

TO: JAMES L. APP, CITY MANAGER

FROM: BOB LATA, COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: GENERAL PLAN AMENDMENT OF THE CIRCULATION ELEMENT;  
SPECIFIC PLAN AMENDMENT 03-003 OF THE UNION/46 SPECIFIC  
PLAN AND AMENDMENT OF TENTATIVE TRACT 2369 AND PD 00-003  
CONDITIONS OF APPROVAL, PROPOSING TO ELIMINATE THE  
PLANNED CONNECTION OF STREET 'A' TO NORTH RIVER ROAD  
(APPLICANT'S REPRESENTATIVE - NORTH COAST ENGINEERING  
FOR FRANK ARCIERO)

DATE: FEBRUARY 15, 2005

Needs: For the City Council to consider the applicant's request that the Circulation Element, Figure CE-1 and the Union/46 Specific Plan, Map 3.2 be amended to eliminate the planned connection of 'A' Street (Montebello Oaks Drive) to North River Road, and other associated planning amendments.

Facts:

1. The Union/46 Specific Plan covers properties located south of Highway 46 East, west of Prospect Avenue, north of Union Road, and east of North River Road (see attached map).
2. The Union/46 Specific Plan was approved by the City Council on March 1, 1988 (Resolution No. 88-12). The Union/46 Specific Plan includes text and diagrams specifying how development is to occur in this area. This also includes the distribution of land uses, traffic and circulation patterns and improvements necessary for development.
3. The applicant is requesting that Figure CE-1 of the Circulation Element, and Map 3.2, Circulation System Streets and Trails, of the Union/46 Specific Plan be amended to delete the planned connection of 'A' Street (Montebello Oaks Drive) to North River Road, and Conditions of Approval that pertain to it.
4. The Planning Commission considered this request on August 26, 2003 and January 25, 2005. The Commission recommended approval on January 25<sup>th</sup> of these amendments to the City Council.
5. Staff and the applicant (with assistance from technical consultants), have conducted studies and/or prepared information to address concerns previously raised by the Planning Commission. (See Attachments 2 -5).

6. A Traffic Impact Study was prepared by Omni-Means to determine potential impacts if the west connection of 'A' Street were eliminated from Tract 2369, Montebello Estates (see Attachment 4). The Traffic Impact Study concludes that the redirected traffic that would have traveled on west 'A' Street to North River Road would not significantly affect the Level of Service (LOS) of the remaining streets in the surrounding subdivisions. A peer-review by a second transportation engineer (ATE) was prepared to evaluate the study prepared by Omni Means (also in Attachment 4). The ATE review agreed with the Omni Means conclusion of no impact (see Attachment 4).
7. Emergency Services has indicated that they do not oppose eliminating the 'A' Street connection to North River Road, and that there would be adequate means available to evacuate the area if needed with the existing streets and the easterly extension of 'A' Street to connect to Union Road.

Analysis  
and

Conclusion: The applicant states that this request has been submitted in order to avoid unnecessary potential environmental impacts and because of difficulty obtaining required permits from State and Federal agencies. Impacts from the construction of 'A' Street include significant grading, removal of over 100 oak trees and related impacts to the oak woodlands area, disturbance of the blueline stream, and general negative aesthetic and visual impacts.

#### *Traffic Issues*

The traffic study prepared by Omni Means concluded that the redistribution of trips that would have traveled on 'A' Street and that would be redistributed to other streets within the Specific Plan area would not result in a (environmentally) significant number of additional trips on the surrounding streets. This was based on the finding that the Level of Service (LOS) on the street network would remain at the standard LOS 'A', which is below the threshold of environmental significance for street function and capacity.

As a mitigation to address the potential for increasing a reported existing vehicle speed problem, it is proposed that the applicant be required to prepare a traffic calming study to address vehicle speed on Skyview Drive. As recommended, the applicant would also be required to construct traffic calming improvements. The traffic calming measures will need to be approved by the City Council.

The applicant will also be required to participate in this projects pro-rata share of costs associated with additional impacts to Union Road that will result from the elimination of 'A' Street.

#### *Permit Requirements*

The construction of the west connection of 'A' Street to North River Road would require permits from: the California Department of Fish and Game (DF&G) for a stream alteration permit; a section 404 permit from the US Army Corps of Engineers (USACE) for alteration of waters of the U.S.; and permits from the Regional Water Quality Control Board (RWQCB). DF&G would also be a Trustee Agency with regard to removal of the oak trees and impacts to the oak woodlands and wildlife.

The applicant submitted an application to USACE to construct 'A' Street as planned in the Union/46 Specific Plan. They received a comment letter from USACE indicating that the Corps is not likely to issue permits to allow alteration of the blueline stream and construction of 'A' Street as it can be demonstrated that there are *"practicable alternatives that are less damaging to the Water of the U.S. than the proposed project."* (See Attachment 6)

To conclude, the applicant's request to eliminate the west connection of 'A' Street will not likely result significant environmental impacts to the immediately surrounding street network. Mitigation measures to offset the projects pro-rata share of costs for improvements from redirected traffic onto Union Road are recommended to be required, along with a mitigation requirement to prepare and implement a traffic calming program to address existing and potential vehicle speed problems on Skyview Drive.

Construction of the west connection of 'A' Street as anticipated in the 1988 Specific Plan would be problematic in terms of permit approval and may result in significant environmental impacts that were not identified at the time of Specific Plan approval.

#### Policy

Reference: General Plan; Union/46 Specific Plan; Municipal / Zoning Code.

#### Fiscal

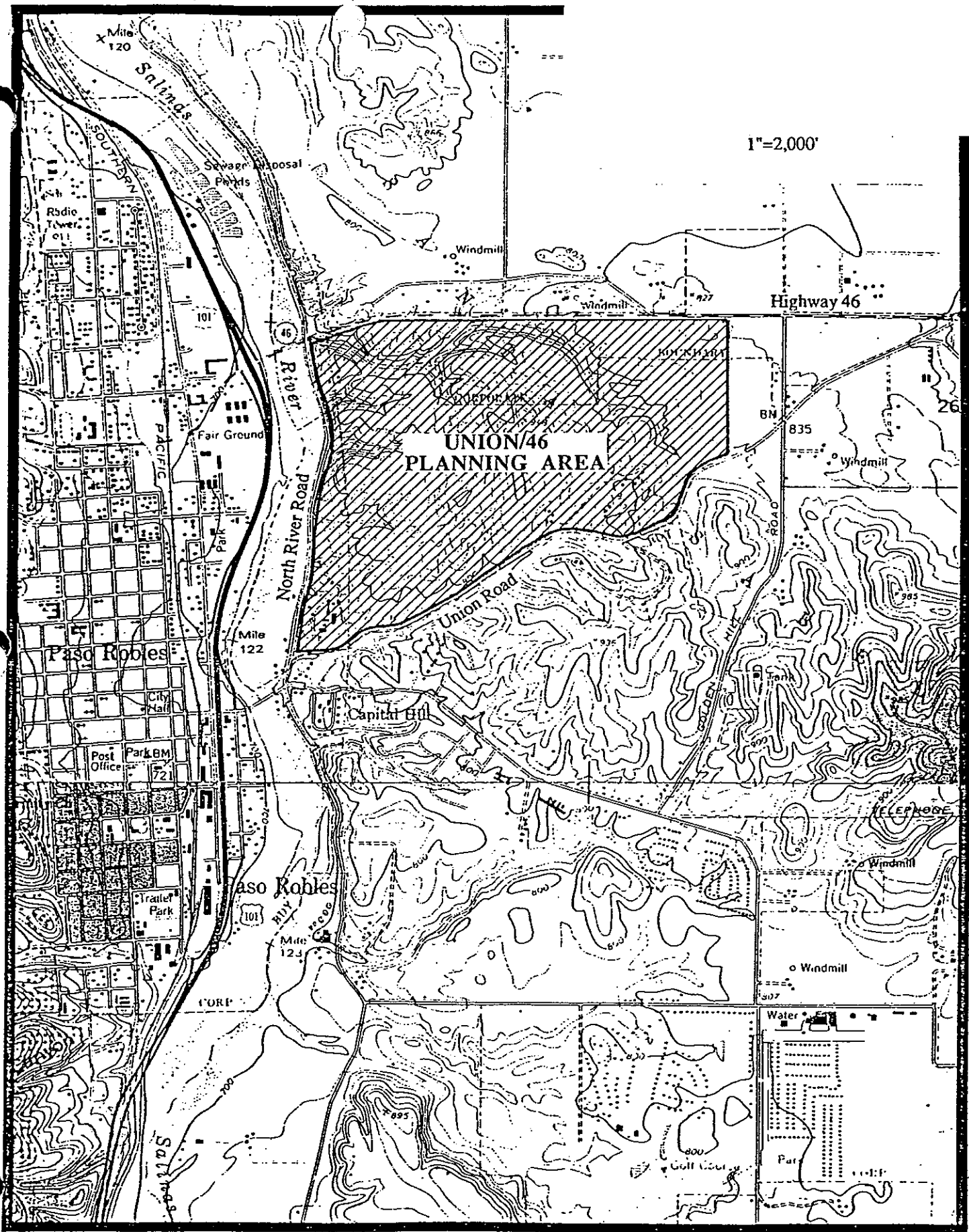
Impact: No direct fiscal impacts have been identified.

Options: After considering the public testimony received, the City Council will be asked to select one of the following options:

- a. (1) Adopt Resolution No. 05-xx approving of a Negative Declaration for Amendments to the Circulation Element Figure CE-1, Specific Plan 03-003 Map 3.2, Tentative Tract 2369, and PD 00-003 Conditions of Approval.
- (2) Adopt Resolution No. 05-xx approving of amendment to the Circulation Element modifying Figure CE-1 eliminating the 'A' Street connection to North River Road, Specific Plan Amendment 03-003 modifying Map 3.2, and amending the associated Conditions of Approval of Tentative Tract 2369 and PD 00-003.
- b. Amend, modify, or reject the above option.

Attachments:

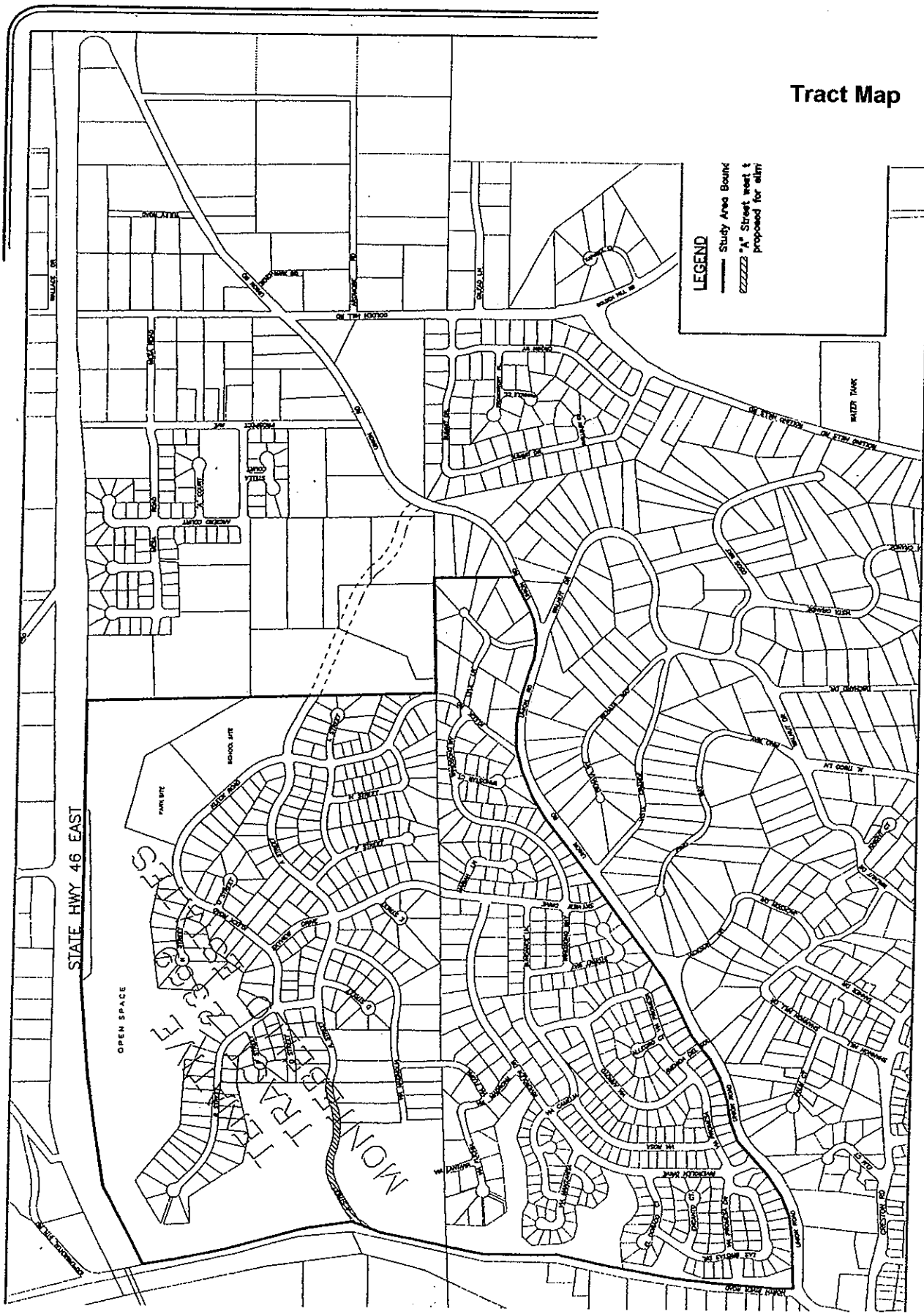
1. Vicinity Map and Tract Map
2. List of Issues
3. Omni Means Traffic Study and Peer Review from ATE
4. Omni Means Memorandum
5. Letter from USACE
6. Initial Study
7. Technical Review Comments, City Engineer
8. Draft Resolution Recommending Approval of a Negative Declaration
9. Draft Resolution Recommending Approval of Amendment to the Circulation Element, Specific Plan Amendment 03-003, Tentative Tract 2369 and PD 00-003.
10. Newspaper and Mail Notice Affidavits



**LEGEND**

———— Study Area Boundary

~~~~~ "A" Street west to proposed for alignment





# CITY OF EL PASO 1

*"The Pass of the Ocean"*

August 27, 2003

North Coast Engineering, Inc  
Attn: Mr. Steven J. Sylvester, P.E.  
725 Creston Road, Suite B  
Paso Robles, CA 93446

SUBJECT: August 26, 2003 Planning Commission Action – Specific Plan Amendment 03-003 (Union/46)  
A Proposal to Eliminate the Planned Connection of "A" Street to North River Road  
Applicant: Mr. Frank Arciero for Fallingstar Homes, Inc.

Dear Steve:

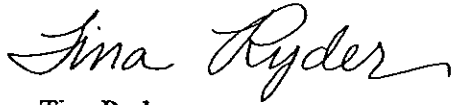
At its regular meeting on Tuesday, August 26, 2003, the Planning Commission tabled the proposed Specific Plan Amendment 03-003 by a unanimous vote. The Commission tabled this item until such time as the applicant and/or City staff has provided the eight (8) information/reports listed below. Items 6 and 8 will be handled by City staff; the others are the applicant's responsibility.

1. Outside Agency Permits. -- Information Reports. Documentation of the feasibility of obtaining support from both the State of California Department of Fish and Game (CDFG) and the U.S. Army Corps of Engineers (USACOE) for construction of the proposed "A" Street connection to North River Road. (CDFG Section 1603 Permit pursuant to the State Fish and Game Code and USACOE Section 404 Permit pursuant to the Clean Water Act).
2. School Impacts - Traffic Impact Study. The Study needs to address the impact that use of the school will have as part of the cumulative effect on the existing and proposed modification to the circulation system.
3. Intersection of Walnut Road and Union Road – Traffic Impact Study. The Study needs to address the existing and projected traffic volumes and resultant level of service for Scenarios A, B, and C at this intersection.
4. Union Road Traffic Relief Measures Easterly of Riverglen Drive – Traffic Impact Study. The Study needs to identify the traffic relief measures that are to be implemented for Union Road and the time frames for completion of the planned improvements.
5. Connection of "A" Street at North River Road – Traffic Impact Study. The Study needs to address (a) the existing and projected traffic volumes and resultant level of service for Scenarios A, B, and C at this intersection with school trips added and (b) site distance considerations.
6. Draft Resolutions for Planning Commission Consideration. City staff is to draft a Resolution for Denial.
7. Easterly Connection of "A" Street to Union Road. The Study needs to address the timing for construction of the easterly "A" Street connection to Union Road as well as the off-site improvement obligations of Tentative Tract 2369 and Planned Development 00-003 in this regard.
8. City Attorney Input. City staff to consult with the City Attorney's Office as to the ability of the Planning Commission to make the applicant responsible for making the off-site easterly "A" Street connection to Union Road as a result of traffic and circulation concerns.

In its concluding remarks, the Commission further indicated that separate public notice is to be provided to the affected property-owners at such time that above-listed items have been prepared and are ready for further review/consideration.

Please call Bob Lata or me at (805) 237-3970 or send an E-mail to Bob at [bob@prcity.com](mailto:bob@prcity.com) or to me at [tryder@prcity.com](mailto:tryder@prcity.com) if you have any questions.

Sincerely,

A handwritten signature in cursive script that reads "Tina Ryder". The signature is fluid and elegant, with the first name "Tina" and last name "Ryder" clearly distinguishable.

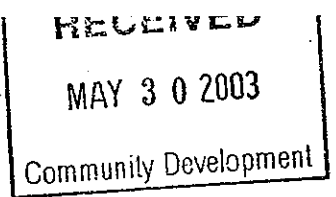
Tina Ryder  
City Planner

cc: Bob Lata, Community Development Director  
Mr. Frank Arciero, P.O. Box 2040, Paso Robles, CA 93447

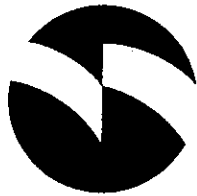
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Tract 2369  
Montebello Estates  
Traffic Impact Study



Prepared For:  
North Coast Engineering, Inc.



Prepared By:

**omni·means**  
ENGINEERS · PLANNERS

**Tract 2369 Montebello Estates  
TRAFFIC IMPACT STUDY**

**Prepared For:  
North Coast Engineering, Inc.**

**Prepared By  
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Visalia, CA 93291  
(559) 734-5895**

**April 2003**

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## INTRODUCTION

Omni-Means Ltd. was engaged by North Coast Engineering, Inc. to conduct a traffic study to determine the effects of eliminating the connection of "A" Street to North River Road for Tract 2369, Montebello Estates. The Union/46 Specific Plan identified seven (7) points of connection to the surrounding collector and arterial street system. These include one (1) connection to State Highway 46, one (1) connection to North River Road and five (5) connections to Union Road. As result of development activity within the last decade, four (4) of the connections have been made to Union Road: Riverglen Drive, Avenida Del Sol, Skyview Drive, and Kleck Road. Also, it has already been determined that the connection to State Highway 46 will not be made. The purpose of this study is to determine the effects on the four (4) existing and one (1) future connection to Union Road by the elimination of the planned "A" street connection to North River Road.

Figure 1 identifies the study location in relationship to the city of Paso Robles. Figure 2 identifies the study area which generally includes the existing and proposed residential development lying northerly of Union Road, southerly of State Highway 46 East and easterly of North River Road.

## EXISTING TRIP GENERATION CHARACTERISTICS

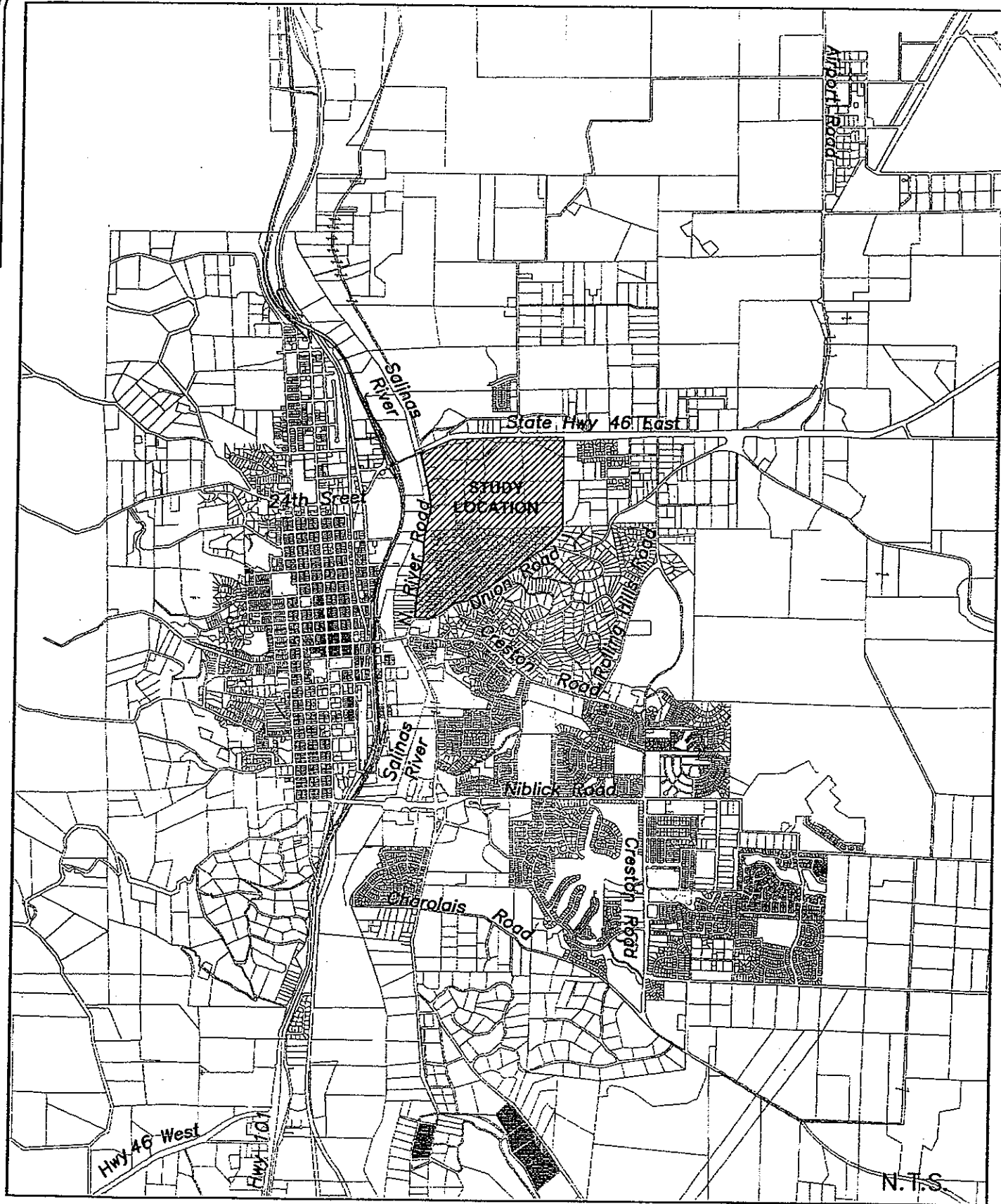
In order to provide a foundation for this study, and to validate the trip generation characteristics of the existing residential area, twenty-four (24) hour traffic counts were taken at the intersections of Riverglen Drive, Avenida Del Sol, Skyview Drive and Kleck Road with Union Road. These traffic counts were taken beginning at 4:00 P.M Tuesday, March 4, and ending at 4:00 P.M. Wednesday, March 5, 2003. The resulting traffic counts are summarized in Table 1, Existing Daily Traffic Volumes, below. The traffic counts are further identified on Figure 3.

TABLE 1  
EXISTING DAILY TRAFFIC VOLUMES

| Map Key | Location                              | Measured ADT (1) |
|---------|---------------------------------------|------------------|
| A       | Riverglen Dr. 150 ft. N/o Union Rd.   | 2164             |
| B       | Avenida Del Sol 100 ft. N/o Union Rd. | 562              |
| C       | Skyview Dr. 100 ft. N/o Union Rd.     | 996              |
| D       | Kleck Rd. 200 ft. N/o Union Rd.       | 819              |

(1) ADT = Average Daily Traffic

An analysis was performed to determine the number of lots that were in each traffic shed to determine the per unit trip generation for each shed. A field review was conducted to identify the number of vacant lots within each shed so as to insure we did not underestimate the actual trip generation rate. Also during the field review, the number of lots that were under construction was also identified. For analysis purposes, these lots were considered to be occupied since trips were being generated from contractors, vendors, inspection services, buyers, etc. Common area and open space lots were not included in the lot count. Table 2, Existing Developed Lots, below identifies the results of our analysis and field review.



Tract 2369 Montebello Estates TIS, Paso Robles, CA

Figure 1

## Study Location Map



**TABLE 2  
EXISTING DEVELOPED LOTS**

| Map Key | Location        | Total Lots | Vacant Lots | Lots Under Construction | Net Occupied Lots |
|---------|-----------------|------------|-------------|-------------------------|-------------------|
| A       | Riverglen Dr.   | 190        | 1           | 20                      | 189               |
| B       | Avenida Del Sol | 61         | 1           | 0                       | 60                |
| C       | Skyview Dr.     | 102        | 0           | 0                       | 102               |
| D       | Kleck Rd.       | 34         | 0           | 0                       | 34                |
| Total   |                 | 387        | 2           | 20                      | 385               |

The average trip generation rate for each traffic shed is identified in Table 3, Actual Average Daily Trip Generation. Figure 4 identifies the traffic shed boundaries for the existing development and the average actual daily trip generation rates. Please note that an average trip generation rate was not developed for Kleck Road due to the high number of trips (819) compared to the low number of lots (34). The high number of trips is probably attributable to the construction activity under way in the Montebello subdivision to the north.

**TABLE 3  
ACTUAL AVERAGE DAILY TRIP GENERATION**

| Map Key | Location        | Net Occupied Lots | Measured ADT<br>(2) | Measured Trip Generation<br>Rate (trips/unit) |
|---------|-----------------|-------------------|---------------------|-----------------------------------------------|
| A       | Riverglen Dr.   | 189               | 2164                | 11.45                                         |
| B       | Avenida Del Sol | 60                | 562                 | 9.37                                          |
| C       | Skyview Dr.     | 102               | 996                 | 9.76                                          |
| D       | Kleck Rd.       | 34                | 819                 | (1)                                           |
| Average |                 |                   |                     | 10.54                                         |

(1) An average trip generation rate was not developed for Kleck Rd. due to the high number of trips (819) compared to the low number of lots (34). The high number of trips is probably attributable to the construction activity under way in the Montebello Subdivision to the north.

(2) ADT = Average Daily Trips

The Institute for Transportation Engineers (ITE), *Trip Generation Manual*, 6<sup>th</sup> Edition identifies the average vehicle trips for single-family detached housing as 9.57 trips per dwelling unit. The measured trip generation rates for Avenida Del Sol and Skyview Drive compares quite favorably to the ITE trip generation manual ( $\pm 2\%$ ). Riverglen Drive, on the other hand, is quite high (+20%).

As noted above, during the field investigation, it was identified that 20 dwelling units were under construction within in the traffic shed for Riverglen Drive. The extraordinarily high trip generation rate (20% higher than the ITE trip generation rate for single family detached housing) for this traffic shed may be associated with this construction activity and resulting from trips associated with contractors, vendors, inspectors, potential home buyers, etc. Since the Avenida Del Sol and Skyview Drive trip generation rates closely approximate the single family detached housing trip generation rate identified by ITE, the ITE trip generation rate (9.57 trips/dwelling unit) will be used for the remainder of the analysis. Based on this assumption, the existing trips expected at the four (4) intersections resulting from full build-out of the lower residential area (without the Montebello Estates subdivision) are identified in Table 4, Projected Trips from Existing Development. The projected trip generation from the existing residential development is further identified on Figure 5.

**TABLE 4**  
**PROJECTED TRIPS FROM EXISTING DEVELOPMENT**

| Map Key                                                                         | Location        | Lots | Projected ADT (1)<br>(2) |
|---------------------------------------------------------------------------------|-----------------|------|--------------------------|
| A                                                                               | Riverglen Dr.   | 190  | 1818                     |
| B                                                                               | Avenida Del Sol | 61   | 584                      |
| C                                                                               | Skyview Dr.     | 102  | 976                      |
| D                                                                               | Kleck Rd.       | 34   | 325                      |
| (1) Projected ADT based on ITE trip generation rate of 9.57 trips/dwelling unit |                 |      |                          |
| (2) ADT = Average Daily Trips                                                   |                 |      |                          |

## **FUTURE CONDITIONS**

The next step in the analysis is to determine the number and distribution of the trips from the Tract 2369, Montebello Estates subdivision under three different scenarios:

- Scenario "A" "A" Street is constructed and connected to westerly to North River Road and easterly to Union Road.
- Scenario "B" "A" Street is constructed and connected only easterly to Union Road.
- Scenario "C" "A" Street is constructed but it is not connected to either North River Road or Union Road.

Scenario "A" is the currently approved circulation configuration for the area. Scenario "B" is the reason for this study which is to determine the effect of not making the connection between "A" Street and North River Road. Scenario "C" is an intermediate scenario which identifies the intermediate effects on the study intersections until "A" Street is constructed and connected easterly to Union Road. Scenario "C" was only evaluated to identify the effects on the study intersections should the completion of Tract 2369, Montebello Estates subdivision, precede the completion of "A" Street to the east. However, it is understood that there is current development activity on the parcels containing the easterly extension of "A" Street and as such the discussion of Scenario "C" may not have any validity.

Tract 2369, Montebello Estates subdivision consists of 250 single-family detached housing units. Using the average ITE trip generation rate of 9.57 trips/dwelling unit, the Montebello Estates subdivision will generate approximately 2,393 average daily trips.

Under Scenario "A" there are five (5) points of connection to the surrounding collector and arterial street system—one connection along "A" Street westerly to North River Road; one connection along "A" Street easterly to Union Road; and three connections southerly through the existing residential area to the south to Union Road (Magnolia Street, Skyview Drive and Kleck Road). The trip distribution factors and resulting trips are identified in Table 5, Scenario "A" Trip Distribution.

**TABLE 5**  
**SCENARIO "A" TRIP DISTRIBUTION**

| Map Key      | Intersection with Subdivision Boundary | Trip Distribution (%) | Trip Generation |
|--------------|----------------------------------------|-----------------------|-----------------|
| E            | Magnolia St.                           | 3                     | 72              |
| F            | Skyview Dr.                            | 21                    | 502             |
| G            | Kleck Rd.                              | 24                    | 574             |
| H            | "A" St. West                           | 25                    | 598             |
| I            | "A" St. East                           | 27                    | 647             |
| <b>Total</b> |                                        | <b>100</b>            | <b>2393</b>     |

The trips along Magnolia Street, Skyview Drive and Kleck Road will be additive to the existing trips at intersection of Union Road with Riverglen Drive, Skyview Drive and Kleck Road respectively. None of

these trips work their way to the intersection of Avenida Del Sol and Union Road. Table 6, Scenario "A" Estimated Trips at Union Road, identifies the number of trips at the study intersections with Union Road resulting from the development of Tract 2369, Montebello Estates subdivision and the construction of "A" Street westerly to North River Road and easterly to Union Road. This becomes the baseline information for the comparison to projected trips at the study intersections on Union Road without the connection of "A" Street westerly to North River Road (Scenario "B") and without the connection of "A" Street easterly to Union Road (Scenario "C", an interim condition).

**TABLE 6**  
**SCENARIO "A" ESTIMATED TRIPS AT UNION ROAD**

| Map Key | Location        | Projected Trips |
|---------|-----------------|-----------------|
| A       | Riverglen Dr.   | 1890            |
| B       | Avenida Del Sol | 584             |
| C       | Skyview Dr.     | 1478            |
| D       | Kleck Rd.       | 899             |

Figure 6 graphically depicts the information contained in Table 5 and Table 6.

Under Scenario "B" there are four (4) points of connection to the surrounding collector and arterial street system—one connection along "A" Street easterly to Union Road; and three connections southerly through the existing residential area to the south to Union Road (Magnolia Street, Skyview Drive and Kleck Road). The trip distribution factors and resulting trips are identified in Table 7, Scenario "B" Trip Distribution.

**TABLE 7**  
**SCENARIO "B" TRIP DISTRIBUTION**

| Map Key | Intersection with Subdivision Boundary | Trip Distribution (%) | Trip Generation |
|---------|----------------------------------------|-----------------------|-----------------|
| E       | Magnolia St.                           | 5                     | 120             |
| F       | Skyview Dr.                            | 44                    | 1053            |
| G       | Kleck Rd.                              | 24                    | 574             |
| I       | "A" St. East                           | 27                    | 646             |
| Total   |                                        | 100                   | 2393            |

The trips along Magnolia Street, Skyview Drive and Kleck Road will be additive to the existing trips at intersection of Union Road with Riverglen Drive, Skyview Drive and Kleck Road respectively. None of these trips work their way to the intersection of Avenida Del Sol and Union Road. Table 8 identifies the projected number of trips at the study intersections with Union Road without the connection of "A" Street westerly to North River Road.

**TABLE 8**  
**SCENARIO "B" ESTIMATED TRIPS AT UNION ROAD**

| Map Key | Location        | Projected Trips |
|---------|-----------------|-----------------|
| A       | Riverglen Dr.   | 1938            |
| B       | Avenida Del Sol | 584             |
| C       | Skyview Dr.     | 2029            |
| D       | Kleck Rd.       | 899             |

Figure 7 graphically depicts the information contained in Table 7 and Table 8.

Scenario "C" takes into consideration that while "A" Street will ultimately connect easterly to Union Road, in the short term this may not be the case (the extension of "A" Street easterly will be dependent on the timing of development to the east of the Montebello Subdivision). Under Scenario "C" there are three (3) points of connection to the surrounding collector and arterial street system—all three occurring through the existing residential area to the south to Union Road (Magnolia Street, Skyview Drive and



Kleck Road). The trip distribution factors and resulting trips are identified in Table 9, Scenario "C" Trip Distribution.

**TABLE 9**  
**SCENARIO "C" TRIP DISTRIBUTION**

| Map Key | Intersection with Subdivision Boundary | Trip Distribution (%) | Trip Generation |
|---------|----------------------------------------|-----------------------|-----------------|
| E       | Magnolia St.                           | 5                     | 120             |
| F       | Skyview Dr.                            | 64                    | 1532            |
| G       | Kleck Rd.                              | 31                    | 741             |
| Total   |                                        | 100                   | 2393            |

The trips along Magnolia Street, Skyview Drive and Kleck Road will be additive to the existing trips at intersection of Union Road with Riverglen Drive, Skyview Drive and Kleck Road respectively. None of these trips work their way to the intersection of Avenida Del Sol and Union Road. Table 10 identifies the projected number of trips at the study intersections with Union Road without the connection of "A" Street westerly to North River Road or easterly to Union Road (a possible interim condition).

**TABLE 10**  
**SCENARIO "C" ESTIMATED TRIPS AT UNION ROAD**

| Map Key | Location        | Projected Trips |
|---------|-----------------|-----------------|
| A       | Riverglen Dr.   | 1938            |
| B       | Avenida Del Sol | 584             |
| C       | Skyview Dr.     | 2508            |
| D       | Kleck Rd.       | 1067            |

Figure 8 graphically depicts the information contained in Table 9 and Table 10.

Table 11, Summary, summarizes the net change to the four study intersections resulting from scenarios "B" and "C" associated with "A" Street.

**TABLE 11**  
**SUMMARY**

| Map Key | Location        | Scenario "A"    | Scenario "B"                                | Scenario "C"                                |
|---------|-----------------|-----------------|---------------------------------------------|---------------------------------------------|
|         |                 | Projected Trips | Projected Trips<br>Change from Scenario "A" | Projected Trips<br>Change from Scenario "A" |
| A       | Riverglen Dr.   | 1890            | 1938                                        | 1938                                        |
|         |                 |                 | 48                                          | 48                                          |
| B       | Avenida Del Sol | 584             | 584                                         | 584                                         |
|         |                 |                 | 0                                           | 0                                           |
| C       | Skyview Dr.     | 1478            | 2029                                        | 2508                                        |
|         |                 |                 | 551                                         | 1030                                        |
| D       | Kleck Rd.       | 899             | 899                                         | 1067                                        |
|         |                 |                 | 0                                           | 168                                         |

Scenario A—"A" Street is constructed and connected to North River Road (to the west) and to Union Road (to the east).  
Scenario B—"A" Street is constructed and is only connected easterly to Union Road.  
Scenario C—"A" Street is constructed but it is not connected to either North River Road or Union Road (interim condition)

## CONCLUSIONS

The original Union/46 Specific Plan identified "A" street as a collector roadway that would provide access in to and out of the northern portion of the specific plan area. It is anticipated, based on the layout of the Tract 2369, Montebello Estates subdivision, that 25% of the trips generated from the 250 lots would use "A" Street west to North River Road and 27% of the trips generated would use "A" Street east to Union Road. This equates to 598 trips using "A" Street to the west and 574 trips using "A" Street to the east. The balance of the trips (48% or 1148) would use the existing street system through the subdivisions

to the south to reach Union Road. These include 3% (72) of the trips using Via Magnolia, Via Flora, and Via Madrona to Riverglen Drive, 21% (502) of the trips using Skyview Drive and 24% (574) trips using Kleck Road. This results in a net increase of 72 trips at the intersection of Riverglen Drive and Union Road, 502 trips at the intersection of Skyview Drive and Union Road, and 574 trips at Kleck Road and Union Road. Due to the internal circulation characteristics of the area accessed by Avenida Del Sol, there is no net increase in the number of trips using Avenida Del Sol to access Union Road. Again, this assumes that "A" Street is developed in accordance with the Specific Plan. This net increase in trips at the above referenced intersections is consistent with the adopted specific plan and establishes the baseline to which a comparison can be made should "A" Street not be constructed westerly to North River Road.

If "A" Street is not connected to North River Road then the 25% of the traffic generated by Tract 2369, Montebello Estates, using "A" Street to travel to and from the westerly direction would need to use the streets in the subdivisions to the south to travel to Union Road to continue to travel to and from the west. It is unlikely that trips from Tract 2369 would use "A" Street easterly to Union Road to then travel westerly. This equates to 5% (120) of trips using Via Magnolia, Via Flora, and Via Madrona to Riverglen Drive, 44% (1053) of the trips using Skyview Drive and 24% (574) trips using Kleck Road. This results in a net increase of 48 trips at the intersection of Riverglen Drive and Union Road, 551 trips at the intersection of Skyview Drive and Union Road, zero trips at Kleck Road and Union Road and zero trips at Avenida Del Sol and Union Road over the baseline condition with "A" Street constructed westerly to North River Road. Twenty-seven percent (27%) of the trips generated from Tract 2369 would continue to use "A" Street easterly to Union Road. This is noted in Table 12, Net Change in Traffic Volumes Without "A" Street West. It should also be noted that there is a reasonable balance in trips on both Riverglen Drive and Skyview Drive (approximately 5% difference in the number of trips using each road).

**TABLE 12**  
**NET CHANGE IN TRAFFIC VOLUMES WITHOUT "A" STREET WEST**

| Map Key | Location        | With "A" Street West<br>(ADT)(1) | Without "A" Street<br>West (ADT)(1) | Net Change<br>(ADT)(1) |
|---------|-----------------|----------------------------------|-------------------------------------|------------------------|
| A       | Riverglen Dr.   | 1890                             | 1938                                | 48                     |
| B       | Avenida Del Sol | 584                              | 584                                 | 0                      |
| C       | Skyview Dr.     | 1478                             | 2029                                | 551                    |
| D       | Kleck Road      | 899                              | 899                                 | 0                      |

(1) ADT = Average Daily Traffic

As evident in the review of Table 12, Skyview Drive will receive over 90% of the projected traffic that would be redirected should "A" Street not be connected west to North River Road. From a street capacity standpoint the increase of 551 trips to the projected base of 1478 trips will not create a level of service problem (Level of Service "C" is 10,000 trips per day for a two lane roadway). In fact, both Riverglen Drive and Skyview Drive are currently operating at a Level of Service "A" (less than 8,000 trips per day) and will continue to operate at a Level of Service "A" even if "A" Street is not constructed westerly to North River Road. From a residential neighborhood impact standpoint, however, additional considerations must be reviewed.

Although residential neighborhood impact criteria vary widely among communities a common rule of thumb is that the quality of life of living on a residential street does not become affected until traffic volumes begin to exceed 2,500 to 3,000 trips per day. Neither Riverglen Drive nor Skyview Drive exceeds 2,100 trips per day and as such both are below the threshold of 2,500 trips per day. Even under Scenario "C" (an interim period without "A" Street connecting easterly to Union Road) the traffic volumes on Riverglen Drive and Skyview Drive are at or below the threshold of 2,500 trips per day.

It should also be noted that the Riverglen Drive right-of-way is 60 feet wide and Skyview Drive right-of-way is 64 feet wide. The resulting pavement width (curb to curb) is 40 feet and 44 feet on Riverglen

Drive and Skyview Drive respectively. Both of these streets have the pavement width to carry the traffic volumes anticipated if "A" Street is not constructed west to North River Road. In addition, Riverglen Drive does not have any front-on lots between Union Road and Via Camelia and then only two front-on lots between Via Camelia and Via Madrona. And, while Skyview Drive has a greater percentage of front-on lots over its length (nine (9) out of twenty (20)), it is, as noted above, also wider. Therefore Skyview Drive is capable of handling the additional traffic should it be determined that the connection of "A" Street west to North River Road be eliminated.

May 14, 2004

04050L02

Mr. John Falkenstein, City Engineer  
City of Paso Robles  
1000 Spring Street  
Paso Robles, California 93446

**Re: Montebello Estates - Tract 2369-Specific Plan Amendment 03-003**

I have reviewed the Traffic Impact Study for the Specific Plan Amendment prepared by Omni-Means, LTD. dated April 2003. The report is unsigned and does not identify the preparer. Information related to the school traffic was addressed in a supplemental memorandum from Martin Inouye, Omni-Means to Bob Lata. The information in the reports related to daily traffic volumes appears to be reasonable and I did not revisit the trip assignment as determined in the cited documents. One aspect of traffic evaluation that is not included is the hourly traffic volumes and how they would change do to the scenarios evaluated.

To summarize, the scenarios were: Existing (March 2003), Scenario "A", with "A" Street Connected to North River Road and Union Road, Scenario "B", with "A" Street Connected to Union Road and Scenario "C" without "A" Street being connected to either.

Associated Transportation Engineers (ATE) utilized data contained in "*10<sup>th</sup> Progress Report On Trip Ends Generation Research Counts*", prepared by the Caltrans District 4 Planning Branch, July 1975. This report contains the hourly distribution of traffic for residential subdivision for inbound, outbound and both directions. Based upon this information and the daily traffic volume projections contained in the Omni-Means report, ATE developed the A.M. and P.M. peak hour traffic projections for Skyview Drive for each of the scenarios. The results are illustrated on Table 1.

The 2003 volumes represent the traffic for the number of units that were occupied in the Specific Plan area. Scenario "A" is the projected traffic with the completion of the Specific Plan and is the volume that would be experienced if the street system for the Specific Plan were completed as adopted. Scenario "B" is the volume that is projected if the requested Plan Amendment were

approved. Scenario "C" is based upon the assumption that the development east of the Montebello tract is not completed. It is my understanding that the plans for the development to the east is in plan check at this time, thus the connection of "A" Street to Union Road is quite likely. The evaluation of the data contained in Table 1 should focus on Scenarios "A" and "B" since these are the two choices that would exist.

**Table 1**  
**Peak Hour Volumes By Scenario**  
**Skyview Drive north of Union Road**

| Scenario | ADT  | A.M. Peak Hour |          |       | P.M. Peak Hour |          |       |
|----------|------|----------------|----------|-------|----------------|----------|-------|
|          |      | Inbound        | Outbound | Total | Inbound        | Outbound | Total |
| 2003     | 976  | 26             | 108      | 134   | 136            | 58       | 194   |
| "A"      | 1478 | 40             | 163      | 203   | 205            | 87       | 292   |
| "B"      | 2029 | 55             | 223      | 278   | 282            | 120      | 402   |
| "C"      | 2508 | 68             | 276      | 344   | 349            | 148      | 497   |

The difficulty in explaining the effect of the requested amendment is that current residents have the "existing" traffic volume as their baseline because that is what they are seeing today. The future traffic volume without the amendment would occur even if there is no change to the Specific Plan. The question is if the difference between the traffic volume for Scenarios "A" and "B" within the capacity of the street system and would the "quality of life" be substantially affected. The major traffic direction in the A.M. peak hour is outbound and inbound in the P.M. peak hour. The difference between Scenario "A" and Scenario "B" is projected to be 60 more outbound trips and 15 inbound in the A.M. peak hour and 77 more inbound and 33 outbound in the P.M. peak hour. These increases can be accommodated by the street system. From an perception standpoint, there would be approximately 1 to2 additional trip per minute in the A.M. peak hour and approximately 2 per minute in the P.M. peak hour. Realistically, the added trips will probably occur in groups for shorter periods of time within the peak hour.

In summary, we arrived at similar conclusions to those contained in the Omni-Means report and letter. The street system is adequate to accommodate the projected traffic volumes related to the requested Specific Plan Amendment.

Associated Transportation Engineers

By: Richard L. Pool  
President  
RLP/wp

# MEMORANDUM

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|              |                                           |                  |                            |
|--------------|-------------------------------------------|------------------|----------------------------|
| <b>To:</b>   | City of Paso Robles                       | <b>Date:</b>     | March 2, 2004              |
| <b>Attn:</b> | Bob Lata, Community Development           | <b>Project:</b>  | Montebello Estates Traffic |
| <b>From:</b> | Martin Inouye                             |                  | Study                      |
| <b>Re:</b>   | Response to Planning Commission           | <b>Job No.:</b>  | 55-5028-01                 |
|              | Comments                                  | <b>File No.:</b> | C636MEM002.DOC             |
| <b>CC:</b>   | North Coast Engineering - Steve Sylvester |                  |                            |

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This memorandum has been prepared to respond to the transportation related comments as expressed in a City of Paso Robles Planning Commission hearing August 26, 2003 and summarized in a letter from Tina Ryder, City Planner, dated August 27, 2003.

## BACKGROUND

OMNI-MEANS was engaged by North Coast Engineering, Inc. in February 2003 to prepare a traffic study to determine the effects of eliminating the connection of "A" Street to North River Road for Tract 2369, Montebello Estates. The report, *Tract 2369 Montebello Estates Traffic Impact Study*, was published in April 2003.

The traffic impact study referenced above identified three (3) different scenarios for the trip distribution from Tract 2369, Montebello Estates subdivision. These include:

- Scenario "A" - "A" Street is constructed and connected westerly to North River Road and easterly to Union Road.
- Scenario "B" - "A" Street is constructed and connected only easterly to Union Road.
- Scenario "C" - "A" Street is constructed but it is not connected to either North River Road or Union Road.

Scenario "A" assumes that "A" Street is constructed west to North River Road as originally contemplated in the Union/46 Specific Plan. Scenario "B" takes into consideration the elimination of the "A" Street west connection to North River Road as identified in Tract 2369, Montebello Estates. Scenario "C" is an interim condition wherein "A" Street east to Union Road is not constructed until the property east of Tract 2369, Montebello Estates, is developed.

## TRANSPORTATION RELATED COMMENTS

On August 26, 2003, the City of Paso Robles Planning Commission met to consider the request to eliminate the connection of "A" Street to North River Road. The Planning Commission did not act on the project and identified several questions to which they requested additional information. These questions are identified as follows:

- **School Impact** - The study needs to address the impact that use of the school will have as part of the cumulative effect on the existing and proposed modification to the circulation system.

- ***Intersection of Walnut Road and Union Road*** - The study needs to address the existing and projected traffic volumes and resultant level of service for Scenarios A, B, and C at this intersection.
- ***Union Road Traffic Relief Measures Easterly of Riverglen Drive*** - The study needs to identify the traffic relief measures that are to be implemented for Union Road and the time frames for completion of the planned improvements.
- ***Connection of "A" Street at North River Road*** - The study needs to address (a) the existing and projected traffic volumes and resultant level of service for Scenarios A, B, C at this intersection with school trips added and (b) site distance considerations.
- ***Easterly Connection of "A" Street to Union Road*** - The study needs to address the timing for construction of the easterly "A" Street connection to Union Road as well as the off-site improvement obligations of Tentative Tract 2369 and Planned Development 00-003 in this regard.

The responses to these five (5) questions are as follows.

#### **SCHOOL IMPACT**

Tentative Tract 2369, Montebello Estates, identifies a 10.00 acre school site at the northeast corner of Kleck Road and "A" Street. In discussions with a representative of the Paso Robles Unified School District it was identified to be an elementary school site.

The Paso Robles Unified School District typically builds their elementary schools to house 500 students. The District representative indicated that this elementary school would be no different and would house a student population in the high 400s.

According to the Institute of Transportation Engineers (ITE), Trip Generation, 7th edition, Elementary Schools (Land Use 520), on average, generate 1.29 trips per student per day. Therefore, applying the average trip generation rate, the 500 student elementary school would generate 645 daily trips.

The predominate attendance area for the proposed elementary school consists of the area bounded by Union Road on the south, North River Road/Salinas River on the west, State Route 46 East on the north and Golden Hill Road on the east. This area, also known as the Union/46 Specific Plan area, is planned to contain approximately 1,100 dwelling units. The Paso Robles Unified School District indicated that the average elementary school student generation rate is 0.30 students per residential unit. Therefore, it is expected that the specific plan area, at build out, would generate approximately 330 elementary school students. If you assume that the school site would house up to 500 students (high 400s) then approximately 170 students would come from outside the specific plan area. If you apply the trip generation rate identified in the ITE Trip Generation Manual, approximately 220 trips would be generated from outside the specific plan area.

Representatives from the Paso Robles Unified School District could not identify, at this time, the attendance area boundary for the proposed elementary school. The school district representative did indicate though, that they try to keep attendance area boundaries for elementary schools to neighborhoods surrounding the school. They also indicated that the residential area immediately south of Union Road



generates approximately 40 elementary school students and a recently completed development at the southwest corner of Golden Hill Road and Union Road generates from 12 to 15 elementary school students. However, these approximate 45 elementary school students do not fully account for the 170 students that would come from outside the specific plan area.

For the residential units within the study area boundary, the elementary school generated trips would be internal to the development area meaning that they would not need to cross the study area boundary to access the school site. These trips could be generated either on foot, bicycle or by motor vehicle if the parents elect to drive their child to school. For the elementary school trips generated by the balance of the specific plan area (but outside the study area), it is anticipated that most of the trips generated would use "A" Street to the east given the relationship between the balance of the specific plan area and the school site. Lastly, there will also be school trips that will be generated from outside the specific plan area. These would largely be trips attributed to students living south and east of the specific plan area (given the significant boundaries on the west, the Salinas River, and north, State Highway 46 east) and from school personnel. The daily trips associated with teachers, administrators, and staff (order of magnitude of 75 to 100 daily trips) could come from all areas of the City and beyond. These trips attributable to areas outside the specific plan area would mostly use Kleck Road if coming from the west or "A" Street east (when constructed) if coming from the east, given the location of the school. It should be noted, however, that until "A" Street east to Union Road is constructed, all elementary school generated trips from outside the study area will need to use one of the existing three (3) streets accessing the area, with most of these trips using Kleck Road (upwards to 220 daily trips) due to its location relative to the school site. Should all school related travel leaving the immediate study area use Kleck Road, upwards of 1100 daily trips would be projected with full development of the area, but without the "A" Street extension east to Union Road. This 1100 daily trips would still be significantly less than the 2,500 to 3,000 neighborhood "quality of life" threshold discussed in the original traffic report.

Given the major boundary features on the west and the north, the number of trips associated with the elementary school site utilizing "A" Street west to North River Road (estimated at 10 to 20 trips) is not considered to be significant. These daily trips would most likely be associated with school site personnel living north of State Route 46 and east of the Salinas River and not students.

#### Summary

The 10.00 acre elementary school site is expected to generate approximately 645 daily vehicle trips. Approximately 425 of these daily trips will occur from the residential units within the boundaries of the Union/46 Specific Plan with a predominate number of those trips resulting from within the boundaries of the study area. The balance of the elementary school trips (220) will, most likely, occur from the residential areas south and east of the school site and will use either Kleck Road or "A" Street east to access the school site. The number of elementary school site generated trips utilizing "A" Street west to/from North River Road (estimated at 10 to 20 trips) are not considered to be significant and would only be associated with school personnel and not students.

#### INTERSECTION OF WALNUT ROAD AND UNION ROAD

In August 2000, OMNI-MEANS published the Technical Appendix for the City of Paso Robles Circulation Element Update and Citywide Traffic Model Development project. The Technical Appendix undertook a comprehensive review of the City's circulation system and provides a comprehensive understanding of the existing transportation system. The study included peak hour intersection counts at the intersections of Union Road/North River Road, and Union Road/Walnut Drive, both in the vicinity of the study area. In addition, the study included average daily traffic counts on Union Road between North

River Road and Walnut Drive and on Union Road between Walnut Drive and Golden Hill Road. The current level of service (LOS) for Union Road for both segments is LOS A. Level of Service A is defined as stable flow; very slight delay; progression is very favorable; turning movements are easily made; and nearly all drivers find freedom of operation. The study found that the intersection of Union Road/Walnut Drive currently operates at LOS A; the intersection of Union Road/North River Road operates at LOS B.

As noted in the above referenced report, OMNI-MEANS developed a city-wide traffic model for the City of Paso Robles. The traffic model was used, based on land use projections in the General Plan Land Use Element, to project traffic volumes in the year 2025. The traffic model projected that the segment of Union Road between North River Road and Walnut Drive would operate at LOS A and the segment of Union Road between Walnut Drive and Golden Hill Road would also operate at LOS A.

Under Scenario A (both "A" Street west and "A" Street east existing), traffic volumes on Union Road between North River Road and Golden Hill Road (thereby encompassing the Union Road/Walnut Drive intersection) are already accounted for in the traffic model and as such it can be considered the base scenario against which Scenarios B and C are compared.

Under Scenario B (the elimination of "A" Street westerly to North River Road) the anticipated number of average daily trips on the segment of Union Road between North River Road and Skyview Drive would increase by about 600 daily trips and to a much lesser degree from Kleck Road to Skyview Drive. These are the trips that would have utilized "A" Street westerly to North River Road. This would increase the number of trips on the Union Road segment between North River Road and Skyview Drive from 5,000 daily trips projected in 2025 to 5,600 daily trips. Since a two-lane collector roadway has a LOS A traffic capacity of 8,000 vehicles per day, the segment would continue to operate at LOS A. And since these trips are tending in the westerly direction, they will not pass through or impact the Union Road/Walnut Drive intersection.

Under Scenario C (the elimination of "A" Street westerly and prior to the construction of "A" Street easterly) the anticipated number of average daily trips on the segment of Union Road between Kleck Road to Walnut Drive would increase by 650. These are the trips that would have utilized "A" Street easterly to Union Road. This would increase the number of trips on the Union Road segment between Kleck Road to Walnut Drive from 5,000 daily trips projected in 2025 to 5,650 daily trips. Again, since a two lane collector roadway has a LOS A traffic capacity of 8,000 vehicles per day, the segment would continue to operate at LOS A. Since the intersection of Union Road/Walnut Drive currently operates at LOS A, even with the addition of traffic, the Union Road/Walnut Drive intersection will continue operate at LOS A, or in no case worse than LOS B, in the 2025 horizon year.. And finally, since Scenario C is a short term condition that will exist only until "A" Street easterly is constructed, any impact to the Union Road/Walnut Drive intersection will be short lived.

#### **Summary.**

According to the City-wide traffic model, Union Road between North River Road and Golden Hill Road currently operates at LOS A and will continue to operate at LOS A in year 2025, even given the additional trips associated with elimination of "A" Street west to North River Road and any delay associated with the construction of "A" Street east to Union Road. Additionally as projected, the Walnut Drive/Union Road intersection, which currently is projected to operate at LOS "A" in year 2025, is not projected to significantly degrade, if not remaining at LOS "A", no worse than LOS "B".

## UNION ROAD TRAFFIC RELIEF MEASURES EASTERLY OF RIVERGLEN DRIVE

The City of Paso Robles has identified a capital improvement project to improve Union Road from North River Road easterly. These improvements include the construction of curb and gutter on both sides of the street, and shoulders wide enough to accommodate bicycle lanes. Sidewalk will also be constructed. However, the roadway will remain two lanes; the capital improvement project does not contemplate widening Union Road with maybe the exception to provide for turn lanes at the intersections and the possible addition of Class 2 bike lanes. (It should be noted that eastbound left turn lanes exist at the four (4) existing intersections on Union Road between North River Road and Kleck Road.) This is consistent with the Union Road geometrics identified in the above referenced Technical Appendix.

It is further understood that Union Road will be improved in two phases. The first phase will improve North River Road from 13th Street to Union Road, the North River Road/Union Road intersection and Union Road from North River Road to Riverglen Drive. This project is expected to start construction in summer 2004. However, this is part of a much larger project to widen the 13<sup>th</sup> Street Bridge. Therefore the actual start of construction on the Union Road portion of the improvements may actually start later than the summer 2004 date identified above. The second phase of the project will improve Union Road between Riverglen Drive to Kleck Road. The second phase project is expected to occur approximately a year later in summer 2005.

### Summary.

The City of Paso Robles has identified two (2) capital improvement projects to improve Union Road in the vicinity of Tract 2369, Montebello Estates. Both projects taken together will improve Union Road, with curb, gutter, sidewalk and shoulders to accommodate bicycle lanes, from the intersection of North River Road to Kleck Road. Phase one of the project is anticipated to begin construction in summer 2004 with the second phase of the project to begin construction in summer 2005.

## CONNECTION OF "A" STREET AT NORTH RIVER ROAD

As noted above under the discussion regarding the intersection of Union Road/Walnut Drive, OMNI-MEANS published the Technical Appendix for the City of Paso Robles Circulation Element Update and Citywide Traffic Model Development project in August 2000. This report identifies that North River Road between State Route 46 East and Union Road, presently carries an average of 1,500 vehicles per day. For a two (2) lane collector roadway, this provides for a LOS A. The report also identifies a projection in the average number of daily vehicle trips to the year 2025. In the year 2025, it is projected that North River Road between State Route 46 East to Union Road will carry an average of 4,000 vehicles per day. This will provide a LOS A in the planning horizon year of 2025.

As noted above, a two (2) lane collector roadway has a LOS A capacity of 8,000 vehicles per day. Although North River Road is not currently constructed to collector road City design standards, adequate capacity exists to accommodate the 4,000 vehicle trips per day at an acceptable Level of Service. It is however, anticipated that River Road will eventually be improved to a full 2-lane collector standard. In the year 2025, North River Road will only be carrying one half of the LOS A capacity. As such, none of the scenarios identified in the Tract 2369, Montebello Estates, traffic study will adversely impact North River Road between Union Road and State Route 46 East. Even when considering trips associated with the elementary school (of which there would be very few, see discussion above), there would be minimal to no effect on the LOS on North River Road.

The alignment of "A" Street west to North River Road follows an existing private access road as it connects to North River Road. This existing access road provides vehicular access to existing residences on the east side of North River Road between Union Road and State Route 46. The access road connects to North River Road at a location where North River Road is in a horizontal curve, concave to the west. One of the concerns is the intersection sight distance available to vehicles stopped on "A" Street west and preparing to turn onto North River Road.

The Caltrans Highway Design Manual indicates that at unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle waiting at the crossroad and the driver of an approaching vehicle. Adequate time must be provided for the waiting vehicle to either cross all lanes of through traffic, cross the near lanes and turn left or turn right, without requiring through traffic to radically alter their speed. Caltrans Highway Design Manual Table 405.1A identifies the corner sight distance for a design speed of 30 mph to be 330 feet; for 40 mph to be 440 feet and for 50 mph to be 550 feet.

In April 2003, OMNI-MEANS completed a Speed Zone Study in the City of Paso Robles. The Speed Zone Study identified the critical speed along the segment of North River Road from Creston Road to the north city limits to be 46 mph. The critical speed is defined as that speed at which 85 percent of the traffic is traveling at or below. However based on geometrics of the roadway (narrow lanes, winding, sight distance concerns) OMNI-MEANS recommended that the speed limit be set at 40 mph. Since the observed critical speed was 46 mph, the minimum design speed for determining corner sight distance should be 45 mph. At a 45 mph design speed, the corner sight distance would be 495 feet (extrapolated from Table 405.1A).

However, the Caltrans Highway Design Manual acknowledges that the corner sight distances identified in Table 405.1A may be excessive. The manual goes on to further state that high costs may be attributable to right of way acquisition, building removal, extensive excavation, or environmental costs (e.g. tree removal, avoidance of wetlands, historic or archaeological sites). In such cases the corner sight distance can be reduced to the stopping sight distance identified in the Caltrans Highway Design Manual Table 201.1. The stopping sight distance identified in Table 201.1 is 360 feet at 45 mph. Stopping sight distance is defined as the distance required by the driver of a vehicle, traveling at a given speed, to bring his vehicle to a stop after an object on the road becomes visible.

Based on topographic information provided by North Coast Engineering, Inc. for North River Road in the vicinity of the "A" Street intersection, it appears that for North River Road north of the "A" Street intersection, the corner sight distance could be interrupted by foliage from trees along the west side of North River Road. However, the stopping sight distance criteria can be met.

The topographic information provided for the area did not provide sufficient information to perform a sight distance analysis for North River Road south of the intersection. However, it does appear from the information provided that the stopping sight distance criteria could be met in the southerly direction.

The City of Paso Robles has an adopted intersection sight distance standard (City of Paso Robles Engineering Division Drawing A-14). For an arterial standard roadway, Drawing A-14 identifies a sight distance of 450 feet along the street centerline. For a collector standard roadway, Drawing A-14 identifies a sight distance of 250 feet along the street centerline. The Technical Appendix referenced above identifies North River Road from Union Road to State Route 46 East as a collector.

#### **Summary.**

North River Road will operate at LOS A regardless of the scenario selected and with or without the school trips added. It appears that the intersection meets the requirements for stopping sight distance for

the southbound approach and could meet the corner sight distance should the foliage be kept trimmed on the west side North River Road. The information provided is not adequate to determine the sight distance for the northbound approach. However, it appears that at least the stopping sight distance criteria could be met. The corner sight distance determination is dependent on the curvature of North River Road south of "A" Street.

#### **EASTERLY CONNECTION OF "A" STREET TO UNION ROAD**

The extension of "A" Street easterly to Union Road is an off-site improvement in that it is outside the boundary of Tract 2369, Montebello Estates, and occurs on property not believed to be under the control of the developer. The parties theoretically responsible for the provision of the right-of-way and construction of "A" Street easterly to Union Road are the property owners/developers of the intervening properties. (It appears that the alignment of "A" Street easterly to Union Road affects as many as five (5) parcels. The actual number of parcels affected will be dependent on the actual development layout and alignment of "A" Street east.)

The Tract 2369 Montebello Estates Traffic Impact Study acknowledged that the construction of "A" Street easterly may not occur prior to or concurrent with the construction and buildout of Tract 2369, Montebello Estates. The vehicle trips (approximately 650) identified to use "A" Street easterly were reassigned to other streets in the existing subdivisions—namely Skyview Drive and Kleck Road. However, the traffic study also identified this as an interim condition only to occur until "A" Street easterly is constructed by the property owners or developers with an interest in the intervening properties.

Tentative Tract 2571, Monte Vista, has been submitted for the development of the property east of Tract 2369, Montebello Estates, which would provide for the construction of "A" Street east. Tentative Tract 2571, Monte Vista is scheduled to be heard by the City of Paso Robles Planning Commission on March 9, 2004. However, even with this being the case does not mean that "A" Street east to Union Road would be constructed in the near term. Therefore, City staff (in part in response to Question 8 to this same City letter) will consult with the City Attorney's Office as to the ability of the Planning Commission to make the applicant responsible for making the off-site easterly "A" Street connection to Union Road to address traffic impact and circulation concerns.

#### **Summary.**

It appears that a development project that would extend "A" Street easterly to Union Road has been filed with the City of Paso Robles. However, the mere approval of such a development project does not guarantee the construction of the improvements in the near term. City staff is consulting with the City Attorney's Office as to the City's ability to make the applicant responsible for making the off-site easterly "A" Street connection to Union Road to address traffic impact and circulation concerns.

#### **CONCLUSIONS**

With the assumed occupancy of the planned elementary school in the Union/46 Specific Plan area, 645 additional daily trips are projected in the study area. Of those trips, approximately 220 daily trips will travel outside the immediate study area, either onto or across Union Road or onto North River Road, if the "A" Street west connection is constructed. Of this additional school traffic, about 10 to 20 additional daily trips would be added to the approximate 600 daily trips on an "A" Street westerly extension, if it were to be completed. With the addition of the projected school related traffic, no significant change in Levels of Service would be projected along Union Road or North River Road and their associated intersections.

In response to the other remaining questions, further analysis was conducted on projected traffic operations along both Union Road and North River Road and at the Union Road/Walnut Road intersection and found acceptable Level of Service "A" or "B" conditions to be maintained under all scenarios of evaluation. Planned improvements on both Union Road and North River Road will further enhance both traffic operations and safety along both roadways.

In summary, nothing in this further analysis was found to be inconsistent with the original traffic analysis prepared in February, 2003 for this project. In fact, the above collection of responses to questions raised by both City staff and the public during the August 26, 2003 Planning Commission hearing has served to further enhance our collective understanding of projected traffic conditions both with and without the westerly extension of "A" Street to North River Road.



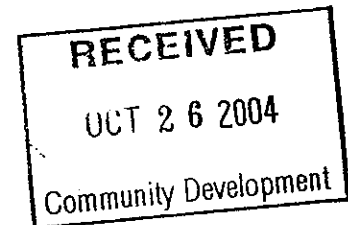
DEPARTMENT OF THE  
SAN FRANCISCO DISTRICT, U.S. ARMY COR  
333 MARKET STREET  
SAN FRANCISCO, CALIFORNIA 94105-2197

REPLY TO

Regulatory Branch

SUBJECT: File Number 28566S

LynneDec Althouse  
Althouse and Meade, Inc.  
1875 Wellsona Road  
Paso Robles, California 93446



Dear Ms. Althouse:

This letter is in reference to the Montebello Oaks Drive project and the alternatives analysis dated July 30, 2004 submitted by your office on behalf of Mr. Frank Arciero. The property is located at the Montebello Tentative Tract 2369, a development along the south side of Highway 46 between Golden Hill Road and the Salinas River in the City of Paso Robles, San Luis Obispo County, California. The four alternatives for the proposed project were received and reviewed.

The analysis shows Alternative 4, which requires no change or no "A" Street connection to River Road, in combination with alternative 2, the easterly connection of "A" Street to Union Road (currently under construction) to be feasible. The traffic study, conducted in April 2004, supports the fact that existing roads, with the addition of alternative 2, will be capable of handling expected traffic loads. With this information, the Corps is in position to say that the project does not meet the criteria established under the 404(b)(1) guidelines; there is a practicable alternative that is less damaging to Waters of the U.S. than the proposed project. The project is heading towards a probable permit denial as currently designed.

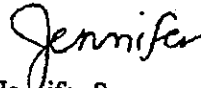
It appears to me the elimination of Buena Vista extension by the City of Paso Robles was due to the fact that it crossed oak woodlands, and section 404 wetlands and waters of the U.S. In addition, the City's Specific plan ranks oak woodlands and riparian resources at the highest level "(I) - Very high sensitive", where they stated "development in these areas should be avoided, and these woodlands should be left as open space". As shown in the City's map 2.2 (Figure 3 of the alternatives analysis) the location of "A" Street runs through a marked section of oak woodlands. It appears that the extension of "A" Street to River Rd. follows the same logic as Buena Vista extension and I personally think the City may want to consider removing it from their Specific plan.

As for the next step for this project, we can take a couple of different approaches. One option would be to discuss the Corps' current position with the applicant to see if they would like to proceed with the application process or withdraw the application. A second option would be

to follow the formal process and begin an Environmental Assessment (EA). This process could be quite lengthy, as the preparation of the EA will take some amount of time. If the end result is a denial letter, this formal correspondence will have to be routed through several layer of command for signature, taking more time than a normal EA. However, a permit denial does not necessarily end the process, the applicant will have the option for an appeal under our appeals process.

Should you have any questions regarding this matter, please call me at 415-977-8717 or e-mail [Jennifer.M.Spann@usace.army.mil](mailto:Jennifer.M.Spann@usace.army.mil). Please address all correspondence to the Regulatory Branch and refer to the File Number at the head of this letter.

Sincerely,



Jennifer Spann  
Project Manager, Regulatory South Section



# PROOF OF PUBLICATION

## LEGAL NEWSPAPER NOTICES

### PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

Newspaper: Tribune

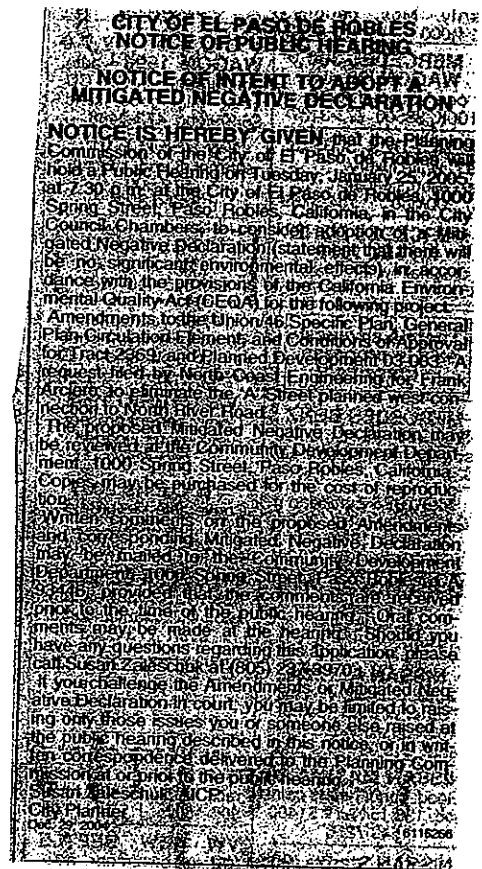
Date of Publication: December 29, 2004

Meeting Date: January 25, 2004  
(Planning Commission)

Project: Amendments to Union 46 Sp.  
General Plan, Tract 2369 &  
PD 00-003  
('A' Street - NCE/Arciero)

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

Signed:   
Darren Nash



**AFFIDAVIT**  
**OF MAIL NOTICES**  
**PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING**

I, Lonnie Dolan, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for Specific Plan Amendment 03-003, General Plan Amendment 05-001, Planned Development 00-003, Tract 2369 (Arciero/NCE – Elimination of 'A' Street West Connection) on this 13th day of January 2005.

City of El Paso de Robles  
Community Development Department  
Planning Division

Signed: \_\_\_\_\_

Lonnie Dolan

## **Exhibit A**

### **Mitigation Measures and Monitoring Program:**

**Project:** Montebello Estates – Elimination of West connection of ‘A’ Street to North River Road

#### **MM-1:**

**Impact** – Additional vehicles (551) redistributed onto Skyview Drive, where there is an existing neighborhood condition of vehicles exceeding the speed limit due to the physical design of Skyview Drive. Project may result in increased incidence of vehicles exceeding the speed limit on this street.

**Mitigation Measure** - The applicant will need to develop a traffic calming program to address the vehicle impacts added to Skyview Drive.

**Responsibility** – Project Proponent, FrankArciero, President of Fallingstar Homes, Inc.

**Timeframe** – Prior to issuance of residential building permits for Tract Map 2369, Phase 5.

#### **MM-2:**

**Impact** – Additional vehicles (598) redistributed onto Union Road, where road improvements are necessary to accommodate traffic.

**Mitigation Measure** - The applicant will need to pay their proportionate share of road improvement costs associated with additional trips that will be added to Union Road, which would have otherwise been distributed to North River Road.

**Responsibility** – Project Proponent, FrankArciero, President of Fallingstar Homes, Inc.

**Timeframe** – Prior to issuance of residential building permits for Tract Map 2369, Phase 5.

RESOLUTION NO. 05-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES  
ADOPTING A MITIGATED NEGATIVE DECLARATION FOR AMENDMENTS TO THE  
GENERAL PLAN CIRCULATION ELEMENT, THE UNION/46 SPECIFIC PLAN, AND  
THE CONDITIONS OF APPROVAL OF TENTATIVE TRACT 2369 AND PD 00-003  
(NORTH COAST ENGINEERING FOR FRANK ARCIERO)

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WHEREAS, an application requesting amendments to the Circulation Element, Figure CE-1 and Map 3.2, Circulation System Streets and Trails, of the Union/46 Specific Plan to delete the planned connection of "A" Street to North River Road and conditions of approval pertaining to this change in Tentative Tract 2369 and PD 00-003; has been filed by North Coast Engineering for Frank Arciero; and

WHEREAS, the reasons for the applicant's request is to avoid having a significant impact on the existing topography, the oak woodlands area, the blueline stream, grading, and aesthetics; and

WHEREAS, Specific Plan Amendment 03-003 covers properties in the Union/46 Specific Plan area including properties located south of Highway 46 East, west of Prospect Avenue, north of Union Road, and east of North River Road; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared and circulated for public review and comment; and

WHEREAS, at its meetings on August 13, 2003 and January 25, 2005 meeting, the Planning Commission held a duly noticed public hearings and on February 15, 2005 the City Council held a duly noticed public hearing to accept public testimony on this project and the environmental determination thereof; and

WHEREAS, public notice of intent to adopt a Mitigated Negative Declaration was distributed as required by Section 21092 of the Public Resources Code; and

WHEREAS, based on the information and analysis contained in the Initial Study and the attachments thereto, a determination has been made that amendments to the Circulation Element, Figure CE-1 and Map 3.2, Circulation System Streets and Trails, of the Union/46 Specific Plan to delete the planned connection of "A" Street to North River Road and conditions of approval pertaining to this change in Tentative Tract 2369 and PD 00-003 qualifies for adoption of a Mitigated Negative Declaration.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of El Paso de Robles, based on its independent judgment, that it does hereby adopt a Mitigated Negative Declaration and Mitigation Measures in Exhibit A, in accordance with the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA, based on the following finding:

The amendments to the Circulation Element, Figure CE-1 and Map 3.2, Circulation System Streets and Trails, of the Union/46 Specific Plan to delete the planned connection of "A" Street to North River Road and conditions of approval pertaining to this change in Tentative Tract 2369 and PD 00-003 will not result in a significant impact on the environment. This finding and determination was made based upon the substantial evidence presented at the public hearing, including the whole record before the City Council (including the Initial Study, the Staff Report and attachments thereto, and any public comments or testimony received thereon).

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 15<sup>th</sup> day of February 2005 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

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Frank R. Mecham, Mayor

ATTEST:

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Sharilyn M. Ryan, Deputy City Clerk

RESOLUTION NO. 05-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES  
APPROVING AMENDMENTS TO THE GENERAL PLAN CIRCULATION ELEMENT,  
UNION/46 SPECIFIC PLAN, AND CONDITIONS OF APPROVAL FOR  
TENTATIVE TRACT 2369 AND PLANNED DEVELOPMENT 00-003, TO ELIMINATE THE  
PLANNED WEST CONNECTION OF "A" STREET TO NORTH RIVER ROAD  
(APPLICANT'S REPRESENTATIVE – NORTH COAST ENGINEERING  
FOR FRANK ARCIERO)

WHEREAS, an application requesting amendments to the Circulation Element, Figure CE-1 and Map 3.2, Circulation System Streets and Trails, of the Union/46 Specific Plan to delete the planned connection of "A" Street to North River Road and conditions of approval pertaining to this change in Tentative Tract 2369 and PD 00-003; has been filed by North Coast Engineering for Frank Arciero; and

WHEREAS, elimination of the planned west connection of "A" Street will be an environmentally superior alternative to installing this road, and will lessen site impacts and not require the removal of over 100 oak trees, or result in impacts to an oak woodland and wildlife habitat; and

WHEREAS, elimination of the planned west connection of "A" Street would be a benefit to potential storm water quality impacts and erosion, would not require impacting a blueline stream, and would not result in negative aesthetic impacts from grading and construction of retaining walls, than if the road were to be constructed; and

WHEREAS, two independent traffic studies evaluated potential traffic impacts from elimination of the west connection of "A" Street, and determined that it would not result in significant traffic impacts on the surrounding neighborhood circulation and safety; and

WHEREAS, this Resolution deletes the following Conditions of Approval from Tentative Tract Map 2369 as follows: Engineering Site Specific Conditions 26, 34, 44, 45, and 46; and Standard Condition of Approval, Condition 5 regarding *offer to dedicate and improve "A" Street on-site and off-site*, shall be "null and void."

WHEREAS, new conditions of approval are added to Tentative Tract Map 2369, which are included in Engineering Site Specific Conditions; and

WHEREAS, mitigation measures are incorporated into the environmental document that requires payment of the pro rata share of road improvement fees to Union Road that will result from the elimination of "A" Street, and the development, implementation and construction of a traffic calming program on Skyview Drive; and

WHEREAS, the City of Paso Robles Emergency Services Department does not oppose the elimination of the "A" Street connection to North River Road; and

WHEREAS, the Planning Commission held a duly noticed public hearings on August 13, 2003 and January 25, 2005, and City Council held a duly noticed public hearing February 15, 2005 on these amendments, to accept public testimony on this application and associated environmental review; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared and circulated for public review and comment; and

WHEREAS, based on the information and analysis contained in the Initial Study, a determination has been made that the proposed project will not result in significant environmental impacts and it is appropriate for the City Council to adopt a Mitigated Negative Declaration, which is included in a separate resolution; and

WHEREAS, based upon the facts and analysis presented in the staff report and the attachments thereto, the public testimony received, and subject to the Conditions of Approval listed below, the City Council makes the following findings:

1. The project, including amendments to the General Plan and Union/46 Specific Plan, is consistent with the adopted codes, policies, standards and plans of the City; and
2. The project will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the residents and or businesses in the surrounding area, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City; and
3. The project accommodates the aesthetic quality of the City as a whole, especially where development will be visible from the gateways to the City, scenic corridors; and the public right-of-way; and
4. The project is compatible with, and is not detrimental to, surrounding land uses and improvements, provides an appropriate visual appearance, and contributes to the mitigation of any environmental and social impacts; and
5. The project is compatible with existing scenic and environmental resources such as hillsides, oak trees, vistas, etc.; and
6. The project contributes to the orderly development of the City as a whole.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of El Paso de Robles does hereby approve of this project, subject to the following conditions:

#### ENGINEERING SITE SPECIFIC CONDITIONS:

NOTE: In the event of conflict or duplication between standard and site-specific conditions, the site-specific condition shall supersede the standard condition.

1. The applicant shall provide a study of options for traffic calming on Skyview Drive and shall install traffic calming improvements as required by the City Council prior to issuance of building permits for Tract 2369, Phase 5.
2. Prior to issuance of building permits for Tract 2369, Phase 5, the applicant shall participate in a share of the cost of improvements prior to Union Road from North River Road to Skyview Drive as mitigation for increased traffic as a result of the elimination of "A" Street. This share shall be over and above the Union-46 specific plan fees. The applicant shall also participate in a share of the cost of a study of improvements to Union Road from Kleck Road to Golden Hill Road. The amount of the shares shall be determined by the volume of increased traffic on Union Road in a methodology approved by the City Engineer.
3. The applicant shall extend the 12-inch water main in Tract 2369 to North River Road via Phases 4 and 5.

4. The applicant shall construct a storm water detention basin to mitigate the impacts of the development of Tract 2369 on the natural drainage course in the original alignment of "A" Street. The detention basin shall be designed to retain dry season landscape irrigation runoff.
5. All other existing conditions of approval included in Resolution Nos. 00-207, 00-208, and 00-209 shall remain in effect and shall continue to apply to development of Tract 2369.

PLANNING SITE SPECIFIC CONDITIONS:

6. Prior to issuance of building permits for Tract 2369, Phase 5, the applicant shall design and construct a trail connection within the existing 'A' Street right-of-way (exact alignment to be approved by the City Engineer and Community Development Director), extending from the detention basin access road around the south side of the proposed drainage basin, to the west tract boundary. The design parameters shall adhere to industry standard hiking trail guidelines.

Prior to issuance of building permits for Tract 2369, Phase 5, the applicant shall construct the lower portion of the trail, in a manner to be approved by the City Engineer or post a cash deposit equal to the cost of construction under prevailing wage rates, as estimated by the City Engineer.

This would extend the trail from the west boundary within the 40 foot easement from the west tract boundary to North River Road. The trail shall not be located within the blueline stream corridor unless required permits from affected agencies are obtained including the Department of Fish and Wildlife and the U.S. Army Corps of Engineers.

Approval of development of adjacent properties located to the north and south of the future trail connection (and east of North River Road) including but not limited to APNs 025-392-004, 025-392-001, 025-392-002, and 025-392-005, shall reimburse the applicant for their pro rata share of costs required for construction of the trail connection. Future development of assessor parcels 025-392-004, 025-392-001, and 025-392-002 shall take access from western extension of Kleck Road, and the existing driveway access to the parcels from North River Road shall be abandoned for use in the trail alignment.

7. The applicant shall pay in-lieu for the cost of construction of 'A' Street fees by posting a cash deposit equal to the amount of the City Engineer's cost estimate for construction.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 15<sup>th</sup> day of February 2005 by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

---

Frank R. Mecham, Mayor

ATTEST:

---

Sharilyn M. Ryan, Deputy City Clerk