

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, PD 00-003 CONDITIONS OF APPROVAL, AND A MITIGATED NEGATIVE DECLARATION FOR A PROPOSAL TO ELIMINATE THE PLANNED CONNECTION OF STREET 'A' TO NORTH RIVER ROAD (APPLICANT'S REPRESENTATIVE - NORTH COAST ENGINEERING FOR FRANK ARCIERO)

DATE: SEPTEMBER 20, 2005

Needs: For the City Council to consider amending the Circulation Element Figure CE-1 and the Union/46 Specific Plan Map 3.2 to eliminate the planned connection of 'A' Street (Montebello Oaks Drive) to North River Road, and approve other associated planning amendments, and to adopt the Mitigated Negative Declaration associated with this project.

Facts:

1. The Union/46 Specific Plan was approved by the City Council on March 1, 1988 (Resolution No. 88-12). This Plan includes a circulation system map that identifies the extension location of 'A' Street (Montebello Oaks Drive) to North River Road.
2. The City Council considered this amendment request on February 15, 2005, April 19, 2005, and August 16, 2005.
3. The applicant has proposed to mitigate potential traffic impacts that may result from the elimination of 'A' Street by paying an in-lieu mitigation fee of \$500,000.
4. The City Council indicated support for elimination of 'A' Street, and support for the acceptance of the proposed in-lieu mitigation fee, and directed staff to evaluate whether the proposed fee meets or exceeds the cost of potential impacts that would need to be mitigated if 'A' Street were to be eliminated.

Analysis  
and

Conclusion: At the City Council meeting on August 16, 2005, the Council discussed whether 'A' Street should be eliminated. If it were to be eliminated, the Council requested staff to analyze whether the in-lieu mitigation fee proposed by the applicant would be sufficient to pay for the cost of potential impacts that may occur as a result of eliminating the street. Potential significant impacts identified that may result from this project affect Union Road. Union Road would need to accommodate all trips generated from the Union/46 Specific Plan area, which includes the additional trips that would have otherwise utilized 'A' Street to North River Road.

The City is in the process of moving forward on improvements to Union Road from Riverglen Drive to Kleck Road. A preliminary design has been prepared for Union Road from Kleck Road to Golden Hills Road.

It would seem reasonable to mitigate the impacts of the additional vehicles on Union Road by requiring the applicant to pay for the projects pro rata share (e.g. the additional impacts from elimination of 'A' Street west) for improvements needed on Union Road. It would also seem appropriate to consider a traffic calming study of any additional project related impacts to Skyview Drive, and address related issues/concerns.

A nexus analysis was conducted to determine if the in-lieu mitigation fee would meet or exceed the cost related to mitigating impacts from this project. Based on the analysis conducted by the City Engineer and City Planner (Attachment 1), the fee would meet or exceed the impact of the elimination of 'A' Street.

The Council should note that the in-lieu mitigation fee is not related to the cost of the construction of 'A' Street connecting to North River Road. Nor is the amount of the in-lieu fee an attempt to pay for the total cost of improvements to Union Road.

The City Council has several different options to consider. These options include, but are not limited to: a) adopting the Mitigated Negative Declaration, amendments, and acceptance of the mitigation program including the in-lieu fee proposed; b) adopting the Mitigated Negative Declaration, amendments, and acceptance of the mitigation program including the in-lieu fee earmarking use of the funds for improvements to Union Road and a traffic calming study; c) deny the Applicant's request to eliminate the 'A' Street connection, thereby maintaining the Conditions of Approval that require construction of 'A' Street prior to recordation of the Final Map for the last phase of Montebello Oaks Estates; or d) amend, modify, or reject the previous options.

Policy

Reference: General Plan; Union/46 Specific Plan; Municipal / Zoning Code, California Environmental Quality Act.

Fiscal

Impact: Approving this request and acceptance of this mitigation fee would provide \$500,000 to mitigate traffic impacts.

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

**Option a: (PLANNING COMMISSION RECOMMENDATION)**

1. Adopt Resolution No. 05-xx approving a Mitigated Negative Declaration for Amendments to the Circulation Element Figure CE-1, Union/46 Specific Plan Map 3.2, and Tentative Tract 2369 and PD 00-003 Conditions of Approval, to mitigate potential traffic impacts to Skyview Drive by requiring the applicants to prepare a Traffic Calming Study and construct traffic calming measures if warranted; and to mitigate additional impacts to Union Road by paying mitigation fees for the pro-rata share of corresponding additional impact costs resulting from the elimination of 'A' Street.
2. Adopt Resolution No. 05-xx approving the elimination of 'A' Street from connecting to North River Road by amending the Circulation Element Figure CE-1, the Union/46 Specific Plan by modifying Map 3.2, and amending the associated Conditions of Approval for Tentative Tract 2369 and PD 00-003 to eliminate the required connection of 'A' Street (Montebello Oaks Drive) to North River Road.

**Option b: (APPLICANT'S REQUEST)**

1. Adopt Resolution No. 05-xx approving a Mitigated 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 to mitigate potential traffic impacts to Union Road by accepting mitigation fees of \$500,000.
2. Adopt Resolution No. 05-xx approving the elimination of 'A' Street from connecting to North River Road by amending the Circulation Element Figure CE-1, the Union/46 Specific Plan by modifying Map 3.2, and amending the associated Conditions of Approval for Tentative Tract 2369 and PD 00-003 to eliminate the required connection of 'A' Street (Montebello Oaks Drive) to North River Road.

**Option c. (ANOTHER ALTERNATIVE)**

1. Adopt Resolution No. 05-xx approving a Mitigated 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, to mitigate potential traffic impacts to Union Road and Skyview Drive by accepting \$500,000 of mitigation fees.
2. Adopt Resolution No. 05-xx approving the elimination of 'A' Street from connecting to North River Road by amending the Circulation Element Figure CE-1, the Union/46 Specific Plan by modifying Map 3.2, and amending the associated Conditions of Approval for Tentative Tract 2369 and PD 00-003 to eliminate the required connection of 'A' Street (Montebello Oaks Drive) to North River Road.

**Option d:**

Deny the Applicant's request, thereby maintaining the Conditions of Approval that require construction of 'A' Street prior to recordation of the Final Map for the last phase of Montebello Oaks Estates.

**Option e:**

Amend, modify, or reject the above options.

Attachments:

- 1 – Memorandum from City Engineer
2. – Initial Study and Mitigation Monitoring Program
3. – Option A Resolutions
4. – Option B Resolutions
5. – Option C Resolutions
6. – Public Mail Affidavit and News Notice

## **MEMORANDUM**

**TO:** Susan DeCarli

**FROM:** John Falkenstien

**SUBJECT:** Tract 2369 Nexus Analysis

**DATE:** August 31, 2005

### **Background**

At their meeting of August 16, 2005, the City Council considered the request of Fallingstar Homes for an Amendment to the Circulation Element of the General Plan, a Specific Plan Amendment to the Union-46 Specific Plan, and amendment to Tentative Approval of Tract 2369, all in regard to the elimination of the westerly extension of Montebello Oaks Drive (also known as "A" Street) to North River Road. At their meeting the Council requested staff to consider whether a mitigation fee proposed by the applicants meets or exceeds the nexus of the impact of the elimination of "A" Street on Union Road. I have reviewed the application and supporting documentation.

"A" Street is currently being developed as Montebello Oaks Drive and has been completed from the east boundary of Tract 2369 (east of Kleck Road) to Skyview Drive in Phases 1 and 2.

The extension of Montebello Oaks Drive to North River Road was originally shown and adopted as part of the Union Road-Highway 46 Specific Plan. Montebello Oaks Drive, including its extension to North River Road, is also shown as a collector street in the Circulation Element of the General Plan, adopted in December, 2003.

It is important to note that "A" Street is the second of four access points originally included in the Union/46 Specific Plan to be eliminated. A connection was also shown to Highway 46 at Buena Vista Drive to the north. Without "A" Street, access to the Union/46 Specific Plan will now come solely from Union Road. At the present time, access to Creston Road from Union Road is closed due the construction of the improvements to the 13<sup>th</sup> Street bridge. Construction on the bridge will continue for another 9 months.

The City has completed construction plans for the improvement of Union Road from Riverglen Drive to Kleck Road. The City intends to advertise for bids on this work this Winter with the intent to commence construction in the Spring.

The City has prepared a preliminary design study for improvements to Union Road from Kleck Road to Golden Hill Road. The City has the option to proceed with preparation of construction plans for the segment east to Montebello Oaks Drive with the intention of adding this portion to the Union Road project.

### **Nexus Analysis**

At the request of the applicant, a traffic study was prepared by Omni-Means (April 2003) to analyze the volume of traffic generated by the development of Tract 2369 and the corresponding distribution of the traffic on adjacent local streets. The total daily trips projected from the fully developed 250 lots in Montebello Estates is 2,393. Of those trips, 647 are expected to use the easterly Montebello Oaks Drive connection to Union Road and Union Road east of Montebello Oaks Drive.

The traffic study presents distribution of traffic under scenario's with and without the connection of "A" Street to River Road. The study indicates that the elimination of "A" Street will result with the diversion of 598 daily trips to Union Road that would otherwise have used the "A" Street connection to River Road. Most of these trips will occur on Skyview Drive. This diversion will increase the number of trips from the project on to Union Road from 1148 to 1746.

According to a recent traffic study produced by Omni-Means for the Chandler Ranch the near-term average daily traffic projected on Union Road east of River Road is 6,500 trips per day. The increase of 598 daily trips on Union Road equates to 9.2 percent of the total number of daily trips.

The projected cost of improvements to Union Road from Riverglen Drive to Kleck Road is \$1,550,000. The projected cost of improvements to Union Road from Kleck Road to Montebello Oaks Drive is \$1,300,000. The total for the two segments is projected to be \$2,850,000. 9.2 percent of the road construction cost equates to \$262,200.

The diversion of trips from "A" Street will increase traffic on Skyview Drive by 502 trips per day. The increase in traffic may create a demand for traffic calming devices. Costs for design and construction of these devices is unknown today, but it would appear reasonable to consider mitigation fees to be available for traffic calming improvements on Skyview Drive in addition fees associated with Union Road improvements.

The offer by Montebello Estates to contribute \$500,000 appears to be reasonably adequate to meet the nexus of mitigation of the elimination of the "A" Street connection to River Road and the resulting combination of impacts on Union Road and Skyview Drive.



**CITY OF PASO ROBLES – PLANNING DIVISION  
INITIAL STUDY FOR AMENDMENTS TO: UNION/46  
SPECIFIC PLAN (03-003), PLANNED DEVELOPMENT  
(00-003), GENERAL PLAN AMENDMENT (04-),  
AND TENTATIVE TRACT MAP NO. 2369**

**1. GENERAL PROJECT INFORMATION**

**PROJECT TITLE:** Specific Plan Amendment 03-003 (Fallingstar Homes, Inc.)

**PROJECT LOCATION:** **The Union/46 Specific Plan Area.** The geographic area covered by the Specific Plan is approximately 526-acres, bounded on the north by Highway 46E, on the south by Union Road, on the east by Prospect Avenue, and on the west by North River Road (See Figure 1).

**LEAD AGENCY:** City of El Paso de Robles - 1000 Spring Street, Paso Robles, CA 93446

**LEAD AGENCY CONTACTS:** Bob Lata, Community Development Director or Susan Zaleschuk, City Planner

**INITIAL STUDY PREPARED BY:** Susan DeCarli, City Planner  
**TELEPHONE:** (805) 237-3970    **FACSIMILE:** (805) 237-3904    **E-MAIL:** [sdecarli@prcity.com](mailto:sdecarli@prcity.com)

**PROJECT PROPONENT:** Mr. Frank Arciero, President of Fallingstar Homes, Inc.  
**ADDRESS:** P.O. Box 2040, Paso Robles, CA 93447

**PROJECT REPRESENTATIVE:** Mr. Steven J. Sylvester, President of North Coast Engineering  
**ADDRESS:** 725 Creston Road, Suite B, Paso Robles, CA 93446

**GENERAL PLAN DESIGNATION: SITE:** **Union/46 Specific Plan Overlay**  
Underlying Designations = Maximum Development Potential  
RSF    Residential Single-Family, 3 Units/Acre  
RSF-1   Residential Single-Family, 1 Unit/Acre  
RSF-2   Residential Single Family, 1½ Units/Acre

**NORTH:** **Borkey Area Specific Plan Overlay**  
Underlying Designations = Maximum Development Potential  
AG    Agriculture  
CS    Commercial Service  
POS   Parks & Open Space  
PF/PD   Public Facilities/Planned Development  
NC    Neighborhood Commercial  
PF    Public Facilities  
RSF   Residential Single-Family, 3 Units/Acre  
RSF-1   Residential Single-Family, 1 Unit/Acre  
RMF-L   Residential Multiple Family, Low Density 1 Unit/4000 sf of lot area  
RMF-M   Residential Multiple Family, Medium Density, 12 Units/Acre

**EAST:** RSF-2   Underlying Designations = Maximum Development Potential  
CS    Commercial Service

**SOUTH:** RSF    Residential Single-Family, 3 Units/Acre



RSF-1 Residential Single-Family, 1 Unit/Acre  
RSF-2 Residential Single Family, 1½ Units/Acre

**ZONING:**

**WEST:** POS Parks & Open Space  
IND Industry

**SITE: Union/46 Specific Plan Overlay**  
Underlying Designations = Maximum Development Potential  
R1 PD3 Residential Single-Family, Planned Development, 3 Units/Acre  
R1 PD Residential Single-Family, 3 Units/Acre, Planned Development  
R1 B2 Residential Single-Family, 1 Unit/10,000 to 20,000 Square Feet  
R1 B4 Residential Single-Family, 1 Unit/Acre

**NORTH: Borkey Area Specific Plan**  
R1 Residential Single-Family, 1 Unit/7,000 to 20,000 square feet  
R1 B4 Residential Single-Family, 1 Unit/Acre  
R2 Duplex/Triplex  
C3 Commercial/Light Manufacturing  
CP Neighborhood Commercial  
AG Agriculture  
POS Parks & Open Space  
PF/PD Public Facilities/Planned Development  
PF Public Facilities

**EAST:** R1 B3 Residential Single-Family, 1 Unit/20,000 square feet  
C3 Commercial/Light Manufacturing  
R1 PD-2 Single-Family Residential, Planned Development, 2 Units/Acre

**SOUTH:** R1 Residential Single-Family, 1 Unit/7,000 to 20,000 square feet  
R1 B3 Residential Single-Family, 1 Unit/20,000 square feet  
R1 B4 Residential Single-Family, 1 Unit/Acre

**WEST:** POS Parks & Open Space  
M Manufacturing

## 2. PROJECT DESCRIPTION:

The applicant is requesting concurrent processing of amendments to: the Union / 46 Specific Plan (SPA); a General Plan Amendment (GPA) to the Circulation Element; amendment of conditions of approval for Tentative Tract Map 2369 and Planned Development 00-003 (PD). The request is to eliminate the requirement to construct the west connection of 'A' Street to North River Road in the Specific Plan area.

The SPA request is to amend 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 (See Exhibit 1). The GPA component of the project is to modify the Circulation Element Figure CE-1, to delete the "A" Street connection to North River Road. The project also requires amendment to the conditions of approval for Tentative Tract 2369 and PD 00-003 that require this street connection. These amendments will not be in conflict with other regulatory or planning documents adopted by the City. Since the affected documents will be collectively amended, internal consistency will be maintained.

Traffic generated from this project would be directed onto the surrounding street system. Included in this project is a Transportation/Circulation Improvement Program for the Union/46 Specific Plan in its entirety, addressing traffic calming measures and other improvements to offset potential impacts due to the deletion of the "A" Street connection to North River Road. These improvements are in Exhibit 3.

Elimination of 'A' Street also eliminates the need to remove approximately 115 oak trees, grading within a blue-line creek and disruption of wildlife habitat. A storm drain that was previously approved to extend down 'A' Street will also be eliminated with this amendment. Drainage will be directed to a detention basin at the proposed terminus of 'A' Street. This will likely be beneficial to the environment since it will provide an opportunity to reduce storm water pollution before it enters the City water system.

### **3. OTHER AGENCIES WHOSE APPROVAL MAY BE REQUIRED:**

Approvals and permits from other agencies that may be required as part of the project development, but not required as a result of the amendments requested in this action and include, but not limited to:

- U.S. Army Corps of Engineers
- California Regional Water Quality Control Board
- California Department of Fish and Game
- County of San Luis Obispo
- Air Pollution Control District

### **4. ENVIRONMENTAL SETTING:** The environmental setting of the site of the proposed deletion of the planned “A: Street connection from the western edge of the boundary of Tract 2369 to North River Road can be characterized as hilly terrain with a blue line stream and oak woodlands. The elevation on the east at the TR 2369 boundary is approximately 781.3 feet and on the west at North River Road is approximately 685.4 feet over a distance of approximately 1,615 lineal feet.

Access to the Union/46 Specific Plan area is primarily from Union Road through a series of existing and proposed local streets. There are five (5) points of connection from the Union Road include: Riverglen Road, Avenida del Sol, Skyview Drive, Kleck Road, and the planned extension of “A” Street to North River Road.

### **5. EARLIER ENVIRONMENTAL ANALYSIS AND RELATED ENVIRONMENTAL DOCUMENTATION:**

This Initial Study incorporates by reference the Environmental Impact Report (EIR) for the Union/46 Specific Plan (SCH#87060301) as certified by the City Council on March 1, 1988 with adoption of Resolution No. 88-12.

The certified EIR authorizes development of:

- The land uses and densities envisioned in the Union/46 Specific Plan (see Map 3.1),
- The Circulation System Streets and Trails (see Map 3.2),
- The Open Space, Parks, Recreation, & Landscaping System (see Map 3.3),
- Detailed Infrastructure Plans in substantial conformance with the Schematic Water System (see Map 3.4),
- Detailed Infrastructure Plans in substantial conformance with the Schematic Sewer System (see Map 3.5),
- Detailed Infrastructure Plans in substantial conformance with the Schematic Drainage System (see Map 3.6), and
- Detailed Site Improvement and Building Plans/Programs/Measures implementing the Specific Plan’s development requirements and conditions for environmental protection, energy and resource conservation, fire and security systems, and schools.

The EIR reviewed and evaluated the potential for environmental impacts in the following areas: geologic hazards, water resources and facilities capabilities, drainage and erosion, biological resources, archaeological resources, visual resources, traffic/circulation, noise, air quality, police and fire protection, schools, and loss of agricultural land.

Certification of the Final EIR for the Union/46 Specific Plan included the following:

- ◆ Findings of Fact Regarding the Project’s Environmental Effects;
- ◆ Adoption of a Series of Mitigation Measures for incorporation into the Specific Plan;
- ◆ Findings of Fact Concerning Alternatives; and,
- ◆ A Statement of Overriding Considerations for the Unavoidable and Significant Impacts identified for traffic/circulation, air quality, and schools;

Besides Certification of the Final EIR, adoption of Resolution No. 88-12 included approval of the Union/46 Specific Plan and adoption of a Development Fee Schedule for Off-Site Improvements (including police equipment, fire equipment, Creston Road/North River Road signal, Union Road improvements, Golden Hill Road/Highway 46 East intersection/signalization, Golden Hill Road/Union Road signalization, Park Site Acquisition and Development, Off-site Water Well [site acquisition and well development], and Specific Plan preparation fees).

This Initial Study also incorporates references and information sources for potential impacts (e.g., the General Plan, the Municipal Code, the Zoning Ordinance, the Standard Conditions of Project Approval, etc...) into the checklist to substantiate the answers provided (see Section 13).

Additional studies include a traffic study prepared by the transportation engineering firm Omni-Means, Ltd., April 2003, to evaluate potential traffic impacts of the elimination of 'A' Street onto the surrounding road system, and an independent peer review of the traffic study prepared by the transportation engineering firm of Associated Transportation Engineers, May 2004.

**6. PERSONS PARTICIPATING IN THE PREPARATION OF THE INITIAL STUDY:**

Robert A. Lata, Community Development Director  
Susan Zaleschuk, City Planner  
Ditas Esperanza, Capital Projects Engineer

John Falkenstien, City Engineer  
Terry Minshull, Fire Inspector  
Tina Ryder (previous City Planner)

**7. CONTEXT OF ENVIRONMENTAL ANALYSIS FOR THE PROJECT:** This Initial Study relies on the expert opinion supported by the facts, technical studies, and technical appendices of:

- The Final EIR for the Union/46 Specific Plan;
- The Traffic Impact Study for Tract 2369 Montebello Estates;
- The traffic impact peer-review analysis and,
- The Project-Specific Plans, Reports, Assessments, and Studies included in the Appendix of this Initial and other relevant data contained in the project files for Tentative Tract 2369 and Planned Development 00-003 (on file in the Community Development Department).

These above-referenced documents are incorporated herein by reference. They provide substantial evidence to document the basis upon which the City has arrived at its environmental determination. This determination indicates that the previously prepared Final EIR together with the Traffic Impact Study, and the Project-Specific Plans, Reports, Assessments, and Studies prepared adequately analyze the potential impacts associated with the proposed deletion of the planned connection of "A" Street to North River Road (SPA 03-003) with respect to the following environmental issue areas:

- Land use compatibility;
- Population & housing,
- Geological problems,
- Water,
- Air quality,
- Energy and mineral resources,
- Hazards,
- Noise,
- Public services,
- Utilities and service systems,
- Cultural resources,
- Recreation, and
- Mandatory Findings of Significance.

**8. PURPOSES OF AN INITIAL STUDY:** The purposes of an Initial Study for a Development Project Application are:

- A. To provide the City with sufficient information and analysis to use as the basis for deciding whether to prepare an Environmental Impact Report, a Mitigated Negative Declaration, or a Negative Declaration for a site specific development project proposal;
- B. To enable the Applicant of a site specific development project proposal or the City as the lead agency to modify a project, mitigating potential adverse impacts as part of the project design so as to avoid the need to prepare an Environmental Impact Report, thereby enabling the proposed Project to qualify for issuance of a Negative Declaration or a Mitigated Negative Declaration;
- C. To facilitate environmental assessment early in the design of a project;

- D. To eliminate unnecessary EIRs;
- E. To explain the reasons for determining that potentially significant effects would not be significant;
- F. To determine if a previously prepared EIR could be used for the project;
- G. To assist in the preparation of an Environmental Impact Report if one is required; and
- H. To provide documentation of the factual basis for the finding of no significant effect as set forth in a Negative Declaration or a Mitigated Negative Declaration prepared for the project.

## **9. EXPLANATION OF ANSWERS FOUND ON THE ENVIRONMENTAL CHECKLIST FORM**

### **A. Scope of Environmental Review**

The areas of potential environmental effects reviewed/evaluated in this Initial Study are limited to a review of the following environmental issue areas: 1) traffic and circulation, 2) biological resources, 3) water, and 4) hazards.

This limitation of the scope of the environmental review/analysis of this Initial Study is due to the City's reliance on the facts, technical studies, and appendices of the Union/46 Specific Plan EIR, the Traffic Impact Study for Tract 2369 Montebello Estates; and, the Project-Specific Plans, Reports, Assessments, and Studies referenced herein and other relevant data contained in the project files for Tentative Tract 2369 and Planned Development 00-003 (on file in the Community Development Department).

Further, the limitation of the scope of this Initial Study is based on imposition of the Conditions of Approval to be satisfied for Tentative Tract 2369 and Planned Development 00-003.

### **B. Evaluation of Environmental Impacts**

1. A brief explanation is provided for all answers to the questions presented on the Environmental Checklist Form, except where the answer is marked as "No Impact." The "No Impact" answers are adequately supported by the information sources referenced in this Initial Study, the sources cited in the parentheses following each question, or as otherwise explained in the introductory remarks. The basis for the "No Impact" answers on the following Environmental Checklist Form is explained in further detail in this Initial Study in Section 5 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 7 (Context of Environmental Analysis for the Project).
2. All answers on the Environmental Checklist Form take into account the whole action involved with the project, including implementation. The answers provided address on-site, off-site, and cumulative impacts, as well as project-level direct, indirect, construction-related, and operational impacts.
3. "Potentially Significant Impact" applies if an effect is significant or potentially significant, or if the City lacks information to make a finding of insignificance. If the Project could have one or more impacts marked as "Potentially Significant", an Environmental Impact Report will be required.
4. Potentially Significant Impact Unless Mitigated" is checked whenever the potential impacts have been reduced to acceptable levels as a result of incorporating specified mitigation measures into the project design
5. Earlier analysis is used where an effect has been adequately analyzed in an earlier EIR, mitigated negative declaration, or negative declaration. See Section 4 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 7 (Context of Environmental Analysis for the Project) of this Initial Study.
6. References to the information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the Environmental Checklist Form. See Section 5 (Earlier Analysis and Related Environmental Documentation). Other sources used or individuals contacted are cited where appropriate.
7. The Environmental Checklist Form is similar to the one contained in Title 14, California Code of Regulations; with some modifications to reflect the City's needs and requirements.
8. Standard Conditions of Approval: The City imposes standard Conditions of Approval. These Conditions are considered to be components of, and/or modifications, to the Project. They reduce or minimize environmental impacts to a level of insignificance. Because they are considered part of the Project, they have not been identified as mitigation measures. For the readers' information, the standard conditions identified in this Initial Study are available for review at the Community Development Department.
9. Certification Statement: The statements made in this Initial Study and those made in the documents referenced herein present the data and information that are required to satisfy the provisions of the California Environmental Quality Act (CEQA) – Statutes and Guidelines, as well as the City's Procedures for Implementing CEQA. Further, the facts, statements, information, and analysis presented are true and correct in accordance with

standard business practices of qualified professionals with expertise in the development review process, including building, planning, and engineering.

**10. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:** The proposed Specific Plan Amendment may potentially affect the environmental factors checked below:

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Land Use & Planning                | <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services             |
| <input type="checkbox"/> Population & Housing               | <input checked="" type="checkbox"/> Biological Resources       | <input type="checkbox"/> Utilities & Service Systems |
| <input type="checkbox"/> Geological Problems                | <input type="checkbox"/> Energy & Mineral Resources            | <input type="checkbox"/> Aesthetics                  |
| <input checked="" type="checkbox"/> Water                   | <input checked="" type="checkbox"/> Hazards                    | <input type="checkbox"/> Cultural Resources          |
| <input type="checkbox"/> Air Quality                        | <input type="checkbox"/> Noise                                 | <input type="checkbox"/> Recreation                  |
| <input type="checkbox"/> Mandatory Findings of Significance |  |  |

**11. ENVIRONMENTAL DETERMINATION:** On the basis of this initial evaluation: I find that:

The proposed project would not have a significant effect on the environment. ☐

Therefore, a **NEGATIVE DECLARATION** will be prepared.

Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. ☒

Therefore, a **MITIGATED NEGATIVE DECLARATION** will be prepared.

The proposed project may have a significant effect on the environment. ☐

Therefore an **ENVIRONMENTAL IMPACT REPORT** is required.

The proposed project may have a significant effect(s) on the environment, but one or more effects (1) have been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) have been addressed by mitigation measures based on the earlier analysis as described on attached sheets. ☐

Therefore, an **ENVIRONMENTAL IMPACT REPORT** is required, but it will analyze only the effect or effects that remain to be addressed.

\_\_\_\_\_  
Signature:

\_\_\_\_\_  
Date:

\_\_\_\_\_  
Susan DeCarli, City Planner

\_\_\_\_\_  
August 31, 2005

## 12. ENVIRONMENTAL CHECKLIST FORM

### ISSUES

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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#### I. LAND USE AND PLANNING. Would the Proposal:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with general plan designation or zoning?<br>(Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with applicable environmental plans or policies adopted by<br>agencies with jurisdiction over the project? (Sources: 1, 5, and 7)       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Be incompatible with existing land use in the vicinity? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Affect agricultural resources or operations (e.g., impacts to soils or<br>farmlands, or impacts from incompatible uses)? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Disrupt or divide the physical arrangement of an established community<br>(including a low-income or minority community)? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:** Deletion of the planned connection of “A” Street (Montebello Oaks) to North River Road is located in the Union/46 Specific Plan area. Deletion of the connection would alter the existing circulation and/or planned connections within the Specific Plan area and are the subject of detailed review in Section VI (Transportation). The findings in Section VI (Transportation) are that the deletion would not result in negative impacts to the physical arrangement of the established and/or planned community within the Specific Plan area with imposition of the Conditions set forth therein.

This project includes amendment to the General Plan Circulation Element, Figure CE-1 to delete this road connection from the circulation plan. Therefore, the amendment to the SPA will not conflict with applicable plans or policies adopted that have jurisdiction over the project.

There are no agricultural resources on or near the project site that could be affected by the elimination of ‘A’ Street. Also, there is no existing development in the area of the road extension that could be disrupted by this project.

#### II. POPULATION AND HOUSING. Would the proposal:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cumulatively exceed official regional or local population projections?<br>(Sources: 1, 5 and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| <b>Discussion:</b> This project does not include a residential component and therefore does not have the ability to exceed population projections for this area.                         |                          |                          |                          |                                     |
| b) Induce substantial growth in an area either directly or indirectly (e.g.,<br>through projects in an undeveloped area or extension of major<br>infrastructure)? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace existing housing, especially affordable housing?<br>(Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |



## ISSUES

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### III. GEOLOGIC PROBLEMS. Would the proposal result in or expose people to potential impacts involving:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fault rupture? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Seismic ground shaking? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Seismic ground failure, including liquefaction? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Seishi, tsunami, or volcanic hazard? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Landslides or Mudflows? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Subsidence of the land? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| h) Expansive soils? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| i) Unique geologic or physical features? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:** Elimination of this road could not affect geologic resources.

### IV. WATER. Would the proposal result in

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| <p><b>Discussion:</b> Establishment of a detention basin at the proposed termination of 'A' Street. The location of the basin is shown in Exhibit 2. The City Engineer has reviewed the exhibit as well as the other information, plans, and reports available. As a result of this review, the City Engineer has indicated that significant impacts from grading and the potential for erosion from storm water runoff will be avoided if the planned connection of "A" Street to North River Road is eliminated. The City Engineer's comments are included in Exhibit 4.</p> |                          |                          |                                     |                                     |
| b) Exposure of people or property to water related hazards such as flooding? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

## ISSUES

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**Discussion:** Establishment of a detention basin to the west of the area where the applicant is proposing to terminate “A” Street is shown as part of an exhibit submitted to the City along with the Specific Plan Amendment application. The City Engineer has reviewed the exhibit as well as the other information, plans, and reports available. As a result of this review, the City Engineer has indicated that significant impacts from grading and the potential for erosion from storm water runoff will be avoided if the planned connection of “A” Street to North River Road is eliminated. The reduction in storm water runoff will in turn reduce the discharge into surface waters and alteration of surface water quality. In addition, storm water quality will likely benefit from first be detained in this system rather than flowing directly into the blue line stream and the Salinas River.

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| d) Changes in the amount of surface water in any water body?<br>(Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Changes in currents, or the course or direction of water movement?<br>(Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?<br>(Sources: 1, 5, and 7)<br>Discussion: See above checklist response/discussion IV (Water)(c) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Altered direction or rate of flow of groundwater? (Sources: 1, 5, and 7)<br>Discussion: See above checklist response/discussion IV (Water)(c).   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| h) Impacts to groundwater quality? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

### V. AIR QUALITY. Would the proposal:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any air quality standard or contribute to an existing or projected air quality violation? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Expose sensitive receptors to pollutants? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Alter air movement, moisture, or temperature? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Create objectionable odors? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**Discussion:** This project will likely result in beneficial short-term air quality impacts because road construction-related impacts will be eliminated. The project will result in the same amount of mobile emissions since trip generation rates will not be affected by this project.

### VI. TRANSPORTATION/CIRCULATION. Would the proposal result in:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Increased vehicle trips or traffic congestion? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

## Discussion --Background

This Initial Study relies on the expert opinion of registered professional transportation engineers with expertise in the review and evaluation of the potential effects of traffic circulation systems. The engineers have evaluated potential impacts that elimination of the planned connection of “A” Street to North River Road would have on the performance of the existing and planned circulation system serving the Union/46 Specific Plan area.

These professionals have provided the City with their findings and recommendations as supported by facts, technical studies, and analysis contained in the Final EIR for the Union/46 Specific Plan; and, the Project-Specific Traffic Impact Study by Omni-Means for the proposed deletion of the planned “A” Street connection to North River Road.

The circulation system of streets and trails of the Union/46 Specific Plan includes six (6) points of connection to the surrounding collector and arterial street system.

- One (1) connection to North River Road via “A” Street (Montebello Oaks) and
- Five (5) connections to Union Road at Riverglen, Avenida del Sol, Skyview, Kleck and an eastern extension of “A” Street.

## Discussion –Technical Review

The Omni-Means Traffic Impact Study evaluates the potential impacts of eliminating the connection of “A” Street to North River Road for Tract 2369, Montebello Estates on the remaining circulation system connections to Union Road. If ‘A’ Street were to be eliminated all traffic from the Union/46 Specific Plan area would utilize Union Road. Therefore, Union Road would absorb all potential impacts, including increased maintenance and future improvements needed. From a traffic congestion perspective the Traffic Impact Study concludes that the additional traffic using the remaining points of connection can be accommodated and would not require additional improvements. It determined that the elimination of ‘A’ Street would not result in traffic impacts that would exceed the threshold of significance for traffic on the existing surrounding circulation system of the project area at build-out. The level of service (LOS) for all streets in this system would continue to operate at an acceptable level of service of LOS A. The streets in this neighborhood are designed and constructed wide enough to adequately accommodate the additional trips that would be generated by this phase of development and not result in delays, safety hazards, congestion, etc.

If it is determined through a traffic calming study that vehicles on Skyview Drive exceed the posted speed limit by at least 10 mph, there may be a potential warrant for traffic calming measures to be identified and constructed on Skyview Drive. The City adopted Traffic Calming Program includes an established process to follow in order determine traffic calming needs and implementation.

Among other items, the Traffic Impact Study states that:

*“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.*

*It should also be noted that 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 over its length (nine[9] out of twenty [20]), it is 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.” (Omni-Means Traffic Impact Study, Pages 14 and 15)."*

## ISSUES

Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Peer Review by ATE:

The Traffic Impact Study and the request to eliminate the “A” Street connection to North River Road has been reviewed by Emergency Services and the City Engineer and the following comments have been received:

Emergency Services has indicated that they do not oppose eliminating the “A” Street connection to North River Road. They have identified their agreement with the conclusions reached in the Omni-Means report prepared for North Coast Engineering showing that there would be adequate means available to evacuate the area if needed with the existing streets and the proposed easterly extension of “A” Street to connect to Union Road.

Further, Emergency Services has identified that sometime in the future consideration needs to be given to improving Union Road to its ultimate width to accommodate the situation in the event there was a need to evacuate the area.

City Engineer – The impact of eliminating “A” Street will be on Skyview Drive and that it may be reasonable to apply some type of condition upon the applicant to provide traffic calming measures on Skyview Drive should they become necessary, to provide an alternative bike path alignment, and to develop a detention basin at the location where ‘A’ Street terminates to control and help the quality of water by detaining it before it enters other water systems. Further, the City Engineer points out that significant impacts from grading and the potential for erosion from storm water runoff will be avoided with the elimination of this street. (See attached comments from the City Engineer, Exhibit .)

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Sources: 1, 5, & 7)<br>See checklist response/discussion VI (Transportation/Circulation)(a)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Inadequate emergency access or inadequate access to nearby uses? (Sources: 1, 5, and 6)<br>See checklist response/discussion VI (Transportation/Circulation)(a)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Insufficient parking capacity on-site or off-site? (Sources: 1, 5, and 7)<br><b>Discussion:</b> The proposed parking will not affect on- or off-site parking demand or capacity since ‘A’ Street was not designed to provide off-site parking nor is it located in a logical place to address parking needs.   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Hazards or barriers for pedestrians or bicyclists? (Sources: 1, 5, and 7)<br><b>Discussion:</b> The City’s Adopted Bikeway Master Plan shows a Class I Bikeway connecting the future park and school sites along Montebello Oaks Drive to River Road. If “A” Street is eliminated, an alternative bike path alignment would need to be provided. The alternative would be provided as part of the later phases in the project. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 1, 5, and 6))   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| <b>Discussion:</b> The proposed project will not conflict with policies supporting alternative transportation. The project will incorporate alternative transportation as required.   |                          |                          |                                     |                                     |
| g) Rail, waterborne or air traffic impacts? (Sources: 1, 5, and 7)<br>No discussion required.   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

## ISSUES

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### VII. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Endangered, threatened or rare species or their habitats (including but not limited to: plants, fish, insects, animals, and birds)? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

**Discussion:** The elimination of 'A' Street will result in beneficial impacts to oak woodland and riparian habitat associated with the blue line creek since disturbance to biological resources will be reduced as a result from elimination of this street.

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| b) Locally designated species (e.g., heritage trees)? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

**Discussion:** The EIR for the Union/46 Specific Plan indicated that impacts to biological resources resulting from loss of riparian and oak woodland habitats was not significant with incorporation of Condition D-2 into the Specific Plan, however, that disturbance of oak woodland and riparian habitat should be avoided. Condition D-2 applies to development within the geographic area of the Specific Plan with an exception provided for the construction of major arterials, collector roads and major utility lines. It requires areas with existing steep slopes over 30% grade be left in open space. Elimination of 'A' Street will result in preserving over 100 oak trees that would have needed to have been removed for construction of the street.

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

See checklist response/discussion VII (Biological Resources)(a)

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| Wetland habitat (e.g., marsh, riparian and vernal pool)? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

See checklist response/discussion VII (Biological Resources)(a)

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Wildlife dispersal or migration corridors? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

See checklist response/discussion VII (Biological Resources)(a)

### VIII. ENERGY AND MINERAL RESOURCES. Would the proposal:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with adopted energy conservation plans? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Use non-renewable resource in a wasteful and inefficient manner? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### IX. HAZARDS. Would the proposal involve:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) A risk of accidental explosion or release of hazardous substances (including, but not limited to oil, pesticides, chemicals, or radiation)? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Possible interference with an emergency response plan or emergency evacuation plan? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

## ISSUES

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**Discussion:** Emergency Services has indicated that they do not oppose eliminating the “A” Street connection to North River Road.

They have identified their agreement with the conclusions reached in the Omni-Means report prepared for North Coast Engineering showing that there would be adequate means available to evacuate the area if needed with the existing streets and the proposed easterly extension of “A” Street to connect to Union Road.

Further, Emergency Services has identified that sometime in the future consideration needs to be given to improving Union Road to its ultimate width to accommodate the situation in the event there was a need to evacuate the area.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) The creation of any health hazard or potential hazards?<br>(Sources: 1, 5, and 7)               | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Increased fire hazard in areas with flammable brush, grass, or trees?<br>(Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### X. NOISE. Would the proposal result in:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increases in existing noise levels? (Sources: 1, 5, and 7)        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Exposure of people to severe noise levels? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### XI. PUBLIC SERVICES. Would the proposal result in substantial adverse physical impacts as a result of the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities (the construction of which could cause significant environmental impacts) in order to maintain acceptable service ratios, response times, or other performance standard?

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Fire protection? (Sources: 1, 5, and 7)<br>See checklist response/discussion VI (Transportation/Circulation)(a). | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Police Protection? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Schools? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Maintenance of public facilities, including roads? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Other governmental services? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

### XII. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Power or natural gas? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| b) Communication systems? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Local or regional water treatment or distribution facilities?<br>(Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| d) Sewer or septic tanks? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Storm water drainage? (Sources: 1, 5 and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

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**Discussion:** If “A” Street is eliminated, a storm water retention basin is proposed to be located at the termination of ‘A’ Street to capture surface drainage from the area. This basin will be conditioned to be designed to the appropriate capacity.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Solid waste disposal? (Sources: 1, 5, and 7)             | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Local or regional water supplies? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### XIII. AESTHETICS. Would the proposal:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Affect a scenic vista or scenic highway? (Sources: 1, 5, and 7)       | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have a demonstrable negative aesthetic effect? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Create light or glare? (Sources: 1, 5, and 7)                         | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### XIV. CULTURAL RESOURCES. Would the proposal:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Disturb paleontological resources? (Sources: 1, 5 and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Disturb archaeological resources? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Affect historical resources? (Sources: 1, 5, and 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have the potential to cause a physical change, which would affect unique ethnic cultural values? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Restrict existing religious or sacred uses within the potential impact area? (Sources: 1, 5, and 7)                     | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### XV. RECREATION. Would the proposal:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the demand for neighborhood or regional parks or other recreational facilities? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Affect existing recreational opportunities? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### XVI. MANDATORY FINDINGS OF SIGNIFICANCE.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1, 5, and 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (Sources: 1, 5, and 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

## ISSUES

	Potentially Significant Impact	Potentially Significant Impact Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 1, 5, and 7	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1, 5, and 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



### **13. EARLIER ANALYSIS AND BACKGROUND MATERIALS**

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

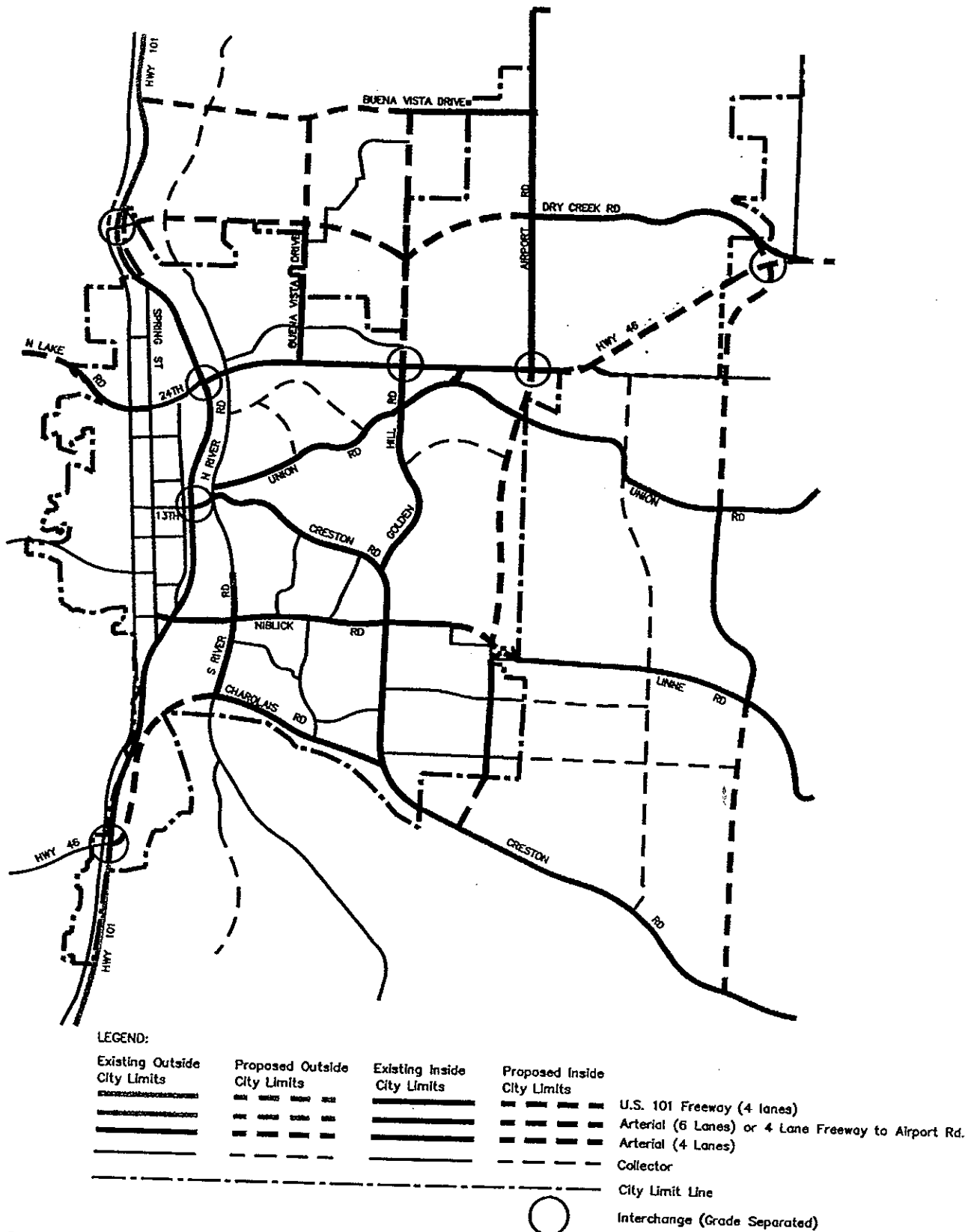
Earlier Documents Prepared and Utilized in this Analysis and Background / Explanatory Materials

<b><u>Reference #</u></b>	<b><u>Document Title</u></b>	<b><u>Available for Review at:</u></b>
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Ordinance	Same as above
3	City of Paso Robles General Plan Update Draft EIR	Same as above
4	1977 Airport Land Use Plan	Same as above
5	City of Paso Robles Municipal Code	Same as above
6	City of Paso Robles Water Master Plan	Same as above
7	City of Paso Robles Sewer Master Plan	Same as above
8	City of Paso Robles Housing Element	Same as above
9	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
10	Union/46 Specific Plan Adopted 1998	Same as above
11	Certified EIR for the Union/46 Specific Plan (and its appendices)	Same as above
12	Specific Plan Application	Same as above
13	Applicant's Project Description	Same as above
14	Omni-Means Traffic Impact Study	Same as above

### **EXHIBITS:**

- 1 – Map 3.2, Circulation Element, Paso Robles General Plan
- 2 – Traffic Calming Program
- 3 – Detention Basin Location
- 4 – City Engineer's Comments

Exhibit 1



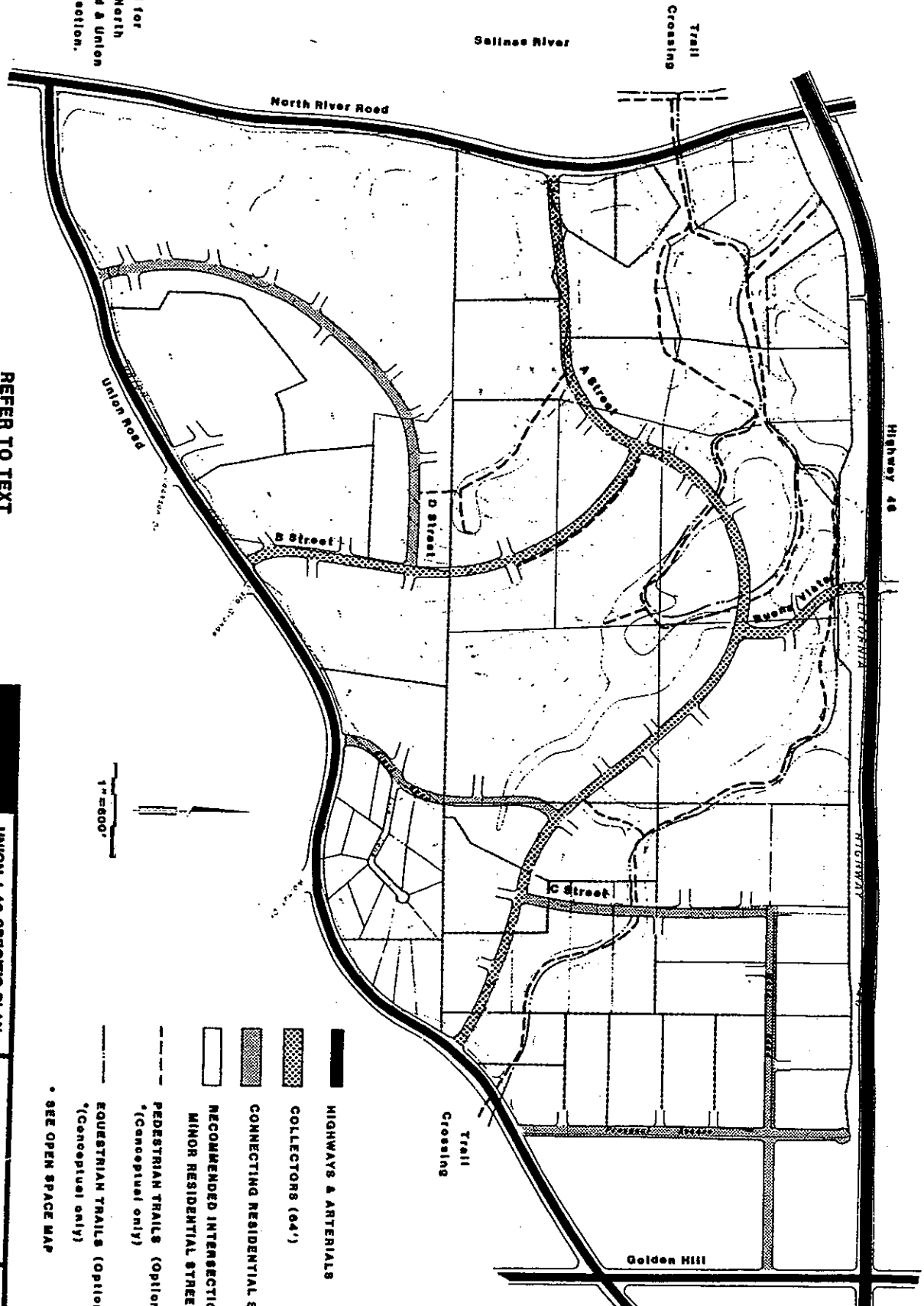
Source: City of El Paso de Robles Circulation Element Update, Nov 2003

Circulation Elements Map

Figure CE-1

# Exhibit 2

FINAL



See Fig 3.1 for details of North River Road & Union Road Intersection.

REFER TO TEXT

**Resolution No. 00-208 and 00-209 are attached.**

**Resolution No. 00-208 - PD 00-003 Conditions of Approval to be amended:**

**Site Specific Conditions**

2. The project shall be constructed so as to substantially conform with the following listed exhibits and conditions established by this resolution:
  - A. Tentative Tract Site Plan
  - B. Grading and Drainage Plan
  - C. Circulation System

These exhibits shall recognize the elimination of 'A' Street west connection to South River Road.

**Resolution No. 00-209 - Tentative Tract Map 2369**

**Community Development Site Specific Conditions**

2. The project shall be constructed so as to substantially conform with the following listed exhibits and conditions established by this resolution:
  - B. Tentative Tract Site Plan
  - C. Grading and Drainage Plan
  - H. Circulation System

These exhibits shall recognize the elimination of 'A' Street west connection to South River Road.

**Engineering Site Specific Conditions**

26. Eliminate condition
34. Eliminate condition
44. Eliminate condition
45. Eliminate condition
46. Modify bond estimates to reflect modification in circulation system.

**MEMORANDUM**

**TO:** TINA RYDER

**FROM:** JOHN FALKENSTIEN

**SUBJECT:** Specific Plan Amendment 03-003  
Tract 2369 "A" Street

**DATE:** August 15, 2003

I have reviewed the proposal to amend the Union-46 Specific Plan by eliminating the "A" Street connection to North River Road. In review of this proposal I have visited the site, have reviewed the tentative subdivision map for Montebello Oaks (Tract 2369), the preliminary design of "A" Street submitted with the tentative tract map, and I have reviewed the traffic study prepared by Omni-Means. The following are my comments.

**Traffic**

The traffic study presents a comprehensive, yet relatively easy to follow, analysis of the impacts of eliminating the "A" Street connection to River Road. The impact of this revision will be on Skyview Drive.

Skyview Drive is a straight, downhill, direct connection to Union Road. Skyview Drive is designed to be a collector street and, as noted in the study, can easily handle the increased traffic.

Traffic calming on Skyview Drive will ultimately be a challenge. It may be reasonable to apply some type of condition upon the applicant to provide traffic calming devices on Skyview Drive should they become necessary.

**Grading, Drainage and Oak Tree Impacts**

I have visited the site and have reviewed the original proposals for the construction of "A" Street. The elimination of "A" Street and construction of the detention basin as proposed will avoid what would otherwise be substantial impacts to oak trees. Also, significant impacts from grading and the potential for erosion from storm water runoff will be avoided.

## **Bikeway Master Plan**

The Bikeway Master Plan, adopted by the City Council in February, 2002, shows a Class I bikeway connecting the future park and school sites along Montebello Oaks Drive to River Road. If "A" Street is eliminated, a Class I bikeway in the "A" Street alignment would provide this connection.

While the "A" Street alignment would provide a direct connection from River Road to Montebello Oaks, the design of a bike path in this area will be problematic. Based upon review of the preliminary plans for "A" Street, the average grade between Montebello Oaks Drive and River Road is roughly 9%. The maximum grade rate recommended for bike paths is 5%.

I recommend that the applicant provide an alternative bike path alignment so that the goals of the Bikeway Master Plan can be met.

## **Water Distribution System**

The tentative tract map for Tract 2369 shows a 12-inch water main placed in "A" Street with a connection to River Road. This connection is critical to support the grid of water mains in the Union-46 Specific Plan. If the bikeway is placed in the "A" Street alignment the water main can remain as shown on the tentative tract map. If all work in the "A" Street is eliminated, the applicant's proposal to extend a 12-inch water main to River Road in Phase 5 will satisfy the need for a large water main connection to River Road.

**Tract 2369 Montebello Estates  
TRAFFIC IMPACT STUDY**

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

**Prepared By  
OMNI-MEANS, LTD.  
ENGINEERS & PLANNERS  
3530 W. Mineral King Avenue, Suite A  
Visalia, CA 93291  
(559) 734-5895**

**April 2003**

**55-5028-01**  
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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

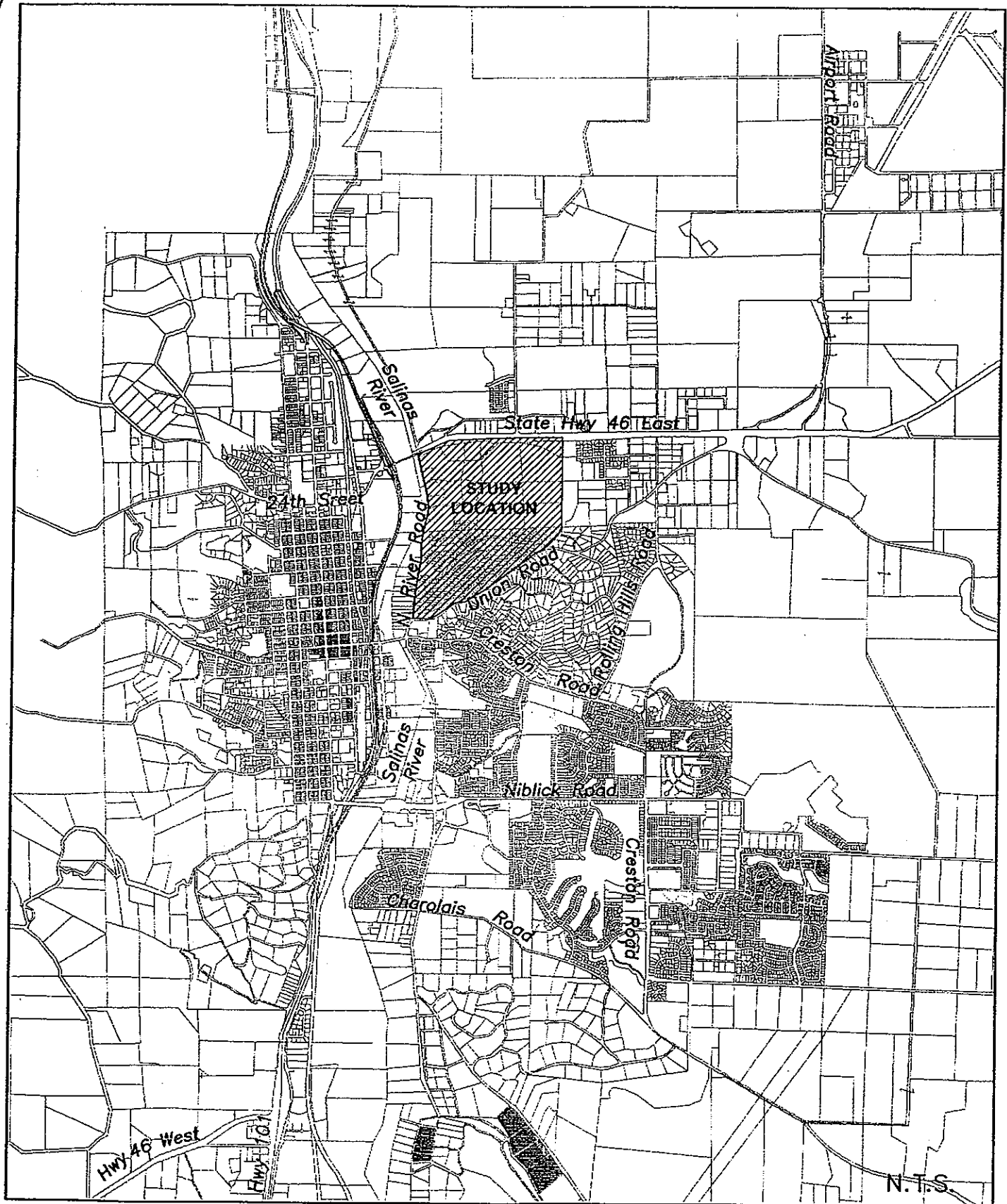
In order to provide a foundation for this study, and to validate the trip generation characteristics of the existing residential area, twenty-four (24) hour traffic counts were taken at the intersections of Riverglen Drive, Avenida Del Sol, Skyview Drive and Kleck Road with Union Road. These traffic 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 (2)	Measured Trip Generation 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) (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
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 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" Projected Trips	Scenario "B"	Scenario "C"
			Projected Trips Change from Scenario "A"	Projected Trips 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 (ADT)(1)	Without "A" Street West (ADT)(1)	Net Change (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.



## Exhibit 6

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 to 2 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

# PROOF OF PUBLICATION

## LEGAL NEWSPAPER NOTICES

### PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

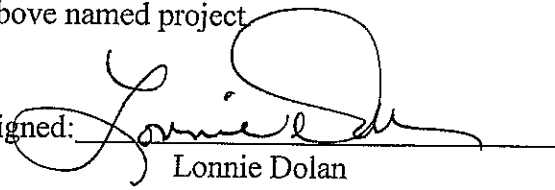
Newspaper: Tribune

Date of Publication: August 31, 2005

Meeting Date: September 20, 2005  
(City Council)

Project: General Plan Amendment 05-002,  
Specific Plan Amendment 03-003,  
and Amendment to Conditions  
of Approval for Tract 2369 and  
Planned Development 00-003  
('A' Street - Arciero/NCE)

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

Signed:   
Lonnie Dolan

forms/newsaffi.691

#### CITY OF EL PASO DE ROBLES

#### NOTICE OF PUBLIC HEARING

#### NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

NOTICE IS HEREBY GIVEN that the City Council of the City of El Paso de Robles will hold a Public Hearing on Tuesday, September 20, 2005, at 7:30 p.m. at the City of El Paso de Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers, to consider adoption of a Mitigated Negative Declaration (statement that there will be no significant environmental effects with mitigation measures incorporated) in accordance with the provisions of the California Environmental Quality Act (CEQA) and consider approval of the following project components:

General Plan Amendment 05-002 (Circulation Element), Specific Plan Amendment 03-003 (Union/46 Specific Plan), and Amendment to the Conditions of Approval for Tract 2369, and Planned Development 03-003. This is a request filed by North Coast Engineering for Frank Arciero, to eliminate the 'A' Street planned west connection to North River Road, as reflected in the General Plan and Union/46 Specific Plan.

The proposed Mitigated Negative Declaration may be reviewed at the Community Development Department, 1000 Spring Street, Paso Robles, California. Staff reports on the applications will be available on the Friday before the scheduled City Council Meeting. Copies may be purchased for the cost of reproduction.

Written comments on the proposed Amendments and corresponding Mitigated Negative Declaration may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446, provided that the comments are received prior to the time of the public hearing. Oral comments may be made at the hearing. Should you have any questions regarding this application, please call Susan DeCarli at (805) 237-3970.

If you challenge the Amendments or Mitigated Negative Declaration in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at or prior to the public hearing.

Susan DeCarli, AICP  
City Planner  
Aug 31, 2005

6239162



# CITY OF EL PASO DE ROBLES

*"The Pass of the Oaks"*

**DATE:** September 9, 2005

**SUBJECT:** Amendments to the Union / 46 Specific Plan, General Plan, Tract 2369 and Planned Development 00-003, and Environmental Document/Mitigated Negative Declaration for the elimination of the 'A' Street West Connection

Dear Resident/Property Owner:

You are hereby notified, as the owner of property located within the Union / 46 Specific Plan area or within 300 feet of the planning area that you are invited to participate in the public hearing process.

The City Council of the City of El Paso de Robles will be holding a Public Hearing to consider amendments to the Union / 46 Specific Plan, General Plan, Tract 2369 and Planned Development 00-003, to eliminate the west connection of 'A' Street (Montebello Oaks Drive) to North River Road. A Mitigated Negative Declaration has been prepared for this project in compliance with the California Environmental Quality Act (CEQA).

The City Council hearing will be held on Tuesday, September 20, 2005 at 7:30 p.m. in the City Council Chambers at City Hall, 1000 Spring Street, Paso Robles. The proposed project may be reviewed at the Community Development Department, located on the 2<sup>nd</sup> floor at 1000 Spring Street, Paso Robles, California.

ALL INTERESTED PERSONS are invited to comment in writing or by oral testimony on the project at or prior to the hearing date. Written comments on the proposed project may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446, provided that the comments are received prior to the time of the public hearing.

If you challenge any aspect of this project in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the City Council at or prior to the public hearing.

Should you have any questions regarding this application, please call Susan DeCarli at (805) 237-3970.



Susan DeCarli, AICP  
City Planner

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)

---

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, April 19, 2005, August 16, 2005 and September 20, 2005 the City Council held a duly noticed public hearings 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 20<sup>th</sup> day of September 2005 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Frank R. Mecham, Mayor

ATTEST:

---

Sharilyn M. Ryan, Deputy City Clerk

**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 reportedly 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 recordation of the Final Map for the last phase of development for Montebello Oaks Estates.

**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 recordation of the Final Map for the last phase of development for Montebello Oaks Estates.



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 in-lieu mitigation fees earmarked for the design and construction of improvements to Union Road from Kleck Road to Montebello Oaks 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 hearings February 15, 2005, April 19, 2005, August 16, 2005, and September 20, 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 extend the 12-inch water main in Tract 2369 to North River Road via Phases 4 and 5.
2. 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.

3. 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.
4. Payment of pro rata in-lieu fees shall be paid to the City prior to recordation of the Final Map for the last phase of development for Montebello Oaks Estates.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 20<sup>th</sup> day of September 2005 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Frank R. Mecham, Mayor

ATTEST:

---

Sharilyn M. Ryan, Deputy City Clerk

RESOLUTION NO. 05-

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO DE 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)

---

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, April 19, 2005, August 16, 2005, and September 20, 2005 the City Council held a duly noticed public hearings 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 20<sup>th</sup> day of September 2005 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Frank R. Mecham, Mayor

ATTEST:

---

Sharilyn M. Ryan, Deputy City Clerk

**Mitigation Measures and Monitoring Program:**

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

**MM-1:**

**Impact** – Increased vehicle trips on Union Road, potentially exceeding capacity to adequately serve emergency evacuation from the Union/46 Specific Plan area.

**Mitigation Measure** – Payment of an in-lieu fee of \$500,000 to be earmarked for the City to use to design and construct Union Road improvements to its ultimate width design from Kleck Road to Montebello Oaks Drive.

**Responsible Party** – Project Proponent, Frank Arciero, President of Fallingstar Homes, Inc.

**Timeframe** – Prior to recordation of the Final Map for the last phase of Montebello Oaks Estates.

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 in-lieu mitigation fees earmarked for the design and construction of improvements to Union Road from Kleck Road to Montebello Oaks 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 hearings February 15, 2005, April 19, 2005, August 16, 2005 and September 20, 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 extend the 12-inch water main in Tract 2369 to North River Road via Phases 4 and 5.
2. 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.



3. 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.
4. Payment of in-lieu fees of \$500,000 shall be paid to the City prior to recordation of the Final Map for the last phase of development for Montebello Oaks Estates.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 20<sup>th</sup> day of September 2005 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:

---

Frank R. Mecham, Mayor

---

Sharilyn M. Ryan, Deputy City Clerk

RESOLUTION NO.

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)

---

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, April 19, 2005, August 16, 2005 and September 20, 2005 the City Council held a duly noticed public hearings 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 20<sup>th</sup> day of September 2005 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Frank R. Mecham, Mayor

ATTEST:

---

Sharilyn M. Ryan, Deputy City Clerk

**Mitigation Measures and Monitoring Program:**

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

**MM-1:**

**Impact** – Increased vehicle trips on Union Road, potentially exceeding capacity to adequately serve emergency evacuation from the Union/46 Specific Plan area.

**Mitigation Measure** – Payment of an in-lieu fee of \$500,000 to be earmarked for the City to use to design and construct Union Road improvements to its ultimate width design from Kleck Road to Montebello Oaks Drive, and if warranted, for the City to prepare a Traffic Calming Study and construct traffic calming measures on Skyview Drive.

**Responsible Party –**

1. Payment of in-lieu fees, and design and construct Union Road improvements to its ultimate width design from Kleck Road to Montebello Oaks Drive, Project Proponent, Frank Arciero, President of Fallingstar Homes, Inc.,
2. Preparation of Traffic Calming Study and construct traffic calming measures on Skyview Drive, City of Paso Robles

**Timeframe –**

1. Payment of in-lieu fee - Prior to recordation of the Final Map for the last phase of Montebello Oaks Estates. Design and construct Union Road improvements to its ultimate width design from Kleck Road to Montebello Oaks Drive prior to issuance of certificate of occupancy of first home in last phase of Montebello Oaks Estates.
2. Preparation of Traffic Calming Study and construct traffic calming measures on Skyview Drive, City of Paso Robles to be initiated upon acceptance of in-lieu fees.

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 in-lieu mitigation fees earmarked for the design and construction of improvements to Union Road from Kleck Road to Montebello Oaks Drive and for the preparation of a Traffic Calming Program and construction of traffic calming measures 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 hearings February 15, 2005, April 19, 2005, August 16, 2005 and September 20, 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 extend the 12-inch water main in Tract 2369 to North River Road via Phases 4 and 5.
2. 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.

3. 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.
4. Payment of in-lieu fees of \$500,000 shall be paid to the City prior to recordation of the Final Map for the last phase of development for Montebello Oaks Estates.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 20<sup>th</sup> day of September 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