

TO: JAMES L. APP, CITY MANAGER

FROM: RON WHISENAND, COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: GENERAL PLAN AMENDMENT 06-001(A) & REZONE 05-005 LOCATED AT THE EAST END OF WISTERIA LANE, EAST OF GOLDEN HILL ROAD; APPLICANT: RANCH & COAST PROPERTIES - TOM ERSKINE

DATE: MARCH 21, 2006

Needs: For the City Council to consider and the following requests:

**General Plan Amendment 06-001(A):** a request to change the land use designation of 28 acres from Parks and Open Space (POS) and a portion of Agriculture (AG) to Business Park (BP).

**Rezone 05-005:** a proposal to change the zoning designation of the same 28 acre site from Parks and Open Space (POS) to Planned Industrial (PM).

- Facts:
1. The proposed applications submitted by John McCarthy on behalf of Tom Erskine of Ranch and Coast Properties, Inc., relate to a total of 28-acres located at the eastern terminus of Wisteria Lane, north of Highway 46 East and east of Golden Hill Road, just east of the existing Golden Hill Business Park. (see Vicinity Map, Attachment 1)
  2. The intent of the General Plan Amendment and Rezone for the site is to bring the site into the same Land Use and Zoning designations as the Golden Hills Business Park.
  3. The County Airport Land Use Commission (APLUC) reviewed this project on January 18, 2006. The Commission concluded that the General Plan Amendment and Rezone requests were consistent with the Paso Robles Municipal Airport Land Use Plan. There were four airport related conditions of approval that were required by the APLUC. IF the General Plan Amendment and rezoning are approved, then these conditions will be added to the resolution for the Tentative Tract when it returns to the Planning Commission.
  4. The Planning Commission, at their hearing on February 28, 2006, on a 3-3-1 vote (Commissioners Flynn, Menath and Withers opposed, Commissioner Matke absent) failed to pass the motions to recommend approval of the Negative Declaration, General Plan Amendment and Rezone to the City Council. Furthermore, since the General Plan Amendment and Rezone applications failed to pass, the proposed Tentative Tract 2778 and PD 97013 Amendment were tabled.(See attached Draft Planning Commission Minutes of February 28, 2006 - Attachment 2)
  5. If the City Council approves the General Plan Amendment and Rezone applications, Tentative Tract 2778 and PD 97013 Amendment would have to go

- back to the Planning Commission at a noticed public hearing.
6. 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 (Attachment 6). Based on the information and analysis contained in the Initial Study, a determination has been made that the Project qualifies for issuance of a Mitigated Negative Declaration.

Analysis and  
Conclusion:

The proposed General Plan Amendment and Rezone of the site is being requested by Tom Erskine of Ranch and Coast Properties to redesignate the site to Business Park & Planned Industrial Zoning, with the intent of expanding the existing Golden Hills Business Park, located adjacent to the east. The current land use designation for the property is Parks and Open Space.

There was discussion at the February 28, 2006, Planning Commission hearing that the request to convert existing POS property would reduce the recreational opportunities of our citizens. The subject site is privately owned and not public park property. The City does not have the ability, unless it was to purchase the property, to construct a public park on privately owned property. The Parks and Recreation Element along with the Technical Appendices analyze the existing parks within the City as well as identify future park sites. The Erskine site is not indicated as a future facility in the Parks and Recreation Element of the General Plan.

This site (along with the other 230-acres owned by Mr. Erskine) was converted from Agriculture (AG) to POS in the early 90's as part of a request by Ken Hunter in order to develop a Golf Course project on the site. The golf course development never occurred and the property since changed hands. Given the fact that this property is privately owned and not designated by our General Plan for a municipal park facility, then the issue should be whether the proposed land use change would reduce the availability of private recreational opportunities. In Staff's opinion, the loss of the POS designated property, especially when it was created specifically for a private golf course, will not create a recreational void in the Community.

The expansion of the existing business park to include the subject 28-acre site would seem appropriate since the access is in place and since the existing topography would appear to make an easy transition. The land use is consistent with surrounding development and is appropriate in this area that is heavily restricted in terms of land use by the presence of the County Airport.

Policy

Reference:

General Plan Land Use Element; General Plan Update EIR certified in 2003; Zoning Code and California Environmental Quality Act (CEQA); Airport Land Use Plan.

Fiscal

Impact: No fiscal impacts are anticipated in conjunction with these applications.

Options: After consideration of the Planning Commission's input and all public testimony, that the City Council considers the following options:

- a. (1) Adopt Resolution No. 06-xx adopting a Negative Declaration for the General Plan Amendment 06-001(A), Rezone 05-005 applications;
- (2) Indicate support (via straw vote) for Part A of a three part General Plan Amendment 06-001(A) that would change the General Plan Land Use Designation of the 28-acre site from Parks and Open Space (POS) and a portion of Agriculture (AG) to Business Park (BP);  
  
Final action on the General Plan Amendment as a whole should not be taken until the Council completes consideration of all three components.
- (3) Introduce for first reading Ordinance XXX N.S. approving Rezone 05-005 that would change the Zoning designation for the 28 acre site from Parks and Open Space (POS) to Planned Industrial (PM);
- b. Amend, modify or reject the foregoing option.

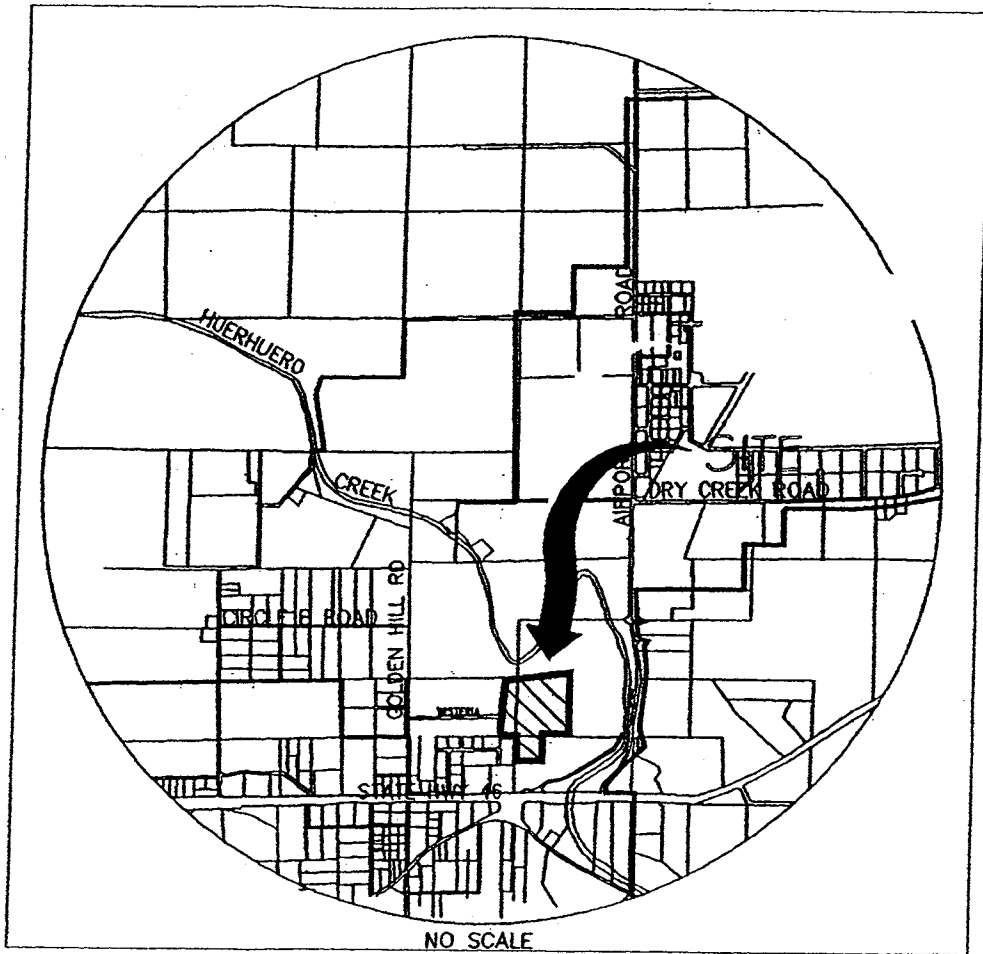
Prepared by:

Darren Nash, Associate Planner

Attachments:

1. Vicinity Map
2. Draft Planning Commission Minutes from February 28, 2006
3. Draft Resolution recommending approval of Negative Declaration for GPA 06-001(A) & Rezone 05-005
4. Draft Resolution recommending approval of General Plan Amendment 06-001(A)
5. Draft Ordinance recommending approval Rezone 05-005
6. Newspaper and Mail Notice Affidavits

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VICINITY MAP

**Vicinity Map**  
**GPA 06-001 (A), Rezone 05-005**  
**Tract 2778 & PD 97-013 Amendment**  
**(Erskine)**

**PLANNING COMMISSION  
MINUTES**

**February 28, 2006**

**PLANNING COMMISSIONERS PRESENT:** Flynn, Hamon, Holstine, Menath, Steinbeck, Withers

**PLANNING COMMISSIONERS ABSENT:** Mattke

**PUBLIC COMMENTS REGARDING MATTERS NOT ON THE AGENDA:** None

**STAFF BRIEFING:** None

**AGENDA ITEMS PROPOSED TO BE TABLED OR RE-SCHEDULED:** None

**PRESENTATIONS:** None

John Falkenstien introduced new Community Development Director Ron Whisenand to the Planning Commission and the audience.

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**Planning Commission approval of a development project is one step in the process of meeting applicable legal requirements. In addition to receiving Planning Commission approvals, all development plans must comply with applicable Zoning and Building Codes. Applicants are encouraged to consult with a design professional to confirm what provisions of the Uniform Building Codes and, in particular, requirements for handicapped access will apply to your project and the design and/or financial implications of meeting these legal requirements.**

**All items on the Planning Commission Agenda are scheduled for action unless explicitly otherwise stated. Planning Commission Action on General Plan Amendments, Rezones, Street and Public Easement Abandonments, Street Name Changes, Code Amendments and any legislative related action is a recommendation to the City Council; the Council will hold a separate public hearing prior to taking final action. All Other Planning Commission action is final unless an appeal application, including the required fee, is filed with the Community Development Department within 15 calendar days of the date of the action. Any member of the public or the City Council may file an appeal. Please see last page of agenda for how to file an appeal.**

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**PUBLIC HEARINGS**

1. FILE #: **GENERAL PLAN AMENDMENT 06-001(A),  
REZONE 05-005 AMENDMENT TO TRACT  
2778 and AMENDMENT TO PLANNED  
DEVELOPMENT 97013;**

**APPLICATION:** To consider modifying the General Plan’s designation of property currently designated as “Parks and Open Space” and a portion designated as “Agriculture” to a “Business Park” land use designation. In conjunction with the General Plan Amendment is an application for Rezone 05-005 to consider modifying the Zoning Code designation of the property currently designated as “Parks and Open Space” to a “Planned Industrial” zoning designation. Also, in conjunction with the General Plan Amendment and Rezone is an amendment to Tract 2778 and PD 97013. The Tract and PD is a request to subdivide the 47-acre site into twenty (20) lots for commercial/light-industrial uses. All traffic resulting from the proposed project would take access through the existing business park and the existing signalized intersection of Golden Hill Road and Highway 46 East. The Planning Commission will also be considering the content and potential application of any conditions of approval that relate to the subject applications.

**APPLICANT:** Tom Erskine

**LOCATION:** East of Golden Hill Road and north of Highway 46 East and would form an eastward extension to the Golden Hills Business Park.

Opened Public Hearing.

**Public Testimony:** In favor: John McCarthy, applicant representative

Opposed: None

Neither in favor nor opposed  
but expressing concerns: Mike Weber  
Kathy Barnett

Closed Public Hearing.

**Action:** A motion was made by Commissioner Steinbeck, seconded by Commissioner Holstine to recommend the City Council approve a Negative Declaration for General Plan Amendment 06-001(a) and Rezone 05-005 and failed to pass on a vote of 3-3-1 (Commissioners Flynn, Menath and Withers opposed, Commissioner Mattke absent). Therefore, no recommendation was made to the City Council.

**Action:** A motion was made by Commissioner Steinbeck, seconded by Commissioner Holstine to recommend the City Council approve General Plan Amendment

06-001(a) and failed to pass on a vote of 3-3-1 (Commissioners Flynn, Menath and Withers opposed, Commissioner Mattke absent). Therefore, no recommendation was made to the City Council.

**Action:** A motion was made by Commissioner Steinbeck, seconded by Commissioner Holstine to recommend the City Council approve Rezone 05-005 and failed to pass on a vote of 3-3-1 (Commissioners Flynn, Menath and Withers opposed, Commissioner Mattke absent). Therefore, no recommendation was made to the City Council.

**Action:** A motion was made by Commissioner Steinbeck, seconded by Commissioner Holstine and passed 6-0-1 (Commissioner Mattke absent), to table consideration of an amendment to Tract 2778 and an amendment to Planned Development 97013, pending City Council consideration of the General Plan Amendment and Rezone.

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RESOLUTION NO: 06  
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES  
APPROVING A MITIGATED NEGATIVE DECLARATION FOR  
GENERAL PLAN AMENDMENT 06-001(Part A) and REZONE 05-005  
(ERSKINE)

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WHEREAS, John McCarthy on behalf of Tom Erskine of Ranch and Coast Properties, Inc. has submitted General Plan Amendment 06-001(A), a request to change the land use designation of 28 acre site located at the eastern terminus of Wisteria Lane, East of Golden Hill Road, north of Highway 46 East, from Parks and Open Space (POS) and a portion of Agriculture (AG) to Business Park (BP); and

WHEREAS, the application includes Zone Change 05-005, a proposal to change the zoning designation of the same 28 acres from Parks and Open Space (POS) to Planned Industrial (PM); and

WHEREAS, an Initial Study was prepared for this project (See Initial Study attached to the Negative Declaration Resolution for Tentative Tract 2778 & PD 97-013 Amendment), which concludes that the project as proposed will not have significant impacts on the environment, and

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

WHEREAS, public hearings were conducted by the Planning Commission on February 28, 2006 and by the City Council on March 21, 2006 to consider the Initial Study prepared for this application, and to accept public testimony regarding this proposed environmental determination for the proposed zoning modification, and

WHEREAS, at their hearing on February 28, 2006, the Planning Commission failed to recommend that the City Council adopt the General Plan Amendment and Rezone as submitted by Tom Erskine; and

WHEREAS, based on General Plan Land Use Designation, the 2003 General Plan Environmental Impact Report, information contained in the Initial Study prepared for this zoning modification, the staff report and testimony received as a result of the public notice, the City Council finds no substantial evidence that the project would have a significant impact on the environment;

NOW, THEREFORE, BE IT RESOLVED, that:

1. That the above Recitals are true and correct and incorporated herein by reference.
2. That based on the City's independent judgment, the City Council of the City of El Paso de Robles does hereby approve a Mitigated Negative Declaration for Rezone 05-005 and General Plan Amendment 06-001(A) in accordance with the California Environmental Quality Act.



PASSED AND ADOPTED THIS 21<sup>st</sup> day of March, 2006 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

FRANK R. MECHAM, MAYOR

ATTEST:

CATHY M. DAVID, DEPUTY CITY CLERK

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**ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM  
CITY OF PASO ROBLES  
PLANNING DIVISION**

- 1. PROJECT TITLE:** General Plan Amendment 06-01(A), Rezone 05-005
- Concurrent Entitlements:** As described above
- 2. LEAD AGENCY:** City of Paso Robles  
1000 Spring Street  
Paso Robles, CA 93446
- Contact:** Darren R. Nash, Associate Planner  
**Phone:** (805) 237-3970
- 3. PROJECT LOCATION:** East end of Golden Hill Road, north of Highway 46 East,  
East of the Golden Hills Business Park, Wisteria Lane, Paso Robles, California
- 4. PROJECT PROPONENT:** **Ranch & Coast Properties**
- Contact Person:** **Tom Erskine**
- Phone:** 239-9566
- 5. GENERAL PLAN DESIGNATION:** Parks and Open Space (POS) and a portion of Agriculture (AG)
- 6. ZONING:** Parks and Open Space (POS)
- 7. PROJECT DESCRIPTION:** General Plan Amendment from Parks and Open Space (POS) to Business Park (BP) general plan designation and Rezone from Parks and Open Space (POS) to Planned Industrial (PM) zoning designation.
- 8. ENVIRONMENTAL SETTING:**  
The subject 28 acre site is currently vacant and is relatively flat with various scattered oak trees. The terrain is similar to the existing Golden Hills Business Park adjacent to the west. The project along the northern boundary of the site includes the significant river bank areas that slope down to the Huer Huero Creek. The development will take place on the flat areas and not disrupt the existing river bank

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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areas. All oak trees are proposed to be preserved. There is no development associated with this general plan amendment and rezone, environmental impacts associated with the physical development of the site would be determined with the development plan process for a specific project.

Neighboring Properties:

**North:** POS zoned, **South:** POS zoned, vacant land. **West:** PM Zoned, existing Golden Hills Industrial Park, **East :** Additional POS zoned property.

**9. RELATED ENVIRONMENTAL DOCUMENTATION:**

Biological Resources Report and Impact Analysis for the Huer Huero Golf Course Project, prepared by Dudek & Associates, Inc., dated April 12, 1996.

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

Darren Nash: Associate Planner.

**11. CONTEXT OF ENVIRONMENTAL ANALYSIS FOR PROJECT:**

This environmental initial study analyzes the potential impacts associated with the changing of the property designations from Parks and Open Space (POS) to Business Parks (BP).

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or is “Potentially Significant Unless Mitigated,” as indicated by the checklist on the following pages.

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Land Use & Planning  | <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services             |
| <input type="checkbox"/> Population & Housing | <input 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 type="checkbox"/> Water                | <input 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    |  |

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**DETERMINATION**

(To be completed by the Lead Agency)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that 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. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

I find that 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, if the effect is a “potentially significant impact” or is “potentially significant unless mitigated.” An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effect(s) that remain to be addressed.

\_\_\_\_\_  
Signature

Darren R. Nash  
\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Date

Associate Planner  
\_\_\_\_\_  
Title

	Potentially Significant	Potentially Significant	Potentially Significant	
ISSUES (and Supporting Information Sources):	Unless Mitigation Incorporated	Less Than Significant Impact		No Impact

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards.
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Potentially Significant Impact” is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more “Potentially Significant Impact” entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. “Potentially Significant Impact Unless Mitigated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, “Earlier Analyses,” may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.
6. References to information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the checklist. A source list has been provided in Section XVII. Other sources used or individuals contacted have been cited in the respective discussions.
7. The following checklist has been formatted after Appendix I of Chapter 3, Title 14, California Code of Regulations, but has been augmented to reflect the needs and requirements of the City of Paso Robles.

(Note: Standard Conditions of Approval - The City imposes standard conditions of approval on projects which are considered to be components of or modifications to the project, some of these standard conditions also result in reducing or minimizing environmental impacts to a level of insignificance. However, because they are considered part of the project, they have not been identified as mitigation measures. For the readers’ information, a list of applicable standard conditions identified in the discussions has been provided as an attachment to this document.)

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***SAMPLE QUESTION:***

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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ISSUES (and Supporting Information Sources):

	<i>Potentially Significant Impact</i>	<i>Potentially Significant Unless Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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ISSUES (and Supporting Information Sources):

Would the proposal result in or expose people to potential impacts involving:

Landslides or Mud flows? (Sources: 1, 6)

Discussion: The attached source list explains that 1 is the Paso Robles General Plan and 6 is a topographical map of the area which show that the area is located in a flat area. (Note: This response probably would not require further explanation).

**I. LAND USE AND PLANNING.** Would the Proposal:

a) Conflict with general plan designation or zoning? (Source: 1,2)

Discussion: The request to change the General Plan and Zoning designations from POS to BP/PM is in order bring the designations into consistent designations as the Golden Hills Business Park adjacent to the west. The intent is to expand the Business Park into this 28 acre area.

b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?

Discussion: There are no other environmental plans currently in place for the property by other agencies.

c) Be incompatible with existing land use in the vicinity? (Source: 1,2)

Discussion: This change of the designations would be compatible with surrounding properties.

d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible uses)?

Discussion: The site is currently covered with native grasses. There would not appear to be a conflict with agricultural resources.

e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

Discussion: The property is surrounded by property designated with different zoning and general plan designations. There is not an established community in this area of the City.

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

a) Cumulatively exceed official regional or local population projections? (Source: Paso Robles General Plan.)

Discussion: There is no residential development proposed with this General Plan Amendment and Rezone, therefore

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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this project will not exceed population projections.

b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?

Discussion: The site is in the vicinity of existing roads/highways. The infrastructure in the area such as sewer and water is in the vicinity of this site and can be extended to serve the project.

c) Displace existing housing, especially affordable housing?

Discussion: N/A

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

a) Fault rupture?

Discussion: This portion of San Luis Obispo County (generally the Paso Robles area) is located at the far southerly end of the Salinas Valley which also extends up into Monterey County. There are two known fault zones on either side of this valley. The San Marco-Rinconada Fault system runs on the west side of the valley. The San Andreas Fault is on the east side of the valley and runs through the community of Parkfield east of Paso Robles. The City of Paso Robles recognizes these geologic influences in the application of the Uniform Building Code to all new development within the City. Soils reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. Based on standardly applied conditions of approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant.

b) Seismic ground shaking?

Discussion: See the response to Section III(a). Based on that response, the potential for exposure of persons or property to seismic hazards is not considered significant.

c) Seismic ground failure, including liquefaction?

Discussion: The City's General Plan contains public safety policies that would require special attention to projects with potential for liquefaction. Also, see the response to Section III(a). Based on the above discussion, the potential for exposure of persons or property to seismic hazards, including liquefaction is not considered significant.

d) Seiche, tsunami, or volcanic hazard?

Discussion: The project site is not located in an area identified at risk for seiche, tsunami, or volcanic hazards.

e) Landslides or Mud flows?

Discussion: See discussion for III (f).

f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill?

Discussion: See the discussion in Section III(a). In addition to standard erosion control measures being part of a future



ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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development, all grading would be subject to standard conditions of approval ensuring that soils conditions are suitable for the proposed structures and improvements. As such, no significant impacts are anticipated.

- |                            |                          |                          |                                     |                          |
|----------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| g) Subsidence of the land? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See the discussion in Sections III (a) and (f) above. No significant adverse impacts are anticipated.

- |                     |                          |                          |                                     |                          |
|---------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| h) Expansive soils? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See the discussion in Sections III (a) and (f) above. No significant adverse impacts are anticipated.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Unique geologic or physical features? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

**IV. WATER.** Would the proposal result in:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (Source: 6,7,9) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: In the future, when a development plan is submitted for each lot, a standard condition of approval would be added to the project that would require the applicant to submit a complete grading and drainage plan prepared by a registered civil engineer with the improvement plans. Drainage calculations shall be submitted, with provisions made for on-site detention/ retention if adequate disposal facilities are not available, as determined by the City Engineer.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Exposure of people or property to water related hazards such as flooding? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See comment for IV.a

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Discharge into surface waters or other alteration of surface water quality (e.g. temperature, dissolved oxygen, turbidity)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| d) Changes in the amount of surface water in any water body? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: See Sec. IV a, discussion

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Changes in currents, or the course or direction of water movement? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Altered direction or rate of flow of groundwater? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: N/A

- |                                    |                          |                          |                          |                                     |
|------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Impacts to groundwater quality? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? (source: 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: It is not anticipated that the amount of ground water will be any more than typically used for a business park/light-industrial type use.

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

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Violate any air quality standard or contribute to an existing or projected air quality violation? (Source: 9,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

Discussion: The San Luis Obispo County area is a non-attainment area for the State standards for ozone and suspended particulate matter. The SLO County Air Pollution Control District (APCD) administers a permit system to ensure that stationary sources do not collectively create emissions which would cause local and state standards to be exceeded. To aid in the assessment of project impacts subject to CEQA review, the APCD published the “CEQA Air Quality Handbook” in August, 1995. This handbook establishes screening thresholds for measuring the potential of projects to generate air quality impacts. Generally, any project that generates less than 10lbs./day of emissions would “qualify” for a Negative Declaration determination, and a project that generates between 10 and 24lbs./day of emissions would “qualify” for a Mitigated Negative Declaration.

At the time of the review of the tentative tract map and development plan, APCD issues will be addressed. There are no impacts to Air Quality from the change in land use designations.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Expose sensitive receptors to pollutants? (Source: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There would not be an exposure to sensitive receptors to pollutants with the approval of this project.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Alter air movement, moisture, or temperature? (Source: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Create objectionable odors? (Source: 10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A

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

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Increased vehicle trips or traffic congestion? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: A Traffic Analysis Report was prepared by Higgins Associates for the 20-lot industrial subdivision and development plan. The Study did conclude that there will need to be mitigation designed into the project and off-site improvements required.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Streets and Traffic Impacts:**

All streets in Tract 2778 will be designed in accordance with Industrial Street Standard A-4. This subdivision will be accessed from Wisteria Lane. Wisteria Lane is planned to eventually extend easterly to Airport Road.

“A” Street has been stubbed out to the south for future connection to the streets in Tract 2594 and/or Tractor Way. Secondary emergency access will be provided by a temporary connection with Tract 2594.

The traffic study for Tract 2778 identifies impacts at the intersection of Golden Hill Road and Highway 46E; Dallons Drive and Golden Hill Road; and Wisteria Lane and Golden Hill Road.

As a mitigation measure, buildings developed in Tract 2778 will pay their fair share of the cost of adding lanes and improving the existing signalized intersection of Highway 46E and Golden Hill Road as described in the traffic study. Additionally, the project will be conditioned to pay Borkey Specific Plan traffic mitigation fees which are designated for an interchange at Golden Hill Road.

Improvements to the intersection of Dallons Drive and Golden Hill Road will be accomplished by adjacent development.

The traffic study discusses the need for a roundabout at the intersection of Wisteria Lane and Golden Hill Road. The roundabout (or a traffic circle) would appear to be a significant improvement over today’s stop control at Wisteria given that there is minimal traffic entering the intersection from the north.

Further, the installation of a traffic circle, in combination with a median for the length of Golden Hill Road would reduce hard surfaces and potentially mitigate some of the drainage concerns of the County neighbors to the north and west.

The project will also be subject to mitigation fees for their share of the cost of the dual left turn improvement project at the intersection of Highways 46E and 101.

**Project Mitigation Measures:**

**T-1:** Prior to final map approval, a traffic circle (or roundabout) shall be designed and constructed at the intersection of Golden Hill Road and Wisteria Lane. A landscape median shall be constructed in Golden Hill Road along the frontage of Tract 2269.

**T-2:** Upon occupancy, each development within Tract 2778 will provide its share of the cost of future improvements to the intersection of Highways 101 and 46 East.

**T-3:** Upon occupancy, each development within Tract 2778 will provide its share of the cost of improvements to the intersection of Highway 46 E and Golden Hill Road.

**T-4:** Upon occupancy, each development within Tract 2778 will pay Borkey Specific Plan fees (Sub-area E) for the future interchange at Golden Hill Road.

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed design does not create any unsafe design features.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Inadequate emergency access or inadequate access to nearby uses? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The GPA, Rezone and tentative subdivision would not create any impacts. At the time of the review of the

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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development plan for each site, City Staff will review the project further to make sure there is not an impact related to this issue.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Insufficient parking capacity on-site or off-site? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There is no development proposed with this application. Upon review of a future development plan, City staff and the project engineer will need to insure that the proper parking numbers meet city codes.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Hazards or barriers for pedestrians or bicyclists? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A.

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: N/A.

- |   |                          |                                     |                          |                          |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| g) Rail, waterborne or air traffic impacts? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Discussion: The project is within zones 3 and 4 of the Airport Land Use Plan. The GPA & Rezone was reviewed by the County Airport Land Use Commission. The following measures will need to be applied to the project at the time of development:

1. All development projects on all lots created by a subdivision will require constructive notice also known as a Disclosure Document to be recorded on each parcel notifying future property owners that each parcel will need to be developed in accordance with the Airport Land Use Plan and meet all requirements set by the ALUC.

2. The maximum non-residential density allowed per acre on each parcel will be limited to 40 persons. This is the maximum allowable density in Safety Zone 4 where all construction and development will occur. A Disclosure Document will ensure that all owners, potential purchasers, occupants (whether as owners or renters) receiver full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area.

3. Avigation easements will be recorded for all properties created by any associated subdivision of the subject parcel. If no subdivision takes place any future development will be required to obtain and record the appropriate avigation easements.

4. If a revision of the subdivision proposal occurs and the size of a lot exceeds 3-acres or if the subdivision does not take place and the parcel is built out as a single site, the density of development will not exceed 40 persons per acre for the site as a whole and the density of development will not exceed 120 persons per acre on any single acre.

5. Uses listed as noise sensitive uses by the ALUP will be prohibited.

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

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- a) Endangered, threatened or rare species or their habitats (including but not limited to: plants, fish, insects, animals, and birds)?

A biological study was performed by Althouse & Meade to determine impacts to Kit Fox. There will be mitigation required at the time of Development of the project.

Other biological impacts will be reviewed at the time of the proposed development plan and subdivision.

- b) Locally designated species (e.g., heritage trees)?

Discussion: There are multiple oak trees located on this site. The future development plans for the site will be required to design around the trees and preserve them.

- c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?

Discussion: There are oak tree groves located on the creek banks in the northern area of the site. These slopes along with the trees will be preserved. The development will be proposed to take place on the flatter areas away from the slope banks.

- d) Wetland habitat (e.g., marsh, riparian and vernal pool)?

Discussion: N/A

- e) Wildlife dispersal or migration corridors?

Discussion: N/A

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

- a) Conflict with adopted energy conservation plans?

Discussion: N/A

- b) Use non-renewable resource in a wasteful and inefficient manner?

Discussion: N/A

- 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?

Discussion: N/A

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

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?  Discussion: N/A	<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?  Discussion: N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) The creation of any health hazard or potential hazards?  Discussion: N/A	<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?  Discussion: N/A	<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?  Discussion: There is no construction associated with this application, with the future development plan, additional environmental review would take place.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exposure of people to severe noise levels?  Discussion: N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**PUBLIC SERVICES.** Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

a) Fire protection?  Discussion: Upon the development of the site, standard conditions will be added by the Fire Marshall addressing fire hydrants, sprinklers and access.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Police Protection?  Discussion: During the development plan process in the future, the police department would have the opportunity to review the project and make comments.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Schools?  Discussion: The project is in the vicinity of schools. Both an elementary school and the high school are within a mile away from the site. Upon the review of a development plan, for the site the school district will have the opportunity to comment on the project.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- d) Maintenance of public facilities, including roads?

Discussion: With the development of the site, whether R2 or R4 zoned, the developer would be required install the curb, gutter and sidewalk improvements along the property frontage. These improvements would have to be constructed per City Standards, and would eventually be accepted and cared for by the City.

- e) Other governmental services?

Discussion: N/A

**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?

Discussion: Southern California Gas Company provides service to the Paso Robles area. The project is not anticipated to interfere with gas services or create an unmet demand.

- b) Communication systems?

Discussion: The Pacific Bell Company provides service to the Paso Robles and County areas. The project is not anticipated to interfere with phone/communication services.

- c) Local or regional water treatment or distribution facilities?

Discussion: N/A

- d) Sewer or septic tanks? (Source: 7)

Discussion: The project will be required to hook up to City sewer and water.

- e) Storm water drainage? (Source: 6)

Discussion: A standard condition of approval will be added to the project at the time of development that would require the applicant to submit a complete grading and drainage plan prepared by a registered civil engineer with the improvement plans. Drainage calculations will need to be submitted, with provisions made for on-site detention/ retention if adequate disposal facilities are not available, as determined by the City Engineer

- f) Solid waste disposal?

Discussion: A trash enclosure will be required for this project at the time of development. The enclosure shall have metal "view obscuring" doors.

- g) Local or regional water supplies? (source: 3)

Discussion: There is no development associated with this general plan amendment and rezone, environmental impacts associated with the physical development of the site would be determined with the development plan process for a specific project.

**XIII. AESTHETICS.** Would the proposal:

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Affect a scenic vista or scenic highway? (Source: 1,9) Discussion: There is no development proposed with this application. At the time the development plan goes through the planning process, high architectural and grading standards will be anticipated for this site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a demonstrable negative aesthetic effect? (Source: 1,9) Discussion: There is no development proposed with this application. At the time the development plan goes through the planning process, high architectural and grading standards will be anticipated for this site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Create light or glare? (Source: 1,9) Discussion: At the time of development, light shielding will be required.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

a) Disturb paleontological resources? Discussion: N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Disturb archaeological resources? Discussion: The Paso Robles area has been classified as territory occupied by the Migueleno Salinan and the Obispeno Chumash Native California populations. Past community populations have been evidenced at several sites within the Paso Robles area and unincorporated portions of the surrounding County.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Affect historical resources? Discussion: See XIV b.	<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? Discussion: N/A.	<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? Discussion: N/A	<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? Discussion: When a development plan is studied for the site, outdoor open space will need to be provided to the City's Multifamily Code.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect existing recreational opportunities? Discussion N/A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**XVI.MANDATORY FINDINGS OF SIGNIFICANCE.**



ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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?  Discussion: N/A	<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? Discussion: N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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.) Discussion: N/A	<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? Discussion: N/A	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## 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

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
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 Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	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	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	APCD 3433 Roberto Court San Luis Obispo, CA 93401
11	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
12	USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Soil Conservation Offices Paso Robles, Ca 93446
13	Higgins Traffic Analysis	Attached
14	Althouse & Meade Kit Fox Survey	On File
15	Biological Survey by Dudek & Assoc. 12 April 1996	On File

## Summary of Mitigation Measures



CIVIL & TRAFFIC ENGINEERS

Paso Robles

JAN 30 2006

Planning Division

# Golden Hill Business Park Expansion

Paso Robles, California

## Traffic Analysis Report *Draft Report*

*Prepared for*

McCarthy Engineering, Inc.  
Paso Robles, California

*January 27, 2006*

*1-1-27*

1.1.28

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2.	PROJECT SITE PLAN
3.	EXISTING CONDITIONS PEAK HOUR TRAFFIC VOLUMES
4.	LEVEL OF SERVICE SUMMARY TABLE
5.	RECOMMENDED INTERSECTION IMPROVEMENTS
6.	PROJECT TRIP GENERATION
7.	PROJECT TRIP DISTRIBUTION AND ASSIGNMENT
8.	EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES
9.	GENERAL PLAN BUILDOUT

6.1.30

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APPENDIX

NO.	TITLE
A.	LEVEL OF SERVICE DESCRIPTION – UNSIGNALIZED INTERSECTION WITH TWO-WAY STOP CONTROL
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C.	LEVEL OF SERVICE CALCULATIONS – EXISTING + PROJECT CONDITIONS
D.	LEVEL OF SERVICE CALCULATIONS – GENERAL PLAN BUILDOUT CONDITIONS
E.	WARRANT WORKSHEETS
F.	CITY OF EL PASO DE ROBLES GENERAL PLAN – CIRCULATION ELEMENT MAP

**EXECUTIVE SUMMARY**

Higgins Associates has performed a traffic analysis for the proposed Golden Hill Business Park expansion, to be located east of Wisteria Lane, near Golden Hill Road in Paso Robles, California. Traffic operations were analyzed under Existing, Existing Plus Project, and General Plan Buildout conditions, at the following intersections:

1. Golden Hill Road/Wisteria Lane;
2. Golden Hill Road/Dallons Drive; and
3. Golden Hill Road/Highway 46.

**Existing Conditions:**

Traffic counts were performed at the first two study intersections on December 15, 2005, during the AM and PM peak periods, from which the individual intersection AM and PM peak hours were identified. Traffic volumes at the Golden Hill/Highway 46 intersection were collected in June 2005 by Omni-Means, as presented in the report *City of El Paso Del Robles Chandler Ranch Area Specific Plan Environmental Impact Report (Revised Draft)*, Rincon Consultants, November 2005. Operations at the Golden Hill/Wisteria and Golden Hill/Dallons intersections are at an overall LOS A for the AM and PM peak hours, with worst approaches of LOS A. The Golden Hill/Highway 46 intersection operates at LOS D, but near LOS C, during the AM peak hour, and LOS C during the PM peak hour. All three intersections operate better than the City of El Paso De Robles LOS D standard. No improvements are recommended at the study intersections.

**Existing Plus Project Conditions:**

**Trip Generation:**

Trip generation was derived for the study project. The project is composed of two parts – a new business park, and a resubdivision of a portion of a previously approved business park. Easements and open space restrictions on the project site would limit the buildable acreage of 6 of the 20 lots; therefore total acreage adjustments were made to account for this likelihood. In total, the buildable acreage of the business park component of the project is estimated at 33.56 acres, of which 19.19 acres would be new business park land, and the remaining 14.37 acres would be the resubdivided earlier business park. Building size was estimated based upon a floor area ratio of 0.25. The business park trip generation was estimated as industrial. In total, including the resubdivided parcels, the project is estimated to generate 2,548 daily trips, 336 AM peak hour trips (296 in, 40 out) and 358 PM peak hour trips (43 in, 315 out). These trips were utilized in the analysis under this scenario, as a worst-case condition. However, it should be noted that only approximately 57% of those trips would be new trips from lands not previously approved for business park use. The new project trips would be 1,457 daily trips, 192 AM peak hour trips (169 in, 23 out), and 205 PM peak hour trips (25 in, 180 out).



**Trip Distribution:**

The project trip distribution is estimated as the following, as taken from the traffic report for the earlier business park, *Traffic and Circulation Study for Industrial Tract 2269*, Associated Transportation Engineers, December 10, 1997:

- North (via Golden Hill Road) – 5%
- South (via Golden Hill Road) – 40%
- East (via Highway 46) – 10%
- West (via Highway 46) – 45%

**Trip Assignment:**

The project would have its sole access via an easterly extension of Wisteria Lane.

**Intersection Operations:**

Operations under Existing Plus Project Conditions at the Golden Hill/Wisteria intersection would be an overall LOS A (AM) and LOS B (PM), with a worst approach of LOS B for both peak hours. No improvements are required at this intersection.

The Golden Hill/Dallons intersection would operate at an overall LOS A, with a worst approach of LOS A (AM) and LOS B (PM). Left turn channelization in the northbound direction is warranted at this intersection. This improvement would be the responsibility of the study project.

The Golden Hill/Highway 46 intersection would operate at an unacceptable LOS E. It is recommended that northbound and southbound left turn lanes, and a southbound right turn lane, be added, and that the north-south signal phasing be converted from split to protected. The project would be responsible for this improvement, and would be eligible for reimbursement by the City of El Paso De Robles for any fees paid by other area projects for improvements to the intersection.

**General Plan Buildout Conditions:**

**Cumulative Growth:**

Two sources were used in estimating the traffic volumes under General Plan Buildout Conditions (in the Year 2025) – traffic analysis prepared for the Chandler Ranch Area Specific Plan in 2005 and for the original Golden Hill Business Park in 1997. These volumes were also adjusted based upon the project trips, as since this project is a rezoning of a portion of the study property, its trips would not have been represented in the other two studies.

Future Traffic Network:

General Plan Buildout conditions includes the following anticipated changes to the area street network:

- Airport Road extended southward from Highway 46 into the Chandler Ranch development.
- Closure of Wallace Drive access to Golden Hill Road.
- Westerly extension of Tractor Street to Golden Hill Road at Dallons Drive. Traffic that currently utilizes Wallace Drive to and from Golden Hill Road has been diverted onto this street.
- Union Road and Paso Robles Boulevard are closed at Highway 46. Paso Robles Boulevard would be relocated to connect with other various new roadways in the area, thereby providing access to both Tractor Street and Wisteria Lane.

Intersection Operations:

Operations at the Golden Hill/Wisteria Lane intersection would be an acceptable overall LOS A and worst approach of LOS C (AM), and deficient overall and worst-approach LOS F (PM). Signalization and all-way stop warrants are met at this intersection, but neither improvement is recommended, due to the volume variation within the day and between the intersection approaches. It is instead recommended that this intersection be converted into a roundabout, which may require the acquisition of additional right-of-way by the City of El Paso De Robles. The study project would be responsible for a proportional share of the cost of this improvement, based upon the net increase in trips generated by the project over and above the trips generated by the earlier Golden Hill Business Park.

The Golden Hill/Dallons intersection would operate at an acceptable overall LOS A and worst approach of LOS E (AM), and an acceptable overall LOS D and deficient worst approach of LOS F (PM). Signalization and all-way stop warrants are also met at this intersection, but neither improvement is recommended, for the same reasons as above. The recommended improvements at this intersection are, in addition to the improvements cited under Existing Plus Project conditions, a southbound left turn lane, a northbound right turn lane, and eastbound and westbound right turn lanes. The study project would be responsible for a proportional share of the cost of this improvement, based upon the net increase in trips generated by the project over and above the trips generated by the earlier Golden Hill Business Park.

The Golden Hill/Highway 46 intersection would operate at an overall deficient LOS F during both the AM and PM peak hours. Improvements at this location could be either improvements to the existing intersection, or conversion of the intersection into an interchange, the latter of which is called for in the El Paso De Robles General Plan. If the intersection is upgraded with intersection improvements, then the following improvements, in addition to those previously recommended under Existing Plus Project conditions, are:

1. Add northbound, eastbound, and formal westbound right turn lanes on Golden Hill Road and Highway 46;
2. Add second northbound, eastbound, and westbound left turn lanes;

3. Add a third eastbound and westbound through lane on Highway 46; and
4. Add southbound and eastbound right turn overlap signal phasing.

The close proximity of existing development near the Golden Hill/Highway 46 intersection currently precludes the construction of an overpass, not to mention an interchange, without the acquisition and demolition of at least a portion of those adjacent developments.

The ultimate future design of Highway 46 may be either a 6-lane expressway, or a four-lane freeway. The City of El Paso De Robles General Plan provides for either upgrade, although Caltrans prefers the freeway upgrade option. Until the ultimate future upgrade plans are finalized for Highway 46 in the study area, it is recommended that none of the recommended intersection improvements under General Plan Buildout conditions be constructed until Caltrans, the City of El Paso De Robles, San Luis Obispo County, and the San Luis Obispo Council of Governments have updated the facility concept report for Highway 46 within Paso Robles. However, the project would still be responsible for a proportional share of the cost of the improvement, based upon the net increase in trips generated by the project over and above the trips generated by the earlier Golden Hill Business Park.

In conjunction with implementation of either the intersection or interchange improvements at the Golden Hill Road/Highway 46 intersection, Golden Hill Road should be widened to four lanes with intersection and median left turn channelization between Dallons Drive and Highway 46, and south of Highway 46. The project would be responsible for a proportional share of the cost of implementing these improvements, based upon the number of project trips added to the intersection. The study project would be responsible for a proportional share of the cost of this improvement, based upon the net increase in trips generated by the project over and above the trips generated by the earlier Golden Hill Business Park.

*Project Access and Internal Circulation:*

The internal project intersection of Wisteria Lane with the new north-south internal project street should operate within acceptable levels of service. Stop control is recommended on the north-south street approaches to this intersection. Sidewalks and center line striping are recommended on Wisteria Lane and the new north-south street within the project site. All of these improvements would be the responsibility of the project, per City standards.

The City of El Paso De Robles should consider extending Tractor Street eastward to intersect with a southerly extension of the north-south street internal to the study project, in order to encourage more vehicles to use Tractor Street to access both the project site and the earlier Golden Hill Business Park. The project would not be responsible for implementation of this improvement.

The City of El Paso De Robles should begin discussions with the San Luis Obispo Regional Transit Authority to add transit service to the study area prior to buildout of the original Golden Hill Business Park and the study project. The project would not be responsible for this effort.

**I. INTRODUCTION**

The proposed project would expand the previously-approved Golden Hill Business Park development on a currently vacant parcel located east of Wisteria Lane, near Golden Hill Road, in Paso Robles, California. The general location of the project site is illustrated on Exhibit 1. The project site plan is included as Exhibit 2.

**II. EXISTING CONDITIONS**

This chapter presents a description of the existing street network, existing traffic volumes, intersection levels of service, and an overview of traffic flow conditions within the study area.

**A. Existing Street Network**

Regional access to the project site is provided by Highways 46 and 101. Roadways serving the study area include Golden Hill Road and Dallons Drive. Direct project access would be provided by Wisteria Lane.

**Highway 46** is an east-west state highway that extends from Highway 1 south of Cambria to Highway 99 north of Bakersfield. As such, it is a major truck route to and from the southern San Joaquin Valley, as well as a major tourist route. Highway 46 is disjointed at Highway 101 in Paso Robles. The section of Highway 46 adjacent to the project site is also known as Highway 46 East, as it is east of Highway 101. In the vicinity of the project site, Highway 46 is a four-lane divided highway from Highway 101 to just east of Airport Road, and narrows to only two lanes east of Airport Road. It traverses moderate upward grades as one proceeds eastbound from Highway 101 to near Golden Hill Road, as well as past Airport Road. The speed limit on Highway 46 is 55 miles per hour (mph) in the vicinity of the study project. From Highway 101 to just east of its bridge over the Salinas River, the speed limit on Highway 46 lowers to 45 mph.

**Highway 101** is a major north-south highway within California, extending from Los Angeles to the California-Oregon state border. In the City of El Paso De Robles, it is a four-lane freeway, connecting the city with Monterey County to the north, and central and southern San Luis Obispo County to the south. The speed limit on Highway 101 is 65 mph.

**Golden Hill Road** is a two-lane, north-south, undivided arterial street in central Paso Robles, providing access between residential neighborhoods to the south, and Highway 46 to the north, as well as an older industrial park located to the north of Highway 46. Golden Hill Road provides access to the heart of the residential portion of Paso Robles east of the Salinas River, as well as to various industrial and commercial uses located on either side of Highway 46. No signed speed limit was observed on Golden Hill Road north of Highway 46, but the roadway is signed at a speed limit of 45 mph just south of Highway 46.

**Dallons Drive** is an east-west, two-lane collector street connecting Buena Vista Drive and Golden Hill Road through a small residential neighborhood. At its western end, Dallons Drive provides access to a campus of Cuesta College, a local community college. West of Buena Vista Drive, Dallons Drive becomes **River Oaks Drive**, which passes through residential neighborhoods en route to River Road adjacent to the Salinas River. The speed limit on Dallons Drive is 35 mph.

**Wisteria Lane** is an east-west, two-lane roadway in northern Paso Robles. East of Golden Hill Road, Wisteria Lane provides the primary access into the Golden Hill Business Park, an approved office/industrial development that is currently under construction. Through a connection to Germaine Way, Wisteria Lane also serves as a second access to an existing industrial park located west of Golden Hill Road, north of Highway 46, and south of the Golden Hill Business Park. West of Golden Hill Road, Wisteria Lane is a private dirt road serving a small number of residences. Wisteria Lane does not have a signed speed limit, but based upon observations in January 2006, vehicular travel speeds are upwards of 30 mph.

The San Luis Obispo Regional Transit Authority operates the Central Coast Area Transit service, which provides regular fixed-route bus service in San Luis Obispo County. There is no transit service provided in the vicinity of the project site. The nearest transit line is Line 9, which stops at the Cuesta College campus at the corner of Dallons Drive and Buena Vista Drive, approximately one mile to the west of the project site.

No bicycle lanes are provided along any of the study roadways in the vicinity of the study project. The roadway widths of Wisteria Lane east of Golden Hill Road (48 feet wide) and portions of Golden Hill Road fronting the original Golden Hill Business Park (52 feet wide) provide sufficient room for vehicles and cyclists to travel in the same direction parallel to each other. Golden Hill Road north of Highway 46 widens to as much as approximately 77 feet wide north of Golden Hill Road, which also provides sufficient room for cyclists. However, Golden Hill Road narrows to only 25 feet in width north of Dallons Drive, and 21.5 feet wide immediately south of Dallons Drive, which requires bicyclists to travel on the unpaved shoulders fronting the street. Highway 46 has wide shoulders that could be utilized for bicycle traffic. Few bicycles were observed in the study area during a site visit in January 2006.

Sidewalks are present along Wisteria Lane east of Golden Hill Road, as well as throughout the entire earlier Golden Hill Business Park, including along the Golden Hill Road frontage of the business park. As of January 2006, sidewalks are currently being constructed along Golden Hill Road immediately north of Highway 46, along the frontages of new commercial developments on either side of Golden Hill Road. Sidewalks are not present immediately south of Dallons Drive, and are only present north of Dallons Drive at the northwestern corner of the intersection. Sidewalks are not provided along the entire length of Highway 46 east of Highway 101; however, pedestrian crossing signal phasing is provided across all four legs of the intersection of Golden Hill Road and Highway 46. Few pedestrians were observed in the study area during a site visit in January 2006.

**B. Existing Intersection Volumes and Operating Conditions**

The scope of work defined for this analysis was developed to identify the potential traffic impacts that may be associated with the development of the project site. The three study scenarios analyzed in this study include “Existing” (2005) traffic conditions, “Existing Plus Project” traffic conditions, and “General Plan” (2025) traffic conditions.

The following three existing intersections have been analyzed in this traffic study:

1. Golden Hill Road/Wisteria Lane;
2. Golden Hill Road/Dallons Drive and
2. Golden Hill Road/Highway 46

Existing intersection volumes were compiled via morning and evening traffic count data collected on December 15, 2005, between the hours of 7:00 – 9:00 AM, and 4:00 – 6:00 PM, for the Golden Hill/Wisteria and Golden Hill/Dallons intersections. From these counts, the AM and PM peak hour volumes were identified. Traffic volumes collected in June 2005 by Omni-Means for the Chandler Ranch Area Specific Plan environmental analysis<sup>1</sup> were utilized in this study for the Golden Hill/Highway 46 intersection. The existing AM and PM peak hour volumes are illustrated on Exhibit 3.

Intersection traffic flow operations are evaluated using a level of service (LOS) concept. Intersections are rated based on a grading scale of “LOS A” through “LOS F”, with “LOS A” representing free flowing conditions and “LOS F” representing forced flow conditions. The City of El Paso De Robles has established LOS D as the minimum acceptable LOS for overall intersection operations.

Intersection operations were evaluated using technical procedures documented in the *2000 Highway Capacity Manual (HCM)*. At one- and two-way stop controlled intersections, the operating efficiency of vehicle movements that must yield to through movements are analyzed. The level of service for vehicle movements on the controlled approaches is based on the distribution of gaps in the major street traffic stream and driver judgment in selecting gaps. Appendix A1 shows the relationship between the vehicle delay and level of service for two-way stop controlled intersections. The 2000 HCM calculates the level of service of the minor street approaches. Using this data, an overall intersection level of service was calculated. Both are reported in this study because traffic on the minor street approaches have the lowest priority of right-of-way at the intersection and are the most critical in terms of delay. Generally, LOS F operations on the side street approach is the threshold warranting improvements. The TRAFFIX 7.7 software program was utilized to calculate one- and two-way stops intersection levels of service.

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<sup>1</sup> *City of El Paso Del Robles Chandler Ranch Area Specific Plan Environmental Impact Report (Revised Draft)*, Rincon Consultants, November 2005.

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For signalized intersections, average control delay per vehicle is utilized to define intersection level of service. Delay is dependent on a number of factors including the signal cycle length, the roadway capacity (number of travel lanes) provided on each intersection approach and the traffic demand. Appendix A2 shows the relationship between vehicle delay and the signalized and all-way stop controlled intersection level of service categories. The TRAFFIX 7.7 software program was utilized to calculate the intersection levels of service for the signalized study intersections.

Existing right turn channelization on Highway 46 at Golden Hill Road is slightly unusual. Westbound Highway 46 has a wide taper that functions as a short right turn lane, and was analyzed as such in this analysis. Eastbound Highway 46 does not have separate right turn channelization; however, observations in January 2006 found that most vehicles utilized the right-hand shoulder as a right turn lane. As a shoulder is not meant for use as a right turn lane, it was assumed within this analysis that all westbound Highway 46 right turns were made from the rightmost through lane.

Weekday morning and evening peak hour levels of service for the study intersections are summarized on Exhibit 4, and recommended improvements are identified on Exhibit 5. Under existing conditions, all of the study intersections operate at or within the minimum LOS D standard. The Golden Hill/Wisteria and Golden Hill/Dallons intersections both operate at an overall LOS A during both the AM and PM peak hours, with worst approaches of LOS A. The Golden Hill/Highway 46 intersection operates at LOS D, but near LOS C, during the AM peak hour, and LOS C during the PM peak hour. Appendix B contain the level of service calculations for the study intersections under Existing Conditions. No improvements are recommended under Existing Conditions

Signalization, all-way stop, and left turn channelization warrants have been evaluated for both the Golden Hill/Wisteria and Golden Hill/Dallons intersections. No warrants are met at either intersection under Existing conditions. Warrant worksheets can be found in Appendix E.

**III. EXISTING PLUS PROJECT CONDITIONS**

This section describes project trip generation, project trip distribution and assignment, existing plus project operating conditions, and potential project impacts.

**A. Project Trip Generation**

The proposed project includes the development of a 47-acre business park on currently vacant parcels. The majority of the business park, 28 acres, would be new development located immediately east of a previously-approved business park (Golden Hill Business Park). The remainder of the business park, 19 acres, would be a further subdivision of the eastern portion of the aforementioned business park. In total, the project would be comprised of 20 individual parcels. Access to the project site would be via a westerly extension of Wisteria Lane. A new north-south roadway would be located within the project site, but connect only to Wisteria Lane.

Lots 3, 7, 8, 9, 10, and 11 would have restrictions on their buildable areas. This would be due to either proposed easements on the lots, or private open space restrictions along portions of the lots bordering Huerhuerto Creek. The total buildable acreage for the business park would total 33.56 acres. This buildable acreage total has been taken into account in the derivation of the project trip generation.

Land uses within the business park are assumed for the purposes of estimating the trip generation. The business park was estimated as general light industrial development.

Building square footages were estimated based upon a floor area ratio (FAR) of 0.25, i.e. that the building square footage would be one quarter the size of the buildable square footage of the parcel. In total, that would equate to approximately 365,500 square feet of industrial development, including the re-subdivided parcels from the original business park.

Trip generation rates contained in *Trip Generation*, 7<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE) in 2003, were utilized to estimate the volume of vehicle trips that will be generated by the project at its full buildout. As shown on Exhibit 6, the proposed project would generate an estimated 2,548 trips per day, with 336 trips during the AM peak hour (296 in, 40 out) and 358 trips during the PM peak hour (43 in, 315 out).

It should be noted that only approximately 57% of the project trip generation, or 19.19 acres out of the total 33.56 buildable acres, would be new unapproved trips to the study area, as the remaining 43% of the project is simply resubdividing a portion of the previously approved business park adjacent to the project site. The project would therefore represent a net trip increase of 1,457 daily trips, 192 AM peak hour trips (169 in, 23 out), and 205 PM peak hour trips (25 in, 180 out), above the number of trips that would be generated by the original Golden Hill Business Park. However, as this further subdividing of the earlier business park is part of the definition of the study project, and the earlier business park remains vacant as of January 2006, this analysis utilizes trips from both the resubdivided and the new industrial area, as a worst case.



## B. Project Trip Distribution and Assignment

Trip distribution defines the origins and destinations of all trips to and from a project site. The project traffic was distributed onto the study street network utilizing the same trip distribution as was anticipated in the 1997 traffic study for the original Golden Hill Business Park by Associated Transportation Engineers (ATE).<sup>2</sup> Project traffic was distributed onto the study street network as noted below:

<u>To/From the North:</u>	5%
Golden Hill Road – 5%	
<u>To/From South:</u>	40%
Golden Hill Road – 40%	
<u>To/From the East:</u>	10%
Highway 46 – 10%	
<u>To/From West:</u>	45%
Western Paso Robles via Hwy. 46 – 25%	
Hwy. 101 South via Hwy. 46 – 15%	
Hwy. 101 North via Hwy. 46 – 5%	
TOTAL:	<u>100%</u>

Exhibit 7 illustrates the project trip distribution and assignment at the study intersections.

A total of 45% of the trips to and from the project site would travel to and from the west via Highway 46, including both trips bound for areas within Paso Robles and more regional trips via Highway 101. It should also be noted that the limited amount of both bus stops and bicycle facilities in the study area would result in few, if any, trips to the project site via non-automotive transportation.

## C. Existing Plus Project Intersection Volumes and Operating Conditions

In order to evaluate the potential traffic impacts that may be attributed to the proposed project, the Existing Plus Project volumes were derived by adding the existing traffic volumes to the project traffic volumes. The Existing Plus Project peak hour traffic volumes are illustrated on Exhibit 8.

As noted under Section A of this chapter, the project trips analyzed under this scenario include trips from both the resubdividing of some parcels in the adjacent business park, as well as new business park parcels. Upon the buildout of the original Golden Hill Business Park, the study project would only be adding 57% of the cited project trips to the study intersections.

<sup>2</sup> *Traffic and Circulation Study for Industrial Tract 2269*, Associated Transportation Engineers, December 10, 1997.

Exhibit 4 shows the levels of service for the study intersections under Existing Plus Project conditions. The Golden Hill/Wisteria intersection would operate at an acceptable overall LOS A during the AM peak hour, and LOS B during the PM peak hour, with a worst approach of LOS B during both peak hours. The Golden Hill/Dallons intersection would operate at an acceptable overall LOS A, with a worst approach of LOS A (AM) and LOS B (PM). The Golden Hill/Highway 46 intersection would operate at an unacceptable LOS E during the AM and PM peak hours. Recommended improvements at the study intersections can be found on Exhibit 5. Level of service calculations can be found in Appendix C.

The deficient operations at the Golden Hill/Highway 46 intersection would require improvements to improve operations back to within acceptable level of service standards. The improvement identified within the ATE traffic study for the original Golden Hill Business Park was the addition of northbound and southbound right turn channelization and the preservation of the current split signal phasing on Golden Hill Road. However, since completion of that report, the northbound left turn volume on Golden Hill Road have increased by over 40% during the PM peak hour, and is now nearly 350 vehicles during the AM peak hour and nearly 250 vehicles during the PM peak hour. Instead of the earlier ATE recommendation, it is recommended that left turn channelization be added to the intersection, along with the aforementioned southbound right turn lane, and that the north-south signal phasing be converted from split to protected phasing. The project would be fully responsible for the cost of these improvements, but would be eligible for any reimbursements from the City due to any past or future payments by the older business park or any other new development in the area that the City has assessed for the addition of improvements to this intersection.

The left turn channelization warrant is met on northbound Golden Hill Road at Dallons Drive. The addition of a northbound left turn lane at this location is recommended at this intersection, due to the relatively high travel speeds along Golden Hill Road, and to minimize the potential for left-turning traffic to delay through traffic while waiting to turn. The project would be responsible for implementation of this improvement. Warrant worksheets can be found in Appendix E.

**IV. GENERAL PLAN BUILDOUT CONDITIONS (YEAR 2025)**

This chapter presents the analysis of General Plan Buildout traffic conditions, or roughly operations at the year 2025.

**A. Cumulative Growth**

Additional growth is anticipated within the greater Paso Robles area over the next twenty years. Cumulative traffic volumes at the three study intersections were estimated, based upon projected traffic volumes from the aforementioned traffic analyses for the November 2005 update of the Chandler Ranch Area Specific Plan, and for the previously-approved Golden Hill Business Park in 1999. Trips generated at buildout of both the earlier business park and the Chandler Ranch Area Specific Plan are included within these cumulative volume projections. In addition, the cumulative volumes were also adjusted upwards from these projections due to the study project, which would have a different zoning and a corresponding higher traffic generation than what would have been anticipated in the cumulative traffic volume projections within the two other studies. The General Plan Buildout traffic volumes for the study intersections, including project trips, are illustrated on Exhibit 9.

It should be noted that this scenario includes various changes to the street network in the Highway 46 corridor west of Highway 101. First, Airport Road is assumed to be extended southward from Highway 46, in order to provide access into the Chandler Ranch development. Second, Wallace Drive, a frontage road to Highway 46 that intersects Golden Hill Road just north of the highway, is assumed to no longer have access to Golden Hill Road. Traffic that currently utilizes Wallace Drive to and from Golden Hill Road has been diverted onto a westerly extension of Tractor Street to Golden Hill Road at Dallons Drive. Also, both Union Road and Paso Robles Boulevard are assumed to be closed at Highway 46, as assumed under the Chandler Ranch Area Specific Plan traffic analysis. Paso Robles Boulevard would be relocated parallel to Highway 46, and, via connections to various other new roadways, including the southerly extension of the north/south street created within the study project, would have access to both Tractor Street and Wisteria Lane.

**B. General Plan Buildout Intersection Volumes and Operating Conditions**

Intersection level of service results for the General Plan Buildout condition are presented on Exhibit 4. The Golden Hill/Wisteria Lane intersection would operate at an acceptable overall LOS A with a worst approach of LOS C during the AM peak hour, and deficient overall and worst-approach levels of service of LOS F during the PM peak hour. The Golden Hill/Dallons intersection would operate at an acceptable overall LOS A and worst approach of LOS E during the AM peak hour, and an acceptable overall LOS D and deficient worst approach of LOS F during the PM peak hour. The Golden Hill/Highway 46 intersection would operate at an overall deficient LOS F during both the AM and PM peak hours.

Improvements at the Golden Hill/Wisteria Intersection:

Both the Caltrans Peak Hour Signal Warrant and the all-way stop control warrant are met at the Golden Hill/Wisteria intersection during the PM peak hour under General Plan Buildout conditions, as well as the northbound left turn lane warrant. However, all-way stop control is not advised at this location, due to the fact that the traffic volumes on the four intersection approaches are not relatively equal. Signalization is also not recommended, due to the fact that the traffic flow through the intersection would spike up during the peak hours, with traffic bound for the business parks, but would be considerably lower on all approaches during the rest of the day. Also, both all-way stop control and left turn channelization, either each on their own or both together, would not improve operations at this location to an acceptable level of service. Instead, it is recommended that a small roundabout be constructed at the intersection. A roundabout would be the best form of traffic control for this intersection, which would experience a heavy directionality in the traffic movements at this intersection, with a high northbound right turn in the morning, and high westbound left turn in the evening. Such an improvement would likely require additional right-of-way acquisition by the City of El Paso De Robles at and in advance of the intersection. Implementation of the aforementioned improvements would result in an overall LOS A during the AM and PM peak hours. The project would be responsible for a proportional share of the costs associated with this improvement, based upon the number of trips it would add to the intersection. This share would be calculated based upon 57% of the project trips identified in Exhibit 8, as this lower number of trips would represent the net number of new trips that would be generated by the study project.

Improvements at the Golden Hill/Dallons Intersection:

Both signal and all-way stop warrants are also met at the Golden Hill/Dallons intersection. However, neither control is recommended for this intersection, for the same reasons as at the Golden Hill/Wisteria intersection. Left turn channelization warrants continue to be met at this intersection, now in both the northbound and southbound directions. This improvement, combined with a northbound Golden Hill right turn lane, eastbound and westbound right turn lanes on Dallons Drive and the Tractor Street extension, and a second through lane on southbound Golden Hill Drive (beginning a couple of hundred feet before the intersection), would improve operations to an acceptable overall LOS A, with worst approaches of LOS D (AM) and LOS E (PM). The study project would be responsible for a proportional share of the costs associated with all of the above improvements, excluding those improvements already recommended under Existing Plus Project conditions, based upon the number of trips it would add to the intersection. This share would be calculated based upon 57% of the project trips identified in Exhibit 8, as this lower number of trips would represent the net number of new trips that would be generated by the study project.

*Improvements at the Golden Hill/Highway 46 Intersection:*

Operations at the Golden Hill/Highway 46 intersection require additional improvements beyond the previously recommended improvements under Existing Plus Project conditions. The City of El Paso Del Robles General Plan provides for two possible upgrade options for Highway 46 in the future – 1) upgrade to a four-lane freeway, or 2) upgrade to a six-lane expressway. (See Appendix F for a graphic from the City General Plan that depicts this recommendation.)

If Highway 46 is upgraded to a freeway, intersection closures and upgrades to interchanges will be required. The General Plan calls for an interchange to eventually be built to replace the Golden Hill/Highway 46 intersection. If the roadway is upgraded to a freeway, an interchange must be constructed at this location. An interchange could also be constructed if the intersection was upgraded to just a six-lane expressway. However, it should be noted that existing development surrounding the intersection currently precludes the construction of an overpass, not to mention an interchange, without the acquisition and demolition of at least a portion of those adjacent developments. This would include the gas stations along Golden Hill Road north of Highway 46, and the car dealership and commercial truck dealership located south of Highway 46. The freeway upgrade option for Highway 46 is the preferred option of Caltrans.

If the aforementioned interchange improvement is not implemented at the intersection, major roadway improvements must be constructed. These improvements include the following:

1. Add a northbound and southbound left turn lanes (same improvement as under Existing Plus Project conditions)
2. Convert north-south signal phasing on Golden Hill Road from split to protected phasing (same improvement as under Existing Plus Project conditions)
3. Add a southbound Golden Hill right turn lane (same improvement as under Existing Plus Project conditions)
4. Add northbound, eastbound, and formal westbound right turn lanes on Golden Hill Road and Highway 46
5. Add second northbound, eastbound, and westbound left turn lanes
6. Add a third eastbound and westbound through lane on Highway 46
7. Add southbound and eastbound right turn overlap signal phasing

Regardless of which intersection upgrade option is implemented, it is also recommended that Golden Hill Road be widened to four lanes, both north and south of Highway 46, per City standards. This is required for two reasons – 1) receiving lanes for the two left turn lanes recommended in both directions of Highway 46 if the intersection would remain, and 2) traffic volumes along these segments will likely require a second through lane, in order to improve through traffic flow along the segment, especially with the large number of commercial businesses fronting Golden Hill Drive in the vicinity of Highway 46. For the segment north of Highway 46, it is recommended that the road be widened to four lanes between Highway 46 and Dallons Drive. The rightmost through lane in the northbound direction should become a right-turn only lane onto the Tractor Street extension, in order to encourage traffic to use that alternative access into the business park area. Southbound, the

rightmost through lane on Golden Hills Road should become a right-turn only lane onto Highway 46. Left turn channelization, as noted by the recommendations for the study intersections, should be provided at both Highway 46 and Dallons Drive-Tractor Street extension. A two-way left turn lane is also recommended between the two intersections, in the portion of the segments between the ends of the two left turn lanes, in order to provide improved access to the adjacent businesses that front Golden Hill Road.

The study project would be responsible for a proportional share of the costs associated with all of the above improvements, excluding those improvements already recommended under Existing Plus Project conditions, based upon the number of trips it would add to these intersections. This share would be calculated based upon 57% of the project trips identified in Exhibit 8, as this lower number of trips would represent the net number of new trips that would be generated by the study project.

### **C. Highway 46 and Golden Hill Road Interchange Ultimate Design Issues**

In the above analysis, Highway 46 was analyzed in its current design, as a four-lane expressway in the vicinity of the study project. However, in its facility concept report for the highway, Caltrans calls for the eventual upgrade of the highway to a freeway between Highway 101 and the San Luis Obispo County-Kern County line, with grade-separated interchanges at its major cross streets. Such an upgrade is not anticipated for many years into the future, and the specifics of the upgrade, such as the locations of the future interchanges, are currently being discussed between Caltrans and the City of El Paso De Robles. The City of El Paso De Robles General Plan proposes upgrading Highway 46 to either an ultimate 6-lane expressway or 4-lane freeway between Highway 101 and Airport Road, with interchanges to be constructed at Golden Hill Road, Airport Road, and Dry Creek Road.

As of 2005, Caltrans, in cooperation with the City of El Paso De Robles, San Luis Obispo County, and the San Luis Obispo Council of Governments (SLOCOG), is in the process of updating its facility concept report for Highway 46. As a result, the final design of Highway 46 is somewhat uncertain. For this reason, it is recommended that none of the improvements recommended within this report at the Golden Hill/Highway 46 intersection under Cumulative conditions actually be constructed, until such time as the preferred upgrade plans for this intersection are finalized. However, the appropriate direct project and proportional contributions towards the implementation of the recommended improvements should continue, such that if the recommended improvements are eventually implemented, there is a funding source. If the interchange is to be constructed, the city and Caltrans could also choose to use the project's contributions towards the funding of the interchange improvements, instead of intersection-level improvements. However, if the interchange is not to be constructed for more than a decade, which is the more likely of the two scenarios, this latter strategy is not recommended, as improvements will likely be necessary at the intersection well prior to implementation of the interchange. Regardless of the timing of an interchange at Golden Hill Road, if an interchange is to be constructed at this location, the City of El Paso De Robles should begin the conceptual layout of the intersection in conjunction with Caltrans, and Caltrans should begin acquiring the

necessary right-of-way to construct the interchange. Caltrans can also develop agreements with the already developed properties that would need to be acquired for the interchange, such that they would be able to remain in place until such time as the interchange is constructed.

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**V. PROJECT ACCESS AND ON-SITE CIRCULATION**

The study project initially would have only one access point, via an extension of Wisteria Lane. An emergency access road would also be constructed south to Paso Robles Boulevard, but would not be open for traffic other than during emergencies. The southerly extension of the internal north-south street to other streets that would connect with Combine and Tractor Streets, combined with the proposed extension of Tractor Street westward to Golden Hill, would create a secondary access point to the project site. However, this secondary access would be a much more circuitous route than Wisteria Lane, and few, if any, project trips would likely use this route to access the project. (Due to its closer proximity, the older Golden Hill Business Park would likely have a small amount of diversion from Wisteria Lane to the Tractor Street extension, via Germaine Way. This type of diversion is taken into account in the analyzed traffic volumes.) However, due to the nearly 600 vehicles projected to turn left from Wisteria onto Golden Hill under General Plan Buildout conditions during the PM peak hour, the City should consider encouraging traffic to use the Tractor Street extension instead of Wisteria Lane. This could be accomplished through a direct connection between Tractor Street and the north-south street internal to the project site, which would be most easily created through an easterly extension of Tractor Street.

The internal Wisteria/North-South internal street intersection should operate at acceptable levels of service through General Plan Buildout conditions. Stop control is recommended on both of the north-south street approaches to the intersection, per City standards. Also, center line striping is recommended along both the north-south street and Wisteria Lane, again per City standards. Sidewalks within the older business park should be extended into and through the study project. The sidewalk improvements would help to encourage use of alternative modes of transportation within all of the industrial and business park areas along Golden Hill Road.

It is also recommended that the City begin discussions with the San Luis Obispo Regional Transit Authority to add transit service to the study area prior to buildout of both the original Golden Hill Business Park and the study project. Due to the nature of the traffic demand in this area, transit need only be targeted within a small window of time during the weekday AM and PM peak hours, possibly as an extension of the existing Line 9 during only certain runs.



**VI. RECOMMENDATIONS**

Improvements recommended under one scenario are also recommended in all following scenarios; these improvements are not repeated below for the purpose of brevity.

**A. Improvements Warranted for Existing Conditions**

No improvements are recommended under Existing Conditions.

**B. Project Mitigation Measure**

The following improvements are recommended under Existing Plus Project Conditions:

1. Add northbound left turn channelization on Golden Hill Road at Dallons Drive. The project would be solely responsible for the implementation of this improvement.
2. Add northbound and southbound left turn lanes, a southbound right turn lane, and convert the north-south signal phasing from split to protected at the Golden Hill Road/Highway 46 intersection. The project would be responsible for the implementation of this improvement, but would be eligible to receive reimbursement from the City for fees paid by other projects towards improvements at this intersection.
3. Add stop control on the north-south internal street to the project, at its intersection with Wisteria Lane. This would be the sole responsibility of the project, to be implemented per City standards.
4. Add center line striping and sidewalks to Wisteria Lane and the new north-south street within the project site. This would be the sole responsibility of the project, to be implemented per City standards.

**C. General Plan Buildout Mitigation Measures**

In addition to the improvements identified above under Existing Conditions and Existing Plus Project Conditions, the following improvements are recommended under General Plan Buildout Conditions:

1. Convert the Golden Hill Road/Wisteria Lane intersection into a roundabout. The project would be responsible for a proportional share of the cost of implementing these improvements, based upon the number of project trips added to the intersection. This share would be calculated based upon 57% of the project trips identified in Exhibit 8, as this lower number of trips would represent the net number of new trips that would be generated by the study project.

2. Add a northbound right turn lane, southbound left turn lane, eastbound and westbound right turn lanes, and a second southbound through lane, at the Golden Hill Road/Dallons Drive intersection. The project would be responsible for a proportional share of the cost of implementing these improvements, based upon the number of project trips added to the intersection. This share would be calculated based upon 57% of the project trips identified in Exhibit 8, as this lower number of trips would represent the net number of new trips that would be generated by the study project.
3. Implement one of the following sets of improvements at the Golden Hill Road/Highway 46 intersection:
  - a. Upgrade the existing intersection with the following improvements:
    - i. Add a northbound, eastbound, and formal westbound right turn lane;
    - ii. Add a second northbound, eastbound, and westbound left turn lane;
    - iii. Add a third eastbound and westbound through lane; and
    - iv. Add southbound and eastbound right turn overlap signal phasing.
  - b. Construct a grade-separated interchange at the Golden Hill Road/Highway 46 intersection.

The project would be responsible for a proportional share of the cost of implementing these improvements, based upon the number of project trips added to the intersection. This share would be calculated based upon 57% of the project trips identified in Exhibit 8, as this lower number of trips would represent the net number of new trips that would be generated by the study project.

It is recommended, however, that none of these improvements be constructed until Caltrans, the City of El Paso De Robles, San Luis Obispo County, and the San Luis Obispo Council of Governments have updated the facility concept report for Highway 46 within Paso Robles.

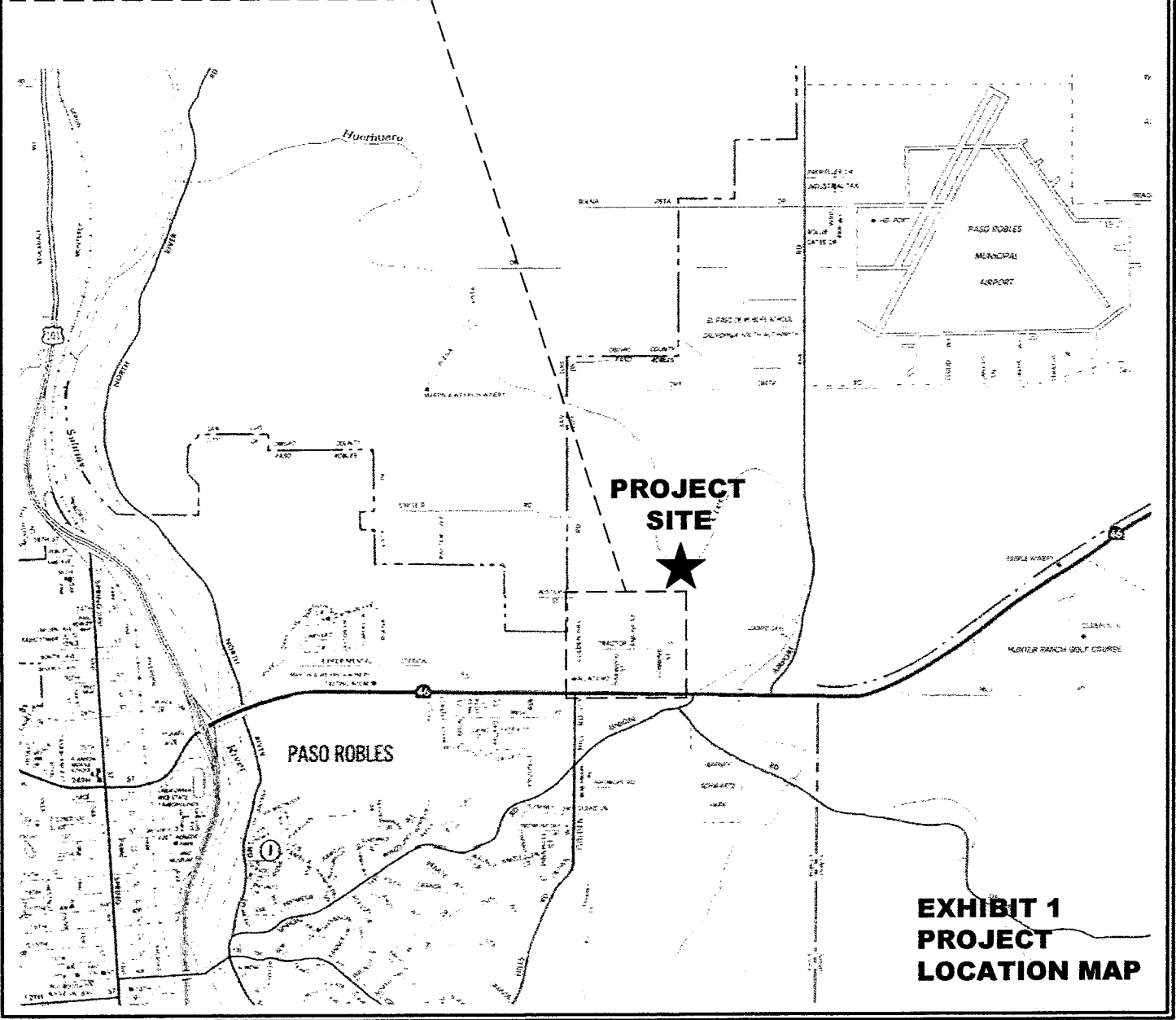
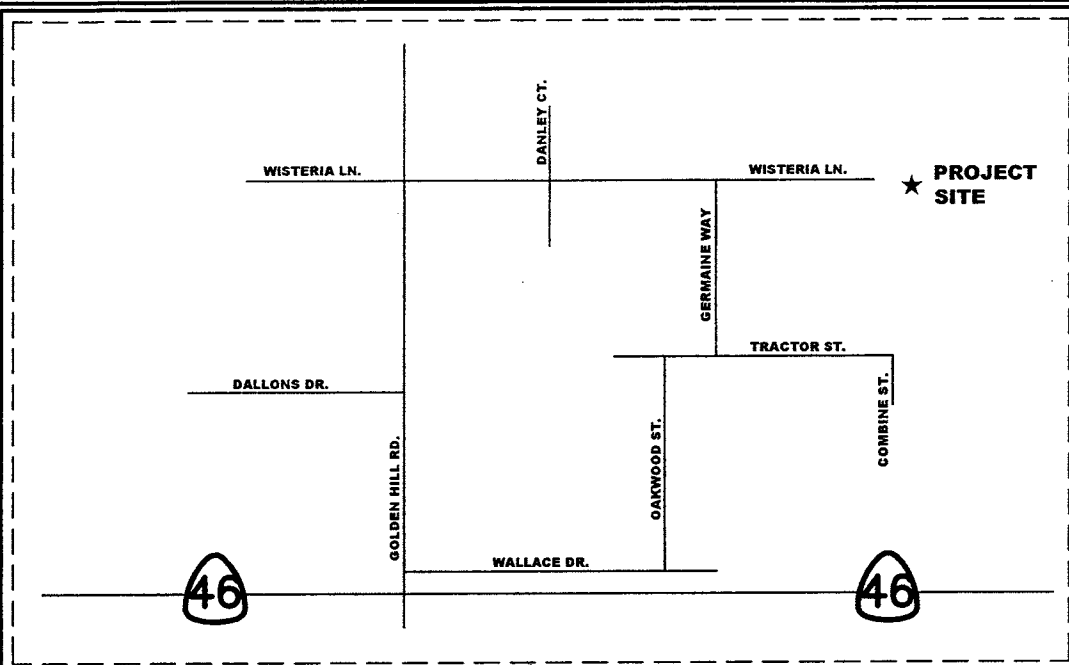
4. In conjunction with implementation of the above recommended improvements at the Golden Hill Road/Highway 46 intersection, widen Golden Hill Road to four lanes with intersection and median left turn channelization between Dallons Drive and Highway 46, and south of Highway 46. The project would be responsible for a proportional share of the cost of implementing these improvements, based upon the number of project trips added to the intersection. This share would be calculated based upon 57% of the project trips identified in Exhibit 8, as this lower number of trips would represent the net number of new trips that would be generated by the study project.
5. The City of El Paso De Robles should consider extending Tractor Street eastward to intersect with a southerly extension of the north-south street internal to the study project, in order to encourage more vehicles to use Tractor Street to access both the project site and the earlier Golden Hill Business Park. The project would

not be responsible for implementation of this improvement.

6. The City of El Paso De Robles should begin discussions with the San Luis Obispo Regional Transit Authority to add transit service to the study area prior to buildout of both the study project and the older Golden Hill Business Park. The project would not be responsible for this effort.

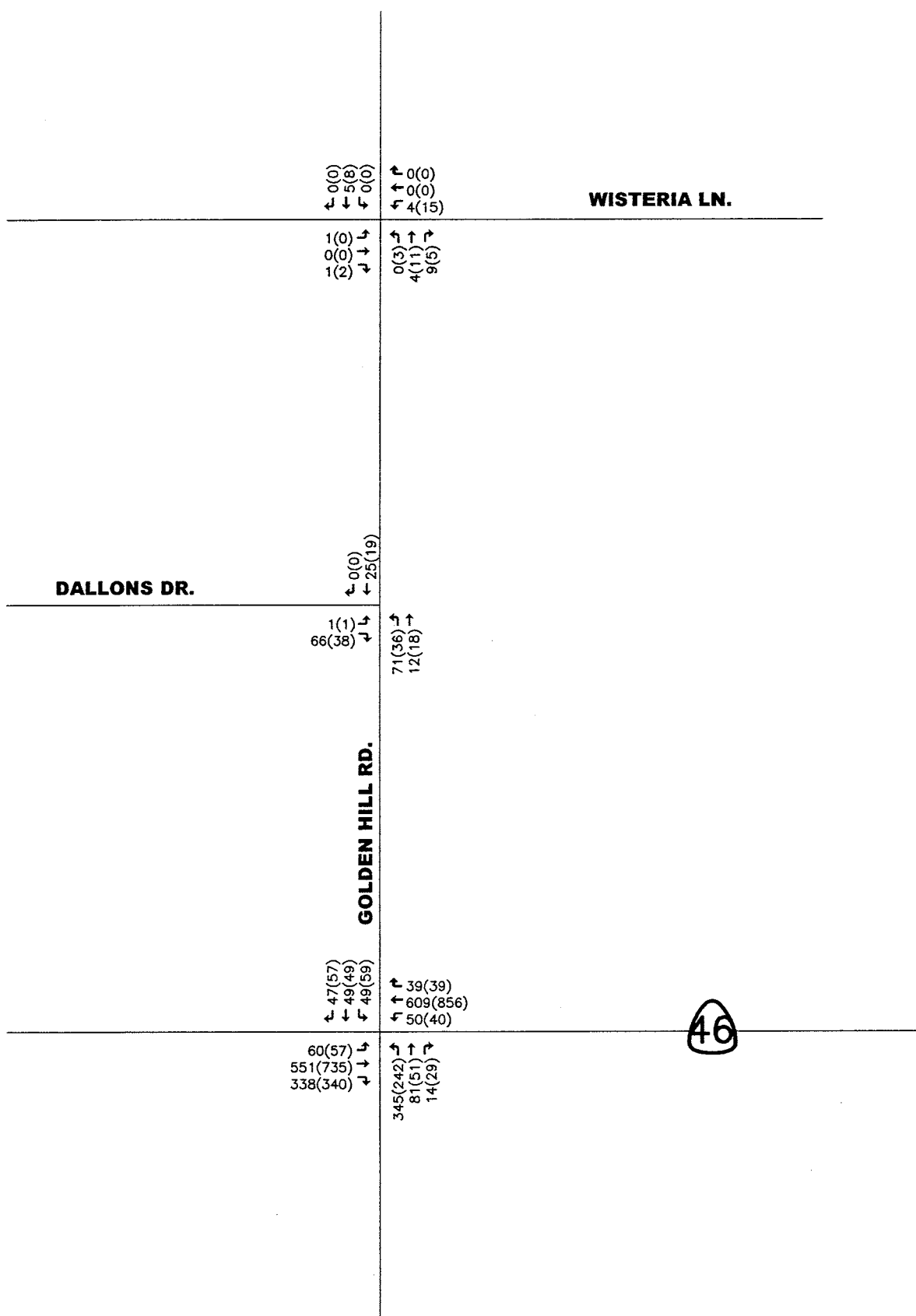


NO SCALE



**EXHIBIT 1  
PROJECT  
LOCATION MAP**





**LEGEND:**  
 XX(XX) = AM(PM)

**EXHIBIT 3  
 EXISTING PEAK HOUR  
 TRAFFIC VOLUMES**

N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	LOS Standard	Existing Conditions						Existing + Project Conditions						General Plan Buildout Conditions															
					AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr		AM Peak Hr		PM Peak Hr									
					Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS								
1	Golden Hill Road	Wisteria Lane	One-Way Stop Worst Approach Mitigation	D (E)	3.9	A	4.0	A	1.9	A	10.3	B	1.9	A	15.5	C	91.1	F	8.7	A	8.8	A	10.7	B	12.4	B	6.1	A	7.5	A	155.6	F
					6.6	A	5.1	A	2.3	A	1.6	A	2.6	A	11.0	B	44.3	E	256.1	F	8.8	A	8.6	A	9.1	A	11.0	B	2.3	A	2.3	A
2	Golden Hill Road	Dallons Drive	One-Way Stop Worst Approach Mitigation	D (E)	35.4	D	31.9	C	56.2	E	76.6	E	*	F	*	F	*	F	35.4	D	31.9	C	30.5	C	31.7	C	35.7	D	45.6	D		
					35.4	D	31.9	C	56.2	E	76.6	E	*	F	*	F	*	F	*	F	35.4	D	31.9	C	30.5	C	31.7	C	35.7	D	45.6	D
3	Golden Hill Road	Highway 46	Signal w/ Interchange Mitigation	D	35.4	D	31.9	C	56.2	E	76.6	E	*	F	*	F	*	F	35.4	D	31.9	C	30.5	C	31.7	C	35.7	D	45.6	D		
					35.4	D	31.9	C	56.2	E	76.6	E	*	F	*	F	*	F	*	F	35.4	D	31.9	C	30.5	C	31.7	C	35.7	D	45.6	D

1.1.55

- NOTES:  
 1. L, T, R = Left, Through, Right.  
 2. NB, SB, EB, WB = Northbound, Southbound, Eastbound, Westbound.  
 3. Analysis performed using 2000 Highway Capacity Manual methodologies.  
 4. Westbound Highway 46 at Golden Hill Drive has a wide taper that effectively acts as a right turn lane.  
 5. \* = Delay over 300 seconds (5 minutes)  
 6. N/A = Not Applicable -- improvement will convert intersection into an interchange, therefore existing intersection will no longer exist.

**EXHIBIT 4**  
**LEVEL OF SERVICE**  
**SUMMARY TABLE**

N-S Street	E-W Street	Existing Lane Configuration	Existing Intersection Control	Existing Conditions	Existing + Project Conditions	General Plan Buildout Conditions	
						Existing Conditions	General Plan Buildout Conditions
1 Golden Hill Road	Wisteria Lane	NB 1-L/T/R SB 1-L/T/R EB 1-L/T/R WB 1-L/T/R	One-Way Stop	None Required	None Required	Convert Intersection into a Roundabout	
2 Golden Hill Road	Dallons Drive	NB 1-L/R SB 1-L/T EB 1-T/R	One-Way Stop	None Required	Add a NB Left Turn Lane	a. Add a NB Left Turn Lane b. Add SB L, NB R, 2nd SB T, and EB and WB R	
3 Golden Hill Road	Highway 46	NB 1-L/T/R SB 1-L/T/R EB 1-L, 1-T, 1-T/R WB 1-L, 2-T, 1-R <sup>4</sup>	Signal	None Required	a. Add SB R, NB & SB L's b. Convert N/S Signal Phasing from Split to Protected	a. Construct the Following Intersection Improvements... i. Add SB R, NB & SB L's ii. Convert N/S Signal Phasing from Split to Protected iii. Add NB R, 2nd NB L, 2nd EB & WB L's, formal WB R, EB R, 3rd EB & WB T's iv. Add SB & EB Right Turn Overlap Signal Phasing OR... b. Convert Intersection into an Interchange  c. Widen Golden Hill Road to Four Lanes with Median Left Turn Channelization both North & South of Highway 46	

NOTES:

1. L, T, R = Left, Through, Right.
2. NB, SB, EB, WB = Northbound, Eastbound, Westbound.
3. Analysis performed using 2000 Highway Capacity Manual methodologies.
4. N/A = Not applicable.

**EXHIBIT 5  
RECOMMENDED  
INTERSECTION  
IMPROVEMENTS**

1.1.56



**Project Trip Generation  
Golden Hill Business Park Expansion  
Paso Robles, California**

	ITE LAND USE CODE	PROJECT SIZE	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
				TOTAL PEAK HOUR	% OF ADT	IN / OUT	TOTAL PEAK HOUR	% OF ADT	IN / OUT
<b>TRIP GENERATION RATES<sup>1</sup></b>									
General Light Industrial	110		6.97	0.92	13%	0.88 / 0.12	0.98	14%	0.12 / 0.88
<b>PROJECT TRIPS</b>									
General Light Industrial	110	365,500 S.F.	2,548	336	13%	296 / 40	358	14%	43 / 315
<b>Subtotal</b>		<b>365,500 S.F.</b>	<b>2,548</b>	<b>336</b>	<b>13%</b>	<b>296 / 40</b>	<b>358</b>	<b>14%</b>	<b>43 / 315</b>
<b>Trips from Resubdividing Original Business Park (43%)</b>									
			1,091	144	13%	127 / 17	153	14%	18 / 135
<b>Net New Trips (57%)</b>									
			1,457	192	13%	169 / 23	205	14%	25 / 180

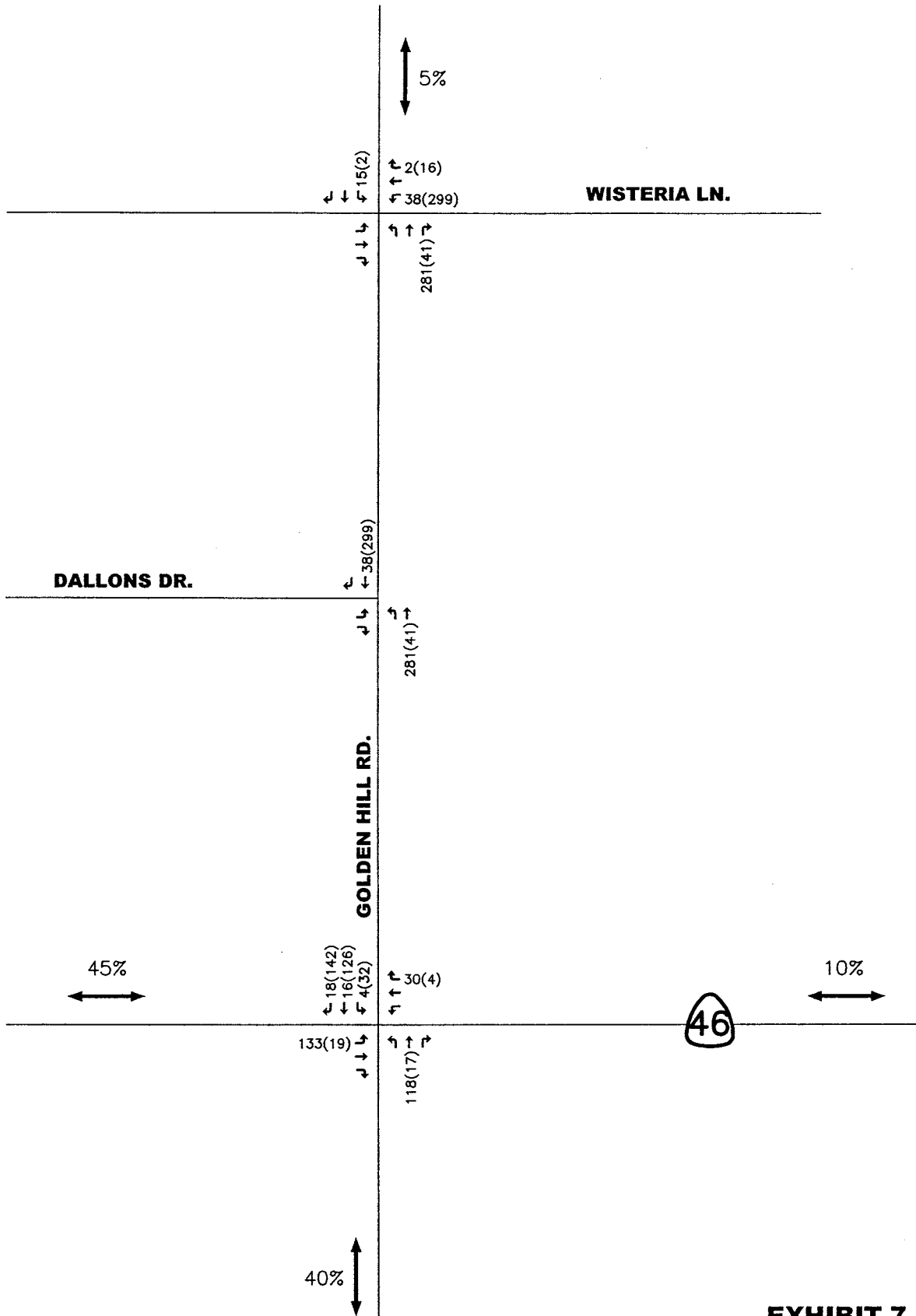
1.1.57

**Notes:**

1. Trip generation rates published by Institute of Transportation Engineers, "Trip Generation," 7th Edition, 2003.
2. Project square footages estimated based upon floor area ratio (ratio of building square footage to parcel size) of 0.25. Total parcel square footage is 33.56 acres of developable industrial land. "Developable" is defined here as the number of acres that can be developed. Lots 3, 7, 8, 9, 10, 11 cannot fully develop all of their respective lots, due to utility, drainage, and open space easements on the study property. The remaining parcels have no easements that would restrict the buildable lot area.
3. Lots 1 through 8 are simply further subdivisions of lots within the earlier Golden Hill Business Park. These represent approximately 43% of the buildable project area.



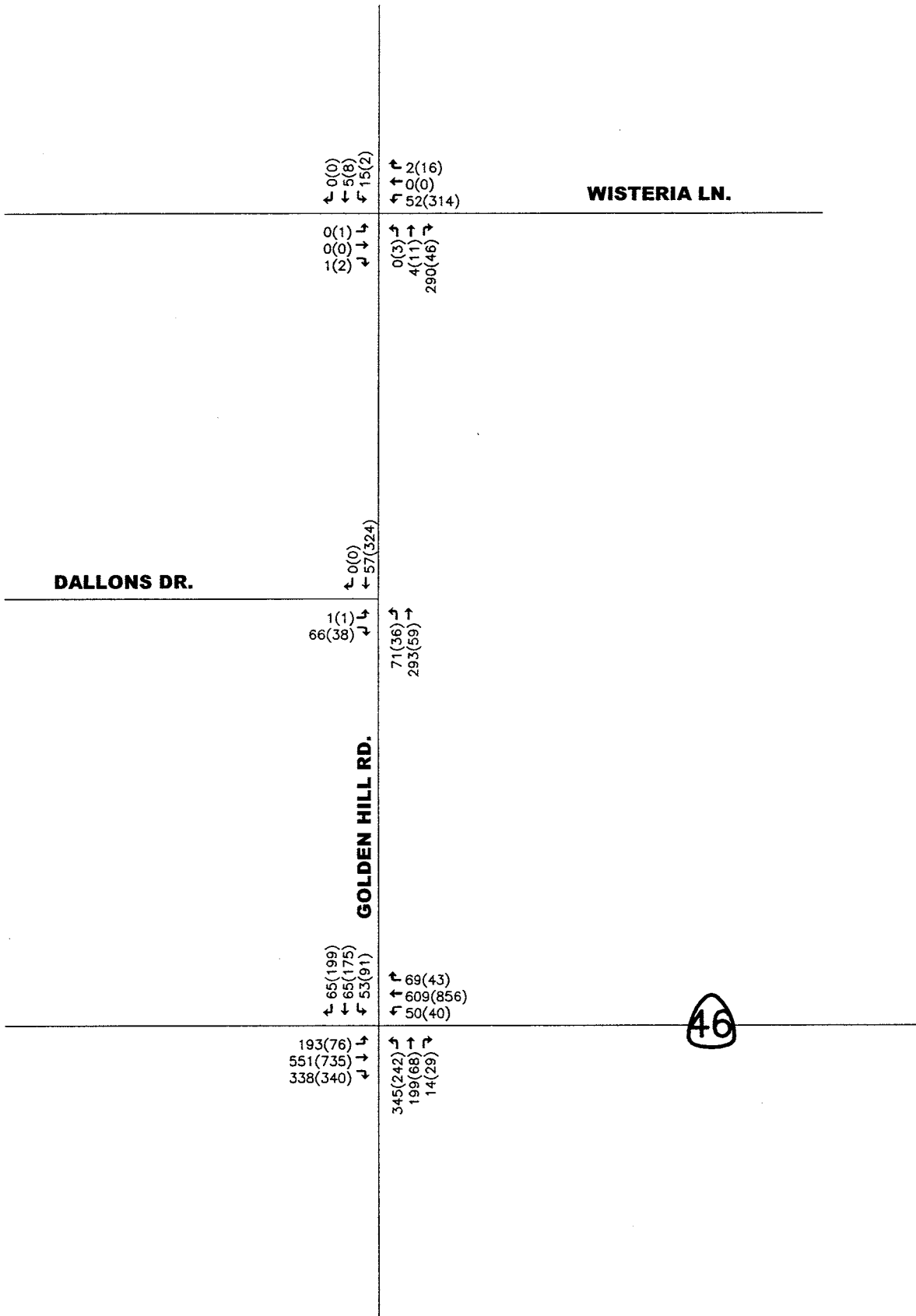
NO SCALE



**LEGEND:**

XX(XX) = AM(PM)

**EXHIBIT 7  
PROJECT TRIP  
DISTRIBUTION AND  
ASSIGNMENT**



DALLONS DR.

WISTERIA LN.

GOLDEN HILL RD.



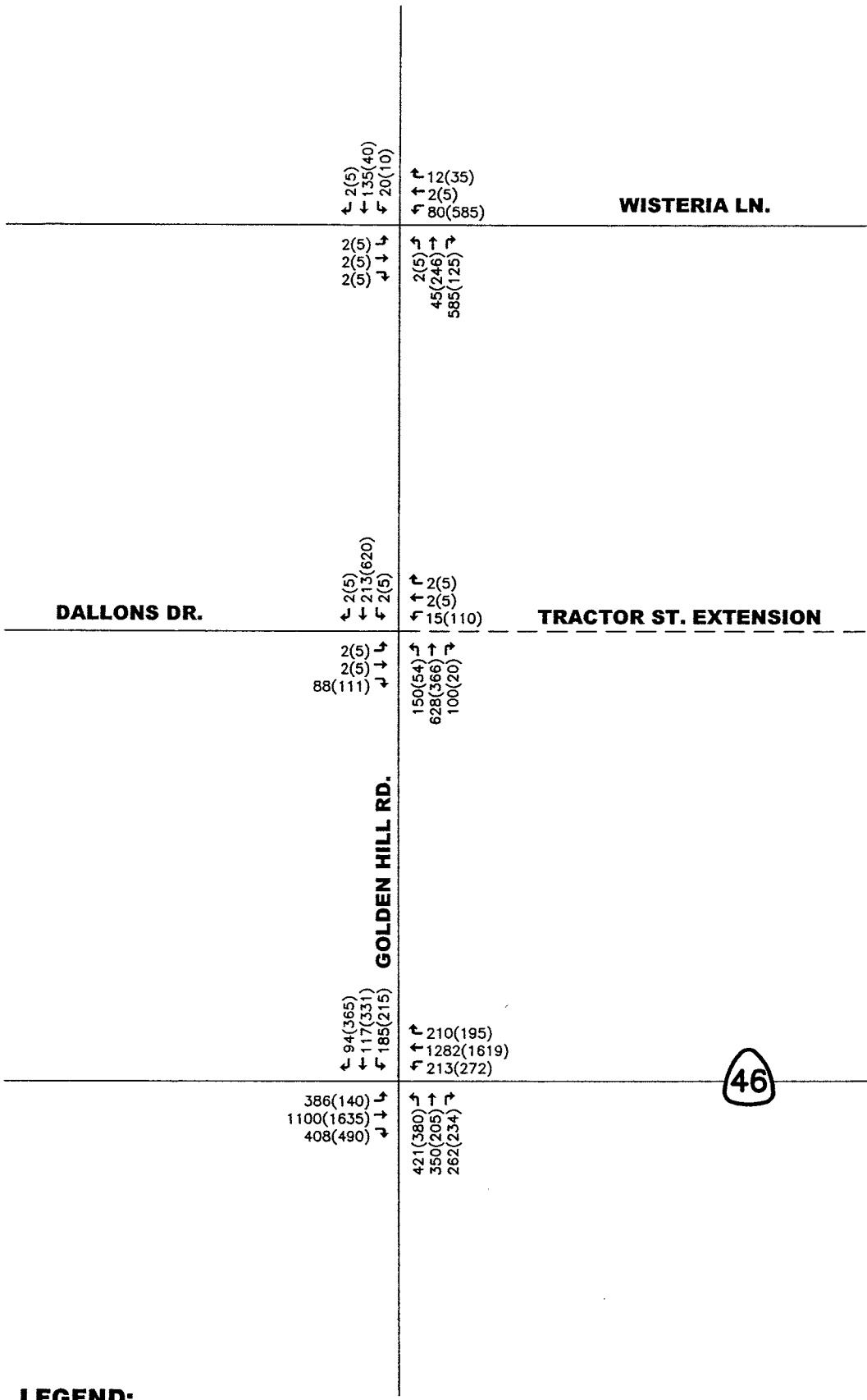
**LEGEND:**

XX(XX) = AM(PM)

**EXHIBIT 8  
EXISTING PLUS PROJECT  
PEAK HOUR TRAFFIC VOLUMES**



NO SCALE



**LEGEND:**

XX(XX) = AM(PM)

**EXHIBIT 9  
GENERAL PLAN BUILDOUT**

**Technical Appendices for this report  
are in the Engineering File in the  
Community Development Department**

1.1.61

RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES APPROVING GENERAL PLAN AMENDMENT 2006-001, A THREE-PART GENERAL PLAN AMENDMENT, WHERE PART A IS REGARDING MODIFYING THE GENERAL PLAN DESIGNATION OF A 28 ACRE SITE FROM PARKS & OPEN SPACE (POS) TO BUSINESS PARK (BP) AND PART B IS REGARDING MODIFYING THE GENERAL PLAN DESIGNATION OF A 4.3 ACRE SITE FROM COMMERCIAL SERVICE (CS) TO RESIDENTIAL MULTIFAMILY 12-UNITS PER ACRE(RMF-12) AND AMENDING THE LAND USE ELEMENT TEXT TO ALLOW DETACHED STYLE OF HOUSING PART C IS REGARDING ADDING OFFICE OVERLAY (OP) TO THE EXISTING RMF-8 LAND USE CATEGORY (PART A – TOM ERSKINE, PART B – ESTRELLA ASSOCIATES, PART C – GEORGE DUCK)

---

WHEREAS, the following applications to amend the Land Use Element were filed as parts of General Plan Amendment 2006-001:

Part A: A General Plan Amendment (Land Use) to consider modifying the General Plan's designation of property currently designated as "Parks and Open Space" and a portion designated as "Agriculture" to a "Business Park" land use designation. In conjunction with the General Plan Amendment is an application for Rezone 05-005 to consider modifying the Zoning Code designation of the property currently designated as "Parks and Open Space" to a "Planned Industrial" zoning designation. The subject property is located east of Golden Hill Road and north of Highway 46 East and would form an eastward extension to the Golden Hills Business Park. All traffic would be channeled through the existing business park and the existing signalized intersection of Golden Hill Road and Highway 46 East. The applicant is the property owner, Tom Erskine.

Part B: A General Plan Amendment (Land Use Element) to consider modifying the General Plan's designation of property currently designated as "Commercial Service" to a "Residential Multi-Family Medium Density (12-units per acre - RMF-12)" land use designation. Additionally, an amendment to the text of the Land Use Element is requested to modify a portion of the RMF-12 Purpose Statement (pg. LU-18), that requires multi-family development in this land use category to have buildings with four or more dwelling units. In conjunction with the General Plan Amendment is an application for Rezone 05-003 to consider modifying the Zoning Code designation of the property currently designated as "Commerical/Light Industrial" to a "Residential Multi-Family/Apartment, 12-units per acre - R3" zoning designation. Also requested is Specific Plan Amendment 05-003, to amend the Borkey Area Specific Plan to reflect the change in land use for Sub Area D of the plan. The subject property is located on the south corner of River Oaks Drive and Experimental Station Road. The applicant is the property owner, Dick Willhoit.

Part C: A General Plan Amendment (Land Use Element) to consider adding an Office Overlay to property designated as Residential Multi-Family Low Density (RMF-8). In conjunction, the applicant requests the zoning map be amended to add an Office Overlay to the R2 zoning of the site. The application also includes a request to consider a Conditional Use Permit to allow a professional office use at this property. The property is located 405 14th Street, (APN 008-312-005). The applicant is the property owner, George Duck.

WHEREAS, at its meeting of February 28, 2006, the Planning Commission took the following actions:

- a. Considered the facts and analysis, as presented in the staff reports prepared for this amendment;
- b. Conducted public hearings to obtain public testimony on the parts of this amendment;
- c. Considered public testimony from all parties;
- d. Failed to make a recommendation on the proposed General Plan Amendment;

WHEREAS, at its meeting March 21, 2006, the City Council took the following actions:

- a. Considered the facts and analysis, as presented in the staff reports prepared for this amendment, including input from the Planning Commission meeting;
- b. Conducted a public hearing to obtain public testimony on this amendment;
- c. Based on its independent judgment, found that there was no substantial evidence that the parts of this amendment would have significant adverse effects on the environment and approved Negative Declaration for this General Plan amendment in accordance with the California Environmental Quality Act;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of El Paso de Robles, California, to amend the text of the General Plan Land Use Element Map on page LU-6C in the manner shown on the attached Exhibit "A" (Component A), amend the text of the General Plan Land Use Element Map on page LU-6C in the manner shown on the attached Exhibit "B-1" and amend the text of the General Plan Land Use Element on page LU-18 in a manner shown on the attached Exhibit "B-2" (Component B), and amend the text of the General Plan Land Use Element Map on page LU-6B in the manner shown on the attached Exhibit "C" (Component C).

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 21<sup>st</sup> day of March 2006 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

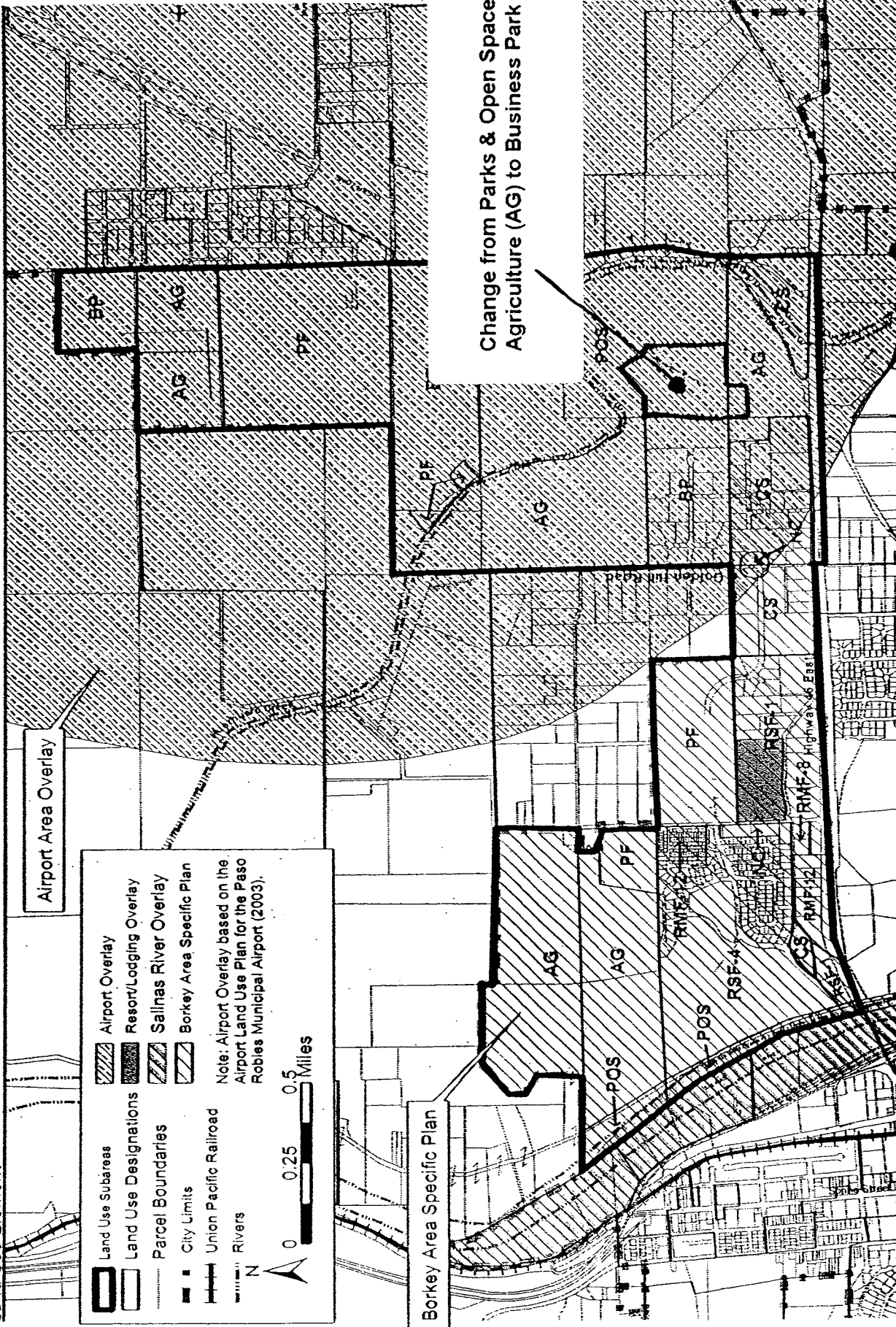
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Frank R. Mecham, Mayor

ATTEST:

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Cathy M. David, Deputy City Clerk



1.1.64

Exhibit "A"

Figure LU-6C  
City of El Paso de Robles

General Plan Land Use Subarea 3

Exhibit A  
GPA 06-001 (A)  
(Erskine)

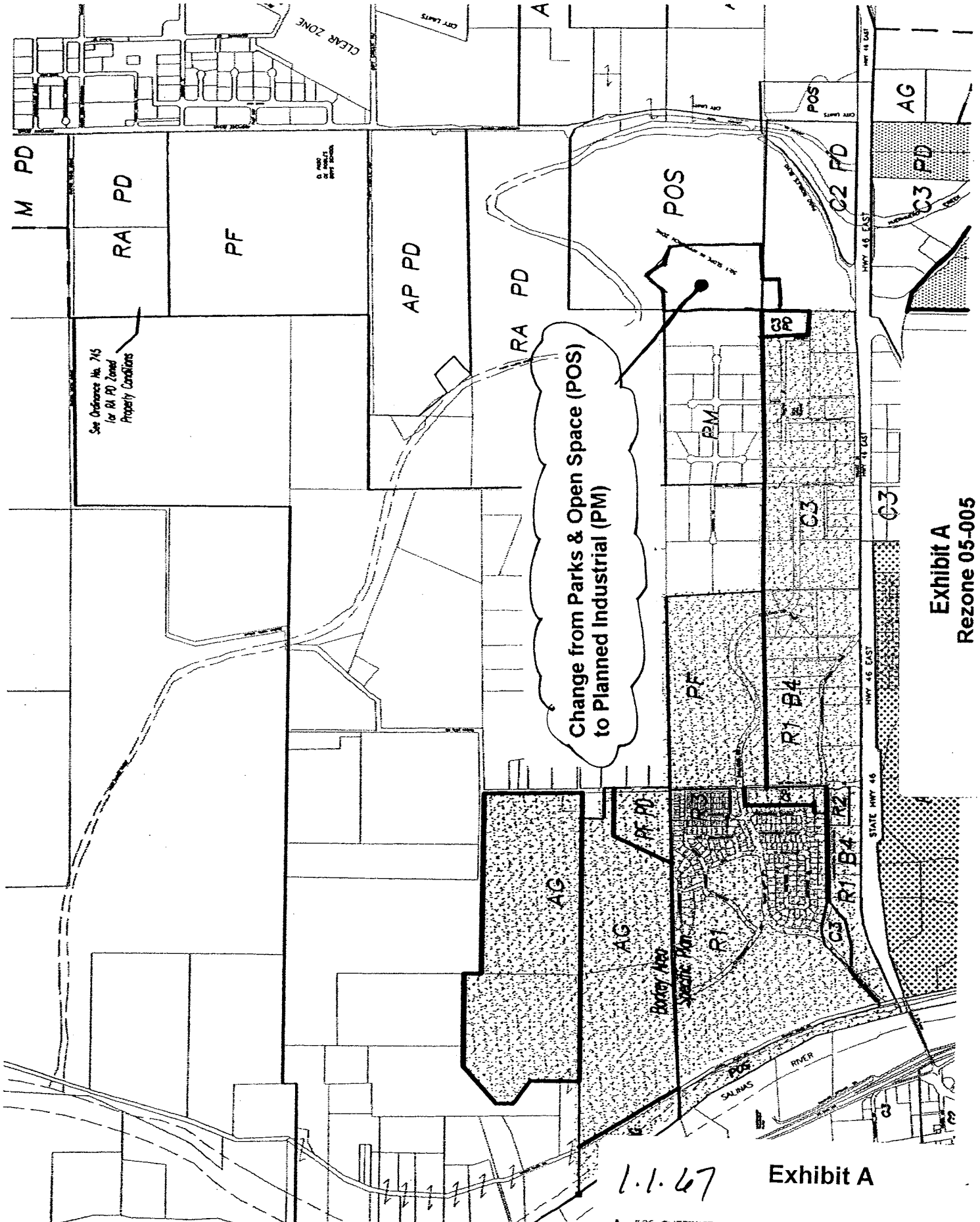
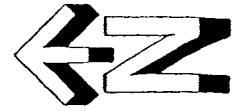
Source: City of El Paso de Robles, 2003



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# Zoning Map for Subarea 3



**Exhibit A**  
**Rezone 05-005**  
**(Erskine)**

1.1.67

Exhibit A

**AFFIDAVIT  
OF MAIL NOTICES**

**PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING**

I, Talin Shahbazian, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for General Plan Amendment 2006-001, Rezone 05-003, and Specific Plan Amendment 05-003 (applicant Estrella Associates, Inc.) on this 14<sup>th</sup> day of February, 2006.

City of El Paso de Robles  
Community Development Department  
Planning Division

Signed: 

Talin Shahbazian

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

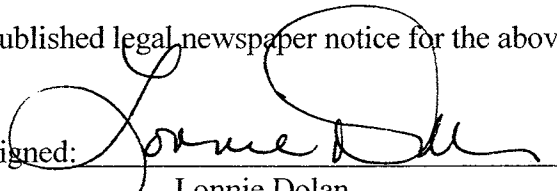
PLANNING COMMISSION/CITY COUNCIL  
PROJECT NOTICING

Newspaper: Tribune Date of Publication: February 8, 2006

Project: General Plan Amendment 06-001, a three part Amendment to the Land Use Element of the City of Paso Robles General Plan

Dates: February 28, 2006 (Planning Commission) and March 21, 2006 (City Council)

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

NOTICE OF PUBLIC HEARINGS  
NOTICE OF INTENT TO ADOPT  
NEGATIVE DECLARATION

General Plan Amendment 06-001  
A Three Part Amendment to the Land Use  
Element of the City of Paso Robles General Plan

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold a Public Hearing to consider making recommendations regarding adoption of Negative Declarations and approval of a three (3) part General Plan Amendment relating to the Land Use Element of the General Plan, and other associated planning entitlements.

Part A: A General Plan Amendment (Land Use Element) to consider modifying the General Plan's designation of property currently designated as "Parks and Open Space" and a portion designated as "Agriculture" to a "Business Park" land use designation. In conjunction with the General Plan Amendment is an application for Rezone 05-005 to consider modifying the Zoning Code designation of the property currently designated as "Parks and Open Space" to a "Planned Industrial" zoning designation. Also, in conjunction with the General Plan Amendment, Rezone is an amendment to Tract 2778 and PD 97013. The Tract and PD is a request to subdivide the 47-acre site into twenty (20) lots for commercial/light-industrial uses. The subject property is located east of Golden Hill Road and north of Highway 46 East and would form an eastward extension to the Golden Hills Business Park. All traffic resulting from the proposed project would take access through the existing business park and the existing signalized intersection of Golden Hill Road and Highway 46 East. The applicant is the property owner, Tom Erskine.

Part B: A General Plan Amendment (Land Use Element) to consider modifying the General Plan's designation of property currently designated as "Commercial Service" to a "Residential Multi-Family Medium Density (12-units per acre - RMF-12)" land use designation. Additionally, an amendment to the text of the Land Use Element is requested to eliminate a portion of the RMF-12 Purpose Statement (pg. LU-18), that requires multi-family development in this land use category to have buildings with four or more dwelling units. In conjunction with the General Plan Amendment is an application for Rezone 05-003 to consider modifying the Zoning Code designation of the property currently designated as "Commercial/Light Industrial" to a "Residential Multi-Family/Apartment, 12-units per acre - R3" zoning designation. Also requested is Specific Plan Amendment 05-003, to amend the Borkey Area Specific Plan to reflect the change in land use for Sub Area D of the plan. The subject property is located on the south corner of River Oaks Drive and Experimental Station Road. The applicant is the property owner, Dick Willhoit.

Part C: A General Plan Amendment (Land Use Element) to consider adding an Office Overlay to property designated as Residential Multi-Family Low Density (RMF-8). In conjunction, the applicant requests the zoning map be amended to add an Office Overlay to the R2 zoning of the site. The application also includes a request to consider a Conditional Use Permit to allow a professional office use at this property. The property is located 405 14th Street, (APN 008-312-005). The applicant is the property owner, George Duck.

The Planning Commission hearing will take place in the Conference Room of the Library / City Hall at 1000 Spring Street, Paso Robles, California, at the hour of 7:30 PM on Tuesday, February 28, 2006 at which time all interested parties may appear and be heard.

NOTICE IS ALSO HEREBY GIVEN that the City Council of the City of El Paso de Robles will hold a Public Hearing to consider the same three-part General Plan Amendment and associated applications listed above. The City Council's hearing will take place in the Conference Room of the Library / City Hall at 1000 Spring Street, Paso Robles, California, at the hour of 7:30 PM on Tuesday, March 21, 2006 at which time all interested parties may appear and be heard.

As part of the noticed Public Hearing, the City Council will consider adoption of Negative Declarations of Environmental Impact (Statements that there will be no significant environmental effects) in accordance with the provisions of the California Environmental Quality Act (CEQA). The proposed Negative Declarations will be available for public review from February 8, 2006 through March 21, 2006. Copies of the staff report and draft Negative Declaration will be available for the cost of reproduction at the Community Development Department, City Hall, 1000 Spring Street, Paso Robles, CA 93446. Please write to this address or call the Planning Division at (805) 237-3970 should you have questions or comments regarding this notice or related matters.

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

Darren Nash, Associate Planner  
Feb. 8, 2006

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