXPERIMENTAL STATION ROAD

Robles City Limits. The San Luis Obispo County plan has the remaining area, up to and beyond Circle "B" Drive, divided into two and one half acre minimum, and ten acre parcels. All of these two and one half acre, and ten acre lots are zoned for RESIDENTIAL USE ONLY.

We, as adjoining property owners, feel that these lots should continue to be zoned for residential use only. We do not need any commercially zoned property in our neighborhood at this time. Cuesta College is equipped with a snack bar at this time which satisfies the needs of it's students and staff. Within a two mile radius of my home, is located over fourteen different gasoline stations. All are equipped with mini-mart type facilities.

Approximately twenty five acres are currently zoned for commercial development within one half mile East of Cuesta College at the intersection of State Highway Forty Six, and Golden Hill Road(See attached map, Sub-area E). This area, which has operating street signals, can accommodate future growth needs with out any further disruption to the surrounding business and residential communities, nor to our pristine environment.

STREET ABANDONMENT 99007: The proposed change in realignment of Experimental Station Road, and the abandonment of the old portion of the road is agreeable to all of us property owners on Experimental Station Road, provided the newly created area three which lies within the new and old sections of Experimental Station Road, is Restricted to Rural Residential. This area should be zoned to one acre minimum lot size. This would coincide with the existing one acre minimum lot sizes previously established on the South side of Experimental Station Road. Should you allow this area to be zoned into lot sizes smaller than one acre minimum lot sizes, you would then be setting a precedent that would allow all of the present and future property owners on the South side of Experimental Station Road to apply for, and receive if requested, lot splits to one half acre minimums from their existing one acre minimum lot size.

STREET NAME REVISIONS: We, do not have any objections to the request before you to change the original and existing street names to River Oaks Drive for the new street which will exist between North River Road and Buena Vista Drive.

SUMMARY: On behalf of all of the landowners on Experimental Station Road and a few on Circle "B" Drive, we would very much like to see Mr. Willhoit's, River Oaks Subdivision become a reality. It appears to be extremely well planned, and great care has been taken to maximize the area to it's fullest potential. However, the present need for subdivision development and occupancy, precludes the need for any types of future commercial development,

CONCERNED HOMEOWNERS ON EXPERIMENTAL STATION ROAD

since so many commercial parcels presently exist within a short distance. A reduction of lot sizes from two and one half acre minimum to one third or one quarter acre, is not in character with the original intentions of all of the persons involved in the planning and designing of the original subdivision.

Once the homes are built and occupied, and the subdivision reaches a threshold of fifty to seventy percent occupancy, then, and only then, would the needs of the home owners and residents justify future, if any, commercial development. To change the existing residential areas to commercial zoning, would be premature and extremely unfair to prospective business developers and owners. They, would try to develop businesses, only to have them fail, because the establishment of such businesses was years ahead of the general public's, and the existing communities, needs and demands.

CONCLUSION: On behalf of all of the present and future home owners and residents of Experimental Station Road, Circle "B" Drive, and River Oaks Drive area's, please, make an honest and sincere effort to study the issues presently before you, and may you reach a fair and equitable decision.

Respectfully submitted:

Dolores M. Mora
Lawrence Michael Mora
Mr. & Mrs. Lawrence M. Mora

Jerry Felgenhauer
Mr. & Mrs. Jerry Felgenhauer

Jess Felgenhauer
Mr. & Mrs. Jess Felgenhauer

Sang An
Chong Suk An
Mr. & Mrs. Sang An

Tom Clevenger
Soni Clevenger
Mr. & Mrs. Tom Clevenger

Sydney Dixon
Larry Dixon
Mr. & Mrs. Larry Dixon

Kyle Sinclair
Mr. & Mrs. Kyle Sinclair

Summary of Planning Commission Recommended Policies for
Estrella Associates' Specific Plan Amendment 99004
August 10, 1999 Meeting

Purpose:

To summarize the consensus reached at the August 10, 1999 Planning Commission meeting with regards to land use and circulation related issues that affect policy revisions within the Borkey Area Specific Plan.

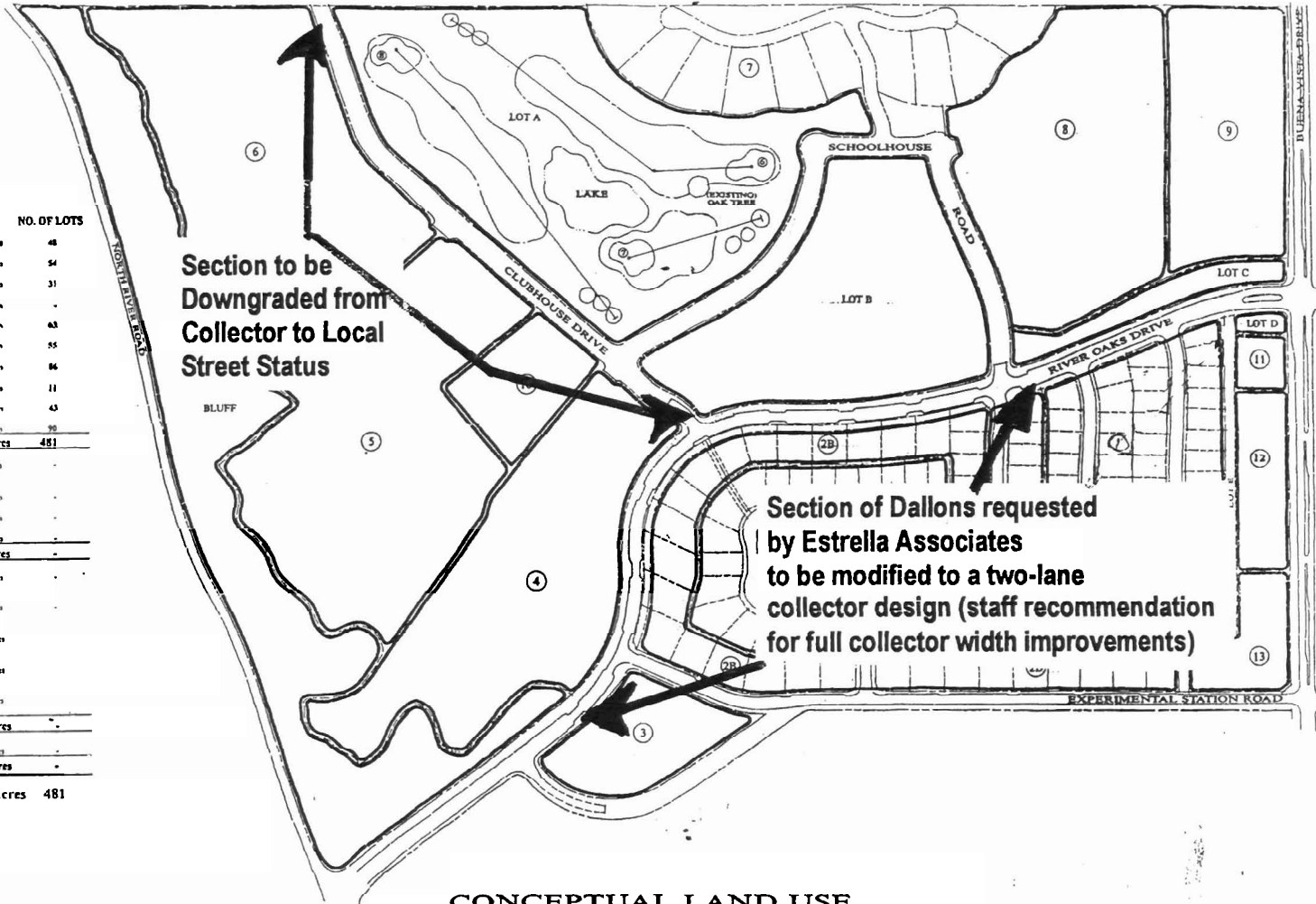
Summary of Recommendations:

1. **Multiple Family - Provide for Multi-Family Development** (up to 90 units) along the Buena Vista Road corridor at the northeast portion of the site. Future development subject to detailed Planned Development (PD) application and compliance with site/floor plan and text representations made by the applicant in the Master Plan booklet.
2. **Minimum Lot Size Revisions** - Provide for flexibility in minimum lot sizes to allow lots as small as 5,000 square feet for active adult community neighborhood portions of the project without increasing the total number of dwelling units within the Plan Area (maximum of 481 units). Future development subject to detail PD application and demonstration of project containing represented amenities.
3. **Neighborhood Commercial Along Buena Vista Drive** - Provide for Neighborhood Commercial uses along Buena Vista Drive with additional Specific Plan policies that will:
 - o Specifically prohibit highway oriented signs;
 - o Require demonstration of neighborhood scale architecture and project design (in accordance with represented exhibits and text in the applicant's Master Plan booklet);
 - o Future uses to be subject to a Conditional Use Permit application, requiring a determination of appropriate fit of land uses adjacent to single family homes and uses to be neighborhood serving.
4. **RV / Mini Storage Site** - Elimination of Recreational Vehicle / Mini-Storage on Experimental Station Road site from applicant's master plan concept exhibits and text.
5. **Golf Course vs. Lineal Park** - If no golf course, that area is required to develop as a public open space and park use (as they same size of the golf course, but with the same amenities as described currently in the general plan for the lineal park along this street frontage).

6. **Lineal Park Reduction** - Require the lineal park to be partially retained adjacent to the golf course to provide public park use for single family neighborhoods. The applicant proposes this to be accommodated within the excess street right-of-way
7. **Experimental Station Road Lot Sizes** - Allow reduction from 2.5 acre lots to the applicant proposed 18,000 square foot minimums (105 foot wide minimums).
8. **“Casitas”** - Allow the detached room(s) option in front yard areas with stipulations and standards that will prohibit/preclude multi-family use as second unit.
9. **Bluff Greenbelt paving / design** - Allow the reduction to a minimum of a 30 foot width, but maintaining a minimum of 10 feet from the edge of the PG&E 70kV line location at all times (whichever is greater). Constructive notice of proximity to 70kV line to be required for future residences.
10. **Transit shelters** - Retain the requirement to evaluate and require shelters in conjunction with Tract and PD applications.
11. **Ridge Line Building Maximum** - No building roof line is to be greater than the peak elevation of the ridge line (neighborhood 7) and designs and home quality to be consistent with the representations in the applicant’s Master Plan booklet.
12. **Dallons Drive (River Oaks Drive) Design Standard** - Allow applicant’s option to construct a modified standard for the collector road, providing “traffic calming” features that include a frontage road design to access the residential lots along the south side of the street, with left hand turn pockets.
13. **Clubhouse Drive** - Allow this street to be improved to a local street standard, but require a full 84 feet of right of way dedication to reserve the potential to widen the street in the future as volumes require.
14. **Experimental Station Road** - Modify the Experimental Station Road section to an urban local street (with concrete curb and gutter), with a modified/additional 11 foot landscape parkway easement along the north side per the applicant’s Master Plan booklet.
15. **Flexible Street Sections for Remainder of Neighborhoods** - Allow the applicant proposed “neo-traditional” street section to be retained as an option within this sub area of the Specific Plan, but defer any determination on its use in specific neighborhoods until such time that a tentative tract and PD application are submitted.

SUMMARY

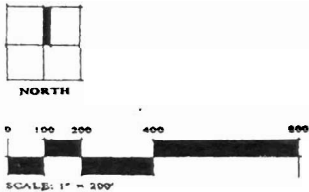
LAND USE	NEIGHBORHOOD	AREA	NO. OF LOTS
S.F.D. (65' x 110' typ.)	1	18.8 Acres	48
S.F.D. (70' x 117' typ.)	2a	13.9 Acres	54
S.F.D. (105' x 120' typ.)	2b	9.8 Acres	31
M.V. and MINI STORAGE	3	4.5 Acres	-
N.E.D. (140' x 100' typ.)	4	18.2 Acres	63
N.E.D. (140' x 140' typ.)	5	18.6 Acres	55
S.F.D. (70' x 100' typ.)	6	28.2 Acres	86
ESTATE LOTS (0.3 AC. typ.)	7	9.4 Acres	11
S.F.D. (70' x 115' typ.)	8	11.0 Acres	43
MULTI-FAMILY	9	8.5 Acres	90
SUB-TOTAL	-	109.0 Acres	481
MASTER RECREATION FACILITY	10	3.0 Acres	-
NEW VENTILATION	11	1.1 Acres	-
COMMERCIAL OFFICE	12	2.3 Acres	-
MARKETPLACE	13	3.4 Acres	-
SUB-TOTAL	-	8.8 Acres	-
GOLF COURSE (LOT A)	- (HOLDS 47.4 B) =	21.1 Acres	-
ELMENTARY SCHOOL (LOT B)		11.1 Acres	-
OPEN SPACE (LOT C)		1.4 Acres	-
OPEN SPACE (LOT D)		0.3 Acres	-
OPEN SPACE (LOT E)		0.5 Acres	-
SUB-TOTAL	-	35.0 Acres	-
BLUFF/GAINS	-	45.2 Acres	-
SUB-TOTAL	-	45.2 Acres	-
TOTAL		±198.0 Acres	481



CONCEPTUAL LAND USE DEVELOPMENT PLAN
RIVER OAKS

PASO ROBLES, CALIFORNIA

JULY 13, 1999



Amendment to General Plan Circulation Element
 (Estrella Associates)

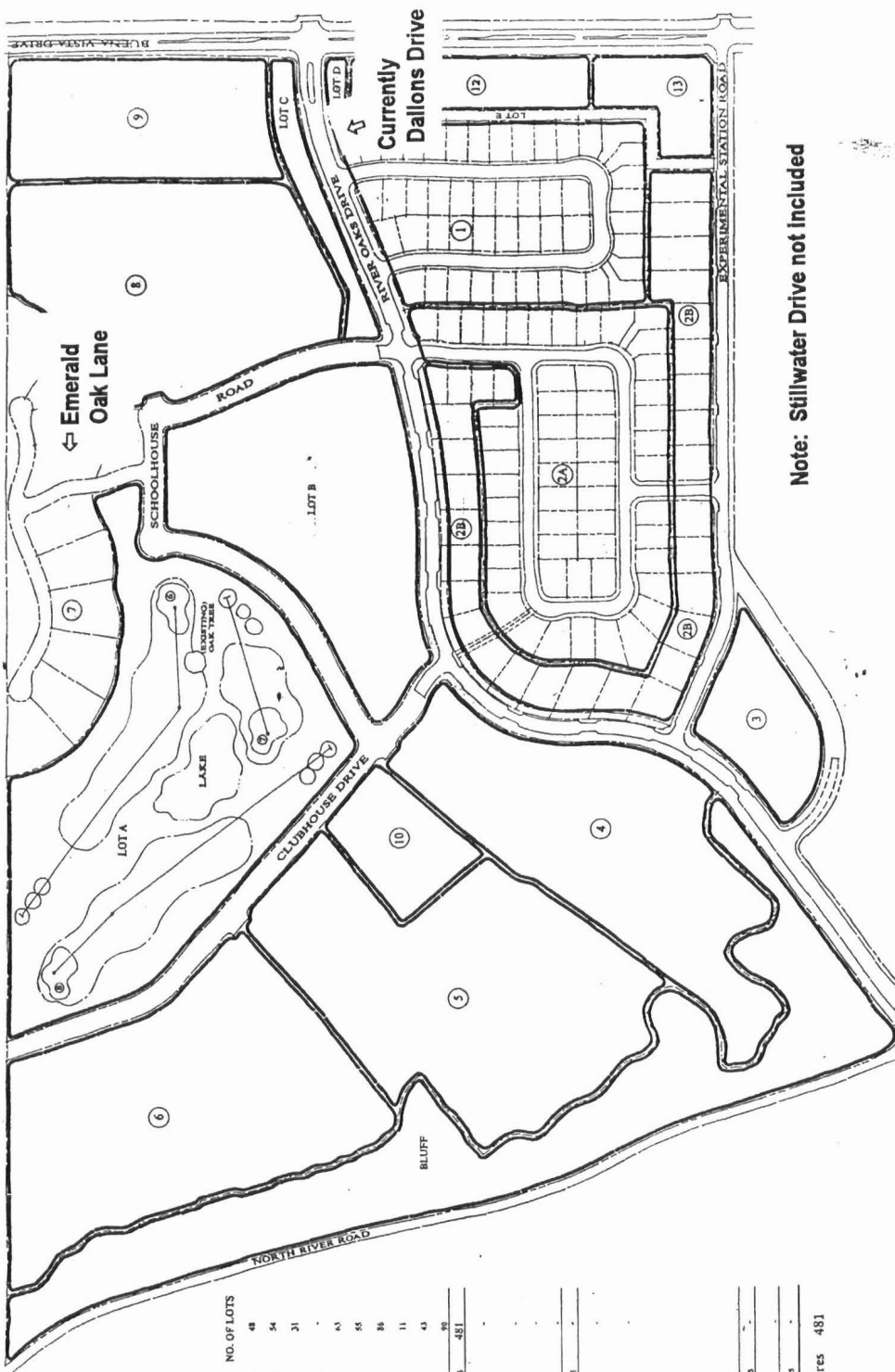
TABLE CE-1: STREET SYSTEM

STREET/HIGHWAY TYPE	PURPOSE	IDEAL DESIGN SPEED	NUMBER OF TRAVEL LANES	LIMITS ON DIRECT ACCESS TO THE STREET	NOTES
Arterials	Through circulation within the City and between the City and its environs.	45 mph	4 - 6	Access is limited, wherever possible, to intersecting streets. On-street parking should be limited.	Optimum spacing is 1 mile in urban areas and 2 miles in rural areas.
Collectors	Convey traffic from local streets to arterials, inter-neighborhood circulation.	35 mph	2 - 4	Access is limited, wherever possible, to intersecting streets.	Optimum spacing is ½ mile in urban areas and 1 mile in rural areas.
Local Streets	Access to all residential and commercial parcels.	25 mph	2	No access limits	Not shown on the SHMP map.
Industrial Streets	Access to all industrial parcels.	25 mph	2	Access limits as determined by the City Engineer	Not shown on the SHMP map.
Hillside Streets	Access to single family residential parcels on slopes of 15% or greater.	25 mph	2	No access limits	Not shown on the SHMP map.
Rural Streets	Access to single family residential parcels that are ½ acre or larger in size.	25 mph	2	No access limits	Not shown on the SHMP map.

General Plan Circulation Element

Definition of Collector Streets

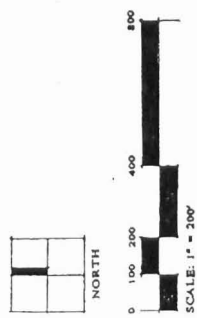
4-2



Note: Stillwater Drive not included

CONCEPTUAL LAND USE
DEVELOPMENT PLAN
RIVER OAKS
 PASO ROBLES, CALIFORNIA
 JULY 13, 1999

LAND USE	NEIGHBORHOOD	AREA	NO. OF LOTS
S.F.D. (65' x 110' 0")	1	18.8 Acres	48
S.F.D. (75' x 112' 0")	2A	13.9 Acres	54
S.F.D. (105' x 110' 0")	2B	9.9 Acres	31
K.V. 400' MINI-SUBURBAN	3	4.5 Acres	-
S.F.D. (50' x 100' 0")	4	18.2 Acres	63
S.F.D. (60' x 100' 0")	5	16.8 Acres	55
S.F.D. (70' x 100' 0")	6	20.2 Acres	86
ESTATE LOTS (85.5' x 170')	7	5.4 Acres	11
S.F.D. (75' x 115' 0")	8	11.6 Acres	43
MULTIFAMILY	9	5.5 Acres	80
SUB-TOTAL		109.9 ACRES	481
MASTER/REGULATION FACILITY	10	3.9 Acres	-
SKATE STADIUM	11	1.1 Acres	-
COMMERCIAL OFFICE	12	2.3 Acres	-
MARKETPLACE	13	2.1 ACRES	-
SUB-TOTAL		8.8 ACRES	
GOLF COURSE (LOT 5)		21.1 ACRES	
LABORATORY BLDG. (LOT 10)		11.1 ACRES	
OPEN SPACE (LOT 1)		1.6 ACRES	
OPEN SPACE (LOT 11)		0.3 ACRES	
OPEN SPACE (BLVD.)		8.1 ACRES	
SUB-TOTAL		35.0 ACRES	
BLUFF/BLVD.		45.3 ACRES	
SUB-TOTAL		45.2 ACRES	
TOTAL		±198.0 ACRES	481



ESTRELLA ASSOCIATES
 1330 RIVINGTON STREET
 PASO ROBLES, CA 95369
 1999

BASSENIAN
LACON
 2000 LACON DRIVE, PASO ROBLES, CA 95369
 (530) 265-1111
CLARK & GREEN
 ASSOCIATES
 LANDSCAPE ARCHITECTS

Street Names Proposed by Estrella Associates

MEMO

**PROJECT DEVELOPMENT
EMERGENCY SERVICES STAFF REPORT**

TO: **COMMUNITY DEVELOPMENT/PLANNING**

FROM: **EMERGENCY SERVICES/ FIRE MARSHAL**

DATE: **August 5, 1999**

PROJECT NO: **Sub Area B Street Names**

APPLICANT: **Richard Wilhoit**

REPRESENTATIVE:

LOCATION:

SCHEDULED:

Emergency Services will recommend approval for the following:

River Oaks Drive
Schoolhouse Circle (Schoolhouse Ln. In Cambria)
Clubhouse Drive (Clubhouse Circle in AG)
Emerald Oak Drive (Emerald Bay in AG and Emerald in PB)

Emergency Services will NOT recommend approval for the following:

Stillwater Drive (Stillwater Ct. PR)
Changing Dallons Drive to River Oaks. From an emergency response stand point, having two or more names for one street can cause confusion in emergency response and cause undue delays in receiving help from the Police, Fire and Medical services. We currently have one street with 5 street names for the same street (1st St; Niblick Road; Sherwood Rd.; Fontana Rd and Linne Rd) and have other streets with dual names. All responding units must check their Run Book to ensure a proper response.

As far as this proposal is concerned, Emergency Services would recommend that Dallons Drive remain the street name all the way from North River Road through its end at Golden Hill, and that Experimental Station Rd would start at the new T-intersection with Dallons Drive, eastbound through its end.

If you have any questions or comments, please call me.

MEMO

PROJECT DEVELOPMENT
ENGINEERING STAFF REPORT

TO: COMMUNITY DEVELOPMENT DEPT./PLANNING DIVISION
FROM: DEPT. OF PUBLIC WORKS/ENGINEERING DIVISION
DATE: JULY 2, 1999
PROJECT NO.: BORKEY SPECIFIC PLAN AMENDMENT 99-003/SUBAREA 'B'
PROJECT NAME: RIVER OAKS MASTER PLANNED COMMUNITY
APPLICANT: ESTRELLA ASSOCIATES
REPRESENTATIVE: DICK WILHOIT
LOCATION: BORKEY AREA SPECIFIC PLAN
SCHEDULED: PLANNING COMMISSION - JULY 27, 1999

DL

I. APPLICATION PROPOSAL

The applicant is proposing to amend the development plan for sub-area 'B' which was adopted in the Borkey Area Specific Plan. Elements of the proposed revisions are as follows:

A. LAND USE

The current Borkey Specific Plan adopted for sub-area 'B' shows "large lots" along Buena Vista and Experimental Station Road. The current developer is now proposing the following:

- multi-family apartments (Area 9 on exhibit)
- neighborhood commercial (Area 11, 12, & 13 on exhibit)
- single family residential (Area 2B & 2C on exhibit)

In addition, an executive golf course is proposed shown as Lot A on the exhibit.

B. CIRCULATION

The developer is proposing to realign Experimental Station Road at the west end. This would create a lot (Area 3 on exhibit) which is planned for a recreational vehicle and mini-storage use.

A total of three street connections to the north are included in the Borkey Area Specific Plan. Estrella Associates is proposing to reduce this to only one point of connection.

Street sections and function (i.e. arterial, collector, etc.) are also being proposed which are different from what were originally approved. These varying sections and character will be discussed further in this engineering staff report.

II. GRADING/OAK TREES:

Grading and oak tree issues will be addressed when each neighborhood area is submitted for formal development application.

III. STREETS AND SIGNALIZATION:

A. The conceptual master plan for this planned community proposes neighborhood commercial uses which were not part of the original Borkey Specific Plan. The applicant has submitted a Traffic Analysis which concludes that:

The patronage for the commercial and office will be largely from the adjacent residential development and Cuesta College. The location and type of businesses that will occupy the neighborhood commercial and professional office will not attract a substantive amount of patronage from other areas of Paso Robles, thus the services and products will be utilized by the residents and college staff and students. Therefore, it is our conclusion that the proposed land use change will not significantly affect the intersections on Highway 46 and will most likely result in a traffic reduction.

B. Two local street connections were proposed to the north in the original Borkey Specific Plan. The River Oaks developer is requesting that these connections be eliminated. The applicant's traffic engineer has concluded that these connections are no longer necessary since "... the property to the north of River Oaks is now proposing a golf course."

C. The Borkey Specific Plan shows a collector street in an east-west alignment from Buena Vista then to the north. The collector street is also proposed to continue in a southerly direction and connecting to S. River Road. In accordance to the Specific Plan, this street section is an 84-foot right-of-way, 48-foot curb to curb with two 18-foot parkways on either side. (Note: The section of the road in front of Cuesta College will be constructed using this configuration.)

The River Oaks Master Plan is amending this collector street as follows:

- The portion of the road connecting to the north is reduced to a 60-foot right-of-way with 40-foot curb to curb, a 7-foot parkway and a 3-foot wide detached sidewalk.
- In front of Neighborhood 2D, the developer is proposing "bump outs" and islands. These are traffic calming concepts that are being proposed to address the concern of having residential units that front on Dallons Drive. In the past, the City has received complaints from residents who have homes that front on a collector street such as Rambouillet Road. The City installed speed humps to meet these residents' concerns.

The applicant has submitted an analysis regarding the proposed traffic calming concepts and revised street sections. This traffic analysis is attached for the Planning Commission's review.

It is anticipated that the collector street will be used by many to access Cuesta College from River Road and will also act as the major route to the north of this Master Plan Community. Residents of this community will also utilize this street to travel to the center of the City for shopping and services. Staff therefore recommends that the collector street section as originally approved be retained. It is further recommended that this section (48-foot curb to curb, 18-foot parkways on each side) continue to the north and to South River Road as shown in the existing Borkey Specific Plan.

The traffic calming concepts proposed will detract from the use of this roadway as a collector street. Installation of these “bumps” and “islands” is discouraged from being used. Further, final site plans should be designed to prevent lots fronting on this roadway. This will keep children from being in the front yards which could become a concern for safety as traffic travels along the collector street.

D. For neighborhoods 2A, 4, 5, 6, & 8, the River Oaks conceptual plan shows a 60-foot right-of-way section with a 36-foot curb to curb street, a 7-foot parkway and a 5-foot sidewalk on both sides.

The City’s standard for a local street section is 40 feet curb to curb with 5-foot sidewalk and 5-foot landscaping on each side. The 40-foot wide paved street would accommodate two 12-foot travel lanes with available parking on each side. The applicant is proposing a “neo-traditional” street section for Neighborhoods 2A, 4, 5, 6, & 8. This 36-foot wide neo-traditional street would decrease the availability of street parking, or travel lanes would become narrow if there are parked vehicles on both sides of the street.

It is recommended that the Planning Commission defer the review of a street section that could be used for these neighborhoods until a formal site plan is submitted for each area. A more thorough review of what street section would best fit the neighborhood once a final site layout is prepared.

E. For neighborhood 7, the developer proposes to use a 50-foot wide pavement width, 9-foot parkways on both sides, without curb and gutter.

The developer’s vision is for Neighborhood 7 to comprise of larger estate lots. The street section proposed does not include curb and gutter. Therefore, a drainage swale would be used to convey storm water runoff. Typically, these above ground swales do not function as well as concrete gutters, which would seem to minimize the visual appearance of the road for these “high-end” estate lots. It is recommended that concrete curbs and gutters be installed. As an option, the Planning Commission could defer review of a street section for this neighborhood until a site plan is developed for formal review.

IV. WATER

A 12-inch diameter water line exists to serve this property within Dallons Drive and in South River Road. Each area will need to extend water lines to serve future projects.

V. SEWER

A major sewer trunk main exists within this property. This trunk main serves the Airport Area, the Chandler Ranch, the Union Road North Area, as well as the Borkey Area. It is estimated that over 8,000 acres will ultimately discharge its sewer flow into this trunk line. Therefore, it is critical that future development plans shall be designed so that the sewer trunk lines shall be within a public paved street rather than in an easement within a residential lot.

VI. DRAINAGE/FLOODING

The applicant will need to address drainage/flooding issues as each area as each area is submitted for a formal development application.

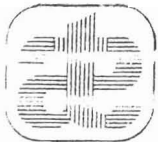
VII. LANDSCAPE AND LIGHTING DISTRICT

The applicant is proposing several amenities which would be enjoyed by all the residents of this master-planned community. In order to insure that these amenities are maintained properly, they will need to be annexed into the City's Landscape and Lighting District. Therefore, these items shall be reviewed and approved by the City prior to construction and they shall be designed in accordance to the City's Standards and Specifications.

IX. ENGINEERING RECOMMENDATIONS

1. The applicant shall locate the existing trunk sewer lines within a public street.
2. The collector street section (84-foot right-of-way, 48-foot curb to curb, with 5-foot wide sidewalks) and alignment as shown in the Borkey Specific Plan shall be retained.
3. Final site plans shall be designed to avoid single family residential lots fronting on a collector street.
4. Street sections to be used for each neighborhood shall be determined once a final site plan is submitted for the Planning Commission's review and approval.
5. Amenities, such as landscaping, irrigation, or other items which will be maintained under the Landscape and Lighting District shall be reviewed and approved by the City Engineer prior to construction.

TRAFFIC/CIRCULATION ANALYSIS



ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • FAX (805) 682-6509 • (805) 687-4418

Maynard Keith Franklin, P.E.
John C. Faris, P.E.
Richard L. Pool, P.E.
Scott A. Schell, AICP

March 6, 1999

99024R02.LTR

Mr. Dick Willhoit
Estrella Associates
1830 Spring Street
Paso Robles, California 93446

RE: RIVER OAKS TRAFFIC ANALYSIS

Introduction

The City has requested the developer to investigate the potential to provide some neighborhood commercial and some office space on Buena Vista Road within the River Oaks development. These land uses are intended to provide services and employment opportunities for residents within the Borkey Specific Plan area. Since the plan was adopted, the Cuesta College North Campus has been located on Buena Vista Road across from the River Oaks Project. During the processing of the EIR for the Cuesta College North Campus Project, the Air Pollution Control District, County of San Luis Obispo commented that "District staff encourage facilitating any land use designation/zoning changes to allow for the future development of denser multi-family dwellings in close proximity to the project that could service future student populations as a means of reducing the automobile dependence of the site." The response to this comment that was included in the Final EIR was "The commenter concurs with the SEIR recommendations that an area of high density residential land use and a small neighborhood commercial area be provided near the proposed project site."

The Borkey Specific Plan included some commercial and office, but they were located along Golden Hill Road, which is some distance from the residential area within the Borkey Specific Plan. The River Oaks Conceptual Master Development Plan that has been prepared includes neighborhood commercial and office uses in areas adjacent to Buena Vista Road from Experimental Station Road to Dallons Drive (formerly Ronan Road). This area is expected to accommodate 38,500 square feet of specialty retail commercial and 10,000 square feet of professional office space.

The Borkey Specific Plan area is a portion of the City of Paso Robles north of Highway 46 between North River Road on the west and about Combine Street on the east and south of a westerly extension of Circle B Road. The Specific Plan was approved for \approx 577 dwelling units, 80,000 square feet of Neighborhood Commercial, and \approx 1 million square feet of light industrial and manufacturing. The Highway Commercial usage for a motel, restaurant and fast food restaurant was to be located in the vicinity of Golden Hill Road/Highway 46, as was the neighborhood commercial development.

The bulk of the Borkey Specific Plan residential area is located along Buena Vista Road north of Experimental Station Road, thus is some distance from the proposed Golden Hill commercial development. The location of Cuesta College on Buena Vista Road also will focus people near the River Oaks site. This area within the City of Paso Robles is separated from the existing commercial areas of the City by Highway 46 and the Salinas River. Providing neighborhood commercial services such as a convenience or specialty market, gasoline, dry cleaners, hair salon and similar services to accommodate the nearby residents, college students and faculty will reduce the trip lengths for the Borkey Specific Plan area and the number of trips on Highway 46.

General Plan Land Use and Circulation Element

General Plan Goals and Policies are the primary tools for implementing the General Plan. Excerpts from the Land Use and Circulation policies are illustrated below:

"Policy OA-3: Land Uses: Land Uses within the City and its environs should be arranged, developed, operated, and maintained in an orderly manner to accomplish the following objectives:

- a. Achieve a balance of supply of the various types of residential, commercial, industrial, public service, and open space land uses, in a manner consistent with the City's goals;
- b. (Not quoted)
- c. Provide for efficient and effective delivery of services;
- d. (Not quoted)
- e. Protect the environment/conservate natural and man-made resources, including minimizing vehicle miles traveled (VMT) in order to minimize air pollution and traffic congestion; ...".

The Circulation Element under Policy CE-1 (e) states, "Reduce the rate of increase in vehicle miles traveled (VMT), which, in turn, reduces air pollution and congestion and saves energy;"

The Program identified to implement the policy is as follows:

"Program: Arrange land uses to reduce vehicle miles traveled (VMT) when developing specific plans and considering amendment to the Land Use Element Map."

Trip Generation

The Borkey Specific Plan included 487 dwelling units on the River Oaks site. The Conceptual Master Plan includes 396 single family, 80 apartments, a 38,500 square foot specialty retail (neighborhood retail) and 10,000 square feet of professional office space. The change from the Specific Plan is the addition of the commercial and office space. The trip generation for the River Oaks Project is illustrated on Table 1.

Table 1
River Oaks Trip Generation

Land Use	Size/Unit	Daily	A.M. Peak Hour	P.M. Peak Hour
Single Family	396 D.U.	3790	297	400
Multi-Family	80 D.U.	614	43	62
Specialty Retail	38.5 TSF	1566	39	140
Office	10.0 TSF	226	30	90
Total		6196	409	695

The total trip generation expected for the River Oaks Project is 6,196 daily, 409 A.M. and 695 P.M. peak hour trips. These numbers reflect the driveway volumes, not the volume added to the street. The trip characteristics for Specialty Retail is approximately 50% pass-by and another 25% to 30% diverted link trips. This leaves approximately 20% as new trips, that is a trip made from home to shopping or other location to shopping as a single purpose trip.

The residential component of the Borkey Specific Plan (River Oaks plus balance of plan) is expected to generate 5,770 daily, 433 A.M. and 577 P.M. peak hour trips. Cuesta College with Phase I & II is expected to generate 4,060 daily, 290 A.M. and 325 P.M. peak hour trips. The combined traffic would equate to 9,830 daily, 723 A.M. and 902 P.M. peak hour trips. This traffic volume will be sufficient to support the pass-by and diverted trip portion of the River Oaks commercial traffic. Further, the primary or new trip component will be largely from the residential, office and college traffic. This conclusion is based upon the

location of the development in relation to the other development in the Paso Robles area, the type and size of the commercial and office proposed and the circulation system that is or will be in place as Buildout is approached.

The addition of the commercial and office component to the River Oaks development will implement the programs described in the General Plan Land Use and Circulation Elements. This also follows the suggestions noted by the APCD in the staff comments on the Cuesta College EIR.

Collector Street Discussion

The Borkey Specific Plan showed an alignment of Greenbelt Road (Dallons Drive) that ran east and west about midway of the planning area beginning in the area east of the presently developed industrial area then crossing Golden Hills Road and continuing northwesterly to a terminus at the northerly east-west road in the planning area. (See attached Figure 2 - Project Site Map - Borkey Area Specific Plan). Dallons Drive was classified as a collector street as was the northerly east-west road. Since that time, the alignment of Dallons Drive has been modified and now connects to Experimental Station Road in the southwest corner of River Oaks. It is my understanding that the property owner to the north of River Oaks is now proposing a golf course and has not included the northerly collector street that runs from Buena Vista Road to Experimental Station Road as part of that development.

Since the alignment of Dallons Road no longer connects to the northerly collector road and since the number of dwelling units that will be served by the street system has been reduced there is no longer a need for the street that runs northwesterly from Dallons Drive along the golf course to be designated as a collector street. It is my understanding that the property north of River Oaks that will be accessed by the extension of this street will have less than 30 lots. This 30 combined with the 140 ± lots that will use this street would generate approximately 1,700 daily trips. The volume is well within the capacity of a local street. Similarly, if the northerly east-west street is constructed, it will only serve a small number of lots, thus the designation as a local street will be sufficient to accommodate the projected traffic volume.

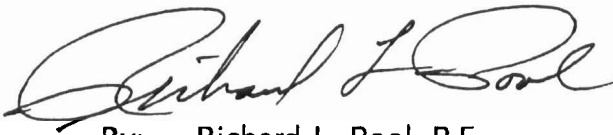
Summary and Conclusion

The Conceptual Master Plan for River Oaks proposes the addition of 38.5 TSF of neighborhood commercial and 10.0 TSF of professional office space. The patronage for the commercial and office will be largely from the adjacent residential development and Cuesta College. The location and type of businesses that will occupy the neighborhood commercial and professional office will not attract a substantive amount of patronage from other areas of Paso Robles, thus the services and products will be utilized by the residents and college staff and students. Therefore, it is our conclusion that the proposed land use change will not significantly affect the intersections on Highway 46 and will most likely result in a traffic reduction.

The Conceptual Master Plan for River Oaks implements one of the key programs contained in the General Plan as well as addressing comments made on the EIR for the Cuesta College. The proposed land use mix will reduce VMT in the region, thus, reducing air pollution and traffic congestion.

The alignment of Dallons Drive (Greenbelt Road) has changed since the adoption of the Borkey Specific Plan, thus the function of some segments of the Borkey Area Specific Plan circulation system has changed. There is no longer a need for a "collector" street running northwesterly through the River Oaks Project to connect to the area north of River Oaks. Nor is there a need for a "collector" street north of the River Oaks Project that would run from Buena Vista Road to Experimental Station Road.

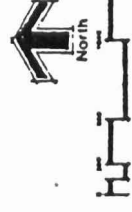
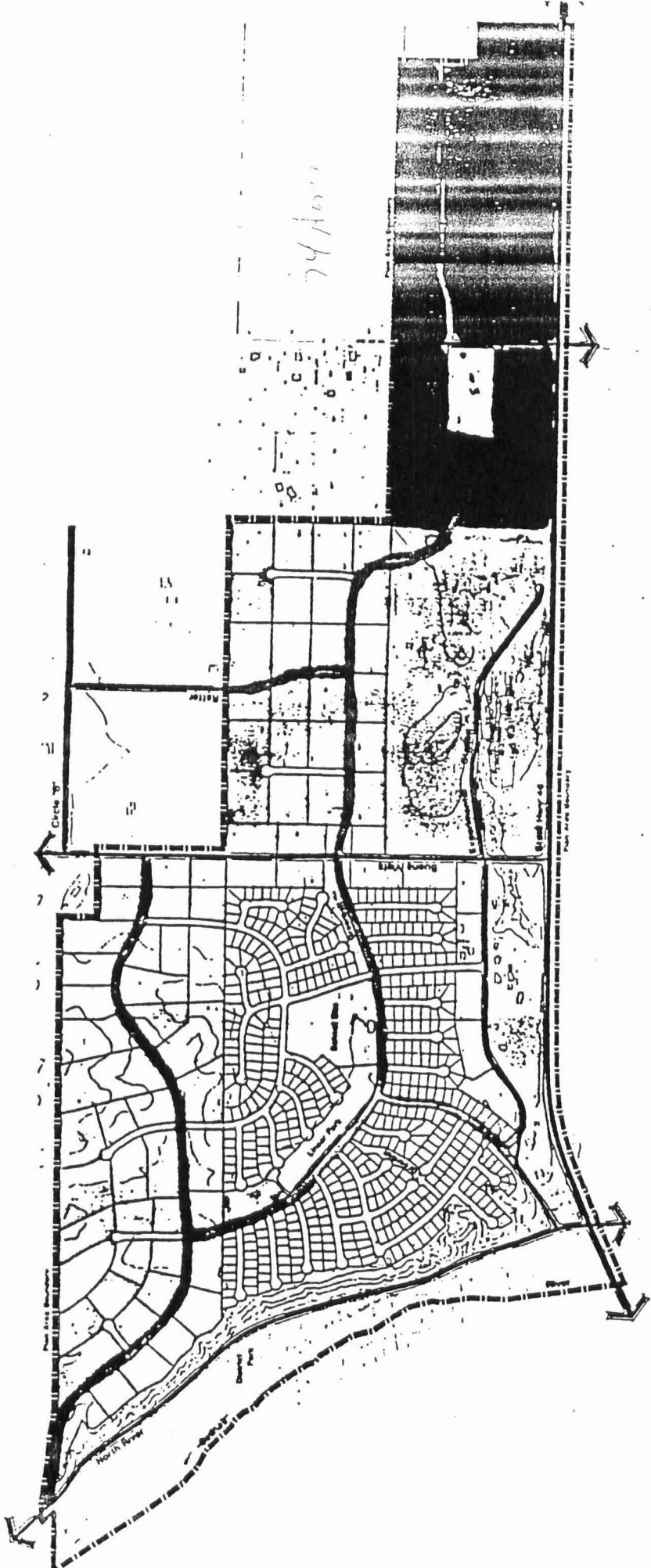
Associated Transportation Engineers



By: Richard L. Pool, P.E.
President

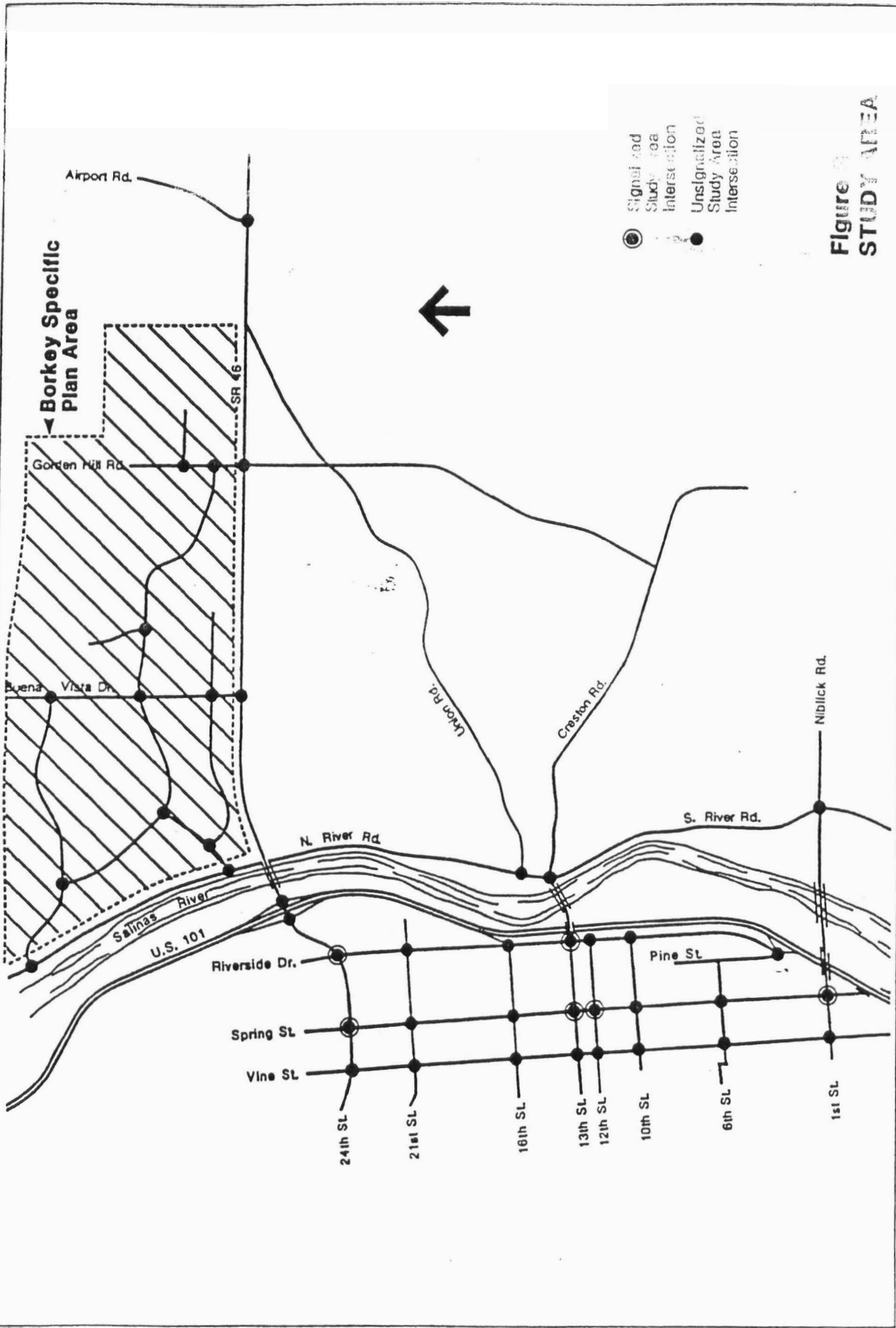


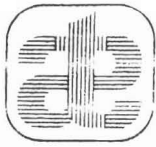
RLP/wp



Borkey Area Specific Plan

Figure 2
PROJECT SITE MAP





Maynard Keith Franklin, P.E.
Robert W. Smith, P.E.
Richard L. Foor, P.E.
Scott A. Schell, AICP

July 11, 1999

99024R03.LTR

Mr. Dick Willhoit
Estrella Associates
1830 Spring Street
Paso Robles, California 93446

RE: RIVER OAKS CIRCULATION ANALYSIS

Introduction

City staff, in their letter dated February 4, 1999 with the attached February 2, 1999 memorandum, raised questions regarding the River Oaks proposed circulation system and related compliance with the schematic street system outlined in the Borkey Specific Plan. There were additional concerns noted related to residential lots fronting on a collector street as well as the proposed modifications to the City's adopted street standards. Subsequent to these letters there have been meetings with City staff to discuss the issues and means to address the concerns and provide the decisions makers with sufficient information to make an informed decision regarding the project proposal.

In the meetings with City staff, it was generally concluded that Dallons Drive from Buena Vista Drive to North River Road would serve a "collector" street function. That is, it would "Convey traffic from local streets to arterials, inter-neighborhood circulation." It was further concluded that the projected traffic volume on Dallons Drive from Buena Vista Drive to North River Road would be in the range of 5,000 to 6,000 ADT.

Table CE-1: Street System in the City's Circulation Element indicates that collector streets can be either 2 or 4 lanes and the " Access is limited, wherever possible, to intersection streets." and that the ideal design speed is 35 mph.

To the north of River Oaks the Paso Robles Hot Springs and Spa Project is being planned. A major element of this project is the provision of an 18 hole golf course in conjunction with the spa related facilities. One of the north-south local connector streets shown in the

Borkey Specific Plan as going from Dallons Drive to the next east-west connector is proposed to terminate at the golf clubhouse in the Paso Robles Hot Springs and Spa Project. The other north-south local connector street would bisect the proposed golf course located to the north of River Oaks. Thus, neither the Paso Robles Hot Springs and Spa or the River Oaks project plans include these connections.

Discussion/Evaluation

The City's Circulation Element provides for 2 or 4 lane collector streets. The Borkey Area Specific Plan includes a Rural Standard Collector street with 44 feet curb-to-curb on an 84 foot right-of-way with asphalt path on one side. The street section is two 14 foot travel lanes and two 8 foot parking lanes. City Standard A-3 is a Collector Street with 44 feet curb-to-curb on 64 foot right-of-way and sidewalks on both sides of the street. The street section is two 12 foot travel lanes and two 10 foot parking lanes. In order to define when the 2 lane collector is appropriate, it would be prudent to establish some volume parameters. A reasonable range for a 2-lane collector is 10,000 to 12,000 ADT.

The Circulation Element has the desired design speed for collector street at 35 mph with a desired goal of "Access is limited wherever possible, to intersecting streets." It is my understanding that earlier designs for a project on this site was based upon cul-de-sac streets and that in discussions with city officials it was indicated that the layout was not desired. The project design alternatives has yielded two layouts that would meet the "collector" street purpose on interconnection with other parts of the City, maintain the 35 mph design speed and create an atmosphere along the corridor that would provide a neighborhood character.

Alternative 1 - Provides a 23' one-way frontage road (15' travel way and 8' parking lane) along residential lots and two 14' lanes for traffic on Dallons Drive. The general layout and typical street section is attached. The frontage road has "bulbs" on each end that constrict traffic and indicate that the parking would be on the opposite side of the street from the residences.

- The 28' curb to curb width on Dallons Drive will pose a problem for disabled vehicles, particularly left-side flat tires, where the person changing the tire will be in the traffic lane. Even though there will be a separate bicycle path, there is no guarantee that bicyclists won't use the street. There is landscape proposed on both sides of Dallons Drive and we must assume that there will be maintenance vehicles parked in the street from time to time. The preferred curb to curb width for the street is 40' and the minimum is 36'. The maintenance vehicle issue could be addressed by providing pull-outs on the north side of the street for maintenance vehicles only.
- All mailboxes shall be on the frontage street. It is our understanding that the present practice is to locate "gangs" of mailboxes in each location thereby minimizing the conflicts during the delivery period.

The layout shows that the lots located at the entrance and exit points to the frontage road have a wider frontage which will provide street parking.

- The on-street parking for the residences will be on the opposite side of the frontage street from the dwelling unit. The preliminary site design for the lots on the frontage street provide for side loading of garages that will minimize the "backing-out" onto the frontage street. There appears to be additional parking area on each lot so that the amount of on-street parking will be nominal.
- The entrances and exits for the frontage road will need some attention to the design detail if this alternative is selected. Turning radii, sight distance and entrance and exit angles for the vehicles. All of these details can be addressed during the design of the street improvements.
- The height of the landscape material in the area between the frontage road and Dallons Drive must be kept low in order to provide adequate sight distance. The curvature of Dallons Drive at Lots 1 - 9 will be a factor on the landscape material that can be utilized
- As noted in the City staff comments, there is a potential dissatisfaction level for the homeowners living on Dallons Drive related to the traffic speed and volumes on the street. In this alternative, the home frontages are separated from direct conflict with the traffic.

Alternative 2 - Provides a 44 foot curb to curb width with parking on both sides of Dallons Drive for most of the length. The street section is narrowed to 32 feet for 50± feet approximately every 250 feet by the addition of 6 foot wide bulb-outs. The general layout and typical street section is attached.

- The periodic narrowing of the street is designed to create an atmosphere that will induce drivers to travel at or below the design speed. The narrowing of the roadway will still provide sufficient area for bicyclists and will allow some room for driver error without colliding with a curb. Clearance markers may be needed on the approach ends of the bulbs. With parking being allowed on both sides of the street, the bulbs will be less in width than the vehicles.
- The parking on the street would cause pedestrians to cross the street at all locations, enter and exit automobiles into the travelled way and due to the residences there is a high likelihood that children would be present.

The landscape material in the "pop outs" would have to be kept low due to sight distance and other traffic related design considerations.

- As noted in the City staff comments, there is a potential dissatisfaction level for the homeowners living on Dallons Drive related to the traffic speed and volumes on the street. The homes along the frontage are to be designed with sideloaded garages to minimize the backing out into the street. There is additional area on each lot for parking, thus the need for daily on-street parking should be minimal. In this alternative, the home frontages are directly onto Dallons Drive.
- The mailboxes would be in designated locations for the "gang".
 - There would be parking along the school frontage on Dallons Drive, which could encourage users of the school facilities to park on the street if the school site design is such that there are entrances and activity areas along the Dallons Street frontage.

We have seen one draft of a site plan for the Kermit King Elementary School. This plan had the parking and student drop off/pick-up on the street on the east side of the school site. The traffic circulation for this layout would end up in gridlock since the persons waiting to enter the drop-off area would block those trying to exit the drop-off area. This plan also showed the street on the north side of the school site as a cul-de-sac. There needs to be circulation around the school site. The access and circulation in and around the school would be facilitated if the site plan were changed to have the parking, drop-off/pick-up area on the west side of the school parcel. Then traffic could circulate in a clockwise pattern and there would be sufficient distance and storage area to prevent gridlock.

Summary and Conclusion

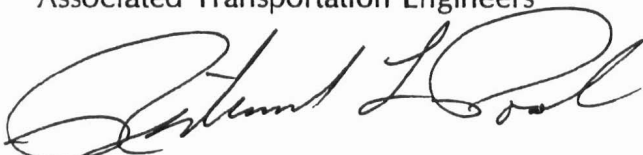
The City's Circulation Element allows for two lane collectors with access between intersections. The frontage road (Alternative 1) with some modifications and design detail would meet the intent of the Circulation Element however, the additional right-of-way needed is not compatible with the project goals. This alternative does provide some separation of the residential and collector street traffic and the homeowner dissatisfaction may be less than with Alternative 2.

Alternative 2 meets the Circulation Element intent and provides sufficient width for traffic safety and would be designed to encourage drivers to travel at or below the design speed. There would be residential units fronting on the collector street, but the site design will be such as to minimize the conflicts associated with traffic backing into the street. The amount of area on-site that could be utilized for residential parking will minimize the regular use on the on-street parking.

The local connector streets as shown in the Borkey Specific Plan to serve Sub area A are no longer necessary since the land use and circulation system design have changed. The designation for these connectors should change to Rural Standard Local Street.

The access and circulation for the Kermit King Elementary School site needs to be coordinated with the other developments to minimize the conflicts in and around the school site.

Associated Transportation Engineers



By: Richard L. Pool, P.E.
President



RLP/wp

Attachments - Alternative 1
Alternative 2
BASP Representative Street Sections
City Standard A-3 - Collector Street

Resolutions & Ordinances

(Estrella Associates)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES
APPROVING A NEGATIVE DECLARATION FOR
GENERAL PLAN AMENDMENT 3-99 (PART 2),
GENERAL PLAN AMENDMENT C1-99 (CIRCULATION), BORKEY AREA SPECIFIC PLAN
AMENDMENT 99004, AND REZONE 99001
(ESTRELLA ASSOCIATES)

WHEREAS, Estrella Associates has filed the following applications:

- General Plan Amendment 3-99, Part 2 of 3, to change the land use categories for portions of Sub Area B of the Borkey Specific Plan from Residential Single Family (RSF) to include approximately: six (6) acres of Neighborhood Commercial (NC), four and a half (4.5) acres of Commercial Service (CS), and nine(9)acres of Residential Multiple Family - Medium Density (RMF-M);
- General Plan Amendment C1-99 (Circulation), to change the unnamed street, which connects on the north side of Dallons Drive within Sub Area B of the Borkey Area Specific Plan, to be modified from a Collector Street to a zlocal Street status/standard;
- Specific Plan Amendment 99004 to Sub Area B of the Borkey Specific Plan for development policies, mix of land use and densities to be consistent with GPA 3-99 (part 2) described above and to modify development standards for the Specific Plan that will affect the ultimate design of the build out of that sub area;
- Rezone 99001 to modify portions of Sub Area B of the Borkey Specific Plan from the existing R-1 and R-1,B-5 designations to designations consistent with the proposed general plan modifications which would include approximately: six (6) acres of CP (Neighborhood Commercial), four and a half (4.5) acres of C-3 (Commercial Service), and nine (9) acres of R-3 (Residential Multiple Family - maximum of 12 units to the acre).

WHEREAS, the applicant submitted a report prepared by Associated Traffic Engineers (ATE) of Santa Barbara, California (dated March 6, 1999) which contains analysis and conclusions regarding the potential impacts of the project revisions and determined them to be less than significant, and

WHEREAS, an Initial Study was prepared for this project (on file in the Community Development Department and referenced as exhibit A), which concludes that the project as proposed would not have significant impacts on the environment, for reasons that are mostly related to the scale of the request and its relation to incremental changes that have occurred in the Borkey Specific Plan since its initial adoption in 1989 and based on the mitigation measures attached in Exhibit B; and

WHEREAS, Public Notice of the proposed Negative Declaration was given as required by Section 21092 of the Public Resources Code; and

WHEREAS, public hearings were conducted by the Planning Commission on July 27 and August 10, 1999, and by the City Council on August 17, 1999 to consider the Initial Study prepared for this application, and to accept public testimony regarding this proposed environmental determination for the proposed land use amendment, specific plan amendment and rezone; and

WHEREAS, based on the information contained in the Initial Study prepared for this land use, circulation, specific plan amendment, and rezone, and testimony received as a result of the public notice, the City Council finds no substantial evidence that the project would have a significant impact on the environment;

NOW, THEREFORE, BE IT RESOLVED, that based on the City's independent judgment, the City Council of the City of El Paso de Robles does hereby approve a Negative Declaration for General Plan Amendment 3-99 (part 2 of a 3 part general plan amendment), General Plan Amendment C1-99 (Circulation), Specific Plan Amendment 99004, and Rezone 99001, in accordance with the California Environmental Quality Act and subject to the mitigation measures contained in the attached Exhibit B .

PASSED AND ADOPTED THIS 17th day of August, 1999 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

DUANE J. PICANCO, MAYOR

ATTEST:

SHARILYN M. RYAN, DEPUTY CITY CLERK

MEG1GPAS13-99 CYCLEWILLHOIT NEG DEC RESO

Exhibit B

Mitigation Table

Project: GPA 3-99 (part 2 of 3), SPA 99004, Rezone 99001 (Estrella Associates)

Description of Impact	Mitigation Measure
<p>Items I(b) and I(c) - Land Use Compatibility</p>	<p>LU1 - At the time of development of Neighborhood 3 (Commercial Service/C-3 parcel) a Planned Development and Conditional Use Permit, shall be filed and considered the Planning Commission after holding a public hearing. As added findings in approving development and use of this site, the Planning Commission must be able find and determine that:</p> <p>a) The proposed mini-storage and RV storage use (commercial use) is supplemental and ancillary to the master planned community (neighborhoods 4, 5 and 6 of Sub Area B of the Specific Plan), not a free-standing and independent commercial use.</p> <p>b) The proposed mini-storage and RV storage use has incorporated extraordinary design methods to fully screen and buffer the proposed use from neighboring residential properties.</p>
<p>Item VI(b) - Traffic and Circulation</p>	<p>T1- The use of individual street sections within each neighborhood sub area must be reviewed independently at the time of proposed design of those respective neighborhoods. While the philosophy for traffic calming can generally be supported, the design of neighborhoods must show they can support such narrower travel lane standards and/or reduction in parking lanes.</p> <p>T2 - Final site plans shall be designed to avoid single family residential lots fronting on collector streets.</p>

4-44

Description of Impact	Mitigation Measure
Item XII(d) - Utilities/Sewer	S1 - The existing Airport Trunk Line shall be located within a public street.
Item XV(a) and XV(b) - Recreation	R1 - The Linear Neighborhood Park shall be continued along the stretch of road adjacent to the golf course and to the northern boundary of Sub Area B. This linear park can be reduced in width from its previous designation (when combined with the golf course), but shall provide adequate publicly dedicated area for a meandering bike/pedestrian path and shaded seating areas to create a passive public park. The design details of this linear park shall be part of future review in conjunction with the "active adult" neighborhoods.

RESOLUTION NO. 99-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES
APPROVING GENERAL PLAN AMENDMENT 3-99

WHEREAS, the following applications to amend the Land Use and Circulation Elements were filed as parts of General Plan Amendment 3-99:

1. **City Initiated - Surplus Reservoir Site** - An application initiated by the City of Paso Robles to change the General Plan Land Use Category for an approximate 1.5 acre site, composed of multiple underlying lots, located on the southwest corner of 21st and Olive Street and east of the City's 21st Street Water Reservoir site. The existing General Plan Land Use Category for the site is Public Facilities (PF); the existing zoning is R-1 (Single Family Residential). This proposal is to amend the PF designation to RSF (Residential Single Family) consistent with the surrounding neighborhood and the existing R-1 zoning designation.
2. **Estrella Associates - Sub Area B of Borkey Specific Plan Area** - An application filed by Estrella Associates to change the General Plan Land Use Category for portions of Sub Area B of the Borkey Area Specific Plan, generally located west of Buena Vista Road, east of North River Road and north of Experimental Station Road. The existing General Plan land use category is Residential Single Family (RSF) and is proposed to be changed to include approximately 6 acres of Neighborhood Commercial (NC), approximately 4.5 acres of Commercial Service (CS), and approximately 9 acres of Residential Multiple Family - Medium Density (RMF-M). The application also includes a request to modify the Circulation Element of the General Plan to change the Collector Street status of an unnamed road within Sub Area B to a Local Street status.
3. **David Weyrich - Buena Vista and Experimental Station Road** - An application filed by David Weyrich to change the General Plan Land Use Category for two parcels of a combined size of approximately 2.8 acres, located at the southwest corner of Buena Vista and Experimental Station Roads, within Sub Area D of the Borkey Area Specific Plan, from Residential Single Family - one unit to the acre (RSF-1) to Residential Multiple Family-Low (RMF-L); the applicant intends to develop up to 12 multiple family residential units;

WHEREAS, at its meetings of July 27, 1999, and August 10, 1999 the Planning Commission took the following actions:

- a. Considered the facts and analysis, as presented in the staff report prepared for this amendment;
- b. Conducted public hearings to obtain public testimony on the parts of this amendment;
- c. Based on the information contained in the initial studies prepared for each parts, unanimously found that there was no substantial evidence that the parts of this amendment would have significant adverse effects on the environment and recommended that the City Council approve Negative Declarations for these components;

- d. Recommended that the 4.5 acre Commercial Service (CS) site adjacent to Experimental Station Road be dropped from General Plan Amendment 3-99 (part 2 of 3) based on land use compatibility issues, but that the remaining portions of that request be included in the amendment;

WHEREAS, at its meeting of August 17, 1999, the City Council took the following actions:

- a. Considered the facts and analysis, as presented in the staff report prepared for this amendment;
- b. Considered the recommendations of the Planning Commission;
- c. Conducted a public hearing to obtain public testimony on this amendment;
- d. Found that there was no substantial evidence that the parts of this amendment would have significant adverse effects on the environment and approved Negative Declarations for the parts of this amendment in accordance with the California Environmental Quality Act;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of El Paso de Robles, California, to amend the Land Use Element's Land Use Map (Figure LU-1) as shown on the attached Exhibits "A" (Part 1), "B" (Part 2), and "C" (Part 3).

PASSED AND ADOPTED THIS 17th day of August, 1999 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

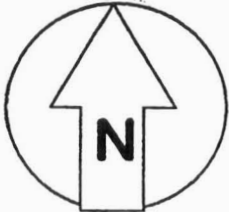
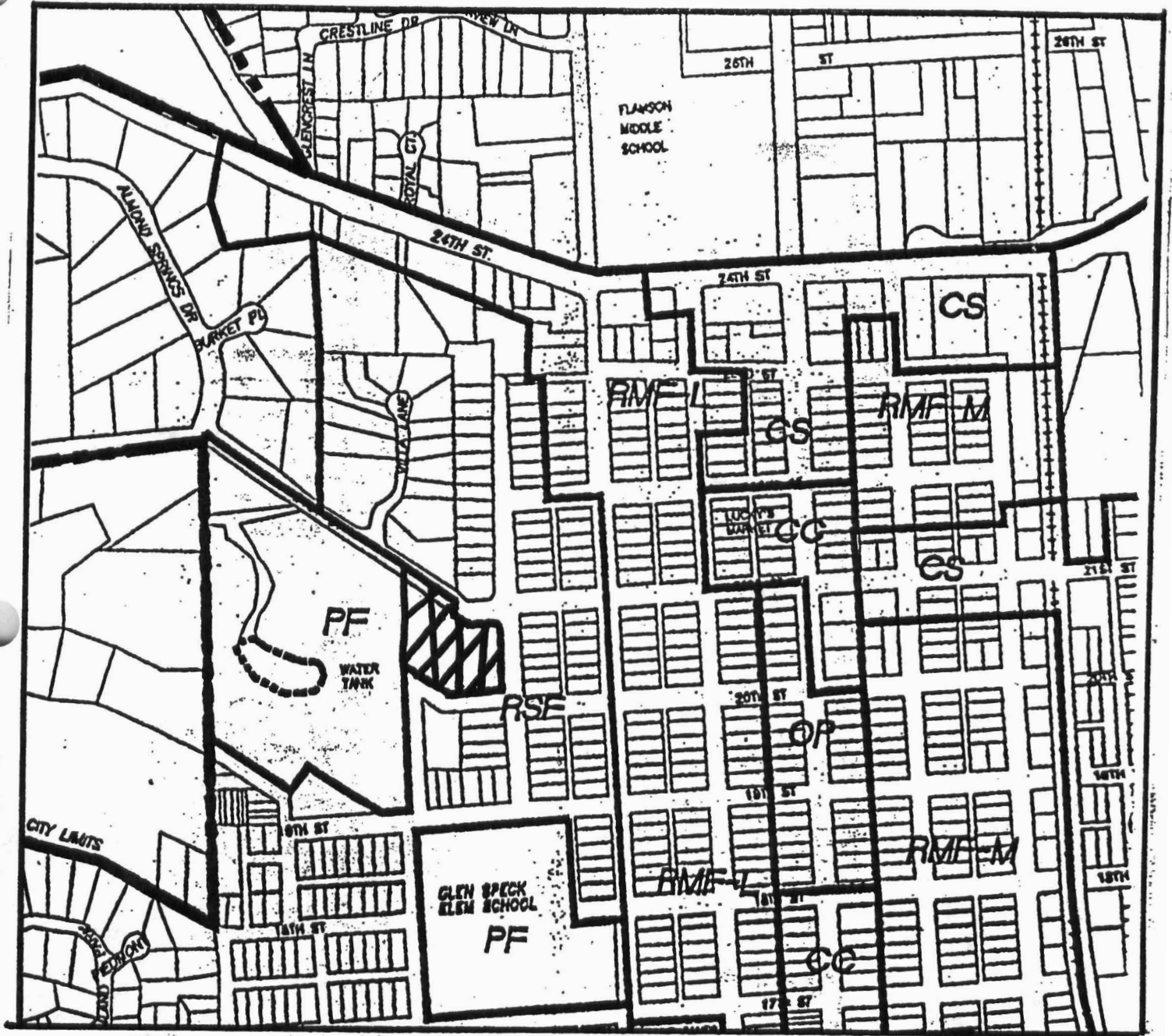
MAYOR DUANE J. PICANCO

ATTEST:

SHARILYN M. RYAN, DEPUTY CITY CLERK

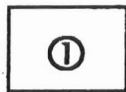
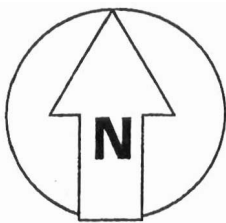
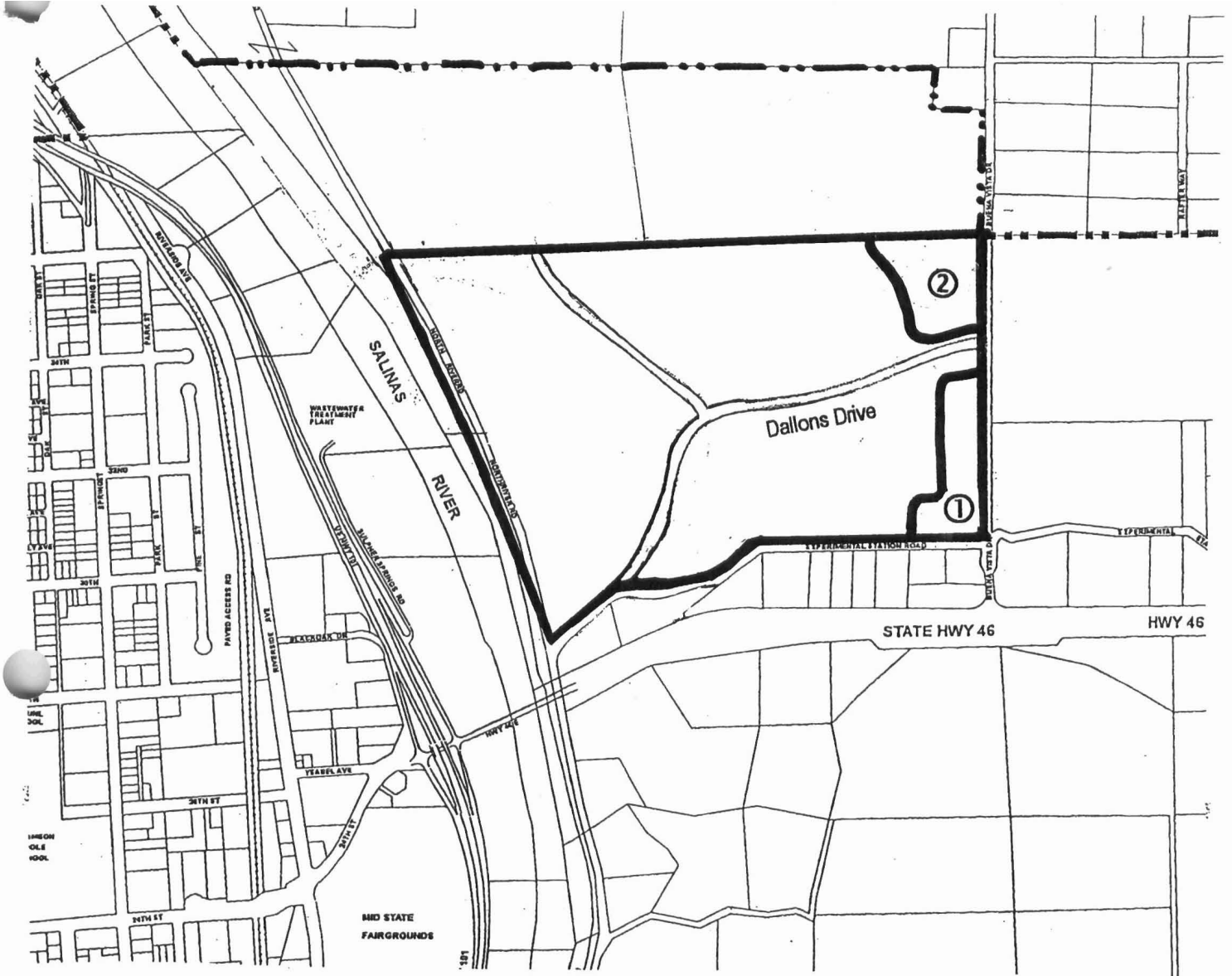
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EXHIBIT A

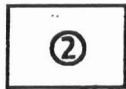


Change Land Use Designation from PF (Public Facilities) to RSF (Residential Single Family)

EXHIBIT B

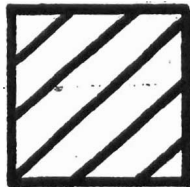
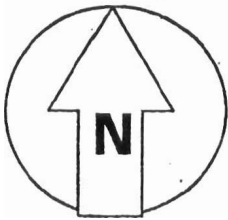
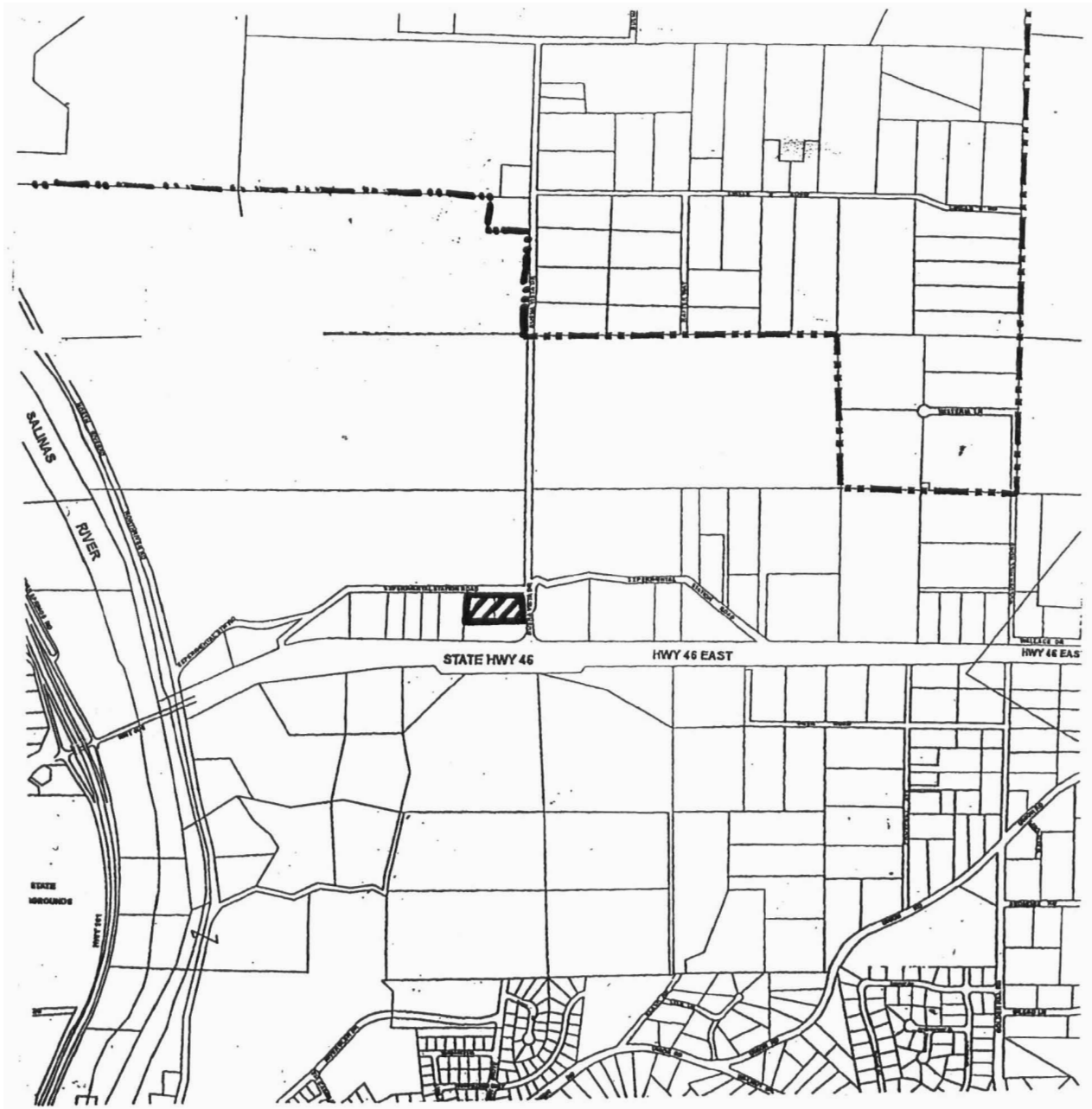


Change Land Use Designation from RSF (Residential Single Family) to NC (Neighborhood Commercial)



Change Land Use Designation from RSF (Residential Single Family) to RMF-M (Residential Multiple Family - Medium Density)

EXHIBIT C



**Change Land Use Designation from RSF-1
(Residential Single Family - 1 unit / acre) to RMF-L
(Residential Multiple Family - Low Density)**

RESOLUTION NO. 99-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES
APPROVING GENERAL PLAN AMENDMENT C1-99 (CIRCULATION ELEMENT)
(ESTRELLA ASSOCIATES)

WHEREAS, Estrella Associates has filed an application to amend the Circulation Element of the General Plan to change the unnamed street, which connects on the north side of Dallons Drive within Sub Area B of the Borkey Area Specific Plan northward to Sub Area A of the Specific Plan, from a Collector Street to a Local Street status/standard; and

WHEREAS, the Borkey Specific Plan Document will be amended concurrently to require that this segment of street within Sub Area B will be dedicated to a right-of-way width of 84 feet (to assure that long range traffic volume needs could be met in the future if deemed necessary), but permitted to be constructed to a local street width to meet short term traffic volume needs, and

WHEREAS, at its meetings of July 27, 1999, and August 10, 1999 the Planning Commission took the following actions:

- a. Considered the facts and analysis, as presented in the staff report prepared for this amendment;
- b. Conducted public hearings to obtain public testimony on the parts of this amendment;
- c. Based on the information contained in the initial study prepared for this and related plan amendments, unanimously found that there was no substantial evidence that the parts of this amendment would have significant adverse effects on the environment and recommended that the City Council approve Negative Declarations for these components;
- d. Recommended that the City Council approve the requested Circulation Element Amendment for the Northern Collector;
- e. Recommended that Dallons Drive (east/west collector within the Specific Plan) be dedicated to an 84 foot right-of-way, but be developed to a two-lane local street with traffic calming features to include a frontage road to access homes fronting on the south side of the street, and left hand turn pockets for the travel lanes at intersections;

WHEREAS, at its meeting of August 17, 1999, the City Council took the following actions:

- a. Considered the facts and analysis, as presented in the staff report prepared for this amendment;
- b. Considered the recommendations of the Planning Commission;
- c. Conducted a public hearing to obtain public testimony on this amendment;

- d. Found that there was no substantial evidence that this amendment would have significant adverse effects on the environment and approved a Negative Declaration for this amendment in accordance with the California Environmental Quality Act;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of El Paso de Robles, California, to amend the Circulation Element's Figure CE -1 as shown on the attached Exhibit "A;"

NOW, THEREFORE, BE IT FURTHER RESOLVED, by the City Council of the City of El Paso de Robles, California, to allow the construction of Dallons Drive (the east/west collector within the Specific Plan) within a dedicated 84 foot right-of-way, but developed to a two-lane local street with traffic calming features to include a frontage road to access homes fronting on the south side of the street, and left hand turn pockets for those travel lanes at intersecting streets.

PASSED AND ADOPTED THIS 17th day of August, 1999 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

MAYOR DUANE J. PICANCO

ATTEST:

SHARILYN M. RYAN, DEPUTY CITY CLERK

MEG\1999\GPA-RZ\1-99 GPA RESO

ORDINANCE NO. ___ NS

AN ORDINANCE OF THE CITY OF EL PASO DE ROBLES
AMENDING THE BORKEY AREA SPECIFIC PLAN
TO UP-DATE THE MIX OF PERMISSIBLE LAND USES AND
MODIFY DEVELOPMENT STANDARDS TEXT WITHIN SUB AREA B OF
THE SPECIFIC PLAN DOCUMENT
(APPLICANT - ESTRELLA ASSOCIATES)
SPECIFIC PLAN AMENDMENT 99004

WHEREAS, the Land Use Element of the City's General Plan establishes the need for preparation of Specific Plans for certain geographic areas of the City, including but not limited to areas north of Highway 46 East and east of North River Road; and

WHEREAS, pursuant to Ordinance 588 N. S., the Borkey Area Specific Plan (BASP) text, plan diagram, and fee schedule were established on January 8, 1990 for the areas north of Highway 46 East and east of North River Road; and

WHEREAS, Sub Area B of the Specific Plan provides for a maximum residential density of 481 units of single family development, a neighborhood linear park, elementary school site, specific development standards for the build-out of those plan area features; and

WHEREAS, Estrella Associates has filed a request in conjunction with a General Plan Amendment (3-99 part 2), General Plan Amendment C1-99 (Circulation), and Rezone 99001 to modify the permitted mix of uses for this approximate 190 acre Sub Area B generally located west of Buena Vista Road, north of Experimental Station Road, east of North River Road and south of Sub Area A of the Borkey Area Specific Plan; and

WHEREAS, Estrella Associated has also requested to modify policies and standards contained in the Borkey Specific Plan document that will coincide with and facilitate the land use changes requested for Sub Area B of the Plan area; and

WHEREAS, in consideration of the changes brought about by development of the North County Campus of Cuesta College, the expansion of the Martin and Weyrich wine tasting facility at Buena Vista and Highway 46 to the south of this proposed project area, the recent approval for development of a hot springs spa facility to the north of this project site on Buena Vista Road, and the scheduled widening and infrastructure improvements scheduled for Buena Vista Road in conjunction with Measure D-98 capital improvement projects, the residential character along Buena Vista Road has experienced intensified level of traffic and development related impacts making it appropriate to consider modified residential densities to more appropriately support the character of the Specific Plan area; and

WHEREAS, based on the aforementioned changes occurring within the Borkey Area Specific Plan and the Final Supplemental Environmental Impact Report (FSEIR) prepared for Cuesta College identified the unmet need of neighborhood serving commercial in the Specific Plan Area, the potential for such limited commercial uses to better support the residential and public facility land uses within the plan area, and could potentially reduce vehicle miles traveled for residents living in the specific plan area; and

WHEREAS, the Planning Commission conducted noticed public hearings on July 27 and August 10, 1999, to consider making a recommendation with regards to the proposed amendments to the Borkey Area Specific Plan and took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;
- c. In accordance with the California Environmental Quality Act, considered a proposed Negative Declaration of Environmental Impact, and made a recommendation that the City Council approve a Resolution adopting said document with mitigation measures; and
- d. Recommended that the City Council approved an Ordinance amending the Borkey Area Specific Plan and related document text; and

WHEREAS, at its meeting of August 17, 1999 the City Council held a public hearing on these subjects, and the City Council took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff reports prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance and Resolutions;
- c. Based on the scope and nature of the proposed change to the Borkey Area Specific Plan and the Fee Schedule currently in place for residential units on a per unit basis, and a finding that the per acre commercial impact fees applicable to Sub Area E would be appropriate for Sub Area B commercial land (unless shown otherwise through an applicant funded impact fee study), found that the proposed Negative Declaration of Environmental Impact Report was adequate in terms of its description of the project and anticipated environmental impacts and approved the Negative Declaration as being in accordance with the California Environmental Quality Act; and
- d. Considered the Commission's recommendation from the Planning Commission's July 27, 1999 public meeting; and
- e. Considered the Commission's recommendation from the Planning Commission's August 10, 1999 public meeting; and
- f. Reached consensus on individual portions of the requested Specific Plan Amendment and directed the preparation of a final set of exhibits and text to return for final Council action; and
- g. Continued the open public hearing on the Specific Plan Amendment request the September 7, 1999 City Council meeting.

WHEREAS, at its meeting of September 7, 1999 the City Council resumed the public hearing on these subjects, and the City Council took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff reports prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed Ordinance amended the Borkey Area Specific Plan;
- c. Introduce the ordinance for first reading.

WHEREAS, on September 21, 1999 the City Council held second reading of said ordinance.

NOW, THEREFORE, the City Council of the City of El Paso de Robles does ordain as follows:

The Borkey Area Specific Plan text and diagrams is amended to read as presented in both Exhibit "A" (Diagram) and Exhibit "B" (Text), and Exhibit "C" (Appendices) attached hereto and/or on file in the Community Development Department.

Section 1. Publication. The City Clerk shall cause this ordinance to be published once within fifteen (15) days after its passage in a newspaper of general circulation, printed, published and circulated in the City in accordance with Section 36933 of the Government Code.

Section 2. Effective Date. This ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the 31st day after its passage.

Section 3. Inconsistency. To the extent that the terms or provisions of this Ordinance may be inconsistent or in conflict with the terms or conditions of any prior City ordinance(s), motion, resolution, rule, or regulation governing the same subject matter thereof, such inconsistent and conflicting provisions of prior ordinance, motions, resolutions, rules and regulations are hereby repealed.

Section 4. Severability. If any section, subsection, sentence, clause, or phrase of the Ordinance is, for any reason, found to be invalid or unconstitutional, such finding shall not affect the remaining portions of this Ordinance.

The City Council hereby declares that it would have passed this Ordinance by section, subsection, sentence, clause, or phrase irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases are declared invalid or unconstitutional.

Introduced at a regular meeting of the City Council held on September 7, 1999, and passed and adopted by the City Council of El Paso de Robles on the 21st day of September, 1999, by the following roll call vote, to wit:

AYES:

NOES:

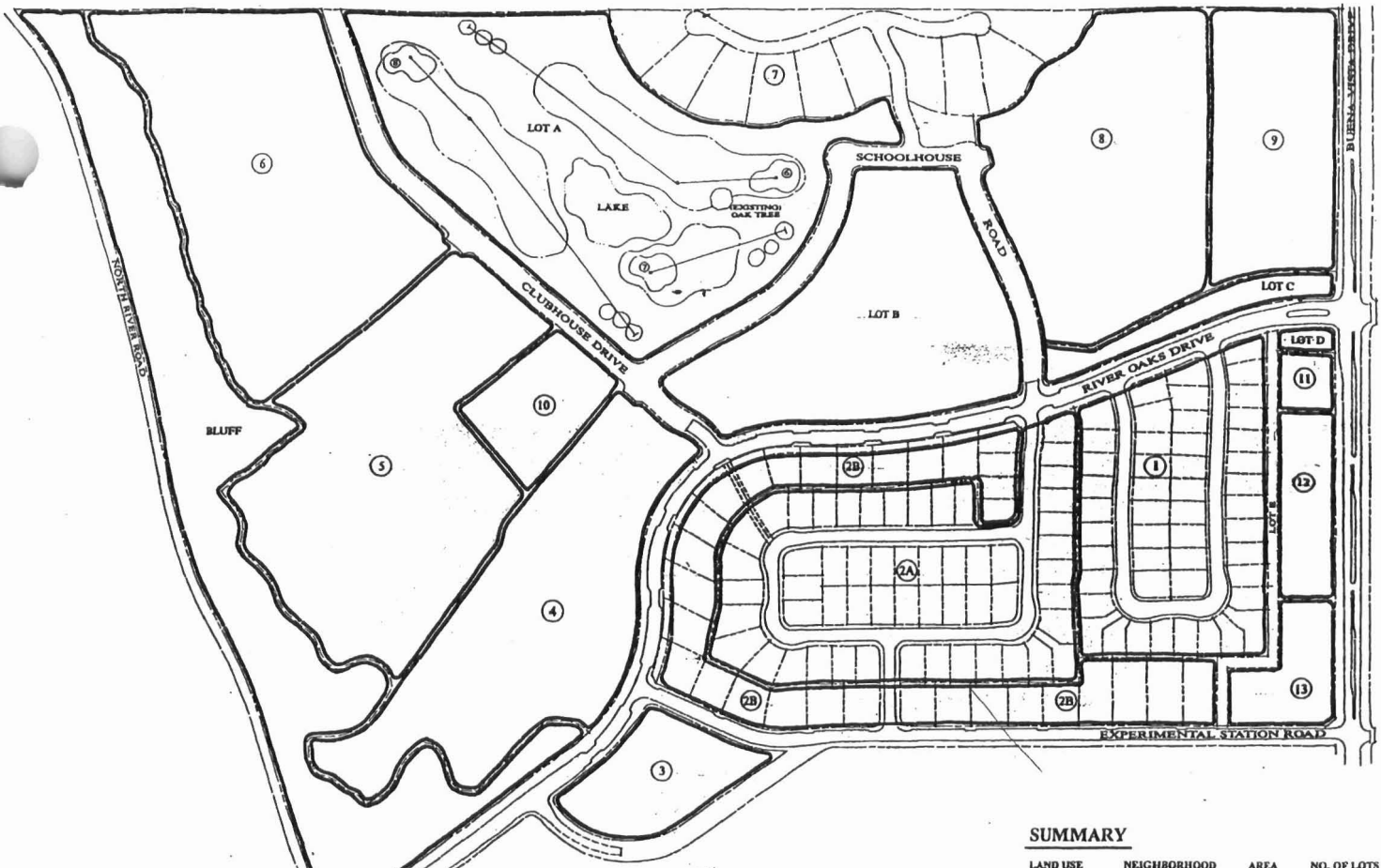
ABSENT:

Duane J. Picanco, Mayor
City of El Paso de Robles

ATTEST:

SHARILYN M. RYAN, DEPUTY CITY CLERK

h:\meg\gpa and rz\3-99 cycle\willhoit\BASP Ordinance



**CONCEPTUAL LAND USE
 DEVELOPMENT PLAN
 ■ RIVER OAKS ■
 PASO ROBLES, CALIFORNIA
 JULY 13, 1999**

SUMMARY

LAND USE	NEIGHBORHOOD	AREA	NO. OF LOTS
S.F.D. (65' x 110' typ.)	1	18.8 Acres	48
S.F.D. (70' x 110' typ.)	2A	13.9 Acres	54
S.F.D. (105' x 120' typ.)	2B	9.5 Acres	31
R.V. and MINI STORAGE	3	4.5 Acres	-
S.F.D. (100' x 100' typ.)	4	18.2 Acres	43
S.F.D. (100' x 100' typ.)	5	18.6 Acres	55
S.F.D. (70' x 100' typ.)	6	28.2 Acres	86
ESTATE LOTS (0.5 AC. typ.)	7	9.4 Acres	11
S.F.D. (70' x 110' typ.)	8	11.8 Acres	43
MULTI-FAMILY	9	8.5 Acres	30
SUB-TOTAL		199.8 Acres	481
MASTER RECREATION FACILITY	10	3.8 Acres	-
SERVICE STATION	11	1.1 Acres	-
COMMERCIAL OFFICE	12	2.3 Acres	-
MARKETPLACE	13	2.1 Acres	-
SUB-TOTAL		8.8 Acres	
GOLF COURSE (LOT A)	-	0.000 67.4 ac = 31.1 Acres	-
ELEMENTARY SCHOOL (LOT B)	-	11.1 Acres	-
OPEN SPACE (LOT C)	-	1.6 Acres	-
OPEN SPACE (LOT D)	-	8.3 Acres	-
OPEN SPACE (BLUFF E)	-	8.9 Acres	-
SUB-TOTAL		35.8 Acres	
BLUFFROADS	-	45.2 Acres	-
SUB-TOTAL		45.2 Acres	
TOTAL		±198.0 Acres	481



**Modifying Portions of Sub Area B of the Borkey
 Specific Plan to allow mixed use development and
 range of densities consistent with RSF / RMF-M / NC
 and CS land use designations.**

**BORKEY SPECIFIC PLAN AMENDMENT 99004
 (ESTRELLA ASSOCIATES)**

**DRAFT EXHIBIT
 Requires Revision to Reflect
 City Council Consensus**

4-51

EXHIBIT B

MODIFIED TEXT PAGES TO BORKEY SPECIFIC PLAN (SPECIFIC PLAN AMENDMENT 99004 - ESTRELLA ASSOCIATES)

The following pages of the Specific Plan are modified as summarized below and as shown attached as part of this exhibit.

(New text is **bold and underlined** while deleted text is ~~stricken~~.)

- Page 31: Table 3-1 is reflective of the change in mix of uses for Sub Area B
- Page 33: Modification to text/narrative description of Sub Area B
- Page 34: Modified Figure 15 (applicant's proposed land use mix)
- Page 40: Revision to Policy G-16 regarding location of service commercial uses
- Page 42: Revision to Subarea B Development Policies B-1 through B-6
- Page 54: Update of Schematic Water Supply System
- Page 55: Update of Schematic Wastewater (Sewer) Collection System
- Page 57: Update of Schematic Storm Water System
- Page 59: Parks, Open Space and Landscaping - Amended Text/Standards
- Page 62: Parks, Open Space and Landscaping - Amended Text/Standards
- Page 69-72: Revision to Subarea B Development Standards (setbacks, home character, green belts, etc.)

**DRAFT EXHIBIT
Requires Revision to Reflect
City Council Consensus**

**TABLE 3-1
PRESCRIBED LAND USES
AND PERMITTED DENSITIES, PARCEL SIZES
BORKEY AREA SPECIFIC PLAN**

<u>Plan Subarea</u>	<u>Permitted Uses</u>	<u>Maximum Development Intensity</u>	<u>Minimum Lot Size</u>
A	Rural Residential	43 Units	2.5 acres
B	Single Family Residential	481 units total*	5,000 - 20,000s.f.
	<u>Multiple Family</u>	<u>Up to 90 units</u>	<u>9.0 acres</u>
	Rural Residential	9 units	2.0 acres
	Public & Quasi-Public	(N/A)	
	<u>Commercial</u>	<u>CP (Neighborhood Commercial)</u>	6.0 acres
C	Cuesta College (Public Facility)	(N/A)	(N/A)
D	Rural Residential	73 units	1.0 acres
E	Commercial/Industrial	C-3	(N/A)
F	Public & Quasi-Public	(N/A)	(N/A)

Subarea A

Subarea A is designated by the plan for rural density residential development. The combination of hilly topography in a portion of this subarea and its adjacency to acreage utilized for agricultural production (and located within an agricultural preserve) suggests that more intensive development of Subarea A during the term of this plan would be premature. Accordingly, a minimum lot size of 2.5 net acres and a maximum development intensity for this subarea in total of forty-three single-family residential units (an overall density of approximately one unit for each 3.2 acres) are prescribed by this plan. Figure 14, on the following page, depicts a schematic representation of potential subdivision of Subarea A conforming to these density and lot size standards. With the exception of improvement of the designated collector street proposed through the westerly portion of Subarea A, improvements in this subarea would generally be done in accordance with rural, rather than urban, standards (see subsequent discussions of policies and design standards in this chapter).

One additional land use prescription applicable to this subarea is the designation of a "buffer" zone between prospective residential improvements and the intensive agriculture located

adjacent to the plan area boundary to the north. Based upon recommendations from the County Agricultural Commissioner's office, the construction of residential improvements will not be permitted in Subarea A within a distance of 300 feet from the northerly boundary of this subarea, where it abuts existing intensive agriculture. A more detailed discussion of this particular land use regulation appears in the section of this chapter describing policies.

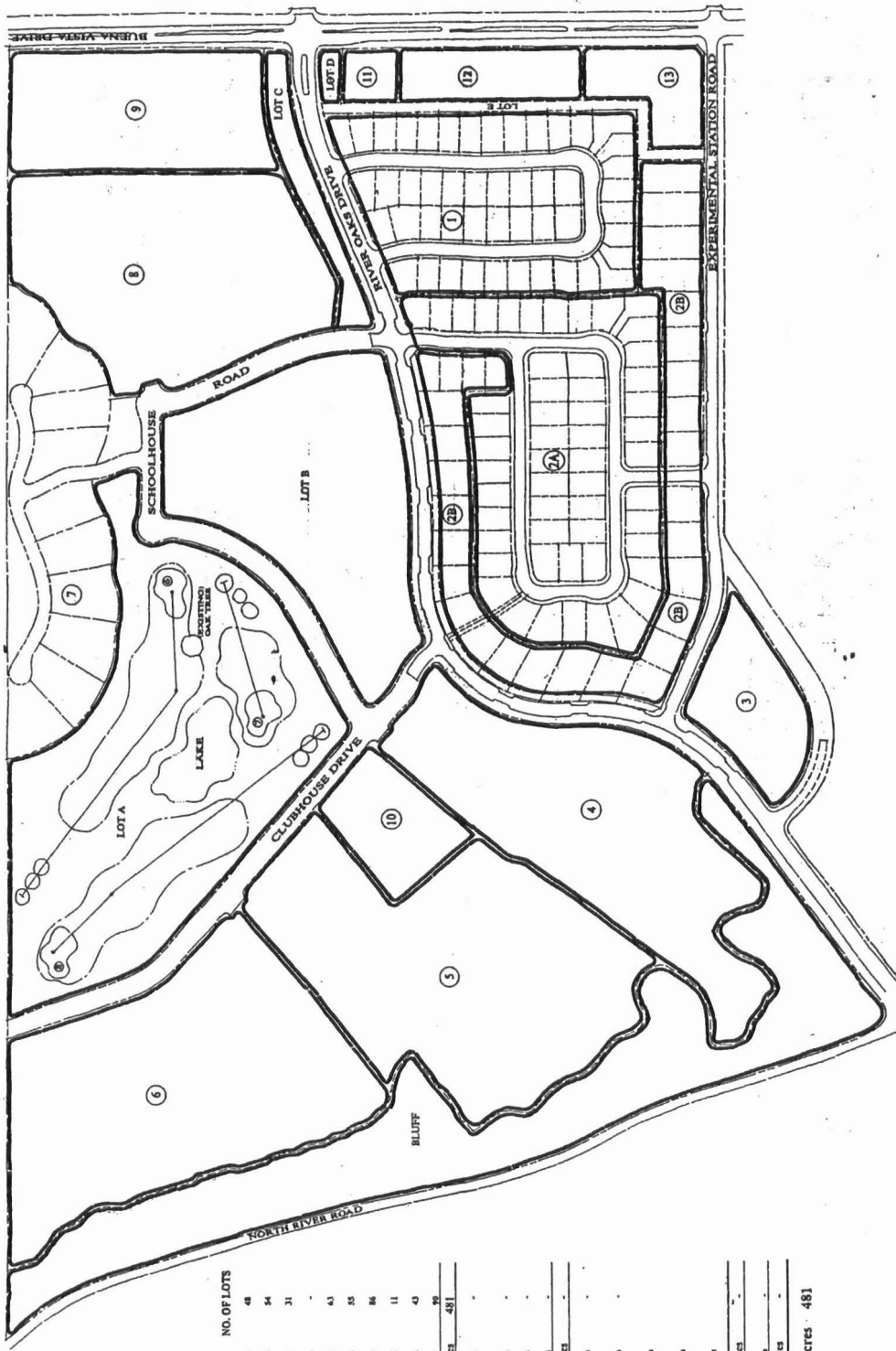
Subarea B

Figure 15 depicts ~~one potential subdivision and~~ **the River Oaks Mixed-Use Conceptual Master Development Plan which is the currently approved conceptual level development pattern for Subarea B which would be consistent with the land use and traffic circulation designations prescribed by this plan.** Generally lacking any constraints on development similar to those (e.g. topography, adjacent agriculture or rural residential uses, airport operations, etc.) characteristic of other subareas, Subarea B is designated for urban density residential development, and typical ancillary uses. Permitted residential buildout of this subarea includes up to 472 detached single family units on lots of 7,000 square feet or larger and nine rural residential units on two acre lots along Experimental Station Road and Buena Vista Road. Overall net residential density (density determined by dividing total acreage of subarea by total residential units developable based on lot size and after allowances for park, school, open space, streets, etc.) permitted in this subarea is just over 2.5 units per acre. **The maximum density of 481 residential dwelling units shall remain applicable to this Subarea, but will allow for a shift in the housing product within Neighborhoods throughout the Subarea. The general mix of housing product is depicted in Figure 15, and provides for lot sizes ranging from 5,000 square foot minimums in the "active adult" neighborhoods, to 20,000 square foot lots along portions of Experimental Station Road. Adjacent to Buena Vista Road at the north end of the Subarea, an approximate 6 acre site to accommodate up to 90 units of medium density multiple family dwelling units is provided for. Nominal shifting of density between Neighborhoods is permissible, provided the density does not exceed the 90 units of multiple family, or the 481 unit total for the Subarea.**

This subarea also includes a twelve-acre elementary school site, a lineal park area located along the northerly side of the main east-west collector street through the area **(adjacent to and enhanced by a golf course)**, a pedestrian "greenbelt" connecting the local east-west collector with a similar pedestrian greenbelt and landscaped area along the top of the Salinas River bluffs, and a landscape "buffer" treatment separating the large-lot rural residential sites along Experimental Station and Buena Vista from the denser development interior to the subarea.

Local collector streets would connect development in this subarea with North River Road to the southwest and northwest (through Subarea A) and with Buena Vista Road to the east. All streets in Subarea B would be improved to local urban standards. Buena Vista Road, along the easterly boundary of this subarea, is designated as an arterial street, with corresponding dedicated right-of-way, although initially at least it would be improved only to collector street standards.

Key design features prescribed by this plan for Subarea B include the lineal park and greenbelt area along the east-west collector street; the pedestrian and landscape "greenbelts" along the river bluffs and connecting the bluffs to the east-west collector; the landscaped "entrance way" to the development at the intersection of the collector with Buena Vista Road; ~~and the large lot rural residences encompassing the perimeter of the subarea~~ **and enhanced width of landscaped parkway** along Experimental Station and Buena Vista Roads. ~~The rural residences, with prescribed minimum frontage widths (see section on design standards), ensure that the comparatively open, rural character of adjoining and nearby residential land uses already existing is preserved.~~ Also a key design feature particular to this subarea is the intent to preserve the bluffs overlooking the Salinas River in essentially their present condition.



LAND USE	NEIGHBORHOOD	AREA	NO. OF LOTS
<input type="checkbox"/>	S.F.B. (65' x 110' typ)	18.2 Acres	48
<input type="checkbox"/>	S.F.B. (75' x 115' typ)	15.7 Acres	54
<input type="checkbox"/>	S.F.B. (105' x 125' typ)	5.3 Acres	31
<input type="checkbox"/>	R.V. and MINI-STORAGE	4.5 Acres	-
<input type="checkbox"/>	S.F.B. (105' x 105' typ)	18.2 Acres	43
<input type="checkbox"/>	S.F.B. (105' x 105' typ)	18.8 Acres	56
<input type="checkbox"/>	S.F.B. (75' x 105' typ)	20.2 Acres	88
<input type="checkbox"/>	ESTATE LOTS (6.5 to 10.5 typ)	8.4 Acres	11
<input type="checkbox"/>	S.F.B. (75' x 115' typ)	11.8 Acres	43
<input type="checkbox"/>	MULTIFAMILY	3.5 Acres	30
SUB-TOTAL		109.8 ACRES	481
<input type="checkbox"/>	MASTER RECREATION FACILITY	3.0 Acres	-
<input type="checkbox"/>	SERVICE STATION	1.1 Acres	-
<input type="checkbox"/>	COMMERCIAL OFFICE	2.3 Acres	-
<input type="checkbox"/>	MARKETPLACE	2.4 ACRES	-
SUB-TOTAL		8.8 ACRES	
<input type="checkbox"/>	GOLF COURSE (LOT A)	-	-
<input type="checkbox"/>	ELEMENTARY SCHOOL (LOT B)	11.1 Acres	-
<input type="checkbox"/>	OPEN SPACE (LOT C)	1.6 Acres	-
<input type="checkbox"/>	OPEN SPACE (LOT D)	0.3 Acres	-
<input type="checkbox"/>	OPEN SPACE (LOT E)	0.3 Acres	-
SUB-TOTAL		35.0 ACRES	
BLAZEMARK		45.3 ACRES	
SUB-TOTAL		45.3 ACRES	
TOTAL		±198.0 ACRES	481

CONCEPTUAL LAND USE
DEVELOPMENT PLAN
RIVER OAKS

PASO ROBLES, CALIFORNIA
JULY 13, 1999



ESTRELLA ASSOCIATES
1838 SPRING STREET
PASO ROBLES, CA
93246

DRAFT EXHIBIT
Requires Revision to Reflect
City Council Consensus

Conceptual Development Plan - Subarea B **Figure 15**

4-62

- G-11 The creation of flag lots in any development is expressly prohibited. Minimum lot widths along public street frontage are defined by this plan for each subarea of the overall plan area.
- G-12 Double frontage lots are expressly prohibited except when adjacent to arterial streets where driveway access is prohibited.
- G-13 All costs for public improvements and facilities required to support any development of the plan area, including costs for improvements and facilities which may be required in other portions of the City (e.g. downtown) and which can reasonably be attributed to plan area development, shall be borne fully by such development. Such costs will be recovered by the City through appropriate and effective funding mechanisms identified in this plan. Similarly, operating and maintenance costs necessary to support public improvements and facilities from which plan area development benefits shall be borne fully by the benefitted development(s). The City may collect or recover such costs through appropriate and effective funding mechanisms identified in this plan.
- G-14 All new development in the plan area shall be required to connect to City water service, in accordance with the provisions of the municipal code.
- G-15 All new development in the plan area shall be required to connect to City sewer service, in accordance with the municipal code.
- G-16 ~~Commercial development in the plan area will be limited to service and high-oriented uses and a single neighborhood retail and convenience center to preserve and strengthen the position of downtown Paso Robles as the primary trade center of the region.~~ **Consideration of commercial uses in the Plan area will require the Planning Commission to make findings that the commercial activities proposed are appropriate in their scale for the proposed function and location.**
- G-17 The City shall encourage annexation of the entire plan area over the life of the plan. The responsibility for administering and providing services supporting urban and suburban development in the plan area shall be regarded as the ultimate responsibility of the City of Paso Robles.
- G-18 The City of Paso Robles and the County of San Luis Obispo shall cooperate in the implementation and administration of this plan, recognizing their interjurisdictional responsibilities for the plan area and their mutual interests in the potential benefits of the plan.
- G-19 Implementation of this plan shall be closely coordinated with the carrying out of other plans and community development programs of the City.

Subarea A

The following policies are applicable to Subarea A:

- A-1 The maximum number of residential units permitted in Subarea A of the plan area shall be forty-three (43). The minimum permitted lot size for each residential dwelling unit shall be 2.5 acres.
- A-2 No residential dwelling unit, nor any appurtenant structure to be occupied or routinely utilized by humans or animals, shall be constructed in Subarea A within 300 feet of the northerly boundary of the plan area, as shown on the

prevailing wind direction, and/or the availability of other potential measures to mitigate possible conflicts between new development and existing agricultural operations.

In instances when no buffer is possible, because of parcel size or configuration for example, alternate measures recommended by the Agricultural Commissioner's office include, but are not necessarily limited to, the erection of eight to twelve foot solid block or concrete walls between parcels or the planting of dense groves of vegetation. In instances where agricultural uses are subsequently intensified or crop types changed on an existing agricultural parcel adjacent to a proposed development, the Agricultural Commissioner's office does not propose to require an increase in buffer zones' width.

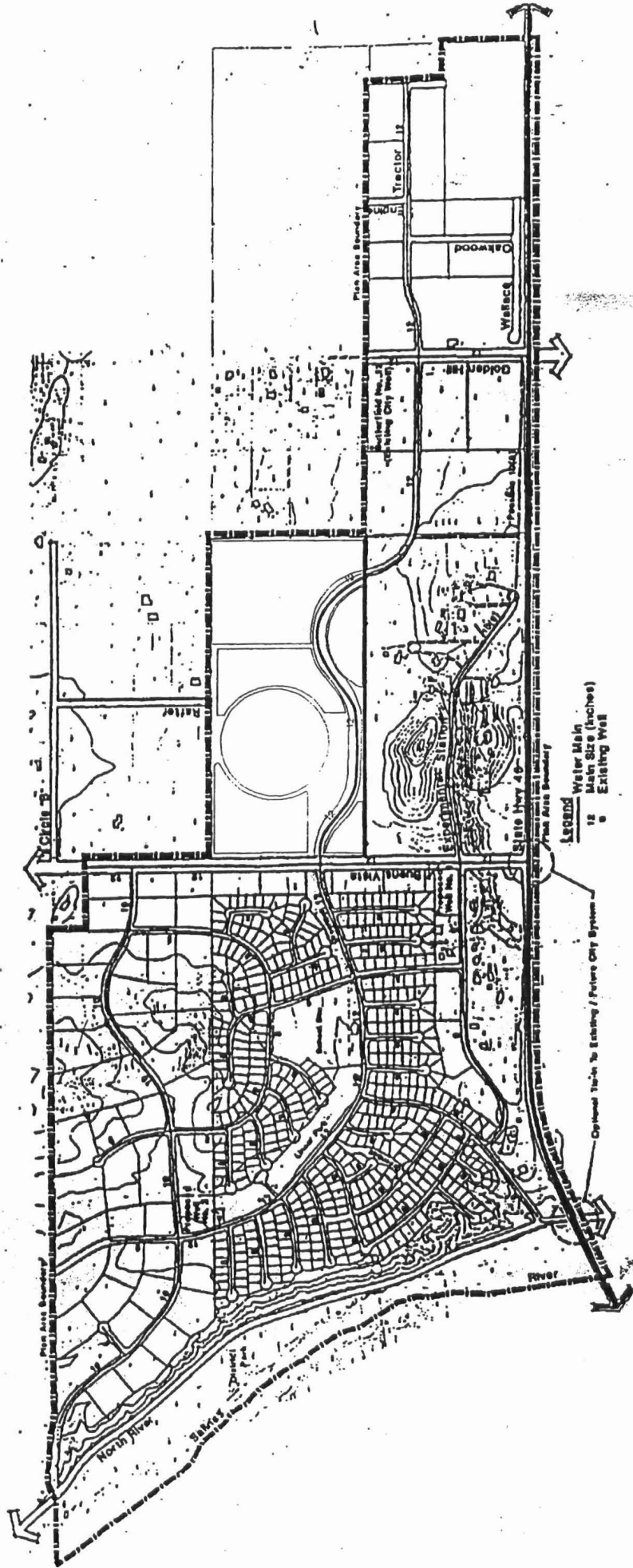
Subarea B

The following policies are applicable to Subarea B:

- B-1 The maximum number of residential units permitted in Subarea B of the plan area shall be 481. The minimum permitted lot size for each residential dwelling unit shall be ~~7,000~~ 5,000 square feet. This shall not apply to neighborhood 9 where minimum lot size shall be determined as a function of the medium density residential product to be designed for that approximate 6 acres.
- B-2 The minimum permitted lot size for any unit on Experimental Station Road and Buena Vista Road shall be ~~80,000~~ 12,600 square feet.
- B-3 No residential structure or other improvement to private property shall be allowed to encroach upon or adversely affect the character or condition of the bluffs overlooking the Salinas River.
- B-4 A site of approximately twelve acres, acceptable to the City of Paso Robles and to the Paso Robles School District, shall be designated by the developer or developers of Subarea B for the construction and operation of an elementary school.
- B-5 All public improvements constructed in Subarea B of the plan area shall conform to urban standards prescribed by this plan and by other applicable plans, policies and ordinances of the City of Paso Robles unless specifically prescribed by this Specific Plan document.
- B-6 Any development of residential uses in Subarea B shall include provision for the dedication and improvement of a lineal neighborhood park along the northerly side of the east-west collector prescribed by this plan for the Subarea. This lineal park to be installed and constructed by the developer(s), shall include ~~both active and~~ passive recreational open space and such landscape features as berms and pedestrian bikeways. This park shall extend from the school site called for by this plan to the northerly boundary of Subarea B. Park improvements shall ~~conform to the design and development standards prescribed by this plan~~ vary in width from 60 to 100 feet in depth from back of right of way, and shall complement the golf course design to which it is contiguous. A detailed design plan for this park and a phasing plan for its construction corresponding to the phasing of residential development in Subarea B, shall be submitted to the City for approval in conjunction with development plans for this Subarea. In the event a golf course is not proposed for development as shown on Figure 15, the size of the linear park shall be increased in size appropriately.

Detailed design and development standards for Subarea B are prescribed in a later section of this chapter.

4-64



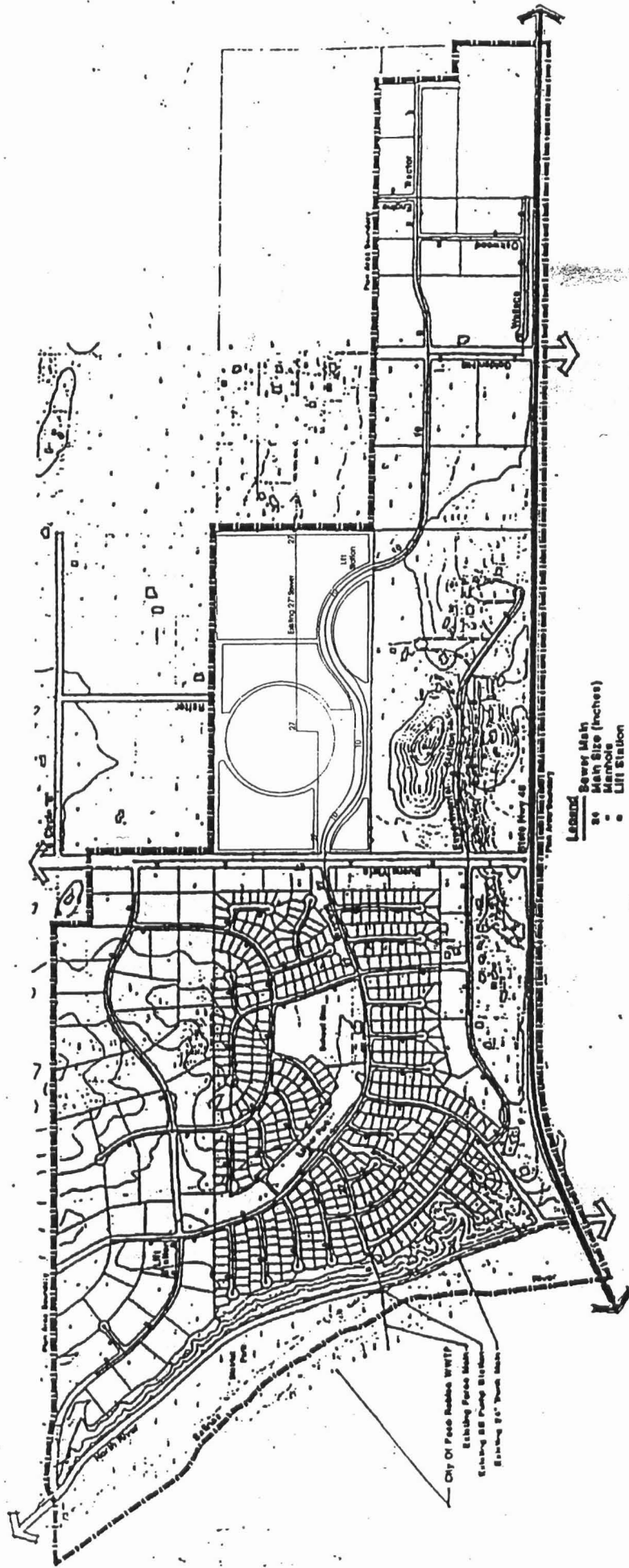
Note: Location of Water lines shall be substantially the same as the framework established by this Figure 20, but shall adhere to and be tailored to service development as generally shown in Figure 15 for Subarea B.

46

Borkey Area Specific Plan

Schematic Water Supply System



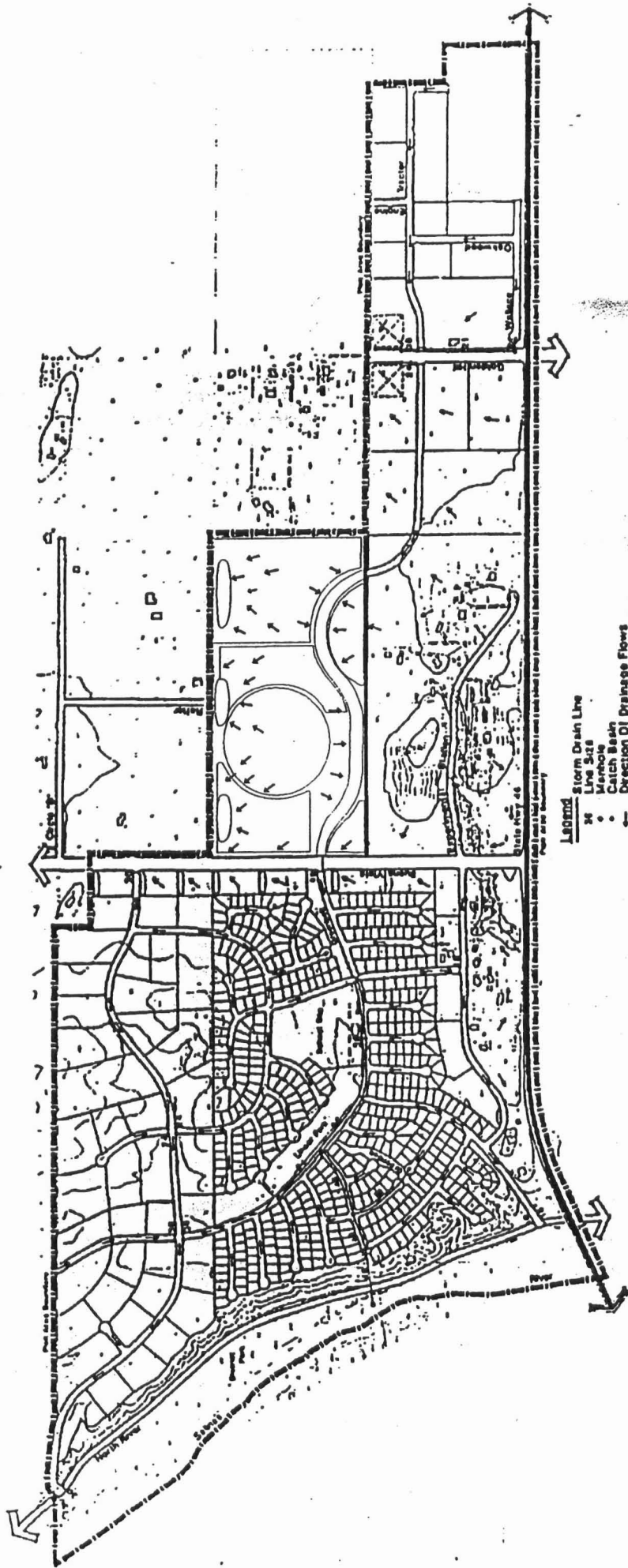


Borkey Area Specific Plan



Note: Location of Sewer lines shall be substantially the same as the framework established by this Figure 21, but shall adhere to and be tailored to service development as generally shown in Figure 15 for Subarea B.

4-66



Note: Location of Storm drains shall be substantially the same as the framework established by this Figure 22, but shall adhere to and be tailored to service development as generally shown in Figure 15 for Subarea B.

Borkey Area Specific Plan



4-67

DRAFT EXHIBIT Requires Revision to Reflect City Council Consensus

The concept underlying the proposed storm drainage system for Subareas A, C and D, which are designated for rural density residential development only, is that both building site and roadway-generated runoff flows be collected by and disposed of in a series of shallow swales. Generally, such swales would lie just outside the public right-of-way and parallel to rural street alignments. In some instances, however, these swales would more effectively be located along the side lot lines of residential development sites. In all cases, swales are to fall within easements to be established in favor of the City to ensure that they are not regraded and destroyed.

Technical Appendix A accompanying this plan document presents a more detailed discussion of the storm drainage analysis conducted during the plan preparation process and the elements of the recommended conceptual storm drainage plan.

Parks, Open Space and Landscaping

There are six key elements to the parks, open space and landscaping component of the Borkey Area Specific Plan: (1) provision for a district-level community park in the Salinas River flood plain; (2) a proposed lineal park/greenbelt paralleling the major east-west collector street through Subarea B; (3) landscaped greenbelt/pedestrian corridors along the top of the Salinas River bluffs and connecting the bluffs area to the east-west collector, also in Subarea B; (4) preservation of the bluffs in their natural condition; (5) a special treatment of the transition between rural and urban density development by means of a landscape buffer in Subarea B; and (6) general landscape design requirements applicable to the various subareas of the plan area as a whole.

As referenced previously in this plan, Subarea F of the plan area, comprised of the Salinas River flood plain and environs, is to be dedicated to the City and developed as a district-level park. Specific features of this park area are to be determined outside this plan process. It is envisioned, however, that the ultimate improvement of this facility will include both active recreational facilities and passive open space elements. Based upon existing topography, channel and flood plain characteristics, it is estimated that approximately thirteen acres of this site could be improved to accommodate active recreational uses. Consistent with its anticipated community-level function, this park would be constructed, owned and operated by the City.

and integrated with the golf course (open to the public)

This plan prescribes a lineal park/greenbelt facility along the northerly side of the major east-west collector street designated for Subarea B. This facility would be located adjacent to, and be complemented by, the proposed elementary school site designated by the plan in this subarea. Specific characteristics of this park/greenbelt will be determined at the time development plans are submitted for Subarea B. However, minimum design standards for this facility are prescribed in the next section of this chapter. ~~In general, a total area, excluding any portion of the proposed elementary school site, of approximately ten to twelve acres is designated for development as the lineal park/greenbelt. Improved features of the park, to be concentrated westerly of the referenced school site, would include at least one pond (which will double as a stormwater detention basin) located near its northwesterly end, extensive turf and landscaped areas, substantial tree plantings, meandering pedestrian pathways, and multi-use play areas including playground equipment.~~ The functional orientation of this facility would be to serve the surrounding neighborhood. Figures 23 and 24 are representative illustrations of this facility from plan and section views, respectively. Easterly of the proposed school site,

and bike

passive seating areas.

If the contiguous golf course is not developed as currently shown in Subarea B, it is intended that the golf course area revert back to a linear park, and it

improvements would be limited to those typical of landscaped greenbelt areas, confined to turf and landscape elements, tree plantings and meandering pedestrian walkways. It is intended that the entirety of this designated lineal park/greenbelt facility be dedicated to the City, maintained for the benefit of the surrounding neighborhood through the mechanism of an assessment district.

In addition to the lineal park/greenbelt facility described above, this plan requires development of landscaped greenbelt/pedestrian corridors at two other locations in Subarea B. The first of these is to be located at the top of the Salinas River bluffs, along the westerly boundary of this subarea. Design standards for this corridor are set out in detail in the next section of this chapter. In general, however, this greenbelt/pedestrian corridor would be improved to include landscaped and turf areas, a meandering pedestrian/bicycle pathway, and deciduous tree plantings. The pedestrian/bicycle pathway would be connected to the sidewalks adjoining local streets in this portion of Subarea B. Figures 25 and 26 are representative illustrations of the proposed treatment of the bluff tops called for by this plan. Additionally, a landscaped greenbelt/pedestrian corridor is to be established connecting the corridor along the top of the bluffs to the major east-west collector street through Subarea B. Elements of this corridor would be similar to those along the bluff top: turf and landscaping, a meandering pedestrian/bicycle pathway, and deciduous tree plantings. Again, specific design standards are called out in the following section of this chapter. Figures 27 and 28 provide representative plan and section views of this landscaped greenbelt/pedestrian corridor. It is intended that both landscaped greenbelt/pedestrian corridors discussed in this paragraph be dedicated to the City and maintained for the benefit of the surrounding neighborhood through the mechanism of an assessment district.

Protection of the bluffs overlooking the Salinas River is a priority concern of this plan. Consistent with the policy of the City set out in this document to preserve the aesthetic and habitat qualities of the bluffs, it is prescribed by this plan that the bluffs will be left essentially in their present natural condition as the plan area develops. Building setbacks along the bluff tops will be required to avoid potentially unstable soils, and building profiles will not be allowed to encroach into the viewscape of North River Road. This open space area would be dedicated to the City; the minimal required maintenance of this area would be funded through the anticipated benefit assessment district to be established for the plan area.

The potentially sensitive transition between the large rural residential lots designated for the Experimental Station Road and Buena Vista Road frontages in Subarea B of the plan area, and the objective of the City to minimize the possible impacts of the prescribed single family residential development slated for most of this subarea on nearby rural neighborhoods, mandate that special landscaping treatment be utilized. Accordingly, this plan requires that a thirty-foot landscape buffer be established along the rear lot lines of the referenced rural residential parcels. This buffer will be planted with trees and shrubs and backed by a solid perimeter fence separating the R-1 development from the larger lots. The buffer area will be encompassed by an easement granted to the City, to ensure maintenance through the anticipated assessment district mechanism of the landscaping during initial development and until it is well-established. Maintenance responsibilities will then revert to the rural lot owner.

Finally, for each subarea of the overall plan area, the design standards prescribed by this plan include specific landscaping requirements, augmenting those already set out in the City's zoning ordinance for the applicable zone districts

including administrative costs, by the property owner; unreimbursed City costs may be recovered through property tax liens against affected parcels.)

- SA-12 A six(6) foot solid fence, of wood or other material acceptable to the City, shall be erected along any lot line abutting Subarea B of the plan area, except any side lot line of any parcel fronting on Buena Vista Road. A detailed fence plan shall be submitted to the City at the time of application for development. The City shall require that fence style and construction be consistent for all affected lots, including all other rural-density residential lots within the overall plan area.
- SA-13 A three (3) foot open rail fence, constructed of wood or other material acceptable to the City, shall be erected along each front and side lot line, except for those lot lines to which design standard SA-12, above, applies. A detailed fence plan shall be submitted to the City at the time of application for development. The City shall require that fence style and construction be consistent for all affected lots, including all other rural-density residential lots within the overall plan area.
- SA-14 Such other fencing as may be required or desired by residents and property owners may be erected on any residential parcel, subject to the following conditions: (1) no fence shall be closer to any lot line than the designated building setback; and (2) no fence may exceed six (6) feet in height.
- SA-15 Street trees shall be provided by the developer or subdivider of any property at the average rate of one tree for each forty (40) feet, or fraction thereof, of public street frontage. Trees may be planted in clusters and should be planted within the street right-of-way or within the first five (5) feet of the private property adjacent to the right-of-way. Trees shall be selected from the City's approved street tree list and shall be the maintenance obligation of the adjacent private property owner.

Subarea B

The following standards shall apply to the creation and/or development of lots or parcels that abut Experimental Station Road, Buena Vista Drive and Dallons Drive:

- SB-1 The minimum building setback from the edge of right-of-way on Experimental Station Road, and/or Buena Vista Road and Dallons Drive shall be ~~forty (40)~~ thirty (30) feet.
- SB-2 The minimum building setback from any side lot line, except for such a lot line abutting a public right-of-way, shall be ~~thirty (30)~~ twelve (12) feet.
- SB-3 The minimum building setback from any rear lot line, except for such a lot line abutting a public right-of-way, shall be ~~thirty (30)~~ twenty (20) feet.
- SB-4 The minimum frontage of any residential lot shall be ~~four hundred (400)~~ one hundred five (105) feet from corner to corner.
- SB-5 The minimum average depth of any residential lot shall be ~~two hundred (200)~~ one hundred twenty (120) feet. No side lot line shall measure less than ~~one hundred fifty (150)~~ one hundred (100) feet from the front lot line to the rear lot line at any point. The minimum average depth of any commercial lot shall be two hundred (200) feet. No side lot line of any commercial lot shall measure less than one hundred (100) feet.
- SB-6 A thirty (30) foot landscape buffer shall be established and maintained along the rear line of each lot (~~within the prescribed building setback~~); adjacent to the neighborhood commercial zoned lots along Buena Vista Road. This buffer shall connect between the east/west collector (Dallons Drive) and Experimental Station Road. This buffer shall include plantings of shrubs and trees to be specified at the time of development application review by the City, from the Borkey Area Specific Plan Plant List

established for Subarea B and an easement shall be granted to the City for the maintenance of this buffer in the event that maintenance is not adequately performed by the private property owner. (Any required City maintenance shall be reimbursed, including administrative costs, by the property owner; unreimbursed City costs may be recovered through property tax liens against affected parcels. An eleven (11) foot landscape buffer/parkway shall be established and maintained along the north side of Experimental Station Road, enhancing the frontage of those lots.

- SB-7 A six (6) foot solid fence, of wood or other material acceptable to the City shall be erected along the rear line of each lot. A detailed fence plan shall be submitted to the City at the time of application for development. The City shall require that fence style and construction shall be consistent for all affected lots, ~~including all other rural density residential lots within the overall plan area.~~
- SB-8 A three (3) foot open rail fence, constructed of wood or other material acceptable to the City, shall be erected along each front and side lot line. A detailed fence plan shall be submitted to the City at the time of application for development. The City shall require that fence style and construction shall be consistent for all affected lots, ~~including all other rural density residential lots within the overall plan area.~~ **within the overall plan area, including lots which front on Experimental Station Road.**
- SB-9 Such other fencing as may be required or desired by residents and property owners may be erected on any residential parcel, subject to the following conditions: (1) no fence shall be closer to ~~any lot line~~ **in the front yard** than the designated building setback; and (2) no fence may exceed six (6) feet in height.

The following standards shall apply to the creation and/or development of lots or parcels located in Subarea B of the overall plan area, which do not abut Experimental Station Road or Buena Vista Road:

- SB-10 The minimum building setback from any front lot line shall be ~~twenty-five (25)~~ **twenty (20)** feet to a street-facing garage or carport and ~~twenty (20)~~ **fifteen (15)** feet to any residence or other building (**detached Casitas**) or side entry garage. **A detached Casitas (home office, or guest room not for the purposes of a separate dwelling unit) is permitted at front yard set back lines when the design is fully integrated into the architectural style and character of the single family residence.** ~~except that the minimum setback from the front lot line to a street-facing garage may be reduced to twenty (20) feet for not more than twenty-five percent (25%) of the residential units in any approved subdivisions, provided that any unit which has a garage setback (20) feet shall have roll-up doors on that garage.~~
- SB-11 The minimum building setback from any side lot line shall be that prescribed by the City of Paso Robles zoning ordinance for the R-1 zone district, except that the City may approve a building setback of zero (0) feet for one side line of any lot, ~~provided that: (1) the building setback for the other side line of the subject lot is not less than ten feet; (2) the building setback for the nearest side line of the adjacent lot is not less than ten feet; and (3) an easement of not less than four feet wide is granted by the adjacent lot, to afford access for building maintenance purposes, along the side lot line to which the zero setback is applied.~~ **if a Planned Development application is processed in conjunction with a subdivision application and findings can be made in accordance with the City's Planned Development Chapter (21.16A)**
- SB-12 The minimum building setback from any rear lot line shall be that prescribed by the City of Paso Robles zoning ordinance for the R-1 zone district (20 feet for the residence, 3 feet for accessory structures).
- SB-13 The minimum building setback from the top of the bluffs overlooking the Salinas River shall be fifty (5) feet.
- SB-14 No building shall be placed at a locatin rendering it visible from the westerly edge of the right-of-way of North River Road.

**DRAFT EXHIBIT
Requires Revision to Reflect
City Council Consensus**

- SB-15 No building shall be placed or constructed upon a ridgeline or hillside in such a manner that the peak elevation of any portion of the building is ~~higher than thirty five (35) feet less than~~ **greater than** the peak elevation of the ridgeline or hilltop upon which it is constructed. On ridges and hills, building designs shall ensure that building forms correspond to the natural contours of the landform and shall substantially comply with the massing and architectural detailing demonstrated in the home model exhibits for Neighborhood 7.
- SB-16 No two adjacent residences constructed by the same developer shall be painted or color-coated the same color. A minimum ratio of one (1) different house color for each four (4) houses constructed by any developer shall be required.
- SB-17 A detailed fence plan shall be submitted to the City at the time of application for any development. The City shall require that fence style and construction be consistent for all residential lots. No fencing may be erected in the front yard of any lot parallel to the front lot line. The erection of any chain link fencing is prohibited within any required building setback.
- SB-18 Five (5) foot concrete sidewalks shall be constructed in the public right-of-way adjacent to each public street. ~~On designated collector streets, the sidewalk may be separated from the curb by landscaping; on local residential streets, sidewalks shall be attached to the curbing.~~ Sidewalks shall be detached (separated from the curb by a landscaped/irrigated parkway) in accordance with the City's engineering standards.

The following standards shall apply to the creation and/or development of all residential parcels and lots in Subarea B of the overall plan area:

- SB-19 All residences shall have concrete driveway aprons extending between required garages and/or carports and the public right-of-way.
- SB-20 **When practical,** residential structures **are recommended to** ~~shall~~ be oriented to achieve optimum solar accessibility. The use of active solar systems is encouraged, particularly for domestic water heating, heating of swimming pools and spas, and similar purposes. Passive solar design and orientation is also particularly encouraged, to reduce energy use for residential space heating and cooling.
- SB-21 The use of drought-tolerant landscaping is encouraged, to minimize water consumption requirements for irrigation.
- SB-22 Residential units shall be required to utilize water-saving fixtures and devices, including those which might be prescribed by the City at the time of development application review in excess of the requirements of applicable building and construction codes.
- SB-23 Any appurtenant structure on any residential lot shall be constructed in the same architectural character and style as the primary residential structure on the lot.
- SB-24 Landscaped "entry ways" shall be constructed on both sides of the major east-west collector street crossing Subarea B at its intersection with Buena Vista Road. The entry way on the north side of the street shall extend into a landscaped greenbelt parallel to this street. Detailed landscaping plans for these entry ways and the landscape greenbelt shall be submitted to the City for approval at the time of application for development. The width of the greenbelt may vary, but shall be no less than thirty (30) feet, as measured from the edge of the street right-of-way at any point, and shall average fifty (50) feet. Features of these landscaped entry ways and greenbelt shall include berms, turf, groundcover, trees, covered transit stop shelter (per city standards), and meandering pedestrian/bicycle pathways.

**DRAFT EXHIBIT
Requires Revision to Reflect
City Council Consensus**

SB-25 The lineal park designated on the plan diagram shall be constructed in conformance with a detailed plan to be submitted to the City for approval at the time of application for development. This park shall be integrated with the golf course (open to the public) and coordinated with the frontage improvements along the playground and playfield areas of the designated elementary school site. Width of the lineal park may vary, but shall be no less than ~~one hundred fifty (150)~~ sixty (60) feet, as measured from the edge of the collector street right-of-way at any point, and shall average ~~two hundred (200)~~ eighty (80) feet. Features of this lineal park shall include berms and slopes, turf and open space areas, seating and ~~picnic areas and equipment, playground equipment and play areas,~~ lighting, groundcover and shrubbery, trees, ~~one or more ponds,~~ and meandering pedestrian/bicycle pathways. Access to this lineal park shall be provided from both the adjacent collector street and from the ends of adjacent cul-de-sac streets. Park pedestrian/bicycle pathways shall be connected to the sidewalks abutting adjacent streets. In the event a golf course is not proposed for development as shown on Figure 15, the size of the linear park shall be increased in size as determined by the Development Review Committee, but to a minimum of a 200 foot average depth.

SB-26 Landscaped greenbelts/pedestrian corridor designated on the plan connecting the Salinas River bluffs with the major east-west collector street shall be constructed in conformance with a detailed plan to be submitted to the City for approval at the time of application for development. Width of this greenbelt/pedestrian corridor may vary, but shall be no less than ~~thirty (30)~~ twenty (20) feet at any point, and shall average ~~sixty five (65)~~ thirty (30) feet. A solid perimeter screen fence shall separate the greenbelt area from adjacent residential lots, and the perimeter of the greenbelt shall be planted to dense landscape materials and trees to discourage disturbance of adjacent residential properties by users of the area. Other features of this landscaped greenbelt/pedestrian corridor shall include berms, meandering pedestrian/ bicycle pathways connected to sidewalks adjacent to abutting local streets, groundcover and shrubbery plantings, tree plantings, and pedestrian safety lighting along walkways.

SB-27 The landscaped greenbelt/pedestrian corridor designated by the plan along the top of the Salinas River bluffs shall be constructed in conformance with a detailed plan to be submitted to the City for approval at the time of application for development. Characteristics to be incorporated into the design for this facility shall include a variable width of not less than twenty (20) feet at any point measured from the top of the bluffs: a meandering asphalt or concrete pedestrian/bicycle pathway of not less than six (6) feet wide, connected to the sidewalks adjacent to abutting local streets, and extending the length of the bluffs in Subarea B: seating areas and facilities at strategic viewpoints; and turf, shrubbery and deciduous tree plantings. The finished grade of the pathway shall be set a minimum of four (4) feet below the finished grade of the rear yard lot line of any adjacent residential lot. The pathway shall also be kept a minimum of eight (8) feet from the rear fence of any adjacent residential lot, but far enough from the top of the bluffs to avoid unstable soil conditions. Fences located along the rear and side lot lines of residential lots facing the bluffs shall be restricted to "transparent" construction materials and methods (e.g. Wood or concrete split rail, reduced height, etc.). Where required for slope stabilization and preservation, the bluffs shall be hydroseeded with native plant materials. Native plant materials shall also be required along the pathway. Irrigation of plant materials along the bluff top shall be minimized or avoided altogether, if possible.

SB-28 Street trees shall be provided by the developer or subdivider of any property at the average rate of one tree for each forty (40) feet, or fraction thereof, of public street frontage. Trees may be planted in clusters and should be planted within the street right-of-way (detached parkway) or within the first five (5) feet of the private property adjacent to the right-of-way when a parkway does not exist. Trees shall be selected from the City's approved street tree list or from the Borkey Area Specific Plan Plant List for Sub Area B and shall be the maintenance obligation of the adjacent private property owner either directly (when on private property) or indirectly through a Landscaping and Lighting District (when in the parkway).

**DRAFT EXHIBIT
Requires Revision to Reflect
City Council Consensus**

ORDINANCE NO. ____N.S.

AN ORDINANCE OF THE CITY OF EL PASO DE ROBLES
AMENDING THE ZONING MAP ESTABLISHED BY REFERENCE IN
SECTION 21.12.020 OF THE ZONING CODE (TITLE 21)
(REZONE 99001 - ESTRELLA ASSOCIATES)

WHEREAS, in conjunction with General Plan Amendment 3-99 (Part 2 of a 3 part General Plan Amendment), Estrella Associates has filed an application for Rezone 99001 to rezone portions of Sub Area B of the Borkey Area Specific Plan to include approximately: six (6) acres of CP (Neighborhood Commercial), four and one half (4.5) acres of C3 (Commercial Service) and nine (9) acres of R3 (Residential Multiple Family - maximum of 12 units of the acre), for property generally located west of Buena Vista Drive, north of Experimental Station Road, and east of North River Road as shown on the attached exhibit to this ordinance; and

WHEREAS, the Borkey Area Specific Plan requires that all parcels within the Specific Plan are subject to first obtaining approval of a Planned Development application in accordance with provisions of Chapter 21.16A (Planned Development District); and

WHEREAS, at its meetings of July 27 and August 10, 1999, the Planning Commission took the following actions:

- a. Considered the facts and analysis, as presented in the staff report prepared for this project (general plan amendment and rezone);
- b. Conducted a public hearing to obtain public testimony on the proposed project;
- c. Recommended that the City Council approve the proposed rezone; and

WHEREAS, at its meeting of August 17, 1999, the City Council took the following actions:

- a. Considered the facts and analysis, as presented in the staff report prepared for this project;
- b. Considered the recommendation of the Planning Commission;
- c. Conducted a public hearing to obtain public testimony on the proposed project;
- d. Based on the information contained in the Initial Study prepared for this project, found that there was no substantial evidence that this project would have significant adverse effects on the environment and recommended that the City Council approve a Negative Declaration;
- e. Adopted a resolution to approve General Plan Amendment 3-99, of which this application is the Part 2 component, which enables Rezone 99001 to be in conformance with the General Plan;

NOW, THEREFORE, BE IT KNOWN that the Paso Robles City Council, based upon the substantial evidence presented at the above referenced public hearing, including oral and written staff reports, finds as follows:

1. The above stated facts of this ordinance are true and correct.
2. This rezone is consistent with the City's General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 21.12.020 of the Municipal Code (Zoning Map) is hereby amended as shown on the attached Exhibit A.

SECTION 2. Publication. The City Clerk shall cause this ordinance to be published once within fifteen (15) days after its passage in a newspaper of general circulation, printed, published and circulated in the City in accordance with Section 36933 of the Government Code.

SECTION 3. Severability. If any section, subsection, sentence, clause, or phrase of the Ordinance is, for any reason, found to be invalid or unconstitutional, such finding shall not affect the remaining portions of this Ordinance.

The City Council hereby declares that it would have passed this ordinance by section, subsection, sentence, clause, or phrase irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases are declared unconstitutional.

SECTION 4. Inconsistency. To the extent that the terms of provisions of this Ordinance may be inconsistent or in conflict with the terms or conditions of any prior City ordinance(s), motion, resolution, rule, or regulation governing the same subject matter thereof and such inconsistent and conflicting provisions of prior ordinances, motions, resolutions, rules, and regulations are hereby repealed.

SECTION 5. Effective Date. This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the 31st day after its passage.

Introduced at a regular meeting of the City Council held on August 17, 1999, and passed and adopted by the City Council of the City of El Paso de Robles on the 7th day of September, 1999 by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

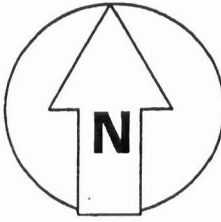
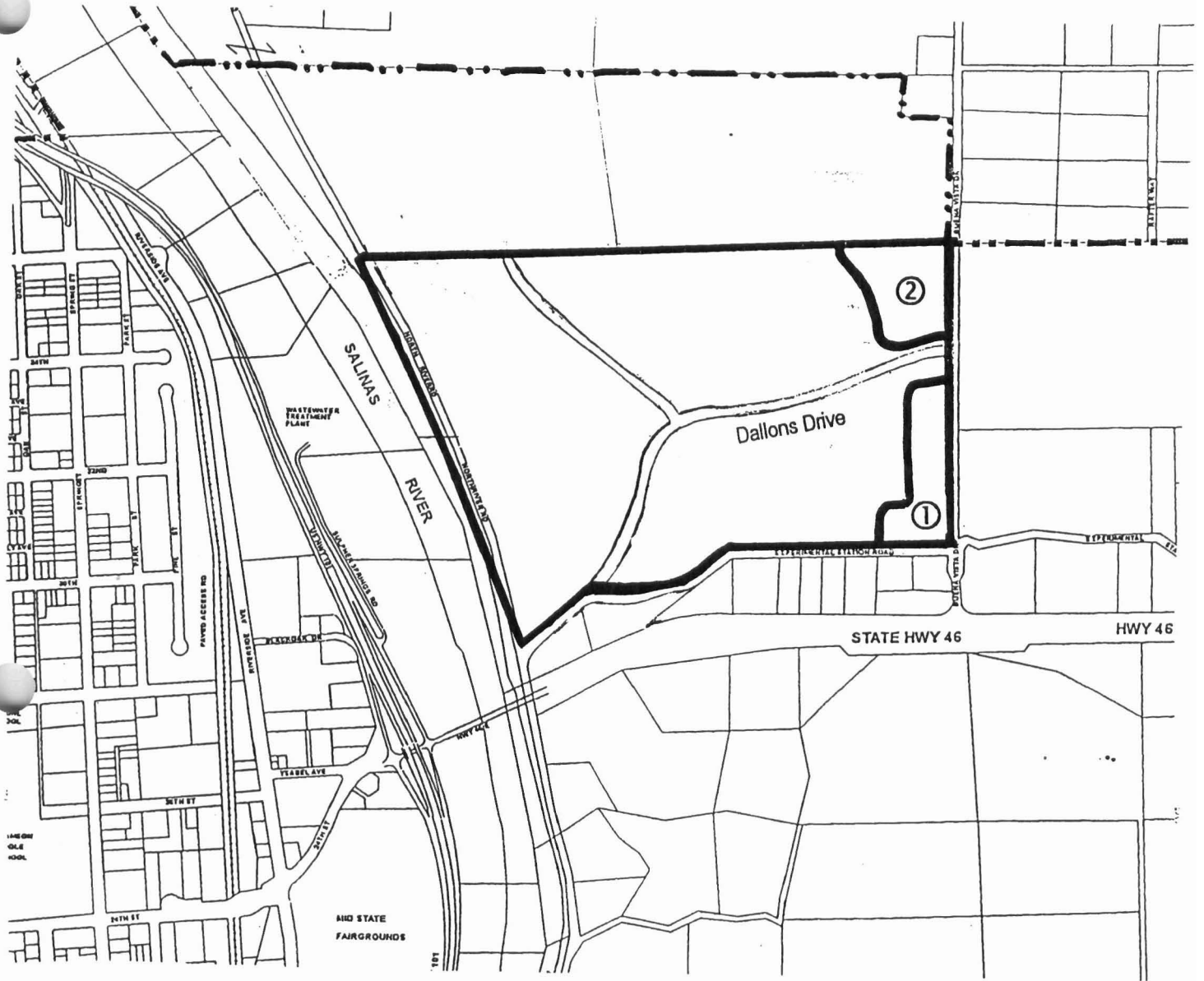
Duane J. Picanco, Mayor

ATTEST:

Sharilyn M. Ryan, Deputy City Clerk

MEGIGPA-RZ3-89 CYCLEWILLHOITREZONE-ORD

EXHIBIT A



①

Change Zoning from R1 and R1-B5 (Single Family Residential) to CP (Neighborhood Commercial)

②

Change Zoning from R1 and R1-B5 (Single Family Residential) to R3 (Residential Multiple Family - Maximum of 12 units to the acre)

RESOLUTION No. _____

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF PASO ROBLES
CHANGING THE NAME OF STREET NAMES WITHIN SUB AREA B
OF THE BORKEY AREA SPECIFIC PLAN**

WHEREAS, Paradise Drive, Whitebird Avenue and Polson Court compose a set of looped streets around the planned Kermit King Elementary School site within Sub Area B of the Borkey Area Specific Plan, more specifically located west of Buena Vista Road and north of Dallons Drive; and

WHEREAS, Dallons Drive is the established street name for the full dedicated length of the east/west collector through the Borkey Area Specific Plan; and

WHEREAS, Dallons Drive is bisected perpendicularly by Buena Vista Drive; and

WHEREAS, Estrella Associates, developer for River Oaks Master Planned Community, intends to create a thematic concept to provide continuity in the development of each neighborhood within the Master Plan; and

WHEREAS, Estrella Associates has requested a street name change from Polson Court, Whitebird Avenue and Paradise Drive to the single name of Schoolhouse Circle; and

WHEREAS, Estrella Associates has requested a street name change for that portion of Dallons Drive that is located west of Buena Vista Drive through to North River Road (that portion of Dallons Drive located east of Buena Vista Drive would remain unchanged); and

WHEREAS, Both Government Code (section 34091.1) and Streets & Highways Code (section 5026) allows the City to change a street name.

THEREFORE, BE IT RESOLVED AS FOLLOWS:

Section 1. That the City Council of the City of Paso Robles does hereby authorize the name change from Polson Court, Whitebird Avenue and Paradise Drive to Schoolhouse Circle; and the name change from Dallons Drive (for only that portion that is located on the west side of Buena Vista Drive) to River Oaks Drive.

Section 2. That the City Council of the City of Paso Robles does hereby authorize staff to record necessary documentation with the San Luis Obispo County Clerk and San Luis Obispo County Surveyor to effect the change of street name in accordance with the attached "Exhibit A."

PASSED AND ADOPTED by the City Council of the City of Paso Robles, this **17th** day of **August**, 1999, on the following vote:

AYES:

NOES:

ABSENT:

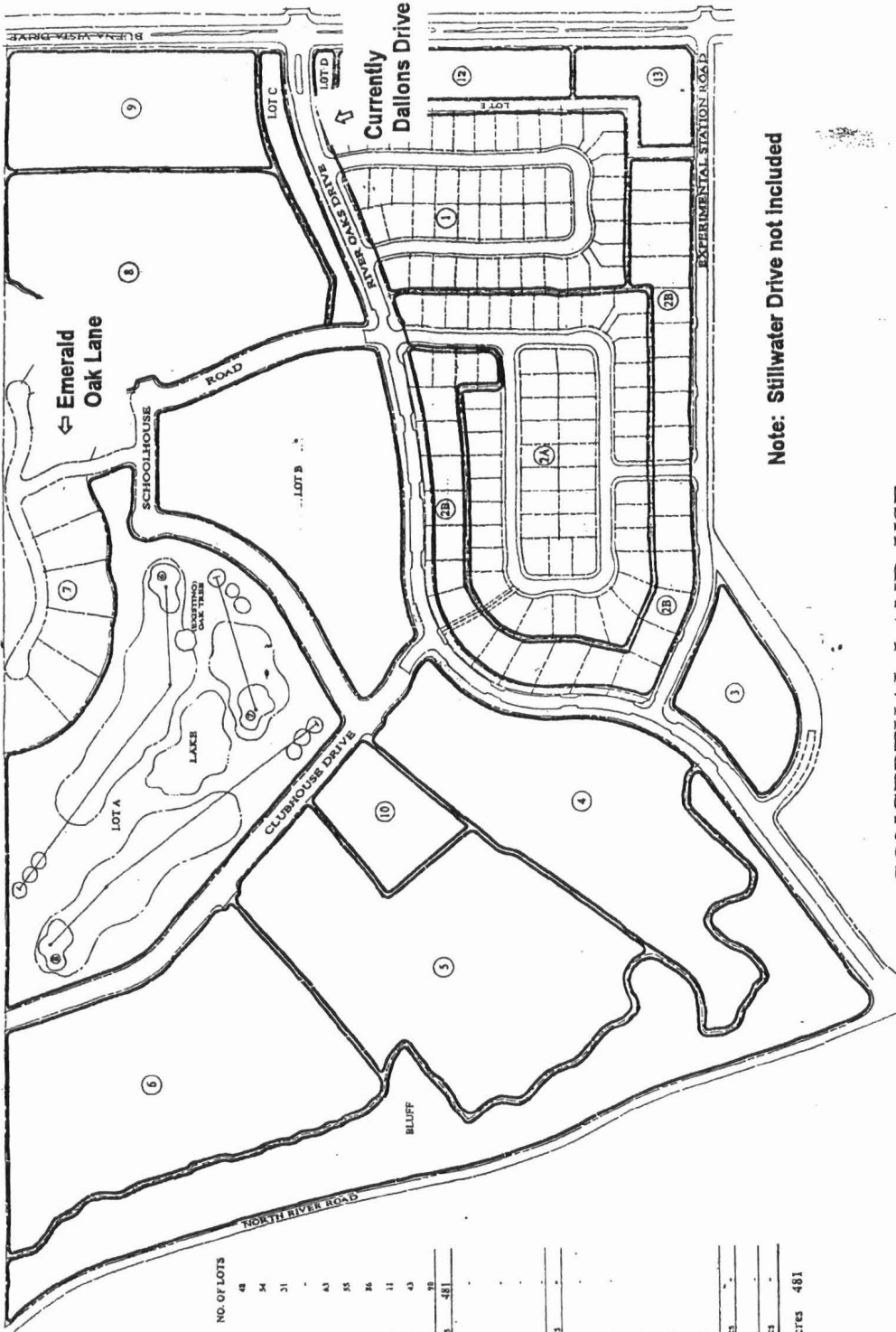
ABSTAIN:

Duane J. Picanco, Mayor

ATTEST:

Sharilyn M. Ryan, Deputy City Clerk



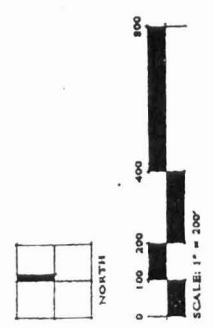


Note: Stillwater Drive not included

CONCEPTUAL LAND USE
DEVELOPMENT PLAN
RIVER OAKS

PASO ROBLES, CALIFORNIA
JULY 13, 1999

LAND USE	NEIGHBORHOOD	AREA	NO. OF LOTS
S.F.D. (S)	1	12.2 Acres	48
S.F.D. (S)	2A	13.9 Acres	54
S.F.D. (S)	2B	9.3 Acres	31
S.F.D. (S)	2C	4.8 Acres	-
S.F.D. (S)	2D	10.3 Acres	43
S.F.D. (S)	3	18.8 Acres	55
S.F.D. (S)	4	20.2 Acres	36
S.F.D. (S)	5	54 Acres	11
S.F.D. (S)	6	11.5 Acres	43
S.F.D. (S)	7	8.5 Acres	31
S.F.D. (S)	8	3.8 Acres	-
S.F.D. (S)	9	11.1 Acres	41
S.F.D. (S)	10	1.8 Acres	-
S.F.D. (S)	11	8.3 Acres	31
S.F.D. (S)	12	8.9 Acres	31
S.F.D. (S)	13	35.0 Acres	-
SUB-TOTAL		198.0 Acres	481
MANAGERIAL FACILITY		3.8 Acres	-
MANAGEMENT		11.1 Acres	-
COMMERCIAL		1.8 Acres	-
MARKETPLACE		2.4 Acres	-
SUB-TOTAL		8.8 Acres	-
GOLF COURSE		211.2 Acres	-
RECREATION		11.1 Acres	-
OPEN SPACE		1.8 Acres	-
OPEN SPACE		8.3 Acres	-
OPEN SPACE		8.9 Acres	-
SUB-TOTAL		231.2 Acres	-
SUB-TOTAL		429.2 Acres	-
TOTAL		1,198.0 Acres	481



ESTRELLA ASSOCIATES
1928 SPRING STREET
PASO ROBLES, CA
93270

BASSENIAN ASSOCIATES
LAGONI
LAW OFFICES
1000 S. GARDEN STREET
PASO ROBLES, CA 93270
Tel: (805) 338-1111
Fax: (805) 338-1112

CLARK & GREEN
ARCHITECTS
1000 S. GARDEN STREET
PASO ROBLES, CA 93270
Tel: (805) 338-1111
Fax: (805) 338-1112

Exhibit "A"

Street Names Proposed by Estrella Associates

4-80

NOTICE OF PUBLIC HEARINGS;
NOTICE OF INTENT TO ADOPT NEGATIVE
DECLARATIONS

General Plan Amendment 3-99
A Three-Part Amendment to the Land Use Element
and Amendment to the Circulation Element of the
City of Paso Robles General Plan;
Specific Plan Amendments 99003 (Weyrich) and
99004 (Estrella Associates);
Zone Changes 99006 (Weyrich) and 99001 (Estrella
Associates);
Planned Development 99008 (Weyrich)

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/
CITY COUNCIL
PROJECT NOTICING


Newspaper: TELEGRAM-TRIBUNE

Date of
Publication: July 7, 1999

Meeting Date: July 27, 1999
(Planning Commission)
August 17, 1999
(City Council)

Project: General Plan Amendment 3-99
(a three part amendment to the
Land Use and Circulation Elements
of the City of Paso Robles
General Plan); Specific Plan
Amendments 99003 (Weyrich)
and 99004 (Estrella Associates);
Zone Changes 99006 (Weyrich)
and 99001 (Estrella Associates);
-and- Planned Development 99008
(Weyrich)

I, Lonnie Dolan, Employee of the Community
Development Department, Planning Division, of the City of
El Paso de Robles, do hereby certify that this notice is a true
copy of a published legal newspaper notice for the above
named project.

Signed: 
Lonnie Dolan

NOTICE IS HEREBY GIVEN that the Planning Com-
mission of the City of El Paso de Robles will hold
Public Hearings to consider making recommenda-
tions regarding adoption of Negative Declarations
and approval of a three (3) part General Plan
Amendment (Land Use Element). The three compo-
nent parts, two of which are also subjects of Zone
Change, Specific Plan Amendment requests and a
Planned Development request, are described as
follows:

1. City Initiated - Surplus Reservoir Site: A pro-
posal to change the General Plan Land Use Cate-
gory for an approximate 1.5 acre site, composed of
multiple underlying lots, located on the southwest
corner of 21st and Olive Street and east of the City's
21st Street Water Reservoir site. The existing Gen-
eral Plan Land Use Category for the site is Public
Facilities (PF); the existing zoning is R-1 (Single
Family Residential). This proposal is to amend the
PF designation to RSF (Residential Single Family)
consistent with the surrounding neighborhood and
the existing R-1 zoning designation.
2. Estrella Associates - Sub Area B of Borkey Spe-
cific Plan: A proposal to change the General Plan
Land Use Category and for portions of Sub Area B of
the Borkey Area Specific Plan, generally located
west of Buena Vista Road, east of North River Road
and north of Experimental Station Road. The exist-
ing General Plan land-use category is Residential
Single Family (RSF) and is proposed to be changed
to include approximately 6 acres of Neighborhood
Commercial (NC), approximately 4.5 acres of Com-

mercial Service (CS), and approximately 9 acres of
Residential Multiple Family - Medium Density (RMF-
M). An accompanying Specific Plan Amendment
request (SPA 99004) proposes to modify the maps
and policies within Sub Area B of the Specific Plan to
accommodate the mixed use master planned com-
munity and to establish a residential density maxi-
mum not to exceed the current permitted density of
481 units within the sub area. Zone Change request
(RZ 99001) proposes a change from the existing R-1
and R-1, B-5 zoning to establish zoning designations
consistent with the proposed general plan modifica-
tions which would include approximately 6 acres of
CP (Neighborhood Commercial), approximately 4.5
acres of C-3 (Commercial/Light Industrial), and
approximately 9 acres of R3 (Residential Multiple
Family - maximum of 12 units to the acre).

3. David Weyrich - Buena Vista and Experimental
Station Road: A proposal to change the General
Plan Land Use Category for an approximate 2.8 acre
site located on the southwest corner of Buena Vista
Road and Experimental Station Road in Sub Area D
of the Borkey Area Specific Plan. The existing
General Plan land use category is Residential Single
Family - one unit to the acre (RSF-1) and is pro-
posed to be changed to Multi-Family Residential
(Low Density). An accompanying Specific Plan
Amendment request (SPA 99003) and a Zone
Change request (RZ 99006) propose a change is
from R-1-B-4 (Single Family Residential 1 acre mini-
mum lot size) to R-2 (Multi-Family, Low Density) and
modification to Sub Area D of the Specific Plan to
permit up to 12 units to the acre consistent with the
requested land use and zoning designations. David
Weyrich has also filed Planned Development 99008
which requests the entitlement to develop 12 multiple
family residential units on the subject project site.

The Planning Commission's hearing will take place
in the Conference Room of the Library / City Hall at
1000 Spring Street, Paso Robles, California, at the
hour of 7:30 PM on Tuesday, July 27, 1999, at which
time all interested parties may appear and be heard.
The Planning Commission's action will be final in the
absence of an appeal with regards to the Planned
Development application. All other actions will be
recommendations to the City Council.

NOTICE IS ALSO HEREBY GIVEN that the City
Council of the City of El Paso de Robles will hold a
Public Hearing to consider the same three General
Plan Amendment components and referenced Zone
Change and Specific Plan Amendment applications.

The City Council's hearing will take place in the
Conference Room of the Library / City Hall at 1000
Spring Street, Paso Robles, California, at the hour of
7:30 PM on Tuesday, August 17, 1999 at which time
all interested parties may appear and be heard.

As part of the noticed Public Hearings, the City
Council will consider adoption of Negative Declara-
tions of Environmental Impact (statements that there
will be no significant environmental effects) in accor-
dance with the provisions of the California Environ-
mental Quality Act (CEQA). The proposed Negative
Declarations will be available for public review from
Wednesday, July 14 through Tuesday, August 17,
1999. Copies of the staff report and draft Negative
Declarations will be available for the cost of repro-
duction at the Community Development Department,
City Hall, 1000 Spring Street, Paso Robles, CA
93446. Please write to this address or call the Plan-
ning Division at (805) 237-3970 should you have
questions or comments regarding this notice or
related matters.

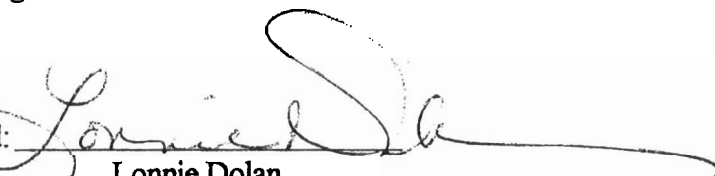
If you challenge the resolutions or ordinances in
court, you may be limited to raising only those issues
you or someone else raised at the public hearing
described in this notice, or in written correspondence
delivered to the Planning Commission and/or City
Council at, or prior to, the noted public hearings.

AFFIDAVIT
OF MAIL NOTICES
PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

I, Lonnie Dolan, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for project General Plan Amendment 3-99 for the meeting on July 27, 1999 (Planning Commission) -and- August 17, 1999 (City Council)

Mailed on this 13th day of July 1999

City of El Paso de Robles
Community Development Department
Planning Division

Signed: 
Lonnie Dolan

forms\mailaffi.691

4-82

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

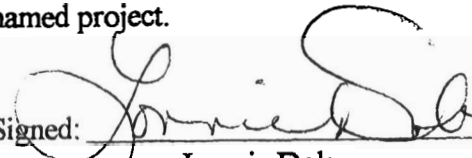
Newspaper: TELEGRAM-TRIBUNE

Date of Publication: July 21, 1999

Meeting Date: August 10, 1999
(Planning Commission)
August 17, 1999
(City Council)

Project: General Plan Amendment C1-99
An Amendment to the Circulation Element of the City of
Paso Robles General Plan; Amendment to Tract 1895-2;
Street Abandonment 99007; Street Name Revisions for
Sub-Area B of the Borkey Area Specific Plan
(Estrella Associates)

I, Lonnie Dolan, employee of the Community Development Department, Planning Division, of the City of El Paso de Robles, do hereby certify that this notice is a true copy of a published legal newspaper notice for the above named project.

Signed: 
Lonnie Dolan

NOTICE OF PUBLIC HEARINGS;
NOTICE OF INTENT TO ADOPT
NEGATIVE DECLARATION
General Plan Amendment C1-99

An Amendment to the Circulation Element of the City of Paso Robles General Plan; Amendment to Tract -1895-phase 2; Street Abandonment-99007; Street Name Revisions for Sub Area B of the Borkey Area Specific Plan (Estrella Associates)

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold Public Hearing to consider making recommendations regarding adoption of Negative Declaration, approval of a General Plan Amendment to the City's Circulation Element, and approval of Street Abandonment 99007. The Planning Commission will also consider adoption of a Negative Declaration, request to approve an Amendment to Tract 1895-phase 2 and Revision to Street Names within Sub Area B of the Borkey Area Specific Plan. These requests, all by Estrella Associates, are described as follows:

GPA C1-99: A proposal to change the General Plan Circulation Element to change the Collector Street status of an unnamed road within Sub Area B of the Borkey Area Specific Plan to a Local Street. The subject street is located on the north side of the future extension of Dallons Drive, west of Buena Vista Road and east of North River Road. An associated request is to develop a portion of the future extension of Dallons Drive with "traffic calming" features which will require that road to function as a Low Volume Collector (2 lanes) rather than a full 4 lane collector.

Amendment to Tract 1895-Phase 2: A proposal to modify the street design, lot sizes and configurations within phase 2 of an approved single family residential subdivision (tract 1895). The most prominent changes in the subdivision redesign is the reduction in lot sizes adjacent to Experimental Station Road and the introduction of a through street connection to Experimental Station Road from the future extension of Dallons Drive.

Street Abandonment 99007: A proposal to realign the western end of Experimental Station Road to connect through to the future extension of Dallons Drive further to the east than it currently connects. The new Experimental Road connection would be through phase 2 of Tract 1895, and the western segment of Experimental Road as it currently exists, is proposed by Estrella Associates to be abandoned.

Street Name Revisions: A proposal by Estrella Associates to rename streets within Sub Area B of the Borkey Area Specific Plan that were established in conjunction with Tract 1895-phase 1 and the Cuesta College development. The applicant proposes to rename the portion of Dallons Drive located to the west of Buena Vista Road Drive to River Oaks Drive (the portion of Dallons Drive to the east of Buena Vista Road is not proposed to be renamed, and would remain Dallons Drive). The applicant also proposes to rename streets in the vicinity of the Kermit King Elementary School site from Paradise, Whitebird and Paulsen to the single name of Schoolhouse Circle.

The Planning Commission's hearing will take place in the Conference Room of the Library / City Hall at 1000 Spring Street, Paso Robles, California, at the hour of 7:30 PM on Tuesday, August 10, 1999, at which time all interested parties may appear and be heard. The Planning Commission's action will be final in the absence of an appeal with regards to the Tentative Tract Amendment and Street Name Revision applications. All other actions will be recommendations to the City Council.

NOTICE IS ALSO HEREBY GIVEN that the City Council of the City of El Paso de Robles will hold a Public Hearing to consider the same General Plan Amendment C1-99 and Street Abandonment 99007 applications.

The City Council's hearing will take place in the Conference Room of the Library / City Hall at 1000 Spring Street, Paso Robles, California, at the hour of 7:30 PM on Tuesday, August 17, 1999 at which time all interested parties may appear and be heard.

As part of the noticed Public Hearings, the City Council will consider adoption of Negative Declarations of Environmental Impact (statements that there will be no significant environmental effects) in accordance with the provisions of the California Environmental Quality Act (CEQA). The proposed Negative Declarations will be available for public review from Wednesday, July 21 through Tuesday, August 17, 1999. Copies of the staff report and draft Negative Declarations will be available for the cost of reproduction at the Community Development Department, City Hall, 1000 Spring Street, Paso Robles, CA 93446. Please write to this address or call the Planning Division at (805) 237-3970 should you have questions or comments regarding this notice or related matters.

If you challenge the resolutions or ordinances in court, 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 Planning Commission and/or City Council at, or prior to, the noted public hearings.

AFFIDAVIT
OF MAIL NOTICES

PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

I, Lonnie Dolan, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for project General Plan Amendment C1-99 (Circulation); Amendment to Tentative Tract 1895-Phase 2; Street Abandonment 99007; Street Name Revisions for Sub Area B of the Borkey Area Specific Plan (Estrella Associates) for the meeting on August 10, 1999 (Planning Commission) -and- August 17, 1999 (City Council)

Mailed on this 29th day of July 1999

City of El Paso de Robles
Community Development Department
Planning Division

Signed: 

Lonnie Dolan