

TO: JAMES L. APP, CITY MANAGER
FROM: BOB LATA, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: GENERAL PLAN UPDATE PROGRAM: FINAL ENVIRONMENTAL
IMPACT REPORT AND DRAFT GENERAL PLAN ELEMENTS
DATE: DECEMBER 16, 2003

Needs: For the City Council to conduct a noticed public hearing, evaluate all applicable information, and consider the Planning Commission's recommendations regarding the Final Environmental Impact Report (FEIR) and General Plan update.

- Facts:
1. On November 25, 2003 the Planning Commission conducted a noticed public hearing and considered a range of options with regard to the General Plan update. They also considered making a recommendation regarding certification of the FEIR for the General Plan update.
 2. Attached is a copy of the staff report and attachments that were presented to the Planning Commission. Also attached is a Summary of Changes since 1991 and a copy of the Circulation Element Figure CE-1 which would be attached to the City Council Resolution of approval.
 3. The Planning Commission recommended certification of the FEIR on a vote of 4 in favor, none in opposition (with three members absent).
 4. The Planning Commission also recommended adoption of the policies and programs in the General Plan update, but with a limitation of 38,000 residents in the year 2025. That vote was 3 in favor, 1 opposed.
 5. This staff report provides analysis of implications of the Planning Commission's recommendations, plus a range of options for City Council consideration.

Analysis
and

Conclusion: The FEIR on the General Plan update analyzed the range of potential impacts that could occur from implementation of a General Plan update with up to 45,500 residents in the year 2025. Feasible impact mitigation measures were also identified. The scope of the FEIR allows the City Council to consider and approve any option up to and including the maximum growth scenario.

The FEIR concluded that there are a number of "Class I" impacts that would result from carrying out the General Plan. These are impacts that cannot be reduced to "less than significant" levels. The attached table summarizes these impacts in relation to the various General Plan Alternatives.

In order to approve the General Plan update in light of the identified Class I impacts, the City Council will need to adopt “findings of overriding considerations”. Suggested findings have been presented for Council consideration in the attached Resolution approving the General Plan update.

The Planning Commission’s recommendation is to adopt the General Plan update with the goals, policies and action items as presented, with a population limitation of 38,000 residents in the year 2025. In the form recommended by the Planning Commission, the additional population growth above the current General Plan of 35,000 would be accommodated by infill development. Annexation of additional land for residential development is not included in the Planning Commission’s recommendation. Entitlements for the Chandler Ranch Area Specific Plan would be limited to those provided for in the current General Plan.

The Planning Commission’s recommendation would allow the City to meet the Regional Housing Allocation for the Housing Element through June 30, 2009. It would not address subsequent Housing Element goals from 2010 to 2025.

The Commission’s recommendation appears to have been based to a significant extent on the traffic related impacts and the Commission’s concerns that the 67 percent increase in population (7,100 new dwelling units) in the maximum growth scenario would create impacts that cannot be adequately mitigated. Of particular note is the two-lane configuration of the Creston Road corridor between River Road and Rolling Hills Road.

Among the other growth related concerns expressed by the Commissioners were air quality, water supply, the need to expand the wastewater treatment plant, school impacts, and traffic growth on the east side of the City. There was also opposition to the existing community having to bear the financial and convenience burden of new residential development that accommodates demand from other areas of the State. (This is a challenge shared by all communities in the State, based on growth impacts from birth rates from existing population and in-migration.)

Attached is a discussion outline that addresses a range of factors to consider when adopting an update to the General Plan. The outline includes implications of the Planning Commission’s recommendation, and suggestions regarding impact mitigation tools that could apply if the City Council wishes to consider any growth scenarios larger than what is recommended by the Commission.

It should be noted that the City submitted its Draft Housing Element to the State of California for review and comment, per State requirements. Comments should be received before the December 16, 2003 public hearing. Follow-up actions may be needed to address State comments.

Conclusion:

As noted above, policy options for the City Council range from maintaining the current General Plan population of approximately 35,000 to providing for growth and expansion to 45,500 (the maximum growth scenario analyzed in the FEIR).

Attached for reference purposes is an illustration of the changes from the 1991 General Plan that are under discussion in the maximum growth alternative, along with a summary of the moderate, minimum, and current General Plan growth alternatives.

Also attached is a bar chart illustrating the relationships between the four basic growth alternatives and east-west arterial road capacities for Level of Service (LOS) "C" versus "D". As the chart indicates, the LOS choice has greater significance for the larger growth scenarios without the Charolais Road extension or Highway 46 East becoming a Freeway. LOS "D" may be a more realistic goal for the larger growth scenarios.

The Council may focus its choice on the Planning Commission's recommendation (which is between the current General Plan and the minimum growth alternative) or select any growth scenario between the current General Plan and the maximum growth alternative.

The attached outline addresses a range of factors to consider when making a choice regarding the General Plan for 2025. As the outline indicates, there are financing and/or growth regulating options available for consideration.

Policy

Reference:

California Environmental Quality Act (CEQA); State Planning, Zoning and Development Law; City General Plan

Fiscal

Impact:

The General Plan recommended by the Planning Commission calls for "fiscal neutrality" for Specific Plan Areas. If the City Council extends growth to include annexation areas, the fiscal neutrality policy would also apply to those geographic areas. As presented in this staff report, the same principle would also apply to any new residential development (both expansion and infill), and would be applied to mitigation of impacts on both the City and the Paso Robles School District to the extent permitted by law.

In order to insure fiscal neutrality for both services and infrastructure impacts on the City, it is proposed that the Council require formation of one or more Community Facility Districts (CFD). A CFD can be used to mitigate fiscal impacts on both the City and School District. A combination of CFD, Development Impact Fees and Specific Plan Fees are recommended to provide maximum impact mitigation.

A CFD can be formulated that would include all new residential development (up to approximately 7,100 dwelling units, infill and expansion, through 2025). If the City pursues this approach, the Council will be asked to establish policies to partially offset or address financial impacts on affordable housing projects (those designed to meet the needs of specified income groups, per the City's Housing Element).

Options:

Subject to consideration of all available information and following the close of the noticed public hearing, for the City Council to:

- a. Adopt Resolution No. 03-xx to certify the Final Environmental Impact Report for the General Plan update and Resolution No. 03-xxx approving the Planning Commission recommendation to adopt the General Plan update with a limitation of 38,000 residents in the year 2025 (this option would not include support for residential annexations, nor would it increase the current General Plan entitlements for the Chandler Ranch Area Specific Plan). Implementation of the General Plan would include the following parameters:
 - (1) Carry out all of implementation and mitigation measures contained in the individual General Plan Elements;
 - (2) Pursue formation of one or more Community Facility Districts (CFD) to supplement Development Impact Fees and Specific Plan Fees to mitigate both infrastructure and service impacts of all new development, including but not limited to Specific Plan areas, for both the City and the School District;
 - (3) Maintain the current Level of Service (LOS) standard of “C” for peak hour periods;
 - (4) Direction to staff to pursue the appropriate follow-up steps to adoption of the General Plan, including but not limited to:
 - Working with LAFCO to update the City’s Sphere of Influence boundary to include the 511 acres addressed in the FEIR (268 of these acres are already in the Sphere);
 - Updating the City’s Water, Sewer, and Storm Drain Master Plans to anticipate both the scope of the 2025 General Plan and potential future expansions within the Planning Impact Area;
 - Updating the City’s Development Impact Fee schedule to reflect the full potential growth and infrastructure needs outlined in the General Plan;
 - Utilizing the City’s Fiscal Impact Analysis Model to evaluate any Specific Plans that are being prepared to insure fiscal neutrality in terms of impacts on the City’s ability to provide services;
 - Prepare design standard for high density multi-family development and application of the mixed use and senior housing overlays; no new projects pursuant to the RMF-20 zoning or overlay areas can be approved until the new standards are adopted;

- Take steps to pursue identification of the “purple belt” boundaries and alternative mechanisms for financing preservation of open space;
 - Work with property owners, the National Park Service, and other agencies and interested persons in actively pursuing long-term plans for land uses and facilities within the Salinas River Overlay Area;
 - Bring forward Design Guidelines for the Historic District including more specific standards for signage in that area.
- b. An alternative approach for Council consideration is to adopt Resolution No. 03-xx to certify the Final Environmental Impact Report for the General Plan update and adopt Resolution No. 03-xxx to approve the General Plan update with a limitation of one of the three growth related scenarios (the Council would need to specify the desired number of residents in the year 2025 and address the related geographic boundaries within the scope of the 511 acres that were studied in the FEIR). Implementation of the General Plan would include the following parameters:
- (1) Carry out all of implementation and mitigation measures contained in the individual General Plan Elements;
 - (2) Pursue formation of one or more Community Facility Districts (CFD) to supplement Development Impact Fees and Specific Plan Fees to mitigate both infrastructure and service impacts of new development, including but not limited to Specific Plan and annexation areas, for both the City and the School District. Policy options would be presented to address financial impacts on affordable housing projects as defined in the City’s Housing Element;
 - (3) Establish Level of Service (LOS) standard of “D” as an interim standard until such time as either the Charolais Road extension to Highway 101 is constructed or the Highway 46 East is established as a Freeway configuration between Highway 101 and Airport Road;
 - (4) Direction to staff to present policy options that would provide alternatives to wide, high-speed streets in order to maximize public safety while at the same time promoting slower, more constant traffic flow through innovative street design; these provisions would include pedestrian-friendly design and an expanded focus on public transit opportunities;
 - (5) Direct staff to pursue the appropriate follow-up steps to adoption of the General Plan, including but not limited to:
 - Working with LAFCO to update the City’s Sphere of Influence boundary to include the 511 acres addressed in the FEIR

- Updating the City’s Water, Sewer, and Storm Drain Master Plans to anticipate both the scope of the 2025 General Plan and potential future expansions within the Planning Impact Area;
 - Updating the City’s Development Impact Fee schedule to reflect the full potential growth and infrastructure needs outlined in the General Plan;
 - Utilizing the City’s Fiscal Impact Analysis Model to evaluate all Specific Plans, including those that are to be prepared for proposed Annexation Areas, to insure fiscal neutrality in terms of impacts on the City’s ability to provide services;
 - Prepare design standard for high density multi-family development and application of the mixed use and senior housing overlays; no new projects pursuant to the RMF-20 zoning or overlay areas can be approved until the new standards are adopted;
 - Work with applicants for annexation in the areas anticipated in the General Plan and with LAFCO to process pending applications concurrent with LAFCO updating the City’s Sphere of Influence;
 - Work with property owners / applicants in preparation for the City to establish Specific Plans for proposed annexation areas;
 - Take steps to pursue identification of the “purple belt” boundaries and alternative mechanisms for financing preservation of open space;
 - Work with property owners, the National Park Service, and other agencies and interested persons in actively pursuing long-term plans for land uses and facilities within the Salinas River Overlay Area;
 - Bring forward Design Guidelines for the Historic District including more specific standards for signage in that area.
- c. Amend, modify or reject the foregoing options, including consideration of policy options that are currently not in the Draft General Plan but which can be accommodated within the scope of the FEIR:
- (1) Deleting the policy provision that would provide maximum protection from encroachment of incompatible residential development within the Airport Land Use Review Area. The Draft General Plan currently has language (consistent with the Draft Airport Land Use Plan) that would

preclude granting new entitlements for residential development. If the Council deletes this policy provision, property owners could apply for residential subdivision to parcel sizes consistent with the established land use designation and zoning (the current General Plan and Zoning allow 20 acre minimum parcel sizes in the AG Zone; a General Plan Amendment and Rezone / Code Amendment would be needed to allow the same entitlement in the POS Zone);

- (2) Directing staff to present policy options to require “Inclusionary Zoning” and/or an “in lieu” fee for affordable housing;
- (3) Directing staff to present policy options to phase/meter/manage growth & development beyond what can be accomplished through a Specific Plan (e.g. limiting the number of Building Permits for any calendar year or in relation to infrastructure capacity).

Attachments:

General Plan Issues and Factors to Consider
Referenced Graphics, Thresholds Table, Housing Summary
Planning Commission Staff Report and Attachments
Resolution Certifying Final EIR
Resolution Adopting General Plan

General Plan Issues and Factors to Consider

Impacts of Growth:

- What is the development potential for properties outside the City boundaries?
 - Land outside City boundaries has in some cases already been designated by the County for residential development. In other instances, although land may be designated for Agriculture, the County can change the General Plan / Zoning to provide for greater potential for residential development.
 - The North County area also has a number of “antiquated subdivisions” which reflect the County’s historic policy of approving development entitlements without a relationship to providing services. The Jardine Road area is an early example; other “paper subdivisions” are found in southern Monterey County and east of the City in San Luis Obispo County. Since these subdivisions were approved decades ago, the entitlement for development has long since been granted. Impacts from these areas will occur independent of the City’s General Plan and City ability to control development.
 - The County has its own Regional Housing Allocation, based on direction from the State of California. In the absence of an agreement between the County and the City (or the City acquiring the development interests in property outside its boundaries), it seems very likely that the County will be under pressure to approve development on the City’s boundaries since they will be close to major roads and City services. In light of State pressures and property owner interests, it is unclear whether or not the County and City can reach any agreement regarding limits on development outside the City.
 - Also, for properties that are close to the City, the cost of land has escalated to the point that it is probably infeasible for the City to acquire development interests in those areas. It is more likely that the City would be able to acquire development interests further out, in the proposed “Purple Belt”.
 - Since there are no municipal services available outside of City boundaries, development density in the County will typically be on one acre or larger parcels.

- What happens if the County approves residential development on the City boundaries?
 - If the County continues to approve development outside City boundaries, many of the same impacts (traffic, schools, air quality, parks, library, mutual aid) will fall on the City without the City having assurances that there will be adequate fees to help off-set the impacts. This is clearly the “worst case scenario”.
 - It may be possible to obtain County agreement to pay City development impact fees but there is no comprehensive agreement in place between the City and County to insure that will occur. Nor is there any agreement to collect revenue to offset the costs of City services being impacted by nearby County area development.
 - The City has greater control over the form and character of development within the City boundaries, and the City has more flexibility to insure full mitigation of impacts on the City.

Traffic Related:

- What is an acceptable level of traffic congestion?
 - Traffic congestion is relative to one’s experience and perception.
 - Traffic congestion currently is most significant at what is called the “peak hour”; with additional community growth (up to 7,100 new dwelling units in the maximum growth scenario), the amount of congestion can be expected to continue to increase.
 - Level of Service (LOS) “C” may not be a realistic goal in the foreseeable future for certain City streets (e.g. Creston Road, and peak hour at some other locations) until such time as key street infrastructure components are completed.
 - A certain amount of traffic congestion may, however, be the only alternative to six-lane, high-speed roads (which may be the only way to provide LOS “C”).
- What are the options for addressing traffic congestion?
 - Widening streets to their planned width will increase their traffic carrying capacity. Examples are plans to stripe Niblick Road with four lanes, installing a new 13th Street Bridge, and the intent to widen Creston Road to a four-lane arterial between River Road and Rolling Hills Road.

- The widening of the 13th Street Bridge is funded and being designed. A conservative estimate for the cost of the Creston Road widening is \$25 Million (calculated in year 2000 dollar costs).
- The City can create new roads to alleviate impacts on existing streets. Examples include extending Airport Road to Highway 46 East and extending Charolais Road to Highway 101. Both would be expensive projects that would take a number of years to plan and implement.
- Alternatives to the Charolais Road extension are 6-lane configurations for Niblick and Creston Road (including new bridges), or a Freeway configuration along Highway 46 East. A six-lane configuration for Niblick or Creston Roads would require substantial property acquisition, would be extremely disruptive, and would be very, very expensive.
- Considering current State obligations for improvements along the Highway 46 East corridor between 101 and the Union Road intersection, a Freeway would probably be far less expensive and have considerably less adverse impact on the community than creating six-lane arteries through the City.
- Current policies encourage wider streets which have a tendency to foster speeding problems (a real conflict where there are schools and churches, plus a detriment toward pedestrian activity).
- An alternative approach would be to look for ways to facilitate slower but constant traffic flow, such as through the use of “roundabouts”. These are proving very widely accepted in Europe and gaining in popularity in the USA.
- In Europe communities are taking out traffic signals and replacing them with roundabouts. Roundabouts cost less to maintain and are effective in providing a more constant traffic flow.
- What is the relationship between road capacity and residential growth?
 - The City’s traffic model indicates that if all streets called for in the Circulation Element were constructed to their planned width, the City could achieve Level of Service “C”.
 - The challenge is one of financing the cost of widening Creston Road, connecting Airport Road to Highway 46 East, building the Charolais Road extension (or a Freeway along Highway 46 East instead), plus other planned improvements to the circulation system.
 - Attached is a bar chart that identifies thresholds related to growth and traffic improvements that would be needed to maintain LOS “C” or “D”.

- In a number of cases (e.g. Creston Road), widening the road to its planned width is needed whether the City grows to 38,000 or 45,500.
- In turn, the capacity of the planned improvements can accommodate the larger population number and the traffic related to that amount of growth.
- In terms of financing street improvements, having a larger number of dwelling units increases traffic but would also help spread the cost of paying for needed infrastructure.
- There are a number of options for addressing the challenge of financing street improvements in conjunction with new development.
- How can the City fund street improvements and/or other infrastructure / service needs?
 - Development Impact Fees are the conventional means to funding road improvements. The payment of these fees is dependent upon development occurring and only over time is adequate funding amassed to pay for significant road improvements. Upon completion of the General Plan update there will be an opportunity to revise the Development Impact Fees to address infrastructure needs including but not limited to road improvements.
 - Assessment Districts and Community Facilities Districts are alternative tools for funding public improvements. They provide a means to pay for and construct the improvements in conjunction with or before development occurs. If the work is done in advance of development, the financial burden is on the new property owner to repay bonds that have been issued to pay for the improvements.
 - Specific Plan fees provide another tool to pay for off-site improvements. These fees are above and beyond Development Impact Fees.
 - Based on discussions with David Taussig, the City's consultant for the Fiscal Impact Analysis Model, it would appear that a requirement for formation of a Community Facilities District (CFD) would provide a suitable tool to help insure both fiscal neutrality and meet both on-site and off-site infrastructure mitigation needs. A CFD requirement could be coupled with Development Impact Fees and Specific Plan Fees for maximum impact mitigation for both the City and School District.

- For any increase in development impact fees, or for efforts to achieve fiscal neutrality, the City needs to consider impacts on affordable housing projects. Any increases in costs will either need to be absorbed by the affordable housing projects or need to get paid for by someone else (e.g. the Redevelopment Agency - - to the extent there are resources, other market rate housing projects, or the City). If the cost burden is not borne by some other entity, there will not be adequate mitigation.
- What are the implications of LOS “C” versus “D”?
 - Creston Road and other locations at peak hour fall short of maintaining LOS “C”. Without significant mitigation, LOS will continue to decline as growth occurs.
 - As the attached bar chart illustrating east-west corridor thresholds indicates, all of the growth scenarios would require the Charolais Road extension to Highway 101 with one exception: if Highway 46 East becomes a Freeway, the significant increase in carrying capacity will preclude the need to extend Charolais Road at either LOS “C” or “D”.
 - The chart also indicates that without a Freeway on Highway 46 East, and without the Charolais Road extension to Highway 101, all of the growth scenarios show less than LOS “C” (including the current General Plan build-out).
 - Hence, until such time as the Charolais Road bridge is constructed (or Highway 46 East becomes a Freeway), LOS “D” would seem a more realistic standard.

School Related:

- What are the School District’s options for mitigating impacts?
 - As a comment letter related to the Draft EIR for the General Plan, the Paso Robles School District sent a letter indicating that under certain circumstances they have an option to charge increased Development Impact Fees. It is City staff’s understanding that the School District does not at this time qualify for charging the higher fees.
- What are the City’s options for mitigating impacts?
 - The State of California has substantially restricted the ability of cities to mitigate impacts on School Districts. Subject to the City Attorney’s assistance in structuring a viable approach, there may be a way to require developers to enter into Community Facilities Districts / Mello Roos Districts that could be of assistance to the School District in terms of providing facilities for growth related areas.

Other Infrastructure Related:

- Water System impacts: City impact and user fees can be adjusted to address needs
- Wastewater / sewer system impacts: City impact and user fees can be adjusted to address needs

City Services Related:

- Current property tax exchange agreements for residential designated land are inadequate to defray the costs of services to residential land uses.
- Fiscal Neutrality for residential annexations is a crucial step toward helping to insure that the City has adequate funding to provide police, emergency services, library, parks, street maintenance, and other City services. A policy calling for fiscal neutrality for residential annexation areas is included in the recommended General Plan update.
- Commercial and industrial developments are needed to generate income to pay for services that are not supported by residential development.
- The City's Economic Development Strategy focuses on commercial and industrial revenue generating land uses and the General Plan update includes more commercial and industrial designated land than is anticipated to be needed through the Planning Horizon of 2025.
- Since commercial and industrial developments are "market driven" and dependent upon outside financing, the City cannot guarantee that these projects will keep pace with residential development. For that reason, it seems essential that residential projects are mitigated to the extent that they are fiscally neutral.

Housing Element Requirements:

- The City's Housing Element is required to be updated about every five (5) years.
- The current Housing Element would be good through 6/30/09.
- Within the Planning Horizon of 2025, the Housing Element may need to be update two more times before the end of the current General Plan period.
- The recommendation of the Planning Commission for a cap of 38,000 population for the General Plan period through 2025 would accommodate the first Housing Element requirement but not subsequent affordable housing goals.

- Including potential annexation areas for which there have been tentative allocations of Multi-Family Residential development (Our Town, the Olsen Ranch, and the Beechwood Area) would provide opportunities to address subsequent Housing Element requirements.
- If there is a desire to take a more aggressive role regarding the provisions for affordable housing, staff would need direction to bring back a report addressing the options (e.g. inclusionary zoning, “in lieu” fees, dedications of land). Based on prior Council discussions, these types of provisions are not in the current General Plan policies.

General Plan Policies in Relationship to the Chandler Ranch Area Specific Plan:

- The City has no legal requirement to increase the density beyond what is in the current General Plan.
- Unless the City Council amends the General Plan to eliminate the requirement for a Specific Plan for the Chandler Ranch area, the requirement for a Specific Plan would apply whether or not the City Council wishes to permit increased residential density and/or other land use changes within the Specific Plan area.
- In exchange for granting increases in residential density and/or other land use changes, the City Council has a range of options to require mitigation of both infrastructure and service impacts on the City and School District.
- Increasing densities in the Chandler Ranch Area Specific Plan would provide additional housing opportunities and help insure timely extension of Airport Road northward to Union Road. More dwelling units will allow the property owner to spread infrastructure costs and allow homes to be offered at current market rates.
- Through the Specific Plan process, the City can require the property owners to enter into a Community Facilities District or equivalent tools to construct both on-site and off-site infrastructure needed to mitigate impacts on both the City and School District.
- Any increase in residential densities in the Chandler Ranch Area Specific Plan would increase off-site infrastructure and services impacts, particularly relating to traffic, if the City does not require full mitigation in terms of both on and off-site impacts on the City and/or School District.
- Under the General Plan update as presented, a policy of fiscal neutrality would be implemented to insure coverage of City costs of providing services. The same tool would be recommended to be applied to fully mitigate impacts on City infrastructure and School District facilities.

- Based on information received from the property owner and representatives, there is no indication that any of the parcels in the Wurth ownership (673 acres out of the 837 acre total area) would be devoted to “affordable housing”. Hence, the working assumption is that residential development within the Wurth ownership would be at market sales rates.
- The formulation of a strategy to comply with the Regional Housing Allocation for Paso Robles did not rely on affordable housing within the Chandler Ranch Area Specific Plan; for that reason, pursuing the Planning Commission’s recommendation regarding density on the Wurth property would not impact the City’s efforts to provide affordable housing.
- If there is a desire to provide for affordable housing (and/or consider Housing Element goals beyond the current requirements through 6/30/09), areas at the south end of the Specific Plan (Chandler Sand & Gravel, Our Town, Paso Robles Vineyards, Wilcox) provide opportunities for affordable housing and/or collection of an “in lieu” fee.
- Properties at the south end of the Specific Plan area have relatively level terrain that is the furthest from the Airport noise impacts, providing the best potential for higher-density Multi-Family Residential development.
- Even if the City Council limits the amount of increase in residential densities, the Council has the option of allowing the Chandler Sand and Gravel property to be re-designated for residential development and /or providing higher density residential development opportunities for Our Town, Paso Robles Vineyards, and the Wilcox property.
- Under the current Chandler Ranch Area Specific Plan, a potential school site has been identified for property at the south end of the Specific Plan area.

What are other tools for dealing with the impacts of future growth and development?

- As outlined in the staff report to the Planning Commission, in addition to utilizing tools to finance needed public improvements, there are also options for phasing / metering / managing the pace of residential development.
- Based on discussion with the City Attorney, the range of options would include the following:
 - Limit the number of building permits issued each year. The process would need to be neutral / non-discriminatory (e.g. a Lottery) but “orderly growth and development” would provide a basis to establish this type of program.
 - Utilize the Specific Plan process to require phasing of development.
 - Possibly link the amount of development to the availability of specified infrastructure (will need more analysis to conclude that this is feasible).

- At present the Draft General Plan focuses on the financing of infrastructure and services. If there is City Council interest in pursuing options to phase / meter / manage residential growth, staff can be directed to present more details on the range of options and sample ordinances for Council consideration.

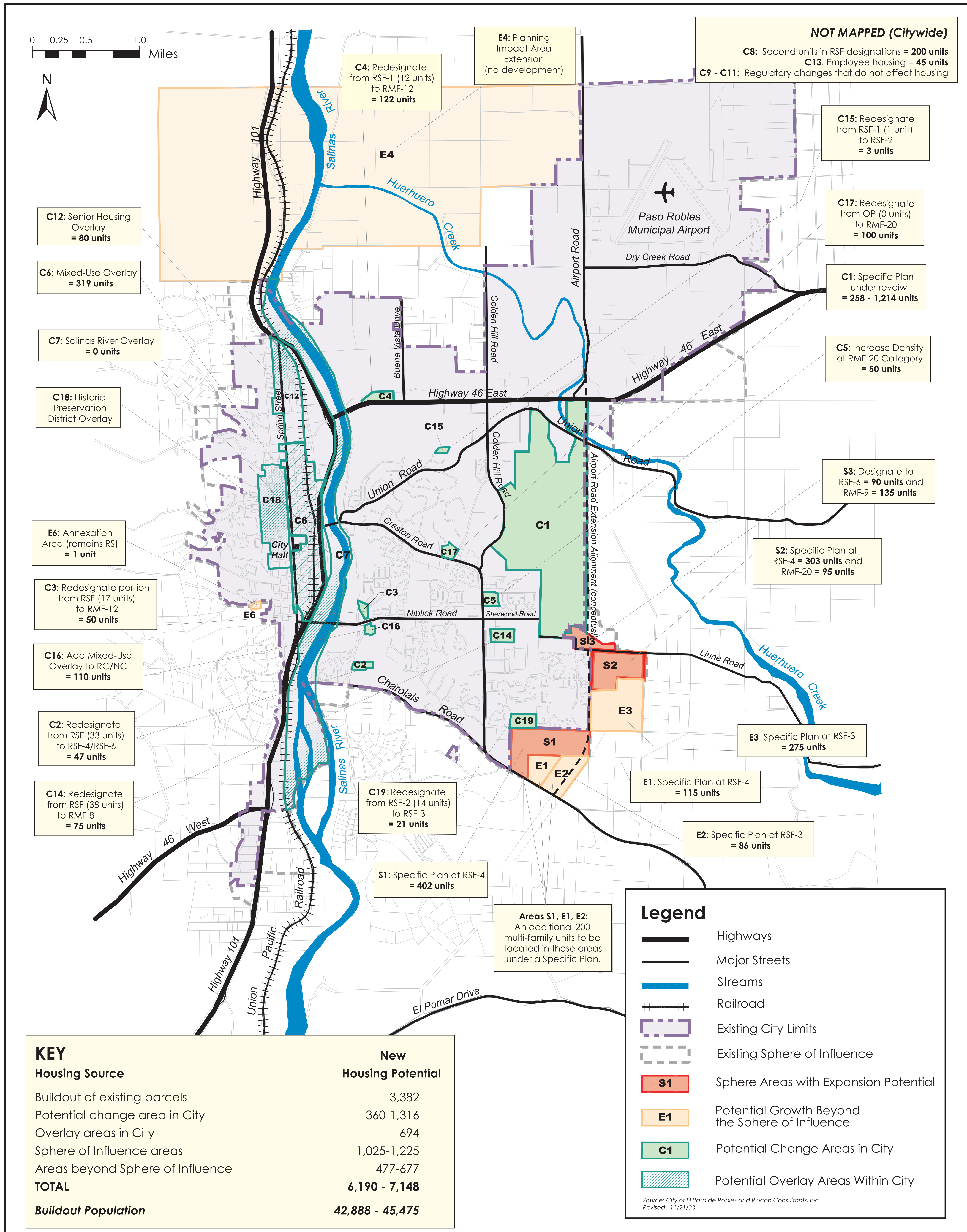
Are there other factors to consider?

- The Draft General Plan includes a policy statement designed to maximize protection of the Paso Robles Municipal Airport by avoiding encouragement of incompatible residential land uses within the Airport Land Use Review Area.
- There is consistent language in both the Draft General Plan and the Draft Airport Land Use Plan that would by policy not support subdivisions, Zone Changes or other actions that would increase the number of residential dwelling units within the Airport Land Use Review Area.
- If it is the City Council's intent to maximize protection of the Airport's operational viability, the draft General Plan as written would accomplish that goal.
- An alternative policy provision which could encourage economic development of properties near the Airport would be to delete the restriction regarding subdivision of land and allow the current General Plan Land Use Designation to apply or other entitlements to be requested.
- Under the current land use designation a property owner in Agriculture could apply for a subdivision to create residential parcels of a minimum of 20 acres in area. A General Plan Amendment and Zone / Code Change would be needed to apply the same to a POS Zone.
- Most of the properties south of the Airport and within the Airport Land Use Review Area are in either an AG or POS General Plan designation.
- Properties that may be proposed for subdivision into 20 acre or larger lots would include Black Ranch, the Woodruff property, the Hunter Ranch Golf Course (if approved for annexation), and all of the AG or POS zoned properties along Airport Road and Dry Creek Road.
- Within the City boundaries a total of approximately 122 new dwelling units could be created if subdivisions of AG and POS properties were approved at a 20-acre minimum lot size. (Note: AG properties are permitted two dwelling units per parcel, by right; a General Plan Amendment and Zone Change / Zoning Code Amendment would need to be approved to permit a residential subdivision within the POS land use designation and zone category)

- Within the County Unincorporated area, a total of about 489 existing and new dwelling units could be in the Airport Land Use Review Area if the Airport protective text was to be deleted from the draft Airport Land Use Plan and the County allowed subdivision down to 20 acre minimum lot sizes.
- Allowing residential subdivisions down to a 20-acre minimum lot size could encourage economic development on certain of these properties but the effect would be to lessen the maximum protection for the Airport.
- The policy issue for the City Council is to balance two conflicting goals: long-term protection of the Airport's ability to operate in an unrestricted manner, versus opportunities for economic development that would potentially create significant income generation for the City (consistent with the City's Economic Development Strategy).

Paso Robles General Plan Update

Areas of Change from 1991 General Plan



RESOLUTION NO. 03-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES,
ADOPTING THE 2003 COMPREHENSIVE UPDATE TO THE GENERAL PLAN

WHEREAS, State law provides for the preparation, adoption, and amendment of a City's General Plan; and

WHEREAS, in November/December of 2001, the City Council initiated work on a comprehensive update to the General Plan;

WHEREAS, the major goals of the comprehensive update to the City's General Plan were:

- To integrate the individual Elements at a policy level into one document;
- To make the document easy to read, understand, and implement; and
- To eliminate ineffective programs/action items that are obsolete or otherwise do not achieve the stated goals.

WHEREAS, in response to City Council and Planning Commission direction, public participation was an integral part of the General Plan Update Process from inception to completion; and

WHEREAS, during the two (2) year process of updating the General Plan, the City provided many opportunities for public participation and input through use of a survey, a Planning Festival, 12 public workshops, 5 public meetings, and 10 General Plan Ad Hoc Committee meetings, involving:

- Completion of a Citizen Involvement Survey (Survey) of all residents of Paso Robles and nearby areas.
- Presentation of the Survey results, review of the parameters of the General Plan Update, and providing for public input at a weekend Planning Festival held on a Saturday.
- Preparation of a Land Demand Analysis evaluating the amount of land allocated for each land use category and the anticipated market demand for the types of uses envisioned.
- Holding a series of five (5) public informational workshops, including three (3) topical workshops (land use/spheres/annexation, housing/traffic circulation, the balance of the elements) and two (2) workshops at different outreach locations to present the General Plan Land Use Alternatives.

At the last two public workshops, a series of four (4) General Plan Land Use Alternatives were presented. These alternatives included the current General Plan (build-out of about 35,300 population) and three growth related options (build-out at 40,000, 45,000, and 50,000 residents). These alternatives were further refined during the Ad Hoc Committee process and endorsed by the Council and the Commission resulting in a modified, maximum residential build-out potential of 45,500 residents by the year 2025, and a proportionate increase in commercial and industrial development.

- At its October 15, 2002 meeting, the City Council was asked to select an alternative for further analysis and detailed review in the Environmental Impact Report (EIR) and Fiscal Impact Analysis (FIA). At the conclusion of this meeting, the Council directed that the EIR should study the impacts of the largest geographic area and population scenario.

The goal of this directive was to ensure that sufficient information was collected and analyzed for subsequent use as a basis for determining the appropriate level of growth for the City.

- At its December 17, 2002 meeting, the City Council established an ad hoc Committee for the General Plan Update comprised of two Council members and three Planning Commission members.
- On January 15, 2002, the City held a Public Scoping Meeting soliciting input on scope and content of the EIR to be prepared for the General Plan Update.

- On January 27, 2003, the City published and distributed the Notice of Preparation of an EIR and accepted written comments for a period of 30-days.
- After initiating the EIR process, a series of weekly General Plan Ad Hoc committee meetings and public workshops were held from January to June 2003 to review the General Plan and recommend any necessary revisions thereto.

The General Plan Ad Hoc Committee was formed to work together with the consultant and City staff to formulate recommended text for the General Plan Update. Council members Picanco and Finigan and Planning Commissioners Flynn, Johnson, and Warnke served on the ad hoc Committee.

- The purpose of the public workshops, public meetings, and General Plan Ad Hoc Committee meetings was two-fold: (1) to provide an opportunity for two Council members and three Planning Commissioners to work with the City's consultant and staff in preparing a Draft document for consideration during the public hearing process; and (2) to solicit public input and discussion in the context of the public workshops.
- The City Council and Planning Commission held Joint Public Workshops on the General Plan Update on April 29, 2003 and on June 24, 2003.
- Upon completion in August of 2003, the Draft EIR and the Draft General Plan Update (Summary of Goals, Policies, and Action Items) were circulated for a 45-day public review and comment period ending on September 22, 2003.
- The Planning Commission held a Public Workshop on the Draft EIR on August 26, 2003.
- The City Council and Planning Commission held another Joint Public Workshop on the Draft EIR on September 16, 2003.
- The Planning Commission held a Public Workshop on the Fiscal Impact Analysis Model and its Findings/Conclusions on November 12, 2003.
- The City Council held a Public Workshop on the Fiscal Impact Analysis Model and its Findings/Conclusions on December 2, 2003.
- A Final EIR containing comments and responses, Draft EIR clarifications and modifications/errata, and other revisions, including modified development patterns, density transfer options, infill housing refinement, and streamlined/revised Goals, Policies, Action Items and Mitigation Measures was published and circulated for review/comment on November 12, 2003, along with a Public Hearing DRAFT 2003 General Plan Update document.

WHEREAS, the proposed 2003 General Plan Update document contains the seven (7) Elements that are required by law and an additional one concerning Parks & Recreation; these Elements address the following:

General Plan Elements	
Land Use	Identifying the type, intensity & general distribution of land uses in the City
Circulation	Identifying the location & extent of existing/planned circulation system
Housing	Identifying needs and presenting an action plan for addressing them
Conservation	Addressing conservation, development, & use of natural resources
Open Space	Identifying plans/programs for preserving open space
Parks & Recreation	Identifying needs & presenting an action plan for meeting the needs
Noise	Identifying how to minimize exposure to, and creation of, noise
Safety	Establishing policies and programs to protect the community from hazards

WHEREAS, the Public Hearing DRAFT document is to be the 2003 General Plan Update for the City; and, as such, it will be an expression of City policy for the continued maintenance and enhancement of the community, as well as for completion of the development envisioned; and

WHEREAS, updating the City's General Plan will provide a key land use and planning policy document to guide decision-making in the coming years; and

WHEREAS, the "planning horizon" for the General Plan is the Year 2025; and

WHEREAS, the main emphasis of the City's General Plan is to implement the City Council's adopted "Mission Statement" reflecting their vision for the future of Paso Robles; and

WHEREAS, the Council's vision is that the City is to be a balanced community where the majority of the residents can live, work, and shop; and

WHEREAS, key components of the vision for the future of Paso Robles are to:

- Maintain/Enhance the City's Small Town Character.
- Strengthen the City's Economic Base.
- Protect/Enhance the Quality of Life enjoyed.

WHEREAS, the major features of the proposed 2003 General Plan update can be summarized as follows:

- A focus on "infill development" in the form of both "Mixed Use" and higher density, multi-family development areas that would provide for more affordable housing opportunities;
- The "infill development" locations are designed to distribute the locations of increased multi-family residential densities and to place these land uses in proximity to arterial streets, public transit, and, when possible, convenience shopping;
- The locations for multi-family densities are consistent with continued discussions during the General Plan update process, including but not limited to Council direction on 10/21/03;
- A "Senior Housing Overlay" would provide an additional incentive for investment in the area north of 24th Street without increasing the concentration of housing for lower-income families;
- A "Historic Preservation Overlay" is proposed for a significant part of the west side of the Downtown Area;
- The Salinas River Corridor is also shown as an overlay for future study and consideration of land use and facility alternatives designed to preserve habitat and at the same time maximize public use and improvement of the corridor; and
- Policies support longer term physical boundaries of the City being formed by a "Purple Belt". Boundaries for this "Purple Belt" would consist of existing development patterns (e.g. Hunter Ranch Golf Course, the County portions of the Chandler Ranch) being supplemented by City acquisition of Agriculture / Open Space easements beyond 2025 projected City boundaries.

WHEREAS, for the maximum growth alternative that was studied in the Environmental Impact Report, the physical expansion of the City through the year 2025 would be limited to about 511 acres in the southeast area of the City (generally located between Our Town and Creston Road, along the eastern City boundary); these areas are proposed to be planned under the Specific Plan process before any development entitlements; and,

WHEREAS, in terms of insuring adequate resources to accommodate potential growth and development, the 2003 General Plan update program included preparation of a Fiscal Impact Analysis Model to evaluate the potential impacts (costs) of providing services to new development within the current City boundaries, within areas of potential expansion, and the combination of growth in City and expansion areas; and

WHEREAS, the proposed 2003 General Plan update includes policies that would call for potential annexation areas and Specific Plans to be “fiscally neutral” in terms of their impact on the City’s ability to provide services and impacts on City and School District facilities / infrastructure, and the City Council would have the ability to extend this policy to include “fiscal neutrality” for all new development, including infill; and

WHEREAS, a demonstration of “fiscal neutrality” would involve (but not be limited to) using various techniques to off-set adverse financial impacts on the City through the creation of Community Facilities Districts, Home Owners’ Associations, and payment of Endowment Fees (or combinations of techniques).

WHEREAS, providing adequate infrastructure to support areas of potential growth and development is an essential part of the land use planning process; and

WHEREAS, for areas of growth beyond current City boundaries, Specific Plans would be used to identify detailed land use patterns/distributions of density, development standards, infrastructure requirements, and financing mechanisms for improvements and on-going operations and maintenance (consistent with the policy parameters provided by the General Plan); and

WHEREAS, within current City boundaries, project-level reviews would determine infrastructure improvement needs and Specific Plan fees and/or conditions of approval would supplement standard City impact mitigation requirements related to infrastructure needs; and

WHEREAS, through the Specific Plan and development project review process more detailed mitigation measures addressing infrastructure phasing, parks and trails, project amenities, coordinated architecture, and the location and mix of land uses would be identified and implemented through project design and Conditions of Approval; and

WHEREAS, the Final EIR identifies General Plan policies that are designed to mitigate, to feasible degrees, the impacts created by the three growth scenarios (minimum, moderate, and maximum growth); and

WHEREAS, the statistics for each of these growth scenarios are as follows:

Land Use Scenario/Alternative	Acreage	Residential	Commercial	Industrial	Year 2025 Population Estimate
Maximum	12,509 acres	16,843 units total 7,149 units added	7,027,000 sf	3,636,000 sf	45,500
Moderate	12,509 acres	16,436 units total 6,742 units added	6,857,000 sf	3,548,000 sf	44,400
Minimum	12,251 acres	15,573 units total 5,879 units added	6,497,000 sf	3,362,000 sf	42,100

WHEREAS, each of these growth scenarios would require an expansion of the City’s water supply system; and an expansion of the City’s wastewater (sewage) treatment system; and

WHEREAS, none of these growth scenarios would require a significant expansion of the existing and planned storm drainage systems since none of these systems would exceed a threshold capacity constraint in any of the alternatives; and

WHEREAS, traffic capacities are most significantly impacted by the potential growth scenarios; and

WHEREAS, under all of the General Plan Land Use Alternatives (minimum, moderate, maximum, and no growth beyond the current General Plan) the City cannot maintain Level of Service (LOS) “C” at General Plan build-out without construction of the Charolais Road bridge or a Freeway along Highway 46 East; and

WHEREAS, there would be adequate capacity without the Charolais Road bridge for the current General Plan if an LOS “D” were put into effect for an interim period until such time as long-term plans and financing could be established by and between the affected public agencies involved, but there would not be adequate capacity for the three potential growth scenarios - - - each of which would need the Charolais Road bridge; and

WHEREAS, a detailed review of the Threshold Analysis Table addressing the broader question of impacts for Aesthetics, Air Quality, Land Use, Noise, Recreation, Traffic and Utilities demonstrates the necessary mitigation of impacts for any of the three growth scenarios is relatively similar; and

WHEREAS, once adopted, the new General Plan would be part of the basis for updating the City's Master Plans for water, wastewater (sewer), storm drainage, and schedule of development impact fees to cover the costs of infrastructure; and

WHEREAS, based on all of the analysis provided to date, it would appear that infrastructure (including traffic related improvements) can be expanded to meet the service needs of each of the growth scenarios, with the primary challenge being one of financing and timing; and

WHEREAS, in terms of environmental assessment, the Final EIR incorporates and responds to all comments received on the Draft EIR, as set forth in a separate Resolution; and

WHEREAS, the environmental impact mitigation program is incorporated into the Action Items contained in the 2003 General Plan Elements and summarized in a table in the Final EIR; and

WHEREAS, notice has been provided of the public hearings on the 2003 General Plan Update and the General Plan Amendment GPA 03-002 has been processed in accordance with state law; and

WHEREAS, based on the November 25, 2003 public hearing, testimony received, the information and analysis presented in the Final EIR, and the proposed 2003 General Plan Update (Public Hearing Draft) presented and discussed at said public hearing, the Planning Commission:

- A. Determined that no new information was provided, nor were any new questions raised that would significantly change the basis for the City Council's review/consideration of taking final action on both the Final EIR and the proposed 2003 General Plan Update at its duly noticed public hearing on December 16, 2003; and
- B. Recommended to the City Council on a 4-0-0-3 vote that the Council certify the August 2003 Draft EIR and its Appendices together with the Comments, Responses and Revisions Report and all documents referenced therein, for the 2003 General Plan Update as being adequate, objective, and in full compliance with CEQA.

WHEREAS, on a 3-1-0-3 vote, the Planning Commission recommended to the Council that the 2003 General Plan Update be approved with a population of approximately 38,000 residents and no residential annexation or expansion; and

WHEREAS, at its hearing on December 16, 2003, the City Council directed that a final draft of the 2003 General Plan Update be published addressing a maximum population of _____ in the year 2025 and including the following specific geographic areas in the General Plan for 2025: _____.

NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the City Council of the City of Paso Robles as follows:

1. **Findings for Potential Environmental Effects**

That the City Council does hereby make the following written findings for each of the potentially significant environmental effects identified in the Final EIR:

- A. **Effects Found To Be Significant and Unavoidable (Class I Impacts) for any growth alternative selected (minimum, moderate, maximum, existing General Plan with infill and mixed use).**

1. Aesthetics and Community Design.

a. Fact.

The EIR indicates that proposed urban development in accordance with the 2003 General Plan Update would permanently alter the visual character at the rural fringes of the community. This alteration in visual character is listed as a significant and unavoidable impact.

b. Finding.

The 2003 General Plan Update contains goals, policies, and action items that substantially lessen the visual effects of new development on the existing rural character at the City boundaries to the maximum extent feasible.

References Cited:

- *Action Items 1 – 5 of Policy LU-2B: Visual Identity for Goal LU-2 (Image/Identity) calling for maintaining/enhancing the City's image/identity; and*
- *Action Items 1 and 2 of Policy C-5A: Visual Gateways and Landmarks, for Goal C-5 (Visual Resources) calling for enhancing/upgrading the City's appearance, with an emphasis placed on its gateways, corridors, major arterials, and natural/open space areas; and*
- *Policy C-5B: Hillsides, calling for hillsides to be protected as a visual resource.*

2. Air Quality.

a. Fact.

The air quality impacts associated with the existing General Plan build-out potential of 35,300 by the year 2010 were reviewed, evaluated, and addressed in the San Luis Obispo County Air Pollution Control District's Clean Air Plan (CAP). Any development in excess of 35,300 by the year 2010 is considered to be inconsistent with the CAP. As a result of this inconsistency with the adopted CAP, the potential air quality impacts associated with new development in excess of the population forecasts are considered to be significant and unavoidable.

The San Luis Obispo County Air Pollution Control District updates the CAP every three (3) years. The next update is scheduled for the year 2004.

Among other items, the update is to ensure that the CAP population projections are based on the most current ones established by the San Luis Obispo Council of Governments (SLOCOG). In January 2002, SLOCOG revised its projections to accommodate the growth allocated to the region by the State Department of Housing and Community Development in association with the State's Regional Housing Allocation Process. The City received a share of the regional growth and is required to plan for the housing units allocated to it by SLOCOG.

b. The 2003 General Plan Update contains goals, policies, and action items that substantially lessen the potential air quality impacts associated with the new

References Cited:

- *Action Items 1 and 2 of Policy LU-1A (Mix and Diversity of Land Uses) for Goal LU-1 (Strive to Maintain a Balanced Community, where the majority of residents can live, work, and shop); and*
- *Action Items 2 and 3 of Policy LU-2D (Neighborhoods) of Goal LU-2 (Image/Identity) calling for maintaining/enhancing the City's image/identity; and*
- *Action Items 1 – 5 of Policy LU-2E ("Purple Belt" [Open Space/Conservation Areas Around the City]) for Goal LU-2 (Image/Identity) calling for maintaining/enhancing the City's image/identity; and*
- *Action Items 1 and 2 of Policy LU-2F (Planning Impact Area) relating to annexation of areas that represent a logical extension of the City's urban boundaries and identifying the City's preference for the surrounding lands within the County unincorporated area to remain devoted to low-density rural residential, open space (including natural resources), and agricultural land uses; and*
- *Policy LU-2G (Specific Plans), calling for establishment of Specific Plans for the potential expansion areas to address community-wide issues on a comprehensive basis (including fiscal impacts, infrastructure phasing and financing, parks and trails, amenities, an appropriate mix of land uses, coordinated architecture and site design); and*
- *Policy LU-2H (Downtown), calling for continued revitalization of the historic Downtown with efforts focused on developing it into the specialty retail, government, office, cultural conference, and entertainment center of the City and North County and opportunities to live/work in Downtown Paso Robles; and*
- *Policy LU-2I (Infill) calling for encouraging infill development as a means of accommodating growth, while at the same time preserving open space areas, reducing vehicle miles traveled and enhancing livability/quality of life; and*
- *Goal CE-1 (Safe, Balanced, and Efficient Circulation and Pedestrian System) calling for a number of programs and improvements aimed at establishing/maintaining a safe, balanced, and efficient circulation and pedestrian system, improving access to the Downtown, reducing vehicle miles traveled, encouraging flexible and off-set work hours, and making pedestrian and bikeway improvements as part of overall efforts to reduce congestion; and*
- *Goal C-2 (Air Quality) calling for the City to take actions to reduce traffic congestion, to reduce vehicle miles traveled, to recruit new industry as part of on-going efforts to create a balanced community where the majority of residents can live, work and shop, and to encourage infill development.*

3. Noise

a. Fact.

The 2003 General Plan Update authorizes continued development in areas that could result in exposing existing and/or future residents, as well as sensitive receptors, to noise levels in excess of 65 CNEL associated with increased vehicular traffic use of the freeways and major arterials, in exposing future residents of mixed-use projects to intermittent high noise levels associated with trains using the Union Pacific Railroad, and exposing existing and/or future residents to intermittent high noise levels associated with airplanes using the Municipal Airport. This exposure to noise is considered to be significant and unavoidable.

b. Finding

The Noise Element of the 2003 General Plan Update includes goals, policies, and action items to encourage noise attenuation and design solutions to minimize noise exposure. It also discourages incompatible land uses where noise may be the source of incompatibility. The 2003 General Plan Update is consistent with the Airport Land Use Plan and does not propose any additional residential land uses within the Airport Influence Area. The goals, policies, and action items of the Noise Element lessen the significant environmental effects to the maximum extent feasible.

References Cited.

- *Action Items 1 – 17 of Policy N-1A (Minimize exposure and generation of noise) for Goal N-1 (Minimize exposure and generation of noise) establishing maximum, allowable noise exposure standards for indoor and outdoor activities of 65 CNEL and 45 CNEL respectively.; and*
- *Action Items 1 -2 of Policy N-1B (Airport Noise) for Goal N-1 (Minimize exposure and generation of noise).*
-

4. Transportation and Circulation

a. Fact

The EIR reviews and evaluates the transportation and circulation impacts associated with the existing traffic volumes and projected increases in traffic attributable to new development and regional growth through the year 2025. The City's existing Circulation Element identifies a series of circulation improvements to be made and the approximate year of the needed improvement. These are identified as Phase I improvements, with Phase II improvements being those needed in order to address development of the infill areas and expansion areas included as part of the 2003 General Plan Update.

The EIR reviews and evaluates the potential increase in the projected average daily trips (ADT) on the levels of service of major roadway segments throughout the City. The EIR assumes that the Phase I circulation improvements have been implemented since they were put into place with approval of the 2000 Circulation Element Update. The major roadway segments throughout the City are projected to operate at acceptable levels of service in the year 2025 only if all Phase-I improvements are installed and operational.

Phase I Circulation System Improvements

As a result of the fiscal constraints impeding the City's ability to install the Phase I improvements (many of which are regional in nature and are within the responsibility and jurisdiction of other public agencies, including Caltrans, SLOCOG, and the County), the traffic and circulation impacts associated with the existing General Plan and its update are considered to be significant and unavoidable.

Phase I Circulation System Improvements

Roadway Segment	Limits	Roadway Improvement	Approximate Year of Needed Improvement	
			LOS C	LOS D
S.R. 46 East	From U.S. 101 to Union Road	Corridor Study	2017	2021
S.R. 46 East	From Airport Road to Dry Creek Road/Jardine Road	Corridor Study	2000	2005
24 Street	From Spring Street to U.S. 101	Two Lane to Four Lane Road Widening	2011	2017
13 th Street	From Spring Street to Riverside Avenue	Two Lane to Four Lane Road Widening	2000	2005
13 th Street	From Riverside Avenue to South River Road	Two Lane to Four Lane Road Widening	2000	2000
Creston Road	From South River Road to Golden Hill Road	Two Lane to Four Lane Road Widening	2000	2015
Creston Road	From Golden Hill Road to Niblick Road	Two Lane to Four Lane Road Widening	2000	2004
Niblick Road	From South River Road to Melody Dr.	Two Lane to Four Lane Road Widening	2000	2000
Niblick Road	From Melody Dr. to Creston Road	Two Lane to Four Lane Road Widening	2000	2000
Sherwood Road	From Creston Road to Fontana Road	Two Lane to Four Lane Road Widening	2010	2016
Spring Street	1 st Street to 13 th Street	Corridor Study	2000	2000
Spring Street	13 th Street to 24 th Street	Corridor Study	2000	2000
Buena Vista Drive	From S.R. 46 East to Experimental Station Road	Two Lane Arterial to Four Lane Arterial Widening	2025	2025
Charolais Road	From South River Road to U.S. 101	New Roadway and Bridge over the Salinas River	2025	2025

Highway 101 Mainline and State Route 46 East Improvements

The Highway 101 mainline segment traversing the City in a north/south direction (with the existing four-lane divided freeway cross-section) and the State Route 46 East segment (with the planned four to six-lane arterial/expressway type cross-section, or an alternative four-lane Freeway configuration) within the City are both projected to operate at LOS "D" or better conditions on a daily basis assuming development of the infill and expansion areas in accordance with the 2003 General Plan Update.

As a result of the uncertainty regarding funding for improvement of the Highway 101 mainline segment, the traffic and circulation impacts associated with the existing General Plan and its update are considered to be significant and unavoidable. Changes or alterations in the General Plan update to address regional traffic and circulation improvements are within the responsibility and jurisdiction of other public agencies (Caltrans and SLOCOG) and not the agency making the finding.

Downtown Improvements

As a result of the review/consideration of the Downtown Parking and Circulation Analysis prepared by Kimley Horn and Associates (September, 2002), further consideration of improving both Spring Street and 13th Street to four-lanes has been dropped by the City Council with its approval of the Action Plan. Instead, the City Council's Action Plan calls for planning and implementing measures to route through traffic off of Spring Street east to Riverside Avenue and to a lesser degree to other roads in the downtown that have the ability to accommodate more traffic. A proportion of the traffic (perhaps as much as one-third) using Spring Street and/or 13th Street is passing through the downtown en route to other areas. Diversion of this through traffic out-of-the downtown core will reduce traffic volumes on Spring Street and/or 13th Street and may eliminate the need for widening. These traffic and circulation impacts are associated with the 2003 General Plan Update.

B. Effects Found To Be Significant and Unavoidable (Class I Impacts) for moderate and maximum growth scenarios/alternatives.

1. Loss of Prime and Statewide Important Farmlands

a. Fact.

The 2003 General Plan Update identifies potential expansion areas located outside the existing City limits. At some point over the next 20 – 25 years, it is foreseeable that it would be logical to annex these areas into the City and allow for these areas adjacent to the City limits to be urbanized, rather than disallowing urbanization and forcing it to occur farther away from urban areas. Annexation would ensure compliance with the City's development standards, infrastructure requirements, and environmental mitigation measures for new development and would allow for local control.

b. Finding

According to the Land Evaluation and Suitability Assessment procedures of the State Department of Conservation/Office of Land Conservation, annexation and development of Areas S2 and E3, with each area containing 5 acres of prime farmland, would not be significant since the agricultural suitability of these small sites near an urbanized area are characterized as low and are not given priority in the State Important Farmlands program. Urbanization would have an incremental effect on the agricultural industry in San Luis Obispo County.

According to the Land Evaluation and Suitability Assessment procedures of the State Department of Conservation/Office of Land Conservation, annexation and development of Area S2, containing 55 acres of statewide importance farmland and Area E3, containing 10 acres of statewide importance farmland would not be considered as significant since the agricultural suitability of these sites near an urbanized area are characterized as low and are not given priority in the State Important Farmlands program.

As a result of the lack of mitigation measures to off-set the potential loss of the above-referenced farmland, the impact was deemed to be locally significant; it is not, however, significant from a state or county perspective.

The 2003 General Plan Update includes policies that enable clustered development within a Specific Plan area and further provides for the transfer of development rights from one portion of the site to another in order to preserve farmland. Implementation of these policies would avoid the significant environmental effect on farmland as identified in the Final EIR. Implementation is encouraged, but not mandated.

References Cited.

- *Action Items 1 – 5 of Policy LU-2E (“Purple Belt” [Open Space/Conservation Areas Surrounding the City]) for Goal LU-2 (Image/Identity) calling for maintaining/enhancing the City’s image/identity; and*
- *Action Items 1 and 2 of Policy LU-2F (Planning Impact Area) relating to annexation of areas that represent a logical extension of the City’s urban boundaries and identifying the City’s preference for the surrounding lands within the County unincorporated area to remain devoted to low-density rural residential, open space (including natural resources), and agricultural land uses; and*
- *Policy LU-2G (Specific Plans), calling for establishment of Specific Plans for the potential expansion areas to address community-wide issues on a comprehensive basis (including fiscal impacts, infrastructure phasing and financing, parks and trails, amenities, an appropriate mix of land uses, clustering of land uses, coordinated architecture, and site design); and*
- *Action Items 1 – 11 of Policy OS-1A (“Purple Belt: [Open Space/Conservation Areas Surrounding the City]) for Goal OS-1 (Open Space), calling for preservation and expansion of the amount and quality of open space in and around Paso Robles.*

C. Effects Found To Be Significant, But Mitigated to Less Than Significant (Class II Impacts)

1. Changes or alterations have been required in, or incorporated into, the goals, policies, and action items of the proposed 2003 General Plan Update (including new or modified land use categories and land use patterns), which avoid or substantially lessens its potentially significant environmental effects to less than significant levels, as identified in Table 4-3 of the Final EIR (attached hereto and incorporated herein).

2. These above referenced changes or alterations have been required in, or incorporated into the proposed 2003 General Plan Update for the following environmental effects:

- Aesthetics/Community Design
- Light and Glare
- Air Quality (Construction Related Emissions)
- Biological Resources
- Hydrology and Water Quality
- Land Use Compatibility at Boundary between Urban Development and Agricultural Areas
- Public Services and Infrastructure;
- Parks and Recreation (with consideration given to counting a portion of the Salinas River Corridor as open space with potential trails); and
- Safety

D. Effects Found To Be Less Than Significant (Class III Impacts)

1. Changes or alterations have been required in, or incorporated into, the goals, policies, and action items of the proposed 2003 General Plan Update (including new or modified land use categories and land use patterns) to minimize the overall impact of the effects determined to be less than significant, as identified in Table 4-3 of the Final EIR (attached hereto and incorporated herein).

2. Although not required by CEQA, these above referenced changes or alterations have been incorporated into the proposed 2003 General Plan Update for the following environmental effects:

- Air Quality Impacts Attributable to Individual Development Projects
- Health and Safety Effects From Proximity to Agricultural Operations
- Biological Resources (Native, perennial bunchgrass habitat and Non-native annual grassland habitat)
- Cultural Resources
- Geology and Mineral Resources
- Noise (Operation of Industrial and Commercial facilities and Construction-Related)
- Public Services and Infrastructure; and
- Safety.

2. Statement of Overriding Considerations.

That the City Council does hereby make the following written findings and statements for the adverse and unavoidable environmental effects identified in the Final EIR that could occur as a result of adoption and implementation of the 2003 General Plan Update with up to a maximum of _____ residents by the year 2025.

A. There are certain social and economic benefits to the community associated with development of the housing, commercial and industrial uses provided for by the 2003 General Plan that outweigh its potentially adverse and unavoidable impacts, as well as other considerations that make these impacts acceptable.

B. These overriding benefits and considerations, include, but are not limited to, the following:

➤ The City Council's adopted purpose statement is that:

“In order to enhance Paso Robles’ unique small town character and high quality of life, the City Council supports the development and maintenance of a balanced community where the great majority of the population can live, work and shop.”

To achieve and maintain this balance, the City needs to be a center for commerce and industry in the north county area and needs to provide opportunities to develop infill and limited expansion areas, thereby creating a diversity of housing choices.

➤ A balance between employment, shopping, and homes is called for under the City’s adopted goals program and supported through the results of the Paso Robles General Plan Update 2002 Survey.

➤ Efforts to retain and attract clean industries and businesses in order to balance the number of jobs and housing units and to attract regional commercial development will act to reduce the present regional trend of increasing amount of impacts to air quality and traffic flow caused by the existing pattern in which local residents leave the community for employment and shopping opportunities;

➤ Comprehensive land use planning for the Paso Robles environs, within the City’s adopted “Planning Impact Area”, designed to designate the appropriate mix of land uses and particularly their relationships to the City, its residents, and implementation of the City Council’s adopted Goals and Objectives for the future of Paso Robles;

➤ Environmental protection, including application of the City’s Hillside Development and Oak Tree Preservation Ordinances, Architectural Review, Specific Plans in designated areas, Planned Developments, and other City land use regulations that exceed the specificity and ability of other applicable land use requirements in terms of providing for the protection of the environment;

➤ City services including but not limited to sewage system master planning to protect ground water quality and to provide approved water recharge opportunities; water system master planning to provide adequate volumes and pressures for domestic, commercial, industrial, and fire protection purposes; municipal public safety services; municipal landfill facilities; adequate vehicular access to projected land uses; City Library and Parks & Recreation programs.

3. Mitigation Monitoring/Reporting Program. That the City Council does hereby adopt a Mitigation Monitoring/Reporting program as follows:

Method of Monitoring/Reporting (Responsible Party)

A. As part of the annual review of the General Plan required by California Government Code Section 65400 (b), a report of the status of implementation of all EIR mitigation measures shall be prepared, in the form of periodic review of the status of the implementation of the General Plan action items. (Community Development Director or his designee).

B. As part of the environmental review process of site-specific development projects and the actions taken to implement the 2003 General Plan (which have not already been adequately reviewed in the Final EIR), all relevant mitigation measures contained in the Final EIR for the 2003 General Plan Update are to be incorporated into the project and referenced in any subsequent environmental documentation prepared (Community Development Director or his designee).

4. 2003 General Plan Update

A. *Land Use Element and General Plan Land Use Map*

That the “Areas of Change Since 1991” Exhibit (attached hereto as Exhibit “A” and incorporated herein) is hereby adopted and incorporated into the 2003 General Plan Update.

This Exhibit covers a geographic area of _____ acres and provides for a year 2025 build-out population of _____.

B. *Circulation Element*

That the Circulation Element is hereby adopted and incorporated into the 2003 General Plan Update, including:

- i. The “Circulation Element Map Figure CE-1” (attached hereto as Exhibit “B” and incorporated herein);
- ii. The establishment of a Level of Service (LOS) Standard of _____ for the planned improvements, and
- iii. The commitment to continue to actively and cooperatively work with Caltrans and SLOCOG to develop multi-agency financial plans for construction of the required regional traffic and circulation improvements, facilities, and programs.

C. *Housing Element*

That the Housing Element Update is hereby adopted and incorporated into the 2003 General Plan Update, including the attached Addendum reflecting response to comments provided by the State of California Department of Housing and Community Development (HCD), after having found and determined as follows:

- i. The Housing Element Update contains all of the required information and analysis as set forth in Section 65583 (Housing Element Contents) of the California Government Code, including but not limited to the following:
 - Updated information on the housing, population, and demographic characteristics of Paso Robles;
 - A performance review itemizing the progress made in implementing the policies and programs contained in the Housing Element; and
 - A Six-Year Action Plan listing the actions to be undertaken by the City in furtherance of the goals, policies, and objectives to provide a diversity of housing types to meet the needs of all economic segments of the community.
- ii. The Housing Element Update has been prepared and processed in accordance with the provisions of Article 10.6 (Housing Elements) of the Planning and Zoning Law of the State of California.
- iii. The City provided opportunities for the involvement of residents, business owners, realtors, the building industry, developers, and other organizations in the Housing Element Update process.

D. ***Parks and Recreation Element***

That the Parks and Recreation Element is hereby adopted and incorporated into the 2003 General Plan with subsequent implementation to include (1) development of a Master Park, Recreational Facility, & Trails Plan addressing Citywide needs and financing for development, maintenance, and operation through the year 2025 and (2) A Salinas River Corridor Plan addressing such issues as private property rights, recreation, conservation, use, public access, and educational outreach.

E. ***Conservation Element***

That the Conservation Element is hereby adopted and incorporated into the 2003 General Plan Update.

F. ***Open Space Element***

That the Open Space Element is hereby adopted and incorporated into the 2003 General Plan Update with subsequent implementation to include consideration of developing a plan/program for establishing an open space/purple belt (agricultural preserve area) surrounding the City; and

G. **Noise Element**

That the Noise Element is hereby adopted and incorporated into the 2003 General Plan Update.

H. ***Safety Element***

That the Safety Element is hereby adopted and incorporated into the 2003 General Plan Update.

NOW, THEREFORE, BE IT FURTHER FOUND, DETERMINED AND RESOLVED by the City Council of the City of Paso Robles that the 2003 General Plan Update is approved and incorporated by reference. The General Plan Update is labeled "Attachment A" and is on file with a record of the proceedings. The custodian of these documents is the Community Development Director, in the Community Development Department of the City of Paso Robles, City Hall, 1000 Spring Street, Paso Robles, CA 93446.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 16th day of December 2003 by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

Frank R. Mecham, Mayor

ATTEST:

Sharilyn M. Ryan, Deputy City Clerk

RESOLUTION NO. 03-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES,
CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE 2003 GENERAL PLAN UPDATE

WHEREAS, the City of El Paso de Robles has prepared a comprehensive update to the General Plan, in accordance with Article 5 (Authority for and Scope of General Plans) and Article 6 (Preparation, Adoption, and Amendment of the General Plan) of the Planning and Zoning Law of the California Government Code; and

WHEREAS, this comprehensive update to the General Plan will hereafter be referred to as the “2003 General Plan Update”; and

WHEREAS, the 2003 General Plan Update includes the Land Use, Circulation, Housing, Open Space, Conservation, Parks and Recreation, Safety and Noise Elements; and

WHEREAS, the adoption of the 2003 General Plan Update constitutes a “project” as defined by the California Environmental Quality Act (CEQA) Statutes and Guidelines; and

WHEREAS, in its capacity as lead agency, the City has prepared and processed an Environmental Impact Report (EIR) reviewing and evaluating the probable environmental effects associated with adoption and implementation of the 2003 General Plan Update, including four (4) different alternative land use plans (maximum, moderate, minimum, and no additional development beyond that anticipated in the existing General Plan); and

WHEREAS, these alternative land use plans anticipate that the City could grow from the current General Plan projection (residential build-out) of 35,300 residents to a maximum residential build-out potential of 45,500 residents by the year 2025, and a proportionate increase in commercial and industrial development; and

WHEREAS, the “proposed project” in the context of the EIR is the alternative with the maximum potential impacts (the largest geographic area and population scenario), which was selected as the alternative for study purposes only; and

WHEREAS, this maximum growth alternative covers a geographic area of approximately 12,509 acres and provides for a total build-out of up to 16,843 residential dwelling units, 7,027,000 square feet of commercial development, and 3,636,000 square feet of industrial development; and

WHEREAS, the City has consulted with responsible and trustee agencies and other concerned organizations and individuals before issuance of the Notice of Preparation of an Environmental Impact Report and prior to publication of the Draft and Final EIR, including but not limited to: a Planning Festival, a Community Survey, Study Sessions, and Workshops on the General Plan Update; and

WHEREAS, a Draft EIR on the 2003 General Plan Update was circulated on August 7, 2003, for a period of forty-five (45) days concluding September 22, 2003, to all responsible and trustee agencies and other interested agencies, organizations, and individuals; and

WHEREAS, copies of the Draft EIR on the 2003 General Plan Update were also available throughout the forty-five day (45) review/comment period referenced above for public inspection and review at City Hall, at the public library, and on the City’s website; and

WHEREAS, a total of 19 letters were received during the 45-day review/comment period, providing comments on the content of the Draft EIR; and

WHEREAS, at its August 26, 2003 meeting, the Planning Commission conducted a duly noticed public workshop on the Draft EIR and took testimony from six (6) persons on the 2003 General Plan Update and accompanying EIR; and

WHEREAS, at its September 18, 2003 meeting, the Planning Commission and City Council conducted a duly noticed joint public workshop and took testimony from 8 persons on the 2003 General Plan Update and accompanying EIR; and

WHEREAS, throughout the General Plan Update process, the City held over 11 public workshops on the Update and its environmental review; and

WHEREAS, in response to the written and oral comments received, a Final EIR was prepared and released for public review/comment on November 12, 2003; and

WHEREAS, as a result of input from the public and the General Plan Ad Hoc Committee, the Final EIR included comments, responses, clarifications and modifications/errata to the Draft EIR and the proposed 2003 General Plan Update; and

WHEREAS, the August 2003 Draft EIR and its Appendices together with the Comments, Responses and Revisions Report and all documents referenced therein, collectively comprise the Final EIR for the 2003 General Plan Update; and

WHEREAS, any changes made to the text of the Draft EIR correcting information, data or intent, other than minor typographical corrections or minor working changes, are noted in the Final EIR as changes to the Draft EIR; and

WHEREAS, none of the above-referenced changes to the Draft EIR were substantive in nature or involved significant new information; rather, they merely clarified, amplified, or insignificantly modified the EIR; and

WHEREAS, based on the November 25, 2003 public hearing, testimony received, the information and analysis presented in the Final EIR, and the proposed 2003 General Plan Update (Public Hearing Draft) presented and discussed at said public hearing, the Planning Commission:

- A. Determined that no new information was provided, nor were any new questions raised that would significantly change the basis for the City Council's review/consideration of taking final action on both the Final EIR and the proposed 2003 General Plan Update at its duly noticed public hearing on December 16, 2003; and
- B. Recommended to the City Council on a 4-0-0-3 vote that the Council certify the August 2003 Draft EIR and its Appendices together with the Comments, Responses and Revisions Report and all documents referenced therein, for the 2003 General Plan Update as being adequate, objective, and in full compliance with CEQA.

WHEREAS, on a 3-1-0-3 vote, the Planning Commission recommended to the Council that the 2003 General Plan Update be approved with a population of approximately 38,000 residents and no residential annexation or expansion; and

WHEREAS, at its public hearing on December 16, 2003, the City Council reviewed, considered, and discussed the information and analysis contained in the August 2003 Draft EIR and its Appendices together with the Comments, Response and Revisions Report and all documents referenced therein (hereinafter "Final EIR"), the oral and written public testimony received on the Final EIR, and the minutes of the Planning Commission's November 25, 2003 public hearing on the Final EIR and DRAFT 2003 General Plan update; and

WHEREAS, upon completion of its review and consideration of the information and analysis presented, as well as the further oral and written public testimony provided, the City Council found and determined that the testimony received during the public hearings did not raise any new environmental issues or environmental concerns not previously addressed in the EIR or not adequately responded to by the City's consultant, staff or legal counsel in the Final EIR and/or during the public hearings; and

WHEREAS, the City Council is required to adopt certain findings and determinations for the potential environmental consequences of the 2003 General Plan Update before taking any final action to approve the Update, and

WHEREAS, the first findings to be made by the City Council involve certification of the Final EIR; which findings are the focus of this Resolution; and

WHEREAS, the other findings and determinations to be made by the City Council before taking final action in deciding whether or how to carry out the 2003 General Plan Update are the focus of a separate Resolution concerning the Update (which is to include, but not be limited to, any necessary statements of overriding considerations for any remaining significant environmental effects that are deemed to be “unavoidable”).

NOW, THEREFORE, BE IT FOUND, DETERMINED AND RESOLVED by the City Council of the City of El Paso de Robles that the Council does hereby certify as follows:

1. That the Final EIR for the 2003 General Plan Update has been prepared, processed, and completed in compliance with CEQA, the State CEQA Guidelines, and the City's Rules and Procedures for the Implementation of CEQA.
2. That the Final EIR was presented to the City Council and that the Council reviewed, considered, and discussed the information, analysis, and findings contained in the Final EIR, as well as testimony received during the public hearing and the deliberations of the Planning Commission at its November 25, 2003 meeting, prior to approving the Project.
3. That the Final EIR reflects the City Council's independent judgment and analysis.
4. That the Final EIR for the General Plan Update, a copy of which is on the file with the City Clerk of the City of Paso Robles and dated November 2003, shall hereby be regarded as certified as to its conformance to, and compliance with CEQA, the State CEQA Guidelines, and the City's Rules and Procedures for the Implementation of CEQA.
5. That the City Clerk shall be directed to file a Notice of Determination with the County Clerk for the County of San Luis Obispo and the State Office of Planning and Research.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 16th day of December 2003 by the following vote:

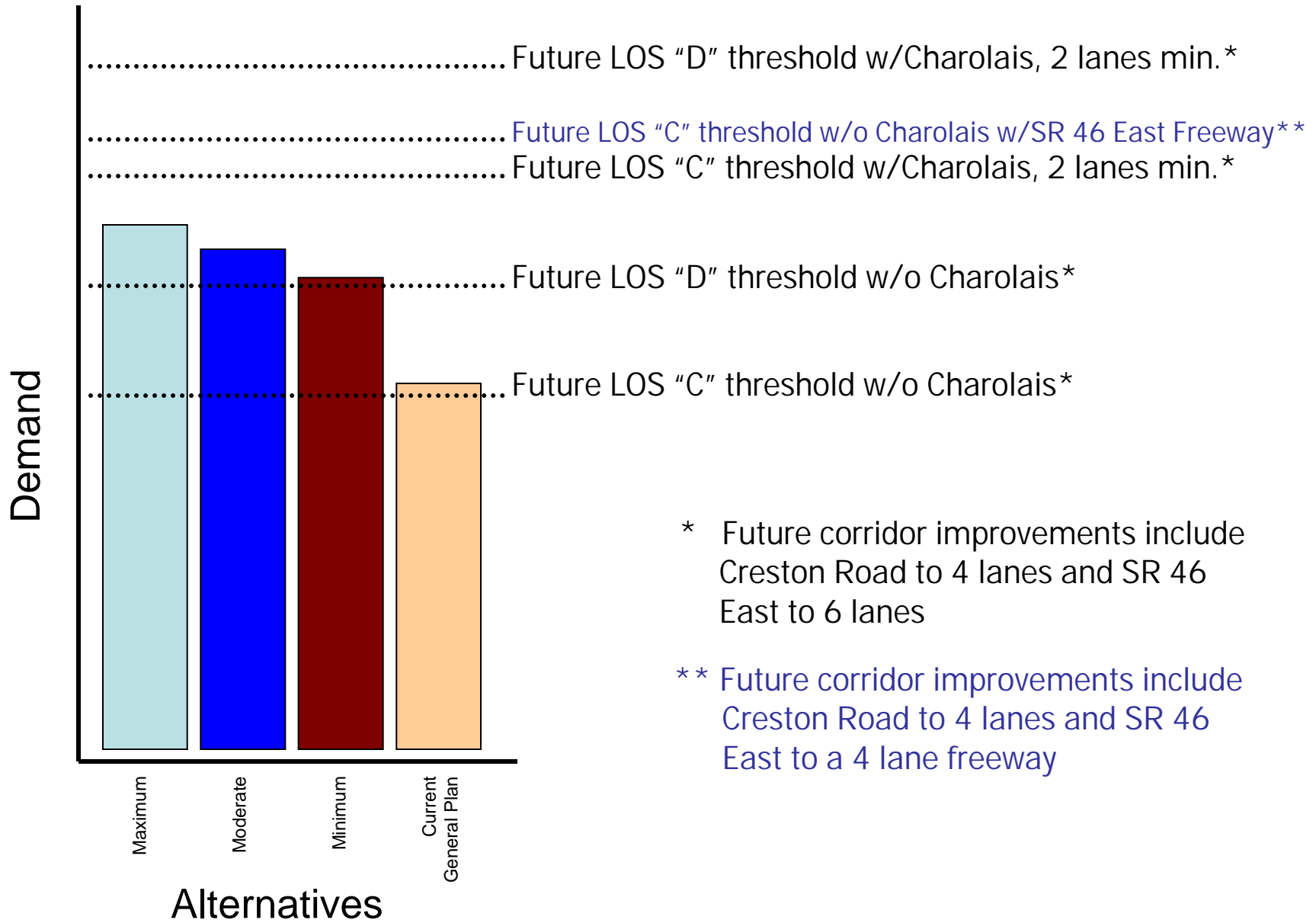
AYES:
NOES:
ABSTAIN:
ABSENT:

Frank R. Mecham, Mayor

ATTEST:

Sharilyn M. Ryan, Deputy City Clerk

East/West Corridor Thresholds with and without Charolais Road Extension



Housing Element Compliance General Plan Alternatives

Growth Scenario	Above Moderate	Moderate	Low	Very Low	TOTAL
HCD Target	651	520	467	627	2,265
Maximum Growth Scenarios					
Maximum Growth (Max CRASP) *	4,270	1,038	988	854	7,150
Maximum Growth (Min CRASP) *	3,426	1,038	988	854	6,306
Maximum Growth, no annexation (Max CRASP) ***	3,088	809	841	706	5,444
Maximum Growth, no annexation (Min CRASP) ***	2,244	809	841	706	4,600
Moderate Growth Scenarios					
Moderate Growth (Max CRASP) *	4,141	1,174	767	803	6,885
Moderate Growth (Min CRASP) *	3,297	1,174	767	803	6,041
Moderate Growth, no annexation (Max CRASP) ***	3,088	945	619	656	5,308
Moderate Growth, no annexation (Min CRASP) ***	2,244	945	619	656	4,464
Minimum Growth Scenarios					
Minimum Growth (Max CRASP) **	3,741	914	619	656	5,930
Minimum Growth (Min CRASP) **	2,897	914	619	656	5,086
Minimum Growth, no annexation (Max CRASP)***	3,136	779	619	656	5,190
Minimum Growth, no annexation (Min CRASP)***	2,292	779	619	656	4,346
Existing General Plan***	2,218	693	<u>286</u>	<u>185</u>	3,382

Population		
Existing	New	Buildout
26,174	19,305	45,479
26,174	17,026	43,200
26,174	14,699	40,873
26,174	12,420	38,594
26,174	18,590	44,764
26,174	16,311	42,485
26,174	14,332	40,506
26,174	12,053	38,227
26,174	16,011	42,185
26,174	13,732	39,906
26,174	14,013	40,187
26,174	11,734	37,908
26,174	9,131	35,305

Each alternative assumes no Cuesta housing in Area E5.

Each alternative except the existing GP assumes 200 second units as Very Low income housing.

* includes development in sphere and expansion areas, with density transfer

** no development in Expansion areas; no density transfer

*** no development beyond existing city limit; no density transfer

"Max CRASP" means development in accordance with CRASP Alternative 3

"Min CRASP" means development in accordance with CRASP Alternative 1

GENERAL PLAN UPDATE Thresholds Analysis

This document summarizes key service thresholds that would be encountered with respect to the four proposed General Plan scenarios. Specifically, it addresses the following areas:

- Aesthetics: Change to Visual Character
- Air Quality: Consistency with Clean Air Plan
- Land Use: Conversion of Prime Agricultural Land
- Noise: Increased exposure to vehicular noise, train and aircraft noise
- Recreation: Increased demand for parkland
- Traffic: Charolais Road Bridge; Key Roadway widenings
- Utilities: Water Supply and Wastewater Treatment

Table 1. General Plan Performance Against Service Thresholds

Issue	Service Threshold	Does This Alternative Trigger an Impact?			
		Maximum Growth Up to 45,500 Population	Moderate Growth Up to 44,400 population	Minimum Growth Up to 42,100 population	Existing GP Up to 35,000 population
<i>AESTHETICS:</i>					
Change to Existing Visual Character	Altering existing character of views from public viewing areas	Yes <i>(when development occurs in Chandler Ranch and expansion areas)</i>	Yes <i>(when development occurs in Chandler Ranch and expansion areas)</i>	Yes <i>(when development occurs in Chandler Ranch and expansion areas)</i>	Yes <i>(when development occurs in Chandler Ranch)</i>
<i>AIR QUALITY:</i>					
Clean Air Plan Consistency	Any development beyond existing GP (35,000 population)	Yes	Yes	Yes	No
<i>LAND USE:</i>					
Conversion of Prime Agricultural Land	Development in Area S2 and E3, which each contain 5 acres of prime soils. Area S2 has 55 acres of statewide importance farmland and E3 has 10 acres of statewide importance farmland.	Yes <i>(when development occurs in Areas S2 and E3)</i>	Yes <i>(when development occurs in Areas S2 and E3)</i>	Yes <i>(when development occurs in Area S2)</i>	No
<i>NOISE:</i>					
Increased exposure to vehicular noise	Noise-sensitive development in areas exceeding 65 dBA	Yes <i>(Development in areas within proximity to Highway 101, Highway 46 East, and other major roads (Creston Rd, Niblick Rd, Airport Rd, S. River Rd, Sherwood Rd,</i>	Yes <i>(Development in areas within proximity to Highway 101, Highway 46 East, and other major roads (Creston Rd, Niblick Rd, Airport Rd, S. River Rd, Sherwood Rd,</i>	Yes <i>(Development in areas within proximity to Highway 101, Highway 46 East, and other major roads (Creston Rd, Niblick Rd, Airport Rd, S. River Rd, Sherwood Rd,</i>	Yes <i>(Development in areas within proximity to Highway 101, Highway 46 East, and other major roads (Creston Rd, Niblick Rd, Airport Rd, S. River Rd, Sherwood Rd,</i>



Table 1. General Plan Performance Against Service Thresholds

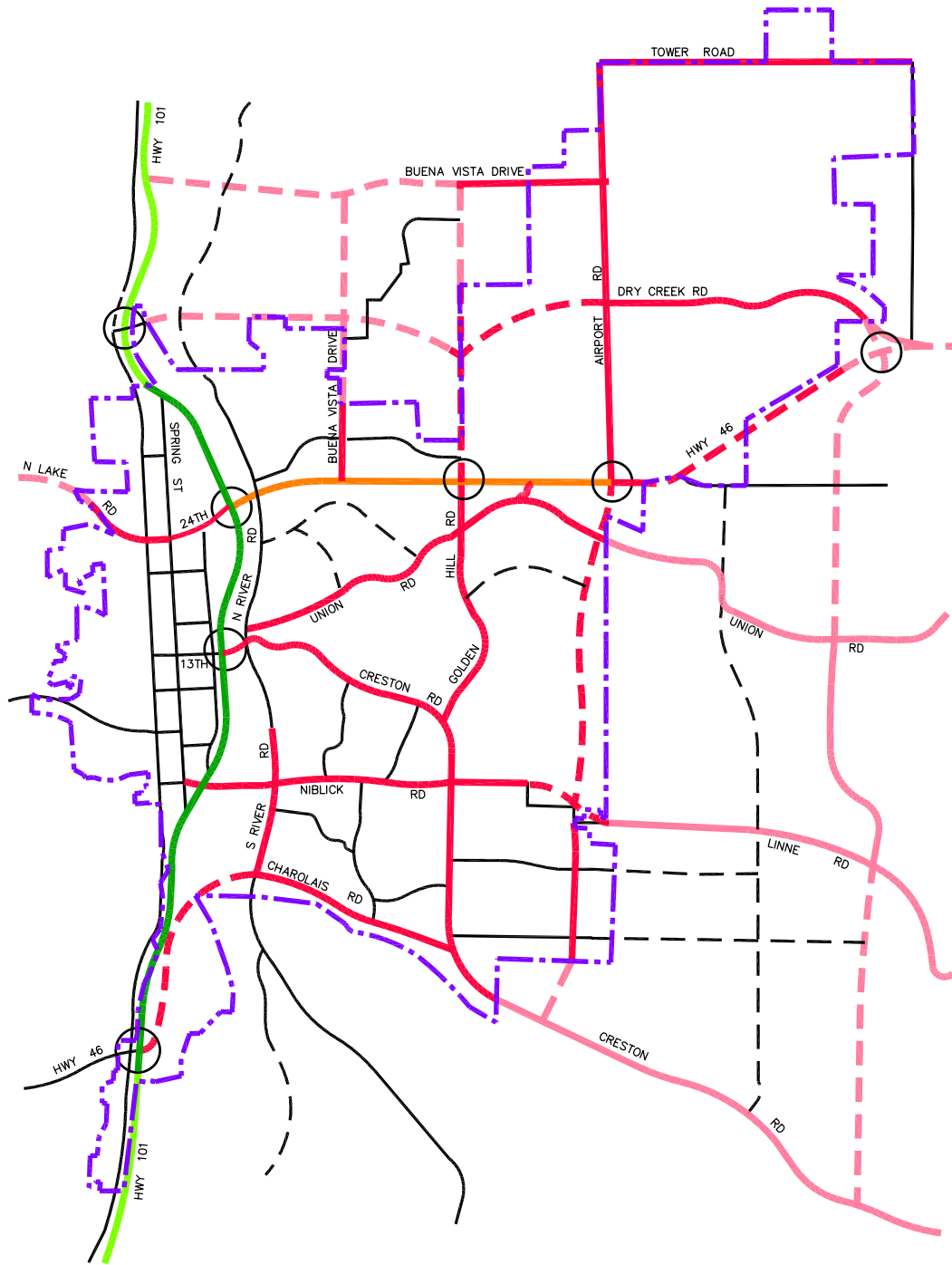
Issue	Service Threshold	Does This Alternative Trigger an Impact?			
		Maximum Growth Up to 45,500 Population	Moderate Growth Up to 44,400 population	Minimum Growth Up to 42,100 population	Existing GP Up to 35,000 population
		<i>Spring St, and Buena Vista Rd)</i>	<i>Spring St, and Buena Vista Rd)</i>	<i>Spring St, and Buena Vista Rd)</i>	<i>Spring St, and Buena Vista Rd)</i>
Increased exposure to rail noise	Noise-sensitive development in areas exceeding 65 dBA	Yes <i>(Downtown development generally east of Spring Street)</i>	Yes <i>(Downtown development generally east of Spring Street)</i>	Yes <i>(Downtown development generally east of Spring Street)</i>	Yes <i>(Downtown development generally east of Spring Street)</i>
Increased exposure to aircraft noise	Noise-sensitive development in areas exceeding 65 dBA	No <i>(Additional residential development would be prohibited within the Airport Overlay Area except for existing parcels that are entitled for residential use)</i>	No <i>(Additional residential development would be prohibited within the Airport Overlay Area except for existing parcels that are entitled for residential use)</i>	No <i>(Additional residential development would be prohibited within the Airport Overlay Area except for existing parcels that are entitled for residential use)</i>	No <i>(Additional residential development would be prohibited within the Airport Overlay Area except for existing parcels that are entitled for residential use)</i>
RECREATION:					
Increased parkland demand	Option A. Implementing the proposed 7 acres of parkland per 1,000 population standard would not create any additional parkland need to serve the existing and/or projected population with consideration given to counting a portion of the Salinas River Corridor as open space with potential trails.	No <i>(Preliminary Findings are that no additional acreage devoted to parks, recreation, trails, or open space would be needed with consideration of the Salinas River Corridor).</i> <i>These findings are subject to confirmation during the Master Plan process)</i>	No <i>(Preliminary Findings are that no additional acreage devoted to parks, recreation, trails, or open space would be needed with consideration of the Salinas River Corridor).</i> <i>These findings are subject to confirmation during the Master Plan process)</i>	No <i>(Preliminary Findings are that no additional acreage devoted to parks, recreation, trails, or open space would be needed with consideration of the Salinas River Corridor).</i> <i>These findings are subject to confirmation during the Master Plan process)</i>	No <i>(Preliminary Findings are that no additional acreage devoted to parks, recreation, trails, or open space would be needed with consideration of the Salinas River Corridor).</i> <i>These findings are subject to confirmation during the Master Plan process)</i>
	Option B. Continued implementation of the existing 5 acres of parkland per 1,000 population standard.	No <i>(same as discussion for Option A)</i>	No <i>(same as discussion for Option A)</i>	No <i>(same as discussion for Option A)</i>	No <i>(same as discussion for Option A)</i>
TRAFFIC:					
Need for Charolais Road Bridge with SR 46 East to 6-lanes. <i>(Not needed with 4-lane freeway)</i>	Option A. LOS C. Bridge needed at population of 34,000.	Yes <i>(Bridge needed at population of 34,000).</i>	Yes <i>(Bridge needed at population of 34,000).</i>	Yes <i>(Bridge needed at population of 34,000).</i>	Yes <i>(Bridge needed at population of 34,000).</i>
	Option B. LOS D in City and LOS C/D cusp in Caltrans ROW. Bridge needed at 42,000 population	Yes <i>(Bridge needed at 42,000 population)</i>	Yes <i>(Bridge needed at 42,000 population)</i>	Yes <i>(Bridge needed at 42,000 population)</i>	No <i>(Bridge not needed)</i>
Need for Creston Road	Existing 27,000	Yes	Yes	Yes	Yes



Table 1. General Plan Performance Against Service Thresholds

Issue	Service Threshold	Does This Alternative Trigger an Impact?			
		Maximum Growth Up to 45,500 Population	Moderate Growth Up to 44,400 population	Minimum Growth Up to 42,100 population	Existing GP Up to 35,000 population
widening	population exceeds 23,500 population threshold	(Widening to 4 lanes needed now)	(Widening to 4 lanes needed now)	(Widening to 4 lanes needed now)	(Widening to 4 lanes needed now)
Need for 101/46 widening or upgrade to 4-lane freeway.	Existing 4 lane capacity of 29,000 ADT (Non-population threshold due to regional traffic)	Yes (Threshold exceeded by 2017)	Yes (Threshold exceeded by 2017)	Yes (Threshold exceeded by 2017)	Yes (Threshold exceeded by 2017)
Need for downtown roadway improvements	Existing 27,000 population exceeds 23,500 population threshold	Yes (Implement Downtown Plan)	Yes (Implement Downtown Plan)	Yes (Implement Downtown Plan)	Yes (Implement Downtown Plan)
<i>UTILITIES:</i>					
Additional water supply	City has sufficient water supply for the foreseeable future.	Yes (Implement GPU Action Items)	Yes (Implement GPU Action Items)	Yes (Implement GPU Action Items)	No
Wastewater Treatment Plant expansion	City has wastewater treatment capacity for population up to 35,000.	Yes (need to expand wastewater treatment capacity)	Yes (need to expand wastewater treatment capacity)	Yes (need to expand wastewater treatment capacity)	No (Sufficient wastewater treatment capacity)





LEGEND:

	Existing Outside City Limits		Proposed Outside City Limits		Existing Inside City Limits		Proposed Inside City Limits		U.S. 101 Freeway (4 lanes)
									Arterial (6 Lanes) or 4 Lane Freeway to Airport Rd.
									Arterial (4 Lanes)
									Collector
									City Limit Line
									Interchange (Grade Separated)

Paso Robles Circulation Element Update

Figure CE-1

Circulation Element Map

As amended by Resolution NO. 02-50 on April 2nd, 2002

