

TO: JAMES L. APP, CITY MANAGER
FROM: RON WHISENAND, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: CITY OF EL PASO DE ROBLES GATEWAY DESIGN STANDARDS
DATE: MAY 6th, 2008

Needs: For the City Council to approve Gateway Design Standards and the associated Negative Declaration.

- Facts:
1. The City's General Plan and Economic Strategy includes policies that support design sensitivity at the City's key gateways and entrances. Based upon this policy direction, the City Council hired consultants to assist with preparation of Gateway Design Standards.
 2. The Gateway Design Standards are intended to ensure that development at the City's gateways will enhance the visual quality of those entry points. City staff, the consultants and the City's Ad Hoc Committee have worked through numerous design considerations to produce a useful document to help maintain and enhance attractive entrances to the City.
 3. The City received comments from San Luis Obispo County, Caltrans and the San Luis Obispo Council of Governments. Gateway improvements in several locations will need careful coordination and collaboration with these agencies to ensure mutually supported improvements.
 4. The Planning Commission considered the document recommended approval of the Gateway Design Standards and the associated environmental document to the City Council for adoption.

Analysis
and

Conclusions: The Gateway Design Standards is organized into easy to use sections. The topical sections include:

- Discussion of how to understand the characteristics associated with transitioning the landscape from rural to urban, referred to as the "transect";
- Identification of key gateways;
- Design recommendations for Central Gateways or "entryways" from the State highways;
- Design recommendations for the Town and Country Gateways;
- Signage System;

- General urban design standards;
- Suburban design standards; and
- Rural design standards.

The document includes a description of appropriate design interventions to address site specific design problems associated with the individual City gateways. Topics such as grading, landscaping, signage, road, street or frontage redesign, building placement/setbacks, fencing, etc. are addressed in each key gateway discussion.

Gateways are divided into two categories, including City “Entryways” and “Town and Country Gateways”. The “Entryways” are locations where travelers literally enter the City from Highway 101. These entry points are fairly abrupt, taking a driver quickly from a rural area outside of the City directly into an urban setting. These entryways would benefit from more elegant transitions as one exits the highway. Design recommendations are intended to improve the entryway to be higher quality and to create a more pleasant experience coming into the City. The City will need to collaborate with Caltrans in some instances where improvements to landscaping or signage is within the Caltrans right-of-way, or the City’s planned improvements could affect Caltrans facilities.

The “Town and Country Gateways” are at the edges of the City and extend into and from the County. These gateways are broader than “Entryways”, and take into the transition of the landscape from rural to urban. It is intended for the City and the County to collaborate on projects located in the County’s jurisdiction within the Town and Country Gateways, to have County development in these areas meet the intent of the design recommendations and standards suggested by the City. For instance, the City currently receives County project referrals for planning projects within the City’s “Planning Impact Area”. The City reviews these applications to determine if and/or how the projects may impact the City, and then works with County staff to address concerns. With the Gateway Design Standards, the City would review County project referrals and determine if the project is sited and designed consistent with applicable gateway standards. If a project was determined to not be consistent, the City would work with the County on design suggestions to meet the intent of the gateway.

Options: After opening the public hearing and taking public testimony, the City Council is requested to take one of the actions listed below:

- a. By separate motions:
 - 1) Approve the Negative Declaration; and
 - 2) Approve the Gateway Design Standards.
- b. Amend, modify, or reject the above-listed action.

- c. Request additional information and analysis.

Staff Report prepared by: Susan DeCarli

Attachments:

1. Gateways Design Standards
2. Initial Study
3. Resolution to Approve the Negative Declaration
4. Resolution to Approve the Gateway Design Standards
5. Correspondence
6. Newspaper Notice

Paso Robles Gateway Plan: Design Standards



Prepared for the City of Paso Robles by: **HDR** | Town Planning
In Association with:
Moule & Polyzoides
Architects and Urbanists

16 April 2008

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To preserve and strengthen the unique image, identity and character of Paso Robles, the General Plan directs that design standards and guidelines be developed for key "Gateways" to the City. Through an initial process of urban design analysis and dialogue with the Gateway Ad Hoc Committee, two general types of Gateways have been identified in Paso Robles: the Central Gateway and the Town & Country Gateway. This document identifies the location, purpose and general design characteristics of each of the identified Gateways, highlights specific site conditions and, where applicable, recommends specific policies, design interventions and recommended implementation actions. To help implement the design intent of the individual Gateways, general design standards are provided for urban and rural thoroughfares, frontages, building types and open spaces.

Paso Robles, like almost all California towns, has a historic "town core" that possesses the character and qualities that the General Plan seeks to preserve and expand, but current City and County zoning standards within the core are based on the suburban development model, which is neither town nor country in character. Many cities find themselves surrounded by a ring of this type of development, some encroaching into and spoiling the character of the countryside, and some within the City limits, sealing off the town from the countryside with discontinuous street networks and "non-native" mass-produced building types. Paso Robles Gateway Standards and Guidelines are intended to preserve and enhance attractive and appropriate transition areas outside of the community and at the cities edges, and to prevent the spoiling of the countryside and the disconnection of the town from the countryside.

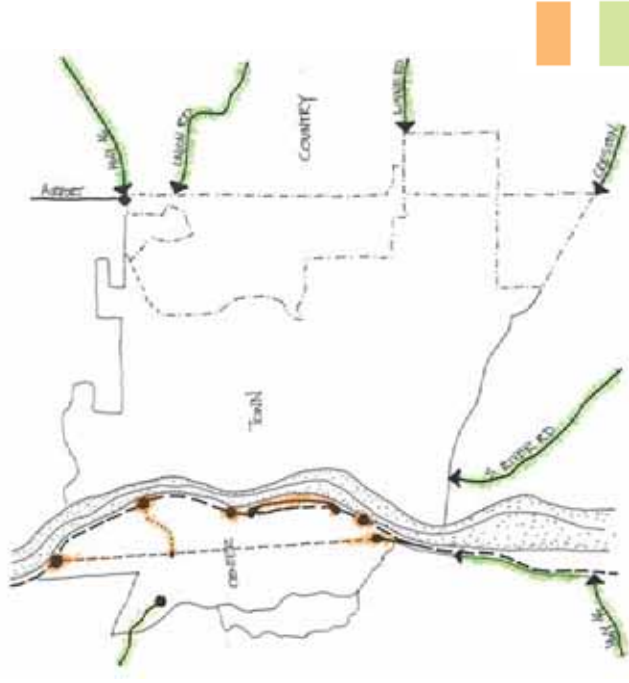
Central Gateway

The first type is the "Central Gateway," marking entry points from Highway 101 directly into the center of town. The majority of people coming to and from Paso Robles do so via Highway 101, and thus most Central Gateways are experienced by driving from the 101 Freeway off-ramp immediately into town. The built environment--i.e. the urban quality of buildings--plays an important role in defining the character of such a Gateway. Landscape improvements to the ramps connecting the freeway to townscapes provide an opportunity to enhance the transition. There is a need for a unified urban signage system to announce the entrance into Paso Robles, orient visitors, and direct them to the Downtown and other destinations within and near the City. As the spine of central Paso Robles, Spring Street plays a unique role in directing visitors Downtown, and warrants future study.

Town and Country Gateway

The second Gateway type is the "Town and Country Gateway", marking the "edge of town" entry points from the surrounding countryside. Each of these consists of a "Country Road" that transitions to a "Town Avenue" as it enters the City. From the west, country roads entering town include Lake Nacimiento Drive, South Vine Street, and Highway 46. Country roads from the east include Highway 46, Union Road, Linne Road, Creston Road, and South River Road.

These gateways are conceptually simple, requiring just that the "countryside" outside town be unspoiled by inappropriate development or infrastructure, and that the urban character of the streetscapes within the town be appropriate in their "small town character." However,



Central Gateway
Town and Country Gateway

creating and preserving the clarity and simplicity of the countryside, and the cohesion and scale of the "townscape," will require changes to existing County and City infrastructure standards and zoning regulations, as well as careful design review.

In the rural environment outside of town, specific types of buildings and structures are appropriate for the rural landscape, including wineries, barns, agricultural sheds, and farm houses. Other types of development - particularly suburban residential development - have a strong negative impact on the country character and should be set back

from and generally invisible from the road.

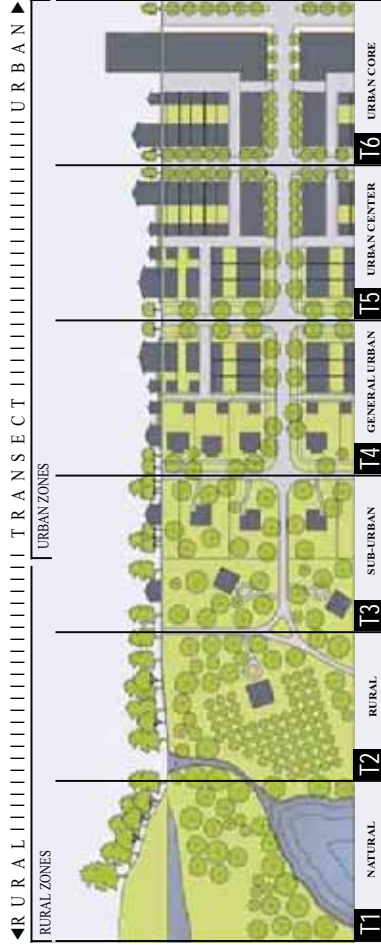
The "Town Avenue" that announces entry into the City should feature residential and/or commercial development fronting the avenue and be separated from traffic by parallel parking, street trees, sidewalks, and a common lawn that sets back entrances from the frontage line.

Note: Priority will be assigned to various gateways, and implementation actions will be as directed by ad-hoc committee.



Paso Robles Transect

The Transect, in its origins (Von Humboldt 1790), is a geographical cross-section of a region used to diagram a sequence of environments. Originally, it was used to analyze ecologies, showing varying characteristics through different zones such as shores, wetlands, plains and uplands. For human environments, this cross-section can be used to identify a set of habitats that vary by their level and intensity of urban character, a continuum that ranges from rural to urban. In Transect-based planning, this range of environments is the basis for organizing the components of the built environment: building, lot, land use, street, and all of the other physical elements of the human habitat.



close to the frontages. This is usually called the Urban Center Zone and most closely characterizes the condition of Downtown Paso Robles.

The map that shows the location and distribution of the various T-zones is called the Regulating Plan. A conceptual Regulating Plan diagram has been prepared, showing the transect zones for Paso Robles (p. 5). It provides the basis for analyzing and classifying the various Gateways.

One of the key objectives of transect planning is the creation of integrated environments that are internally coherent, and which transition seamlessly one to the next. Successful integrated environments are based on the selection and arrangement of all the components that contribute to a particular type of environment. Each environment, or Transect zone, is composed of elements that support and intensify its local character.

Through the Transect, planners are able to specify different urban contexts that have the function and intensity appropriate for their locations. For instance, a farmhouse would not contribute to the integrated quality of an urban core of a large city, whereas a high-rise apartment building would. Wide streets and open swales find a place on the Transect in more rural areas while narrow streets and curbs are appropriate for urban areas. Ideally, open country remains open and compact neighborhoods remain compact. Based on local practices, most elements can be locally calibrated to contribute to the regional and vernacular character of place.

The continuum of the Transect, when subdivided, lends itself



GATEWAY DESIGN PLAN

City of Paso Robles

to the creation of zoning categories. Six general categories have been identified. These Transect zones (T-zones) display generally universal identifiable characteristics, from the most rural and natural environment (T-1) to the most urban environment (T-6). The six Transect Zones are: T-1 Natural Zone, T-2 Rural Zone, T-3 Suburban, T-4 General Urban, T-5 Urban Center, and T-6 Urban Core.

The Transect of Paso Robles

For Paso Robles, the following are general descriptions of the character of each Transect Zone.

The T-1 Zone is composed of lands approximating or reverting to a wilderness condition, including lands unsuitable for settlement due to topography, hydrology or vegetation. The Salinas River bed is included in this zone.

The T-2 Zone consists of areas of Paso Robles that are reserved for agricultural use -- most notably vineyards --, have an open rolling hills or country road character and are sparsely settled. It might be called the "Purple Zone".

The T-3 Zone comprises lower density suburban residential areas. Planting is naturalistic with setbacks relatively deep and blocks are typically large. Public realm design and building and site development currently are oriented almost exclusively to the automobile. Some roads are of irregular alignment to accommodate natural conditions. This is the dominant existing urban condition to the east of the Salinas River and is where most of Paso Robles' development has occurred over the past 60 years.

The T-4 Zone is mixed-use but primarily residential urban fabric. It has a wide range of building types, setbacks and landscaping are variable, and streets typically define medium-sized blocks. This is the dominant existing urban condition to the west of the Salinas River, where the oldest neighborhoods of Paso Robles are located.

The T-5 Zone includes higher density mixed-use building types that accommodate retail, offices, row houses and apartments. It has a light network of streets, with wide sidewalks, steady street tree planting and buildings set

Relationship of Gateways to Transect Zones

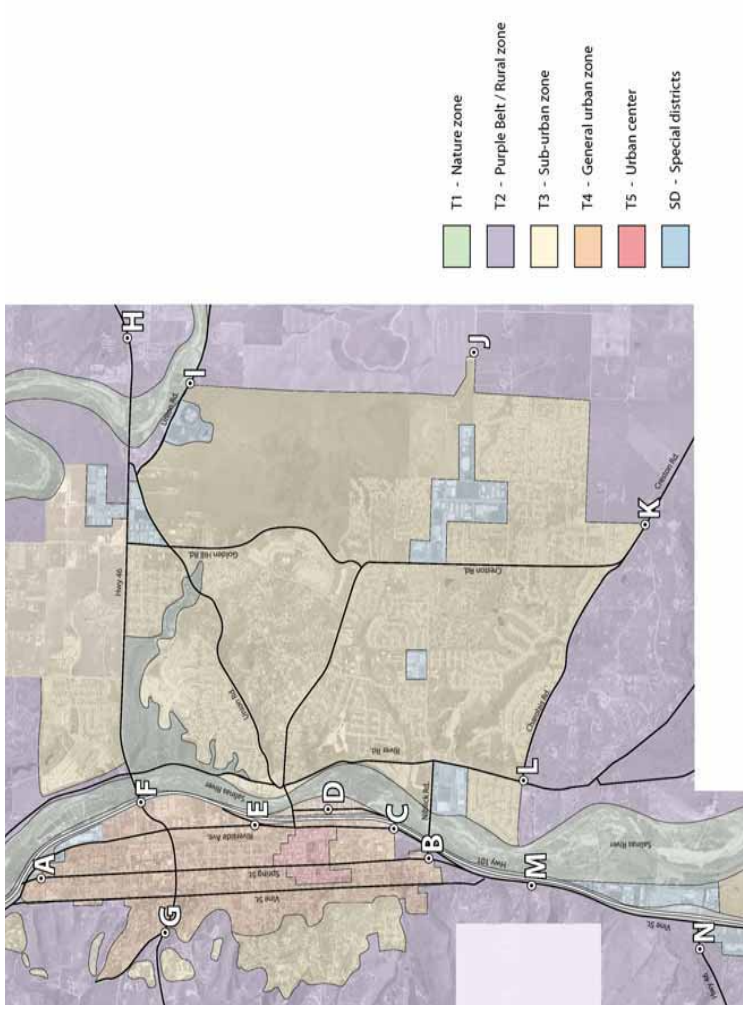
In every case, a person approaching a Paso Robles Gateway is in a T2 environment, whether on a country road or on the 101 Freeway. And the environment that one encounters at the Gateway is either T3 (Suburban) or T4 (Traditional Neighborhood). The Central Gateways (p. 3) are (or should become) transitions from T2 directly to T4, without intervening T3. Most of the Town and Country Gateways (p. 3) are T2 to T3, but it is recommended that in many cases these evolve to a T2 to T4 transition as the City expands over time. Though the majority of the edge of the City may be T3, the Gateways are by definition located at important thoroughfares, where higher commercial real estate values will tend to occur. Thus, as these gateways develop over time, they should do so per the T4 design Standards.

Elements of Town Design

Building types, thoroughfare types, and frontage types are among the primary elements that define the locational character of each Transect zone. It is recommended that each gateway be characterized by a set of allowed building, thoroughfare and frontage types.

Building types: The character of a place is substantially defined by the position of the private building on its site, the configuration of the building, and also its function. The position and configuration together determine type, which supports the intended uses and defines its degree of urbanity. Building typology is an essential element of urbanism.

Thoroughfare types: Thoroughfares are the principal structuring devices of urbanism. They are the matrix of mobility, accommodating both pedestrians and various



Illustrative Transect-based Regulating Plan of Paso Robles, with proposed Gateways (A-N).

forms of transportation. Thoroughfares are also a major part of the public realm, typically occupying between 20 and 40 percent of the urbanized land area. Perhaps most importantly of all, the street and road network permanently subdivides the land into blocks, fundamentally determining the urban structure of the town and the types of buildings that can be accommodated. For all these reasons, roads and streets have an enormous impact on community and

their character is as important as their capacity to move vehicles.

Frontage types: A frontage is the privately held layer between the façade of a building and the lot line. The variables of frontage are the dimensional depth of the front yard and the combination of architectural elements such as fences, stoops, porches, and colonnades. The

combination of the private frontage, the public streetscape and the capacity of the thoroughfare defines the character of the thoroughfare as a public realm.



Gateway Location Key

- A. N. Spring Street @ Hwy 101
 - B. S. Spring Street @ Hwy 101
 - C. 4th Street @ Hwy 101 South
 - D. Paso Robles Street & 101 Access
 - E. 16th Street @ Hwy 101 South
 - F. 24th St @ Hwy 101
 - G. 24th St @ Lake Nacimiento Drive
 - H. Hwy 46 East
 - I. Union Road @ Airport
 - J. Linne Road
 - K. Creston Road
 - L. S. River Road
 - M. S. Vine Street
 - N. Hwy 46 West
- Central Gateway
 - Town & Country Gateway



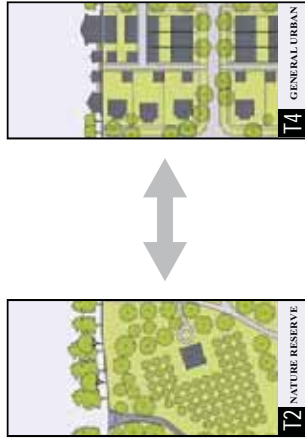
Central Gateways

Central Gateways commonly include off-ramps from Highway 101 that abruptly deliver the visitor into the middle of town. The Central Gateways provide a contrasting experience between the T2 Transect Zone (Purple Belt/Rural Reserve) to T4 (General Urban Zone) without the intervening T3 (Suburban). The essence of the Central Gateways is the quick transition from the environment of the highway to the environment of the town.

When Spring Street was Highway 101, its north and south ends were classic Town and Country Gateways. The construction of the 101 Freeway disconnected the highway from the town, and the town from the River. The major role of the Central Gateways is to repair that damage, to the extent possible, and to orient motorists as they leave the freeway and enter town. As they currently exist, these transitions are sudden and designed for traffic movement, not urban character.

The strategies for each of these gateways focus on enhancing the rural landscape of the off-ramp prior to its intersecting the urban street grid, and enhancing the urban streetscape thereafter. Central gateways should: 1) have rural plantings that transition to urban tree plantings, 2) be flanked with pleasant pedestrian ways and parallel or angled curbside parking for visitors and customers along the urban streets, which are 3) faced by high quality residential and/or commercial buildings.

Appropriate identification and directional signage will be key to orient the visitor during the sudden transition from freeway to town (see page 23-Signage System). The City should hire a graphic designer to develop a sign program.



Gateway Transect Transition

Strong landscape elements will help repair the damage that the freeway has done to the urban fabric of the town as well as to the ecology of and connection to the Salinas River. Such design gestures will mark memorable and attractive points of entry.

Central Gateways include:

- A. North Spring Street (from 101 South)
- B. South Spring Street (from 101 North)
- C. 4th Street at 101
- D. Paso Robles Street, including 101 freeway ramps at north and south ends
- E. 16th Street from 101 South
- F. 24th Street at 101

Note: Highlighted areas indicate the principal focus of gateway recommendations, and not necessarily the full extent of possible design intervention. Street corridors that connect nodes to one another also contribute elements to the Gateway concept. Corridors should be subject to future design standards and form-based coding.



Location Key of Central Gateway

Future Study: Spring Street Corridor

Spring Street, formerly Highway 101, is the historic structural spine of Paso Robles, and plays a key role in defining the character of the town. In addition to developing strong gateways at its north and south ends, it is recommended that a corridor master plan be prepared for the street's entire length. Key considerations in the preparation of such a corridor plan should be:

- a. Creating a strong sense of place along the corridor through the use of memorable street tree plantings.
- b. Designing the corridor as a series of "segments", each in scale and character with the abutting neighborhoods. The character of these segments should be progressively more urban as one approaches the downtown. This technique is more effective than signage in signaling where the center of town is located.
- c. Providing clear signage to orient the visitor.



Example of Gateway: T-4 looking towards T-2.



A. North Spring Street

A. North Spring Street

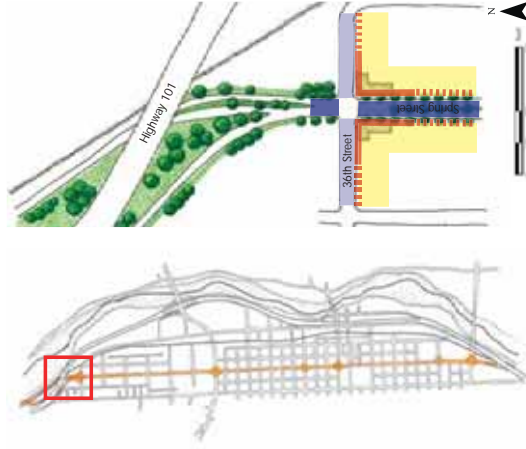
Background

This is the northernmost Central Gateway, and can be accessed from both Highway 101 North and South. The transition between Highway 101 and town is abrupt: there is a clear sense of arrival that needs to be refined and enhanced. Intuitively, the Gateway should be located on Spring St. on the two south corners with 36th Street, where there exists an opportunity with the median, the corner spaces (church parking) and buildings to create a spatial sequence and memorable place.

Design Recommendations

The design strategy aims to strengthen the contrast between rural and urban. Initially, public improvements to Spring Street should be considered, such as planting regularly spaced street trees along sidewalks and in the median to create a sense of enclosure for the street, in contrast with the "wide open spaces" character of the freeway.

1. Development policies and standards should require that development be oriented towards the street, to create a strong and welcoming sense of the public space (see T4 Design Standards).
2. A City entrance monument sign should be placed at the north end of Spring Street, possibly within the proposed landscape median.
3. A signage program should be developed to direct visitors downtown.
4. The City should work with Caltrans to improve the rural landscape character of the freeway approach and access ramps, by planting native trees and other plantings along the ramps in a naturalistic pattern, to strengthen the rural character.



Recommended Design Concept

Location Key of North Spring Street



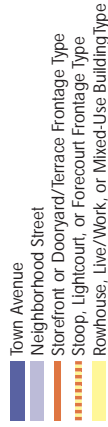
BEFORE: Intersection of 36th Street.



AFTER: Placement of mixed-use street oriented development at intersection of 36th Street.



BEFORE: Empty median north of 36th St. intersection.



AFTER: Planting of native vegetation and trees and introduction of monument sign on empty median north of 36th St. intersection.



GATEWAY DESIGN PLAN

City of Paso Robles

Central Gateways

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B. South Spring Street

B. South Spring Street

Background

The old highway was the former southern entrance into town--today it is an extended freeway ramp terminating at 1st Street at the beginning of the Spring Street Corridor. This gateway still functions as an entry point from the south, as well as a local entrance into downtown from the east via Niblick Road. The transition from T2 (Purple Belt) to T4 (General Urban Zone) occurs at a large and complex intersection. New commercial development at the southeast corner, Gateway Center, contributes to a sense of suburban expansion, rather than a transition point from countryside to town.

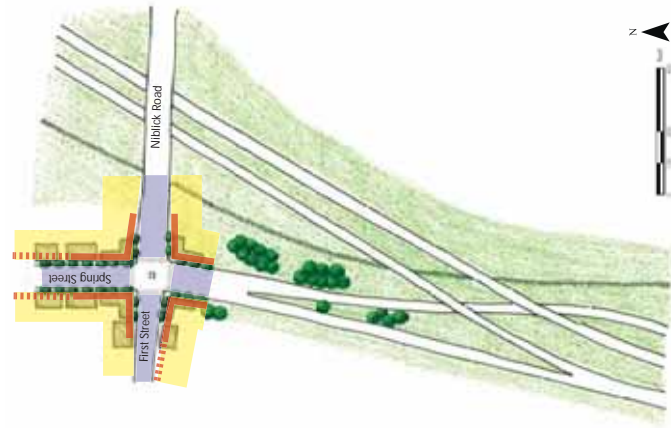
Design Recommendations

As with the North Spring Street Gateway, the design strategy is to strengthen the contrast between rural and urban. Recommendations are as follows:

1. Plant memorable street trees to separate sidewalks from the roadway.
2. Prepare form-based zoning and design standards to encourage the development of two-story mixed-use buildings at the corners, with parking beside or behind the buildings, not in front of them. When new development is introduced on the northeast corner of South Spring Street and Niblick Road, the existing city monument sign may be relocated.
3. Improve the bicycle connection at the intersection of Niblick Road and Vine Street by providing additional bicycle striping.
4. Provide clear identification and directional signage, emphasizing the way to Downtown.
5. Add highly visible pedestrian crosswalks, reduce turning curb radii, and shorten pedestrian crossing distance and time by minimizing the use of dedicated turn lanes.



Location Key of South Spring Street



Recommended Design Concept

- Central Street
- Storefront or Dooryard/Terrace Frontage Type
- Sloop, Lightcourt, or Forecourt Frontage Type
- Rowhouse, Live/Work, or Mixed-Use Building Type



Improve landscaping along extended highway ramps by planting trees that are consistent with the rural and riparian character of the adjacent river corridor.



Whenever this site is redeveloped in the future, replace the existing city monument sign at the northeast corner with urban, street-oriented development.



Introduce sidewalk bulb-outs to shorten pedestrian crossing distance and time as well as to alert motorists of presence of crosswalk.



GATEWAY DESIGN PLAN

City of Paso Robles

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Central Gateways

C. 4th Street / Highway 101 Access

C. 4th Street / Highway 101 Access

Background

This Gateway provides access from 101 South to the southern portion of downtown, via 4th Street. Currently, the Highway 101 ramps are connected to town by a narrow underpass that crosses beneath the railroad tracks, which turns north immediately onto Pine Street. Plans for a new, wider underpass are currently being studied.

Design Recommendations

Between the freeway access ramps and the railroad, provide riparian landscaping reflective of the adjacent river corridor.

New development to the west of the railroad should include:

1. Memorable street tree plantings separating the sidewalks from the roadway.
2. Clear identification and directional signage, emphasizing directions to Downtown.
3. Clear crosswalks and comfortable crossing times for pedestrians. Dedicated turn lanes should be minimized to reduce the pedestrian crossing distance.
4. Form-based zoning and design standards for T4, including two- and three-story mixed-use buildings.
5. Policy recommendations for pedestrian-friendly block size and connectivity.
6. Curb-side parking on the street. On-site parking should be on the side or behind the buildings, not in front of them.



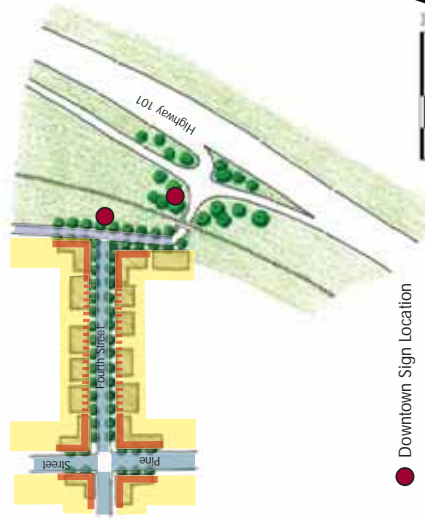
BEFORE: Vacant lot at 4th Street access to Hwy 101.



AFTER: Improve landscaping to reflect adjacent native riparian habitat. Add unique directional signage.



Location Key of 4th Street/ 101 Access



● Downtown Sign Location



Recommended Design Concept (Plans for a new, wider underpass are currently being studied)

- Central Street
- Neighborhood Street
- Storefront or Dooryard/Terrace Frontage Type
- Sloop, Lightcourt, or Forecourt Frontage Type
- Courtyard Multi-Family, Rowhouse, Live/Work, or Mixed-Use Building Type



GATEWAY DESIGN PLAN

City of Paso Robles

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Central Gateways

D. Paso Robles Street

D. Paso Robles Street

Background

Paso Robles Street begins and ends with access points to Highway 101 South, and also intersects 13th Street, a key entry point into downtown from the east. Currently, land uses along the street are light-industrial and commercial. Whereas most of the Gateways are defined by the transition from a highway environment to a neighborhood environment, the Paso Robles Street Gateway is defined by the transition from the highway to a special-purpose district.

Design Recommendations

This gateway should be an interrelated part of future downtown masterplanning work and the Salinas River Corridor Plan. Paso Robles Street should feel like an extension of downtown, and be designed and coded as an urban street. Specific recommendations include:

1. Establish Paso Robles Street as a Special District rather than a T4 neighborhood. A form-based development code should be prepared to guide new commercial development along both sides of Paso Robles St., requiring building forms and materials similar to the existing Farm Supply buildings, with simple, natural materials and authentic, rustic detailing.
2. Highlight the district's proximity to the Salinas River, utilizing a palette of trees and other plant material that is native to the riparian environment. This will both reinforce the street's location next to the River, and will reduce the chance of non-native plant material infiltrating the River environment.
3. Add native, natural landscaping and directional signage to downtown at the access ramps at each end.
4. As properties along the east side of the street redevelop, configure new parking areas as "stub streets", similar to the 11th Street stub that serves as the parking area for



Location Key of Paso Robles Street

Farm Supply.

Develop a riverfront "frontage road" that connects the "stub streets" to one another, and that provides service access to the lots, minimizing the need for loading activities along the street, and providing access to any additional parking areas. Frontage road will also provide river access, trail system connections, and trail access and parking.

Provide paving and landscaping of new parking areas that is pervious to rainwater and natural in appearance.



Recommended Design Concept

6. Retain and enhance the Paso Robles Street's existing semi-rural yet pedestrian-oriented character.



New commercial development along Paso Robles Street should include simple, natural materials and simple rural building forms. Deciduous trees and pervious pavement are also recommended.



New parking areas should be detailed similarly to this existing stub street, providing view and access corridors to the river.



Parking lots and riverfront walkways may emulate Kiwanis Park in Arroyo Grande.



GATEWAY DESIGN PLAN

City of Paso Robles

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Central Gateways

E. 16th Street / Highway 101 Access

E. 16th Street / Highway 101 Access

Background

This on- and off- ramp of Highway 101 South currently serves as the central entryway into downtown. The City has plans to redesign the on/off ramp, and hopes to improve the gateway treatment with that effort. Due to the proximity of Highway 101, this gateway is one of the most abrupt transitions between Highway 101 and downtown. The introduction of buildings along the west side of Riverside Avenue to establish a sense of arrival is paramount to the creation of a gateway. The proximity of Highway 101 can also be softened through the introduction of trees and landscape.

Design Recommendations

The design of this gateway should strengthen its urban character and help define its role as the central entryway into downtown.

1. As many native trees as possible should be planted on the east side of Riverside Avenue to contrast with the urban fabric facing it.
2. Future development on Riverside should have urban characteristics typical of T4.
3. Signage should be added here to direct people downtown. 16th Street's role as the core of downtown will be strengthened soon with improvements planned for this freeway exit / entrance.
4. The placement of public art either near the new ramp or at the intersection of Riverside and 17th will enhance the experience of entering the center of Paso Robles.



- Central Street
- Neighborhood Street
- Storefront or Dooryard/Terrace Frontage Type
- Sloop, Lightcourt, or Forecourt Frontage Type
- Mixed-Use, Commercial Block Building Types



Location Key of 16th Street/ 101 Access



Recommended Design Concept



New development facing future off-ramp should have urban character (see T4 Standards)



BEFORE: Landscaping between Riverside and Hwy 101



AFTER: Landscaping between Riverside and Hwy 101



GATEWAY DESIGN PLAN

City of Paso Robles

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Central Gateways

F. 24th Street / Highway 101 Access

F. 24th Street / Highway 101 Access

Background

This area serves as a gateway into downtown Paso Robles from Highway 101 North and South and Highway 46 East, and also serves as the primary entrance to the Event Center. The gateway extends along 24th Street to the intersection of Spring Street. It currently experiences high visibility from the freeway, and serves as a rest-stop for longer-distance travelers of Highway 101.

Design Recommendations

The immediate vicinity of the Highway 101 access ramps would benefit from landscape improvements strengthening its riparian location, and improved signage directing visitors downtown.

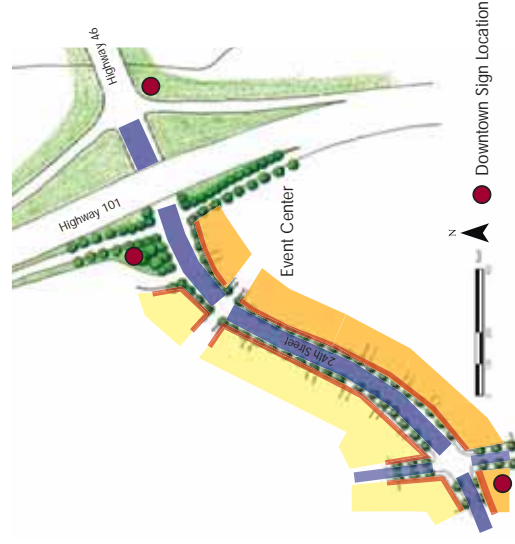
1. Signs should be located at the freeway interchange, and at the intersection with Spring Street. The large swaths of land between the highway and access ramps provide a potential opportunity for placement of a monument iconic to Paso Robles. The City will work with Calltrans to find suitable locations for sign placement, perhaps developing a policy and criteria for sign placement within the Calltrans right-of-way. If signs cannot be placed within the Calltrans right-of-way, efforts will be made to place signs in the general vicinity on City or private property.
2. A unified, urban streetscape from the bank of the Salinas River/ Hwy 101 to Spring Street should focus on improved pedestrian connectivity and, where possible, the planting of street trees along 24th to Spring Street.
3. The existing condition along the north side of 24th Street includes buildings with a double-loaded parking lot in the front. While not an ideal frontage condition, this works well as an urban space, which could be significantly strengthened by additional tree row plantings that define the boundary between the street and this parking area. Such parking areas can be designed with enhanced paving materials and strong tree rows, such that they appear as forecourts with parking allowed, rather than simply parking lots.
4. Along the south side of 24th Street, the land falls away sharply to the Event Center below. It is recommended that the City work with the State to prepare a joint master



Birds-eye view from Highway 46 East approaching town.

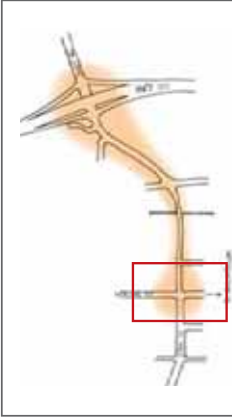


Location Key of 24th Street/ 101 Access



Recommended Design Concept

plan that would include new sidewalks and street tree rows on that side, along with curbside parking, and likely with buildings 2 or 3 stories in height, such that the second floor is at street level, with active public facades and entries facing the main thoroughfare.



24th Street / Spring Corridor

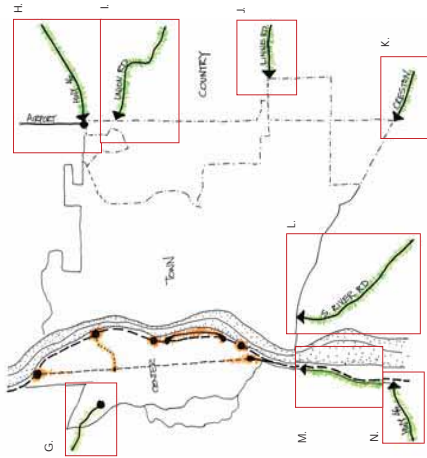
The intersection of the 24th Street and Spring Street Corridors is an important wayfinding junction, and should include the following elements:

- a. Memorable street tree plantings separating the sidewalks from the roadway.
- b. Clear identification and directional signage, emphasizing directions to Downtown, Paso Robles Event Center, lodging and wineries.
- c. Clear crosswalks and comfortable crossing times for pedestrians. Dedicated turn lanes should be minimized to reduce the pedestrian crossing distance.
- d. Form-based zoning and design standards for two-story mixed-use buildings at the corners, with parking beside or behind the buildings, not in front.

- Town Avenue
- Central Street
- Storefront, Gallery, Forecourt Frontage Type
- Mixed-Use, Commercial Block
- Commercial Block or Civic Buildings



Town and Country Gateways



The Town and Country Gateway marks the transition from the rural roadside environment outside of town to the urban streetscape environment in town. Identification and directional signage elements will help to orient and direct the visitor, but the essence of this gateway is the experience of moving from a beautiful rural environment into a beautiful town. The key to the design success of each of these gateways is the integrity of the rural landscape and the coherence of the townscape.

Relationship to City/Purple Belt Policies

In 2003, Paso Robles updated its General Plan. Through that process, the City identified the goal of creating a physical boundary to urban growth and development. The intent of this vision "was not to limit growth at the City boundaries identified in the General Plan, but rather to leave room for continued growth and expansion and retain the rural character of the surrounding areas (Paso Robles Purple Belt Action Plan)." The updated Land Use

and Open Space Elements expanded upon the idea of the "Purple Belt," which was further developed in the "Paso Robles Purple Belt Action Plan (DRAFT, 2005)." The Purple Belt Action Plan pertains to the Gateway Design Plan in that it seeks to preserve and enhance entryways, scenic corridors, views and ridgelines.

Relevant City Policy

Land Use Element Goal LU-2: Image/identity. Maintain/enhance the City's image/identity.

Policy LU-2B: Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multi-family projects.

Action Item 2. Adopt design standards to clearly articulate how important public views, gateways and landmarks (as shown on Figure CE-3) are to be maintained/enhanced. This is to include but not be limited to:

- Enhancing views along highways, roads, streets, rail corridors with landscaping, building setbacks, enhanced architecture and signage/monuments.
- Ensuring that residential building lots are of sufficient size to preserve the topographic and aesthetic features of the landscape.

Policy LU-2E: Purple Belt (Open Space/Conservation Areas around the City). Create a distinct "Purple Belt" surrounding the City by taking actions to retain the rural open space and agricultural areas.

Action Item 2. As feasible, acquire development rights/easements within the designated purple belt area. Use these development rights/easements to limit land uses within the designated purple belt to agricultural and/or open space.

Action Item 4 (and Open Space Element Policy OS-1A, Action Item 10): Implement strategies that help preserve or protect agriculture beyond the City limits, including:

- Establishment of agricultural buffer easements, berms and/or vegetative screening on property proposed for urban development as a condition of approval of discretionary development applications...

Recommended Action Items

- Work with Caltrans to ensure that grading and landscaping along the highway is consistent with T2 Rural Standards.
- Work with the County to create a visual corridor easement along Highway 46.
- Work with developers to relocate select mature oak trees to key gateway locations.
- Work with the County Public Works department to develop standards that include planting additional roadside trees.



Highway 46 is a larger version of a country road. As it is further widened, the character of its edges should not change from the existing rural condition.



Many of the rolling grass-covered hills have been recovered with vineyards which highlight the rolling terrain and provide dramatic fall color. Simple, rural fencing is key to the success of these rural frontages.



Single oaks standing in the roadway verge define a strong and uniquely California country road character. The openness of the fencing and the absence of suburban buildings are vital to preserving the character of this rural environment.



GATEWAY DESIGN PLAN

City of Paso Robles

Town and Country Gateways

DRAFT

G. Nacimiento Lake Drive at 24th Street

G. Nacimiento Lake Drive at 24th Street

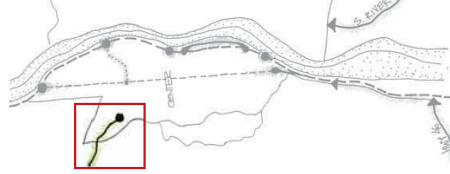
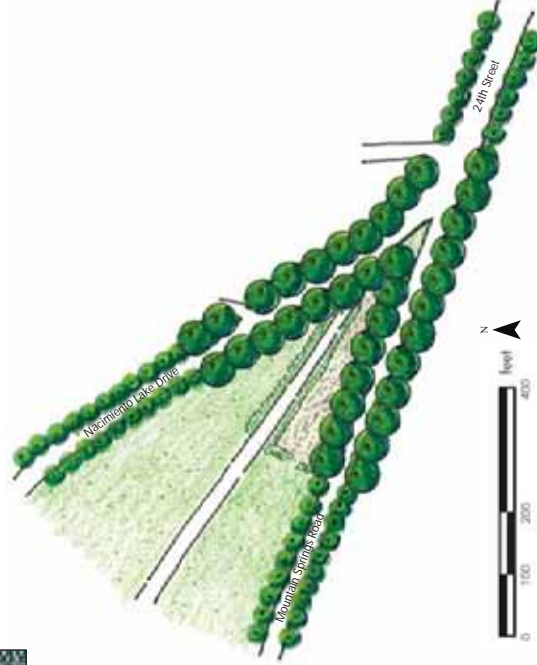
Background

This gateway is the entrance into town from the northwest countryside. It will provide a graceful and gradual transition from countryside to town, punctuated by the merging of Nacimiento Lake Drive and Mountain Springs Road into 24th Street. Approximately five blocks east of the gateway, 24th Street intersects with Spring Street, the central artery of downtown Paso Robles (see 24th St Central Gateway).

Design Recommendations

The triangular open space at this intersection is owned by the Paso Robles District Cemetery and is to be improved as an informal town green. As future realignment of this intersection is anticipated, any proposed design should incorporate the following design and landscape concepts:

1. The existing utilitarian paving and drainage facilities should be replaced with more rural detailing, including rocky swales and ditches instead of concrete channels and pipes, and rows of stone cobbles instead of concrete curbs.
2. Additional oak trees and native ground plantings should define the edges and focal points within the green.
3. Regularly-spaced planting of Sycamore trees along Mountain Spring Road should be added. Remove shrubs, extend planting of Sycamore trees along entrance to Cemetery.
4. Add informal planting of oak trees that still allows for informal parking capacity on the north side of Nacimiento Lake Drive.



Location Key of Nacimiento Drive

Recommended Design Concept

5. Directional signage at this location is very important. Use the proposed signage system for entering and exiting town.



Paving and drainage should be replaced with rural detailing.



BEFORE: Existing conditions as leaving town



AFTER: Landscaping, trees, and signage added



GATEWAY DESIGN PLAN

City of Paso Robles

DRAFT

Town and Country Gateways

H. Highway 46 East (1/2)

H. Highway 46 East

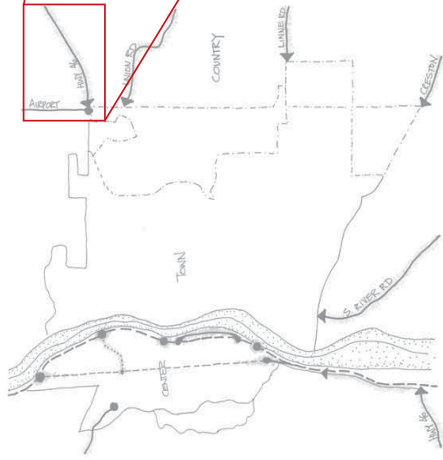
Background

This is the easternmost gateway into Paso Robles. This roadway is under Caltrans' jurisdiction, with a right-of-way varying between 150 and 170 feet. The highway (or big country road) is lined with vineyards and a beautiful natural landscape, and in certain stretches native vegetation is also present. The transition from countryside to townscape is subtle, in terms of both time and distance: views are very long, with elevated vistas, and physical change is very slow.

Design Recommendations

Future development could quickly change the character of this major gateway from the east. The success of this Gateway is dependent on the clarity of the passage from a rural setting to an urban setting. The nature of suburban development is that it blurs this edge. Mainly, there is a need to keep new suburban development from encroaching into the "Rural Corridor," the area prominently visible from the highway. Landscaping improvements along the corridor, as it transitions from country to town, should have a unifying effect, and also screen/soften adjacent uses.

1. The intersection of Highway 46 and 101 is a potential location for a sculptural element to highlight the Purple Belt nature of the area, similar to what has been done in the wine country north of San Francisco.
2. Work with Caltrans to develop policies and criteria for the establishment of a Rural Corridor viewshed easement which adheres to the design standards set out for T2 Country Thoroughfare (p29).
3. Prepare standards for site planning along Highway 46, encouraging development of rurally detailed



Location Key of Highway 46 East

frontage roads, or parking areas detailed as such, along the highway edge so that new buildings front toward the highway, rather than turning their backs on it. Frontage roads should be separated from the main highway by rows of large street trees.

4. Develop standards for new buildings along the highway with a priority on storefronts and building-mounted signage facing the highway, simple rural roof forms, careful screening of roof-mounted equipment and loading and storage areas, and standards for rustic colors and natural materials. These standards should apply to the Chandler Ranch Specific Plan area abutting Highway 41.
5. Amend the zoning standards for properties adjacent to or visible from the highway to prohibit mini-storage facilities, loading areas, large parking lots and other unsightly service areas visible from the highway.



Maintain rural character of viewshed.



Example of landscaping screening roadside development.



Example of landscaping softening roadside edge.



Plant vegetation and trees native to Paso Robles region.



Limit prominent roadside signage to well-designed signs that reflect the rural character of Paso Robles.



I. Union Road at (future) Airport Blvd.

I. Union Road at Airport Boulevard

Background

The character of Union Road is generally similar to Highway 46, but as a country road, the scale of the roadway is much better. Union Road is a gateway to both the city from a distance, and to the new Chandler Ranch neighborhood. The transition is subtle, in terms of both time and distance: the views are long, the transition is slow. There is no physical sign of a change of zone (i.e. a "gateway"). The development that will occur at this location should be carefully tailored to maintain the rural character of the roadway as a gateway to the city while creating an appropriate entrance to the Chandler Ranch.

Design Recommendations

Maintain country road character through implementation of T2 standards. More specifically:

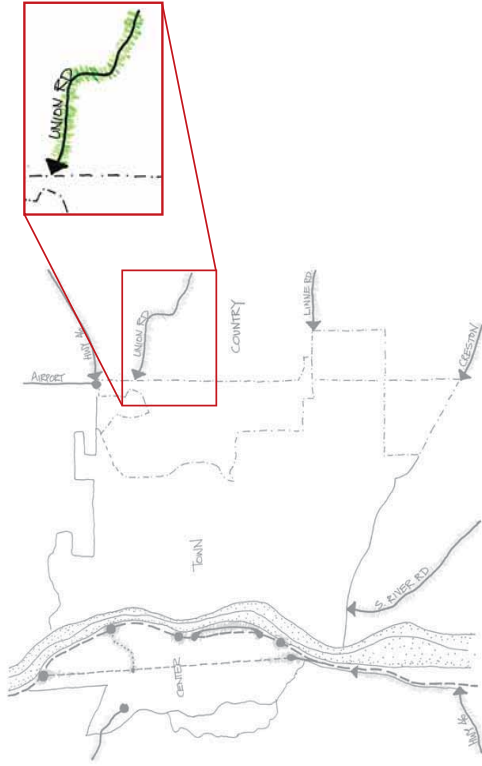
- Encourage minimal grading and the construction of narrow side roads that follow the contours of the natural topography;
- Establish large setbacks (100-200 feet) from Union Road;
- Encourage farmhouses, barns, sheds, and wineries to be visible from the road;
- If possible, use natural topography to screen residential development from the road.
- Preserve existing oak trees along road, and where possible, plant new ones;
- Preserve native vegetation;
- Allow agricultural uses;
- Encouraging use of board fences where fences are needed.

As the city expands, employ the T3 and T4 standards.



GATEWAY DESIGN PLAN

City of Paso Robles



Location Key of Airport Boulevard



Maintain country road character by implementing T2 standards.



Preserve existing and plant additional oak trees.



On Highway 46 provide large setbacks where residential development occurs.

J. Linne Road

J. Linne Road

Linne Road enters Paso Robles from the east between the Chandler Ranch and Olsen Ranch Beechwood Developments. The development that will occur at this location should be carefully tailored to create a meaningful transition between the rural countryside and the city, while creating an appropriate entrance to the community.

Design Recommendations

As the City expands eastward in the future, including the area within the Olsen Ranch / Beechwood and Chandler Ranch Specific Plans, this "Gateway" will move to the east. The character of future development should be governed by T3 and T4 standards, assuring that Linne Road becomes a graceful avenue flanked by traditional California neighborhood development. Key attributes of that development include:

1. The street should have two, or at most three, travel and turn lanes, with curbside parking, except near corners where bus stops or right-turn lanes may replace the parking.
2. Strong rows of deciduous canopy street trees should be planted in broad parkway strips each side of the street.
3. At key locations where neighborhood-serving commercial buildings front the avenue, the trees may be planted in tree grates within a broad sidewalk, with customer parking at the curb.
4. Buildings should front the avenue, never backing up to it. Frontage types may include common lawn, porch and fence, stoop, forecourt, and at commercial buildings, shopfront and awning.
5. Building forms and detailing should be simple and traditional to Paso Robles, generally with gable roofs



Location Key of Linne Road

with eaves to the street. Building materials should be natural, or faithfully simulate natural materials.

6. Planning for the Olsen Ranch / Beechwood and Chandler Ranch areas should adhere to the T2, T3, and T4 design standards contained in this document. The Olsen Ranch Beechwood Specific Plan, currently going through the public process, contains appropriate development standards and design standards that, if carefully implemented, will deliver such neighborhood development.



Encourage wineries and farm buildings to be visible from street.



Existing trees along Linne Road begin to define this gateway.



Reconfigure frontage for pedestrian access.



Example of transition from T4 to T3.



K. Creston Road

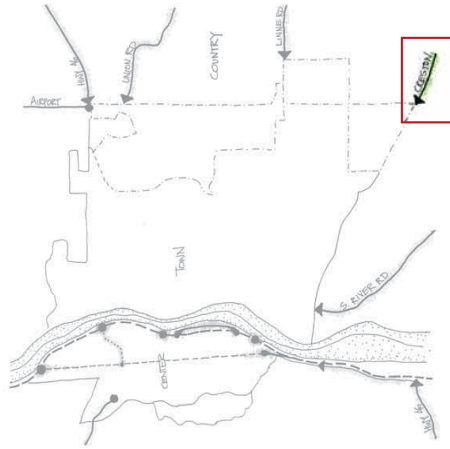
K. Creston Road

Creston Road passes through beautiful rolling hills and ranch land before reaching the edge of suburban development: a dramatic point of contrast with the open space beyond it. The transition between town and country - the intersection with Charolais, where the "Country Hills" subdivision is located - is currently marked by a suburban gateway, composed of a corner sign, stucco walls, and low landscaping. This configuration does not convey the image of "town" as one leaves the countryside as it disregards the history, the natural topography, the natural setting, and the existing built environment of a Paso Robles - in short, it looks like the edge of almost any other suburb in America.

Design Recommendations

Similar to the Gateway at Linne Road, as Paso Robles expands eastward, this "Gateway" will move to the east. The character of new development should be governed by T2, T3, and T4 standards, assuring that Creston Road becomes a prominent avenue with traditional California neighborhood development on each side. Important attributes of future development include:

1. The street should have two to four travel lanes separated by a central median, with curbside parking, except near corners where bus stops or right-turn lanes may replace the parking.
2. Strong rows of deciduous canopy street trees should be planted in broad parkway strips each side of the street.
3. Buildings should front the avenue, never backing up to it. Frontage types may include common lawn, porch and fence, stoop, forecourt, and at commercial buildings, shopfront and awning.



Location Key of Creston Road

5. Building forms and detailing should be simple and traditional to Paso Robles, generally with gable roofs with eaves to the street. Building materials should be natural, or faithfully simulate natural materials.
6. Planning for the Olsen Ranch / Beechwood area should adhere to the T2, T3, and T4 design standards contained in this document. The Olsen Ranch Beechwood Specific Plan, currently going through the public process, contains appropriate development standards and design standards that, if carefully implemented, will deliver such neighborhood development.



Preserve rolling hills and ranchland.



Discourage building backsides and sound walls from fronting the street.



Example of T3 Suburban condition at urban edge.



GATEWAY DESIGN PLAN

City of Paso Robles

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L. South River Road

L. South River Road

The intersection of South River Road with Charolais Road marks the southern edge of the city limits. South of Charolais Road, River Road has a very attractive rustic character as it approaches the city from the south. North of Charolais Road, this road widens, becoming abruptly more suburban in character, with little transition between these two distinct transect zones. A roundabout has been approved for the intersection of Charolais Road and South River Road.

Design Recommendations

If the City expands southeastward in the future, this "Gateway" will move to the south-east. The character of that new development should be governed by T3 or T4 standards, assuring that a graceful avenue will be flanked by traditional California neighborhood development. Key attributes of that development include:

1. The street should have two, or at most three, travel and turn lanes, with curbside parking, except near corners where bus stops or right-turn lanes may replace the parking.
2. Strong rows of deciduous canopy street trees should be planted in broad parkway strips each side of the street.
3. Buildings front the avenue, never backing up to it. Frontage types may include common lawn, porch and fence, stoop, forecourt, and at commercial buildings, storefront and awning.
4. Building forms and detailing should be simple and traditional to Paso Robles, generally with gable roofs with eaves to the street. Building materials are natural, or faithfully simulate natural materials.



Rustic character of South River Road approaching City.



Transition from country to town.



South River Road intersecting with Charolais Road, northbound



Neighborhood mail center



Approved roundabout at intersection of Charolais Road and South River Road.



Location key of South River Road



Example of T2.



Example of T3.



GATEWAY DESIGN PLAN

City of Paso Robles

DRAFT

Town and Country Gateways

M. South Vine Street

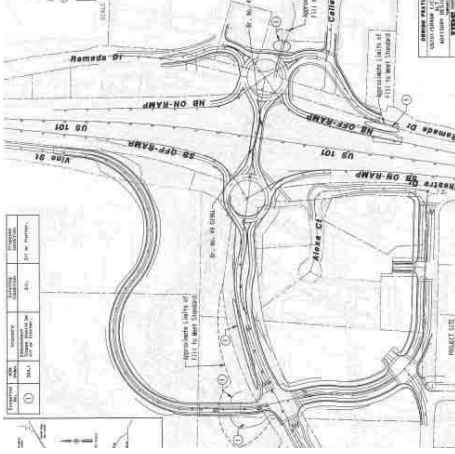
M. South Vine Street

Vine Street is one of the most iconic and characteristic streets of Paso Robles. The southern corridor of Vine Street, from HWY 46 East to 1st Street is an important gateway to the historic town core. All future development will need to be sensitive to preserving the views of the hillside. There is a limited number of trees along this street currently, and their odd and irregular spacing prevents them from functioning as a gateway. South Vine is lined by an interesting row of Italian cypress trees.

Design Recommendations

To enhance the "country road" character of South Vine Street as it approaches town, and to enhance the "small town character" once one enters town, the following recommendations are provided:

1. Plant fence with landscape treatment to enhance existing fence and to screen Vine Street from the freeway.
2. Prepare form-based development standards and guidelines for all new development on the west side of South Vine Street and for the future realignment of South Vine Street. Work with the County to ensure that such standards are applied uniformly to all development regardless of which jurisdiction it falls within. Key elements of such standards should include:
 - a. Grading standards that minimize quantities of grading and require contour grading techniques to minimize the effects of construction. Grading standards shall also prohibit mass grading of all types and "pad" grading for individual lots.
 - b. Roadway standards that minimize the width of new roadways and require that they closely parallel rather than cutting across existing contours. Roadways that run with the natural



Map of future South Vine Street Realignment.



BEFORE: South Vine Street adjacent to Highway 101



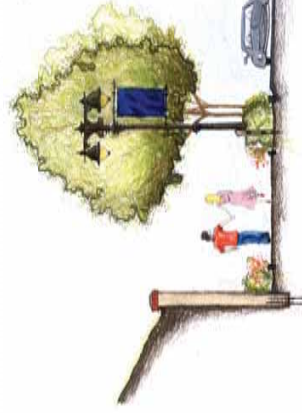
AFTER: South Vine Street adjacent to Highway 101, with vines planted to grow up fence



Location Key of South Vine Street

terrain are the most important single technique for preserving rural character.

- c. Building standards that require buildings to conform themselves closely to the existing terrain. The value of the hillsides to the community – and their value to an existing or future property owner – will be substantially increased if "hillside buildings" are built on the hillsides, rather than carving the hills into pads so that "flatland buildings" can be constructed on the hills. Ridgelines shall be protected where possible, and buildings shall be built in order to leave the ridgelines unobstructed from the downhill view.
- d. In selected areas that are relatively flat it may be possible to develop denser "village centers" without significant grading. Outside such centers, buildings and site improvements shall be based substantially on the palette of forms and materials prescribed for the T2 zone.



Vine Street conceptual section looking north.



GATEWAY DESIGN PLAN

City of Paso Robles

DRAFT

Town and Country Gateways

N. Highway 46 West

N. Highway 46 West

Background

The key feature of this gateway is the beauty of the landscape along Highway 46. The complex and large-scale intersection of Highway 46 with South Vine St. and Highway 101 provides access to the city from various directions, and functions as Paso Robles' southernmost Gateway. Current development at the southwest corner is unremarkable and misses the opportunity to act as a gateway landmark as the buildings are setback far from the street and are fronted by large parking lots.

As highway 46 is rerouted in this area, an opportunity exists to create a new Town and Country gateway on the approach from the west. And as the interchange itself is reconfigured with roundabouts, the opportunity exists to design them with strong landscape and signage to transform the interchange to a relatively rural character. Any new development adjacent to this interchange should focus special attention on frontage conditions, to avoid awkward retaining walls, suburban landscaping, and large parking lots fronting the streets.

Design Recommendations

To enhance the "country road" character of Highway 46 as it approaches town, and to enhance the "small town character" once one enters town, the following recommendations are provided:

1. Work with Caltrans and the County to develop a country road viewshed easement which adheres to the design standards set out for T2 Country Thoroughfare.
2. Where possible, develop a frontage road along the highway, so that new buildings front the highway with primary pedestrian and visitor access to the



Preserve country view of hills as approaching Highway 101.



Implement T2 standards along corridor.



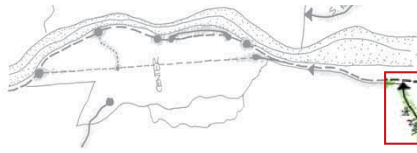
Suburban development should not encroach upon country viewshed.

terrain. The value of the hillsides to the community – and their value to an existing or future property owner – will be substantially increased if "hillside buildings" are built on the hillsides, rather than carving the hills into pads so that "flatland buildings" can be constructed on the hills. Ridgelines shall be protected where possible.

- a. Grading standards that minimize quantities of grading and require contour grading techniques to minimize the effects of construction. Grading standards shall also prohibit mass grading of all types and "pad" grading for individual lots.
- b. Roadway standards that minimize the width of new roadways and require that they closely parallel rather than cutting across existing contours. Roadways that run with the natural terrain are the most important single technique for preserving rural character.
- c. Building standards that require buildings to conform themselves closely to the existing
- d. In selected areas that are relatively flat it may be possible to develop denser "village centers" without significant grading. Outside such centers, buildings and site improvements shall be based substantially on the palette of forms



Encourage wineries and farm buildings to be visible from street.



Location Key of Highway 46 West

buildings taken from that frontage road and its curbside parking.

3. Prepare form-based development standards and standards for any new development along Highway 46, and work with the County to ensure that such standards are applied uniformly to all development regardless of which jurisdiction it falls within. Key elements of such standards should include:
 - a. Grading standards that minimize quantities of grading and require contour grading techniques to minimize the effects of construction. Grading standards shall also prohibit mass grading of all types and "pad" grading for individual lots.
 - b. Roadway standards that minimize the width of new roadways and require that they closely parallel rather than cutting across existing contours. Roadways that run with the natural terrain are the most important single technique for preserving rural character.
 - c. Building standards that require buildings to conform themselves closely to the existing



GATEWAY DESIGN PLAN

City of Paso Robles

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Town and Country Gateways

Signage System

Signage System

A unified signage system shall be developed to address the need for directional information at key Gateway locations. The proposed system should be flexible and modular to evolve over time as additional directional needs develop. It should be appropriate for installation in both T2 and T4 environments.

Municipal signage programs often seek to imbue directional signage with a distinctive "local theme." This often has the effect of either making the signage hard to read, or very expensive to expand over time. And if the signage is not very simple and easy to read, its usefulness in providing direction to the moving motorist in time for the motorist to utilize the information is significantly reduced.

We recommend the adoption of a simple directional signage system, with arrow-shaped signs printed with large and easy-to-read names of destinations. In many traditional towns, the distinctive character of the place is defined by the unique streetscapes and building types, such that there is no need to try to convey the town's identity through decorative directional signs. The exact graphic design of the arrows and the color or graphic coding should be developed by a signage design specialist. Signs could be unified by way of a distinctive and unique pole system.

Paso Robles Gateway Standards are likewise focused on conveying the town's unique character through careful and coherent urban design, such that the directional signs can be freed up to direct visitors.

In a signage system of this type, several categories of destinations can be made graphically distinct from one

another through simple variations of color and graphics on the sign blades. Types of destinations to which it will be important to direct visitors, and some basic graphic characteristics for each type of sign, include:

- 1) Nearby Towns: White background with black outline and black text.
- 2) Highways: Green background with white outline and white text.
- 3) Recreational Destinations: White background with blue outline, blue international symbols and black text.
- 4) Wineries: Purple background with white outline and white text, and a logo symbolizing a bunch of grapes.
- 5) Downtown Destinations: White background with red outline, red text, and a stylized oak tree logo similar to that on the City seal.

* Add signs to Business District at Highway 46, Highway 101, and 24th Street.

** Limit proliferation of freeway signs over 30 feet high.



Sample Signage



GATEWAY DESIGN PLAN

City of Paso Robles

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Signage and Public Art Elements

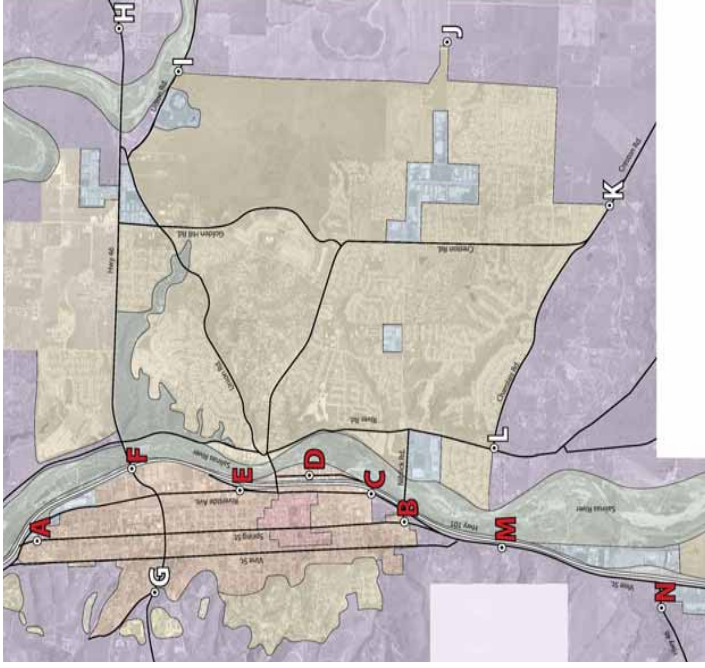
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Design Standards - T4 General Urban

As one enters into Paso Robles from the countryside, one transitions from the T2 Rural transect to either the T3 (Suburban) or the T4 (General Urban) transect. In the case of the T4 gateway, the streetscape character changes from country road to that of a town avenue. These avenues are the wider, main thoroughfares of the town and have an important circulation function. Their primary urban design function is to act as the urban "face" and principal public spaces of the town. As such, they will be landscaped with major tree plantings, faced by high quality residential and commercial buildings, and flanked by pleasant pedestrian ways as well as comfortable on-street parking for visitors and customers. Central Gateways, as they enter town onto city streets primarily from Highway 101, should also follow the T4 General Urban standards. The essence of these gateways is the discernible contrast between T2 and T4, which creates a sharply defined edge, or gateway.

Thoroughfare types, frontage types and building types are among the primary urban design elements that support and intensify the locational character of each Transect zone. It is recommended that each gateway be characterized by a set of allowed urban standards.

The following pages outline the palette of thoroughfare, frontage and building types allowed in the T4 General Urban Transect Zone.



Illustrative Transect-based Regulating Plan of Paso Robles, with proposed T2-T4 Gateways in red.



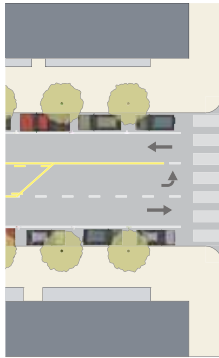
GATEWAY DESIGN PLAN

City of Paso Robles

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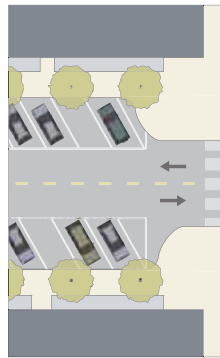
Thoroughfare Types - T4 General Urban

The following thoroughfare types are appropriate for the T4 zone.



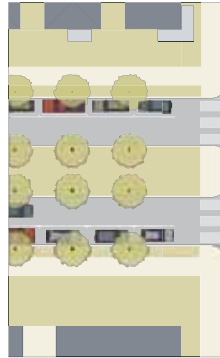
Central Street

The character of the Central Street is pedestrian-oriented and defined by street-level storefronts. Buildings are built to the sidewalk, are at least 2 stories tall, and have awnings that strengthen a sense of enclosure for shoppers and strollers. The pedestrian experience is enhanced with wide sidewalks, street trees in wells, and pedestrian-scale lighting. Spring Street is an example of a Central Street.



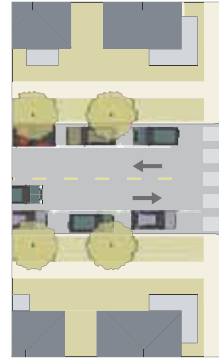
Central Street - Diagonal Parking

The Central Street type can utilize diagonal parking for increased parking availability to support businesses flanking the street. Pedestrian sidewalk bulb-outs increase safety for pedestrians crossing at intersections. Typical downtown streets are examples of Central Streets with diagonal parking.



Town Avenue

The Avenue provides the appropriate transition from Paso Robles' countryside to town. Residential or commercial land uses face the street and interface with the public realm through various applicable frontage types. This street type features two single travel lanes lined with parallel parking on both sides, and may or may not contain a tree-lined median. Sidewalks on either side of the street are separated from the curb by continuous planting strips that accommodate street trees. 24th Street is an example of a Town Avenue.



Neighborhood Street

Neighborhood Streets are designed for low traffic volumes and traffic speeds of 25 miles per hour or less. Their primary function is to provide access to adjacent land uses, which vary throughout the area, depending on the location. Sidewalks on either side of the street are separated from the curb by continuous planting strips that accommodate street trees. On-street parallel parking is provided on both sides. Vine Street is an example of a Neighborhood Street.



GATEWAY DESIGN PLAN

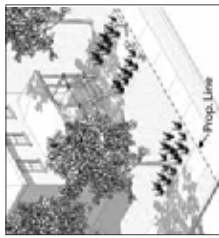
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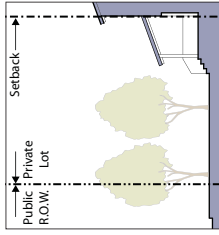
Frontage Types - T4 General Urban

The following frontage types are appropriate for the T4 zone.

Axonometric Diagram



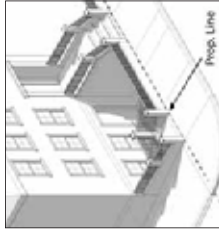
Section Diagram



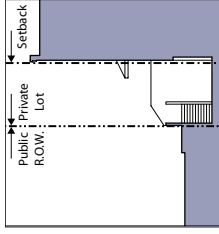
Common Yard

A frontage wherein the facade is set back a minimum of 15 feet from the property line/frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.

Axonometric Diagram



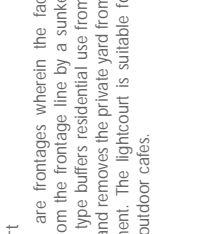
Section Diagram



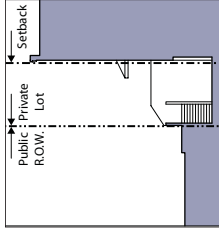
Lightcourt

Lightcourts are frontages wherein the facade is set back from the frontage line by a sunken light court. This type buffers residential use from urban sidewalks and removes the private yard from public encroachment. The lightcourt is suitable for conversion to outdoor cafes.

Axonometric Diagram



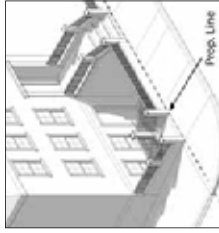
Section Diagram



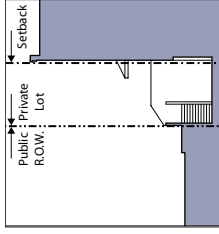
Forecourt

Forecourts are uncovered courts within a storefront, gallery or arcade frontage, wherein a portion of the facade is recessed from the building frontage. The court is suitable for gardens, vehicular drop-offs, and utility off loading. A fence or wall may be used to define the property line. The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court. This type should be used sparingly and in conjunction with Storefronts.

Axonometric Diagram



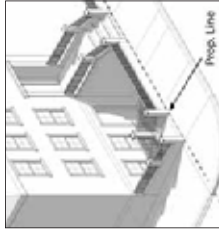
Section Diagram



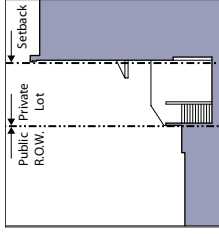
Porch

Fences are common frontages associated with single family houses, where the facade is setback a minimum of 10 feet from the right-of-way with a front yard. A fence or wall at the property line may be used to define the private space of the yard. An encroaching porch may also be appended to the facade. A great variety of porch and fence designs are possible including a raised front yard with a retaining wall at the property line with entry steps to the yard.

Axonometric Diagram



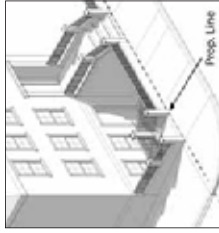
Section Diagram



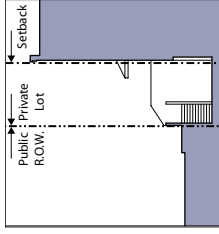
Stoop

Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the side-walk, securing privacy for the windows and front rooms. The stoop is suitable for ground-floor residential use at short setbacks. A shed roof may also cover the stoop. This type may be interspersed with the Shopfront & Awning frontage type.

Axonometric Diagram



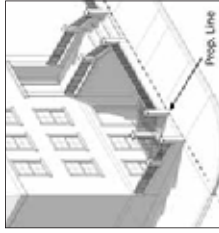
Section Diagram



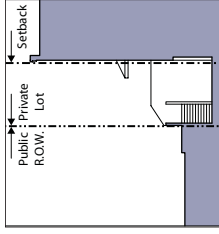
Dooryard / Terrace

Dooryards are elevated gardens or terraces that are set back from the frontage line. This type can effectively buffer residential quarters from the sidewalk, while removing the private yard from public encroachment. The terrace is also suitable for restaurants and cafes as the eye of the siller is level with that of the standing passerby.

Axonometric Diagram



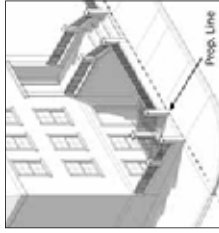
Section Diagram



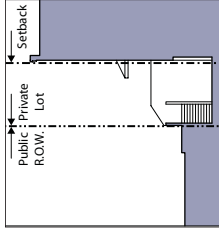
Storefront

Storefronts are facades placed at or close to the right-of-way line, with the entrance at sidewalk grade. They are conventional for retail frontage and are commonly equipped with cantilevered shed roof(s) or awning(s). The absence of a raised ground floor precludes residential use on the ground floor facing the street. Residential use would be appropriate above the ground floor and behind another use that fronts the street.

Axonometric Diagram



Section Diagram



Gallery

Galleries are storefronts with an attached colonnade, that projects over the sidewalk and encroaches into the public right-of-way. This frontage type is ideal for retail use but only when the sidewalk is fully absorbed within the colonnade so that a pedestrian cannot bypass it. An easement for private use of the right-of-way is usually required.



GATEWAY DESIGN PLAN

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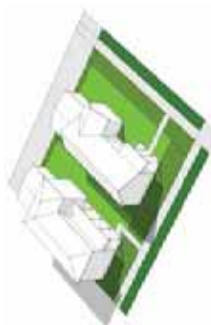
Building Types - T4 General Urban

The following building types are appropriate for the T4 zone.



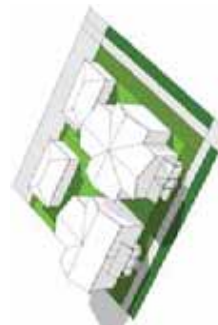
Front Yard House

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T4 zone. A Front Yard House may be used for non-residential purposes where allowed in the applicable zone. A Front Yard House is accessed from the sidewalk adjacent to the street build-to line.



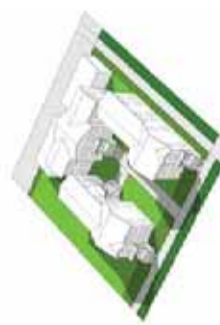
Sideyard

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T4 zone. A Side Yard House may be used for non-residential purposes where allowed in the applicable zone. A Side Yard House is accessed from a side yard-facing entrance or side yard court, accessed from a sidewalk, adjacent to the street build-to line.



Duplex/Triplex/Quadplex

A building containing two, three, or four dwelling units that may be located upon a qualifying lot in the T4 zone. Each dwelling unit is individually accessed directly from the street. A Duplex, Triplex, Quadplex may be used for non-residential purposes where allowed in the applicable zone.



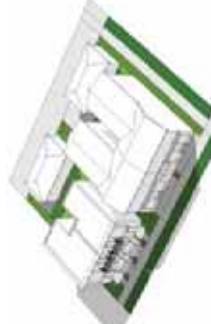
Courtyard Multi-family

A group of dwelling units arranged to share one or more common courtyards upon a qualifying lot in the T4 zone. Dwellings take access from the street or the courtyard(s). Dwelling configuration occurs as townhouses, flats, or flats located over or under flats or townhouses. The courtyard is intended to be a semi-public space that is an extension of the public realm. Courtyard Housing may be used for non-residential purposes where allowed in the applicable zone.



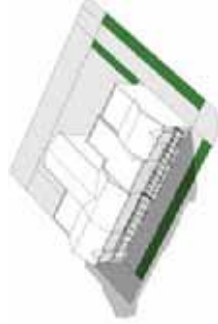
Rowhouse

Two or more detached two- or three-story dwellings with zero side yard setbacks located upon a qualifying lot in the T4 zone. A Rowhouse may be used for non-residential purposes where allowed in the applicable zone. The following text provides performance standards for Rowhouses.



Live / Work

An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity at the ground floor. Live-work building may be located upon a qualifying lot in the T4 zone.



Mixed Use

A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for dwelling units.



Commercial Block

A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for commercial use or for dwelling units. A Commercial Block may be located upon a qualifying lot in the T4 zone.



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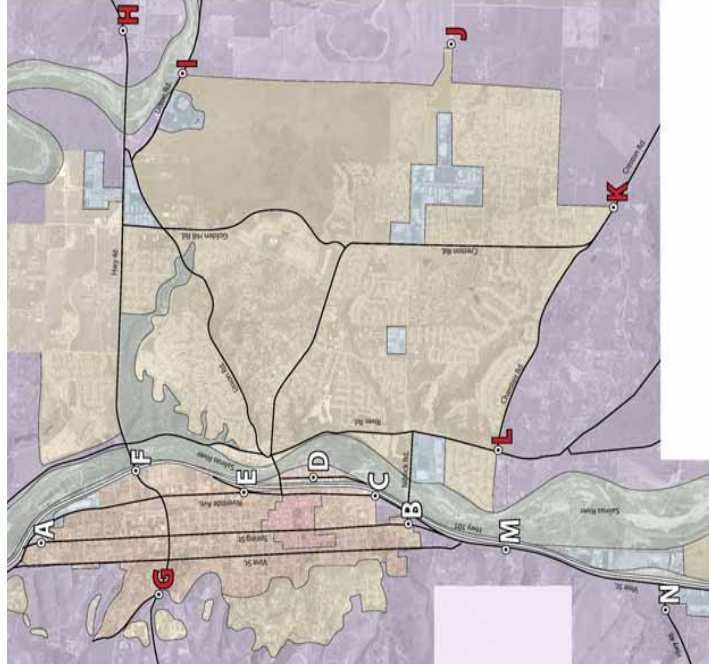
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Design Standards - T3 Suburban



The T2 to T3 gateway is similar to the T2 to T4 gateway except that buildings along the main avenue tend to be lower in both density and height and are setback further from the street. Buildings are also typically separated from one another by side yard setbacks. Thoroughfares within the T3 zone typically have sidewalks, major street trees planted in continuous planting strips, vertical curbs, and on-street gateway.

The following pages outline the palette of thoroughfare, frontage and building types allowed in the T3 Suburban Transect Zone.

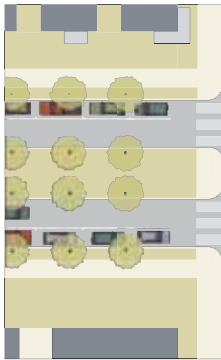


Illustrative Transect-based Regulating Plan of Paso Robles, with proposed T2-T3 Gateways in red. Note that these Gateways could also be T2-T4 transitions.



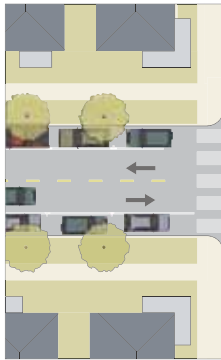
Thoroughfare Types - T3 Suburban

The following thoroughfare types are appropriate for the T3 zone.



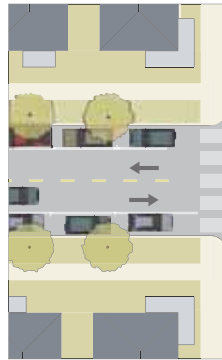
Avenue

The Avenue provides the appropriate transition from Paso Robles' countryside to town. Residential or commercial land uses face the street and interface with the public realm through various applicable frontage types. This street type features two single travel lanes lined with parallel parking on both sides, and may or may not contain a tree lined median. Sidewalks on either side of the street are separated from the curb by continuous planting strips that accommodate street trees. 24th Street is an example of a Town Avenue.



Neighborhood Street

Neighborhood Streets are designed for low traffic volumes and traffic speeds of 25 miles per hour or less. Their primary function is to provide access to adjacent land uses, which vary throughout the area, depending on the location. Sidewalks on either side of the street are separated from the curb by continuous planting strips that accommodate street trees. On-street parallel parking is provided on both sides. Vine Street is an example of a Neighborhood Street.



Neighborhood Street - No Curbs

The Curbless Neighborhood Street shares the same characteristics as the curbed Neighborhood Street except that the curbs are absent. Thus the Curbless Neighborhood Street is more rural in character.



GATEWAY DESIGN PLAN

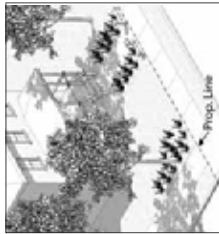
City of Paso Robles

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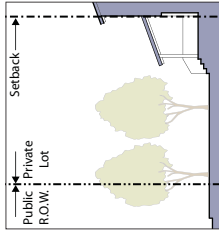
Frontage Types - T3 Suburban

The following frontage types are appropriate for the T3 zone.

Axometric Diagram

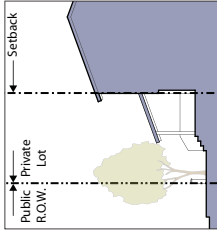
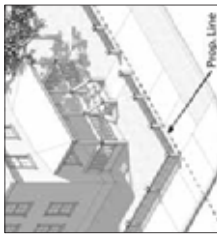


Section Diagram



Common Yard

A frontage wherein the facade is set back a minimum of 15 feet from the property line/frontage line. The front yard created remains unfenced and is visually continuous with adjacent yards, supporting a common landscape. The deep setback provides a buffer from the higher speed thoroughfares.



Porch

Fences are common frontages associated with single family houses, where the facade is setback a minimum of 10 feet from the right-of-way with a front yard. A fence or wall at the property line may be used to define the private space of the yard. An encroaching porch may also be appended to the facade. A great variety of porch and fence designs are possible including a raised front yard with a retaining wall at the property line with entry steps to the yard.



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Building Types - T3 Suburban

The following building types are appropriate for the T3 zone.



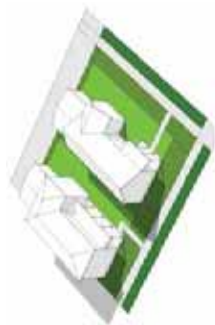
Estate House

A large detached building on a large lot designed as a single dwelling unit that may be located on a qualifying lot in the T3 zone. An Estate Home cannot be used for non-residential purposes. An Estate Home is accessed from the sidewalk adjacent to the street build-to-line.



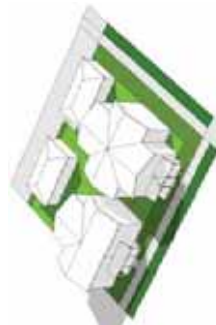
Front Yard House

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T3 zone. A Front Yard House may be used for non-residential purposes where allowed in the applicable zone. A Front Yard House is accessed from the sidewalk adjacent to the street build-to line.



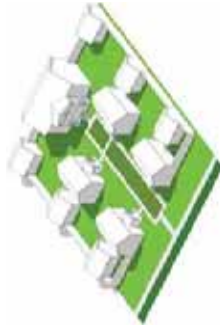
Sideyard

A detached building designed as a single dwelling unit that may be located upon a qualifying lot in the T3 zone. A Side Yard House may be used for non-residential purposes where allowed in the applicable zone. A Side Yard House is accessed from a side yard-facing entrance or side yard court, accessed from a sidewalk, adjacent to the street build-to line.



Duplex/Triplex/Quadplex

A building containing two, three, or four dwelling units that may be located upon a qualifying lot in the T3 zone. Each dwelling unit is individually accessed directly from the street. A Duplex, Triplex, Quadplex may be used for non-residential purposes where allowed in the applicable zone.



Bungalow Courtyard Multi-family

A group of four or more detached houses and/or duplexes arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or fronting street. The courtyard is wholly open to the street and is intended to be a semi-public space that is an extension of the public realm. Bungalow Courts are allowed on qualifying lots in the T3 zone.



Rowhouse

Two or more detached two-story dwellings with zero side yard setbacks located upon a qualifying lot in the T3 zone. A Rowhouse may be used for non-residential purposes where allowed in the applicable zone. The following text provides performance standards for Rowhouses.



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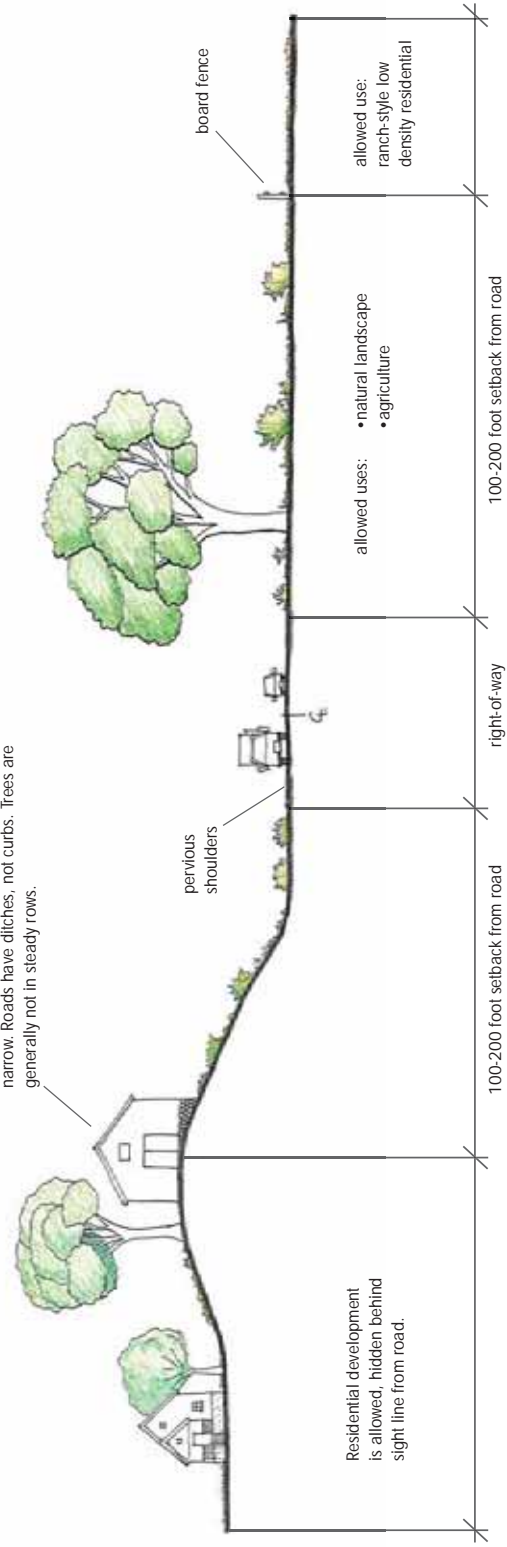
Design Standards - T2 Rural

The rural landscape surrounding Paso Robles is characterized by beautiful rolling dry hills accented by oaks and vineyards. Local vegetation types are oak and savannah grassland. Certain types of buildings and structures are appropriate in this landscape, including wineries, barns, agricultural sheds, farm houses and rural fences, as long as they have the appropriate architecture. Other types of development – such as suburban housing development, suburban strip-malls, non-rural walls and fences, and decorative landscaping – are very destructive to the rural character and should be set back and screened from view from the road. Landscape planting along Country Roads should be based on the local native vegetation type--oak woodland.

The following pages outline and provide standards for the palette of thoroughfare, frontage, building and fence types allowed in the T2 Rural Transect Zone.



Allowed buildings visible from road: farmhouses, barns, sheds, wineries. Grading is minimal, roads follow contours and are narrow. Roads have ditches, not curbs. Trees are generally not in steady rows.



Typical T2 Section

Note: Drawing not to scale.



GATEWAY DESIGN PLAN

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Design Standards - T2 Rural

T2 Thoroughfare Types



State Highway: Agriculture & Residential
Limited-access road with gravel shoulder.



Country Road
The country road is similar to the non-commercial state highway road, except that the dimensions of the road are narrower. It is spatially open and punctuated with occasional trees. Shoulders are unpaved.



Gateway
The country road that functions as a gateway is substantially enclosed by a canopy of relatively continuous tree plantings.



Side road
The side road is narrow, with little if any pavement, and often flanked by ditches. It may be marked or unmarked.

T2 Fence Types



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Design Standards - T2 Rural

T2 Frontage Types



Agriculture
Agricultural crops are set back from the road. Fencing appropriate for T2 should be used where necessary.



Natural Landscape
Native vegetation is preserved.



Rural Residential

Ranch-style structures should be set back from the road. If possible, use topography to screen residential development from road. If non-ranch style structures must be constructed in a location potentially visible from the road, they should be screened with plantings or topography.



T2 Building Types



Winery



GATEWAY DESIGN PLAN

City of Paso Robles



Farmhouse



Barn

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Glossary

Glossary

This section provides definitions of terms and phrases used in this Design Plan that are technical or specialized, or that may not reflect common usage. The following terms and phrases shall have the meaning ascribed to them in this Glossary, unless the context in which they are used clearly requires otherwise.

Building Type: The structure defined by the combination of configuration, disposition and function.

Build-to Line: A line appearing graphically on the regulating plan or stated as a setback dimension, along which a building façade must be placed.

Civic: A term defining not-for-profit organizations, dedicated to arts, culture, education, religious activities, government, transit, municipal parking facilities and clubs.

Commercial: A term defining workplace, office and retail use collectively.

Corridor: A long, generally slender land area with an existing or planned transportation facility at the center. The general purpose of a corridor is to define a study area for future transportation planning improvements.

Dooryard: A yard between the street and a building, raised at least 18 inches above the grade of the sidewalk adjacent, or bounded by a garden wall, between 18 inches and 36 inches in height built on the frontage line(s).

Facade: The vertical surface of a building that is set parallel to a Frontage Line and facing a street. (Building walls containing garage doors are not classified as Facades, and may not be located on lots where Facades are permitted and/or required by these regulations.)

Form-Based (Coding, Zoning): For the purposes of a Zoning Ordinance, a "form-based code" means a code based primarily on form- the physical urban form,

including the relationship of buildings to each other, to streets and to open spaces- rather than based primarily on land use.

Frontage Line: The property lines of a lot fronting a street or other public way, or a park, green or paseo. Front Porch: A roofed structure, that is not enclosed, attached to the facade of a building.

Frontage Type: The Frontage Type includes elements such as allowed building setback, massing, frontage design, and primary pedestrian access design.

Gateway: 1. An opening or a structure framing an opening, such as an arch, that may be closed by a gate.
2. Something that serves as an entrance or a means of access: a gateway to success: the gateway to the West.
3. An area (as at a railroad station or an airport) for departure or arrival.

Gallery: A roofed promenade extending along the facade of a building and supported by columns on the outer side.

General Retail: Stores and shops intended to serve the City as destination retail, rather than convenience shopping. Examples of these stores and lines of merchandise include:

art galleries, retail, art supplies, including framing services, books, magazines, and newspapers, cameras and photographic supplies, clothing, shoes, and accessories, collectibles (cards, coins, comics, stamps, etc.), drug stores and pharmacies, dry goods, fabrics and sewing supplies, furniture and appliance stores, hobby materials, home and office electronics, jewelry and leather goods, musical instruments and luggage, parts, accessories, small wares, specialty grocery store, specialty shops, sporting goods and equipment, stationery, toys and games, variety stores, videos, DVD's, records, CD's, including rental stores.

Green (Town Green, p15): A medium-sized public space available for unstructured recreation, circumscribed by

building facades, its landscape consisting of grassy areas and trees, naturalistically disposed and requiring only limited maintenance.

Live-Work or Work-Live Unit: An integrated housing unit and working space, occupied and utilized by a single household in a structure that has been designed or structurally modified to accommodate joint residential occupancy and work activity, and which includes:

1. Complete kitchen space and sanitary facilities in compliance with the Building Code; and
2. Working space reserved for and regularly used by one or more occupants of the unit.

The difference between live-work and work-live units is that the "work" component of a live-work unit is secondary to its residential use, and may include only commercial activities and pursuits that are compatible with the character of a quiet residential environment: while the work component of a work-live unit is the primary use, to which the residential component is secondary.

Market - Community: A retail store larger than 3,500 square feet in gross floor area with more than 60 percent of its floor area devoted to food products.

Market - Neighborhood: A neighborhood serving retail store of 3,500 square feet or less in gross floor area, primarily offering food products, which may also carry a range of merchandise oriented to daily convenience shopping needs, and may be combined with food service (e.g., delicatessen).

Mixed use: Multiple functions within the same building or the same general area through superimposition or within the same area through adjacency.

Mixed-Use Project: A development that combines both commercial and residential uses on the same site, typically with the residential above the commercial uses that occupy the ground floor street frontage.

Multi-Dwelling Housing: A residential structure

containing two or more dwelling units, including Rowhouse Court, Duplex, Triplex, Quadplex, and Apartment Building. See Article 5.6 (Building and Frontage Type Standards) for definitions of each of these multi-dwelling housing type.

Net Floor Area: The enclosed area of a building, excluding unglazed porches, arcades and balconies.

Office: Business, Administrative, or Professional.
Business/Service: Establishments providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, elected official satellite offices, etc. This use does not include "Bank, Financial Services," which are separately defined.

Professional/Administrative: Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include:

accounting, auditing and bookkeeping services, advertising agencies, attornies, business associations, chambers of commerce, commercial art and design services, construction contractors (office facilities only), counseling services, court reporting services, design services including architecture, engineering, landscape architecture, urban planning, detective agencies and similar services, doctors, educational, scientific and research organizations, financial management and investment counseling, literary and talent agencies, management and public relations services, media postproduction services, news services, photographers and photography studios, political campaign headquarters, psychologists, secretarial, stenographic, word processing, and temporary clerical employee services, security and commodity brokers, writers and artists offices.

Outbuilding: A separate building in addition to, and in the rear yard of the principal building, which is a



maximum of 2 stories and has a maximum net floor area of 700 square feet per story, and not more than 1 bedroom.

Park, Playground: An outdoor recreation facility that may provide a variety of recreational opportunities including playground equipment, open space areas for passive recreation and picnicking, and sport and active recreation facilities.

Parking District: An area where parking has rules and restrictions that are commonly managed by an entity.

Parking Facility, Public or Commercial: Parking lots or structures operated by the City, or a private entity providing parking for a fee. Does not include towing impound and storage facilities.

Parking Spaces: Parking Spaces should be a minimum of 9 feet x 19 feet, except that in off-street parking lots of more than 10 spaces, up to 20 percent of the spaces may be a minimum of 8 feet x 16 feet. The parking requirement may be accommodated on the lot and on the street on the corresponding frontage, or on another site by way of a shared parking proposal approved by the Director. Pairs of on-site parking spaces for use by employees of a single business, or for use by residents of a single dwelling unit, may be provided in tandem configuration (one behind the other) when approved by the Director.

Passer: A pedestrian Alley. Pedestrian Alleys are located and designed to reduce the required walking distance within a neighborhood.

Residential: Premises used primarily for human habitation. Units should not be less than 375 square feet in net area.

Restaurant, Café, Coffee Shop: A retail business selling ready-to-eat food and/or beverages for on- or off-premise consumption. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption ("counter service"); and establishments

where customers are served food at their tables for on-premise consumption ("table service"), that may also provide food for take-out, but does not include drive-through services, which are separately defined and regulated.

Rowhouse: A building with two or more single-family dwellings located side by side, with common walls on the side lot lines, the façades reading in a continuous plan.

Secondary Unit: The smaller dwelling unit on a site with two units. A carriage unit is an example of a secondary unit.

Setback: The mandatory distance between a property line and a building or appurtenance. This area must be left free of structures that are higher than 3 feet excluding Streetwalls, except as noted in the Urban Regulations.

Shared Parking: Any parking spaces assigned to more than one use, where persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Single Dwelling Housing: A residential structure containing a single dwelling unit. Includes for the purposes of this Development Code: Large Lot Houses, Sideyard Houses, Rearyard Houses, Rowhouses, and Multigeneration Houses. See Article 5.6 (Building and Frontage Type Requirements) for definitions of each of these types.

Shopfront: The portion of a building at the ground floor of a Commercial or Live-Work Frontage, that is made available for retail or other commercial use. Shopfronts should be directly accessible from the sidewalk, with no intervening step. Each Shopfront must have transparent glazed areas, no less than 50% of the ground floor Facade between 2' and 10' of the ground.

Storefront: The portion of a Shopfront that is composed of the display window and/or entrance and its components including windows, doors, transoms and sill pane that is inserted into the Shopfront. It does not include the wall and piers that are a part of the

Shopfront Facade, in which the display window assembly is set.

Story: A habitable floor level within a building, typically 8' to 12' high from floor to ceiling. Individual spaces, such as lobbies and foyers may exceed one story in height. In Shopfront spaces, the ceiling height of the first story may be as high as 16'.

Streetwall: An opaque freestanding wall built on the required setback line with the purpose of masking parking from the street. Streetwalls should be between 4' and 5' in height, made of material matching the adjacent building, or be a continuous maintained hedge of the stated height. Streetwalls may have openings to allow automobile access and should have openings for pedestrian access, which may be gated.

Terminated Vistas: A building or portion thereof designated to terminate a view through or along a street center line.

Wayfinding: The ability of a person to find his or her way to a given destination. Also, the travel between an origin to a known destination without prior knowledge of the path to take.



CITY OF PASO ROBLES – PI
INITIAL STUDY

1. GENERAL PROJECT INFORMATION

PROJECT TITLE: El Paso de Robles Gateway Design Standards

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

Contact: Susan DeCarli, AICP, Planning Manager
Telephone: (805) 237-3970

PROJECT LOCATION: Citywide gateways and entryways

PROJECT PROPONENT: City of Paso Robles

**LEAD AGENCY CONTACT/
INITIAL STUDY PREPARED BY:** Susan DeCarli, AICP, Planning Manager

Telephone: (805) 237-3970
Facsimile: (805) 237-3904
E-Mail: sdecarli@prcity.com

GENERAL PLAN DESIGNATION: Not applicable

ZONING: Not applicable

2. PROJECT DESCRIPTION

This project provides development standards to assist in creating attractive and cohesive transitions at the City's "gateways" from surrounding rural areas, and "entryways" from Highways 101 and 46. The standards include addressing: grading; site planning; building form; landscaping; fencing; signs and other associated activities visible from the City's gateways. See attached Exhibit 1.

3. **OTHER AGENCIES WHOSE APPROVAL MAY BE REQUIRED (For example, issuance of permits, financing approval, or participation agreement):**

None.

4. **EARLIER ENVIRONMENTAL ANALYSIS AND RELATED ENVIRONMENTAL DOCUMENTATION:**

This Initial Study incorporates by reference the City of El Paso de Robles General Plan Environmental Impact Report (EIR) (SCH#2003011123).

5. **CONTEXT OF ENVIRONMENTAL ANALYSIS FOR THE PROJECT:**

This Initial Study relies on expert opinion supported by the facts, technical studies, and technical appendices of the City of El Paso de Robles General Plan EIR. These documents are incorporated herein by reference. They provide substantial evidence to document the basis upon which the City has arrived at its environmental determination regarding various resources.

6. PURPOSES OF AN INITIAL STUDY

The purposes of an Initial Study for a Development Project Application are:

- A. To provide the City with sufficient information and analysis to use as the basis for deciding whether to prepare an Environmental Impact Report, a Mitigated Negative Declaration, or a Negative Declaration for a site specific development project proposal;
- B. To enable the Applicant of a site specific development project proposal or the City as the lead agency to modify a project, mitigating adverse impacts before an Environmental Impact Report is required to be prepared, thereby enabling the proposed Project to qualify for issuance of a Negative Declaration or a Mitigated Negative Declaration;
- C. To facilitate environmental assessment early in the design of a project;
- D. To eliminate unnecessary EIRs;
- E. To explain the reasons for determining that potentially significant effects would not be significant;
- F. To determine if a previously prepared EIR could be used for the project;
- G. To assist in the preparation of an Environmental Impact Report if one is required; and
- H. To provide documentation of the factual basis for the finding of no significant effect as set forth in a Negative Declaration or a Mitigated Negative Declaration prepared for the a project.

7. EXPLANATION OF ANSWERS FOUND ON THE ENVIRONMENTAL CHECKLIST FORM

A. Scope of Environmental Review

This Initial Study evaluates potential impacts identified in the following checklist.

B. Evaluation of Environmental Impacts

1. A brief explanation is required for all answers to the questions presented on the following Environmental Checklist Form, except where the answer is that the proposed project will have "No Impact." The "No Impact" answers are to be adequately supported by the information sources cited in the parentheses following each question or as otherwise explained in the introductory remarks. 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 and/or general standards. The basis for the "No Impact" answers on the following Environmental Checklist Form is explained in further detail in this Initial Study in Section 9 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 10 (Context of Environmental Analysis for the Project).
2. All answers on the following Environmental Checklist Form must take into account the whole action involved with the project, including implementation. 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 9 (Earlier Environmental Analysis and Related Environmental Documentation) 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). See Section 4 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 11 (Earlier Analysis and Background Materials) of this Initial Study.
6. References to the information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the Environmental Checklist Form. See Section 11 (Earlier Analysis and Related Environmental Documentation). Other sources used or individuals contacted are cited where appropriate.
7. The following Environmental Checklist Form generally is the same as the one contained in Title 14, California Code of Regulations; with some modifications to reflect the City’s needs and requirements.
8. Standard Conditions of Approval: The City imposes standard conditions of approval on Projects. These conditions are considered to be components of and/or modifications to the Project and some reduce or minimize environmental impacts to a level of insignificance. Because they are considered part of the Project, they have not been identified as mitigation measures. For the readers’ information, the standard conditions identified in this Initial Study are available for review at the Community Development Department.
9. Certification Statement: The statements made in this Initial Study and those made in the documents referenced herein present the data and information that are required to satisfy the provisions of the California Environmental Quality Act (CEQA) – Statutes and Guidelines, as well as the City’s Procedures for Implementing CEQA. Further, the facts, statements, information, and analysis presented are true and correct in accordance with standard business practices of qualified professionals with expertise in the development review process, including building, planning, and engineering.

8. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The proposed project may potentially affect the environmental factors checked below, and may involve at least one impact that is a "Potentially Significant Impact" or is "Potentially Significant Unless Mitigated," if so indicated on the following Environmental Checklist Form (Pages 8 to 15)

- | | | |
|---|---|--|
| <input type="checkbox"/> Land Use & Planning | <input 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 | | |

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

The proposed project could not have a significant effect on the environment; and, therefore, a **NEGATIVE DECLARATION** will be prepared.

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

The proposed project may have a significant effect on the environment; and, therefore an **ENVIRONMENTAL IMPACT REPORT** is required.

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

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

Signature: _____

Date: _____



February 11, 2008

Susan DeCarli, AICP, Planning Manager

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. LAND USE AND PLANNING. Would the Proposal:

- a) Conflict with general plan designation or zoning?
(Sources: 1 & 8)

Discussion: The proposed Gateway Design Standards implements goals and policies in the 2003 General Plan Update. Design criteria would not conflict with general plan designations or property zoning. Standards in this project do not conflict with standards in the Zoning Code; instead they are additive to the development regulations applicable at the City's gateways. In locations where the standards suggested would apply in the County's jurisdiction or within the Caltrans right-of-way, it would be at the discretion of those agencies to implement the City's recommendations on development practices.

- b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?
(Sources: 1 & 3)

Discussion: The proposed project complies with the EIR recently certified for the City General Plan Update, 2003.

- c) Be incompatible with existing land uses in the vicinity?
(Sources: 1 & 3)

Discussion: The project is not incompatible with existing land uses at the City's gateways. These standards would apply to new, proposed development.

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

Discussion: This project does not directly affect agricultural resources, but indirectly supports retention of natural landforms, rural development patterns, and agricultural activities at the City's borders.

- e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?
(Sources: 1 & 3)

Discussion: This project does not propose site development. Therefore, the project will not disrupt or divide the arrangement of land uses in the community.

II. POPULATION AND HOUSING. Would the proposal:

- a) Cumulatively exceed official regional or local population projections? (Sources: 1 & 3)

Discussion: This project does not affect population and housing, and will therefore, not result in exceeding population projections.

- b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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extension of major infrastructure)? (Sources: 1 & 3)

Discussion: This project does not affect growth such as extending infrastructure or new development areas, and will therefore, not result in inducing growth.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Displace existing housing, especially affordable housing?
(Sources: 1, 3, & 5) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: This project does not propose housing, and will therefore not displace existing housing.

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fault rupture? (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project does not include physical development, and will therefore not result in or expose people to potential geological impacts.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Seismic ground shaking? (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IIIa.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Seismic ground failure, including liquefaction?
(Sources: 1, 2 & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IIIa

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Seiche, tsunami, or volcanic hazard? (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IIIa

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Landslides or Mudflows? (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IIIa

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Erosion, changes in topography or unstable soil conditions
from excavation, grading, or fill? (Sources: 1, 2, 3, & 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IIIa

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Subsidence of the land? (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

10 Environmental Checklist Form

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

- | | | | | |
|----------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Expansive soils? (Sources: 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|----------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IIIa .

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Unique geologic or physical features? (Sources:1 & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IIIa

IV. WATER. Would the proposal result in:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (Sources:1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project does not include physical development, and will therefore not result in impacts to water resources.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Exposure of people or property to water related hazards such as flooding? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IVa.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IVa.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Changes in the amount of surface water in any water body? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IVa.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Changes in currents, or the course or direction of water movement? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IVa.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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? (Sources: 1,3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

10 Environmental Checklist Form

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

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Altered direction or rate of flow of groundwater?
(Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IVa.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| h) Impacts to groundwater quality? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IVa.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Substantial reduction in the amount of groundwater otherwise available for public water supplies?
(Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See IVa.

V. AIR QUALITY. Would the proposal:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Violate any air quality standard or contribute to an existing or projected air quality violation? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: The proposed project does not include physical development, and will therefore not result in impacts to air resources.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Expose sensitive receptors to pollutants? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See Va.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Alter air movement, moisture, or temperature?
(Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See Va.

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

Discussion: See Va.

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

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increased vehicle trips or traffic congestion?
(Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):

Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion: The proposed project does not include physical development, and will therefore not result in impacts to transportation or circulation.

- b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Sources: 1, 3, & 7)

Discussion: See VIa.

- c) Inadequate emergency access or inadequate access to nearby uses? (Sources: 1, 3, & 7)

Discussion: See VIa.

- d) Insufficient parking capacity on-site or off-site? (Sources: 1, 3, 7, & 8)

Discussion: See VIa.

- e) Hazards or barriers for pedestrians or bicyclists? (Source: 7)

Discussion: See Via..

- f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 1 & 8)

Discussion: See Via.

- g) Rail, waterborne or air traffic impacts?

Discussion: Via.

BIOLOGICAL RESOURCES. Would the proposal result in impacts to:

- Endangered, threatened or rare species or their habitats (including but not limited to: plants, fish, insects, animals, and birds)?

Discussion: a-e. The proposed project does not include physical development, therefore, this project could not impact these resources.

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

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Discussion: See above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)? <i>Discussion: See above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Wetland habitat (e.g., marsh, riparian and vernal pool)? <i>Discussion: See above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Wildlife dispersal or migration corridors? <i>Discussion: See above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

VIII. ENERGY AND MINERAL RESOURCES. Would the proposal:

a) Conflict with adopted energy conservation plans? (Sources: 1 & 7) <i>Discussion: This project could not affect or conflict with energy conservation plans.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Use non-renewable resources in a wasteful and inefficient manner? (Sources: 1 & 7) <i>Discussion: The project will not use non-renewable resource in a wasteful and inefficient manner.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the State? (Sources: 1 & 7) <i>Discussion: The project does not include physical development and therefore could not result in loss of mineral resources.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IX. HAZARDS. Would the proposal involve:

a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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10 Environmental Checklist Form

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

Discussion: No development is proposed with this project therefore it could not result in hazard related impacts.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Possible interference with an emergency response plan or emergency evacuation plan? (Sources: 1 & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Refer to item a.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) The creation of any health hazard or potential hazards? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Refer to item a.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Increased fire hazard in areas with flammable brush, grass, or trees? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: Refer to item a.

X. NOISE. Would the proposal result in:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increases in existing noise levels? (Sources: 1, 7, & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No development is proposed with this project, therefore it could not result in noise related impacts.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Exposure of people to severe noise levels? (Source: 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

See item a.

XI. 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? (Sources: 1, 3, 6, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police Protection? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Maintenance of public facilities, including roads? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other governmental services? (Sources: 1,3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: a.-e) No development is proposed with this project, therefore it could not result in public service related impacts.

XII. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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substantial alterations to the following utilities:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Power or natural gas? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Communication systems? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Local or regional water treatment or distribution facilities? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Sewer or septic tanks? (Sources: 1, 3, 7, & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Storm water drainage? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Solid waste disposal? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| g) Local or regional water supplies? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion: a.-g. The project will not result in the need for new systems or supplies, or result in substantial alterations to utilities and service systems.

XIII. AESTHETICS. Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Affect a scenic vista or scenic highway? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: This project is designed to result in a beneficial impact to scenic vistas at the city's gateways by requiring design sensitivity and standards to address visual impacts at specified gateways.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Have a demonstrable negative aesthetic effect? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See XIIIa.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Create light or glare? (Sources: 1, 3, 7, & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See XIIIa

XIV. CULTURAL RESOURCES. Would the proposal:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Disturb paleontological resources? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: No development is proposed with this project, therefore it could not result in impacts to cultural resources.

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Disturb archaeological resources? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: See XIVa.

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Affect historical resources? (Sources: 1, 3, & 7) <i>Discussion: see item a. above.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have the potential to cause a physical change which would affect unique ethnic cultural values? (Sources: 1, 3, & 7) <i>Discussion: Refer to item a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Restrict existing religious or sacred uses within the potential impact area? (Sources: 1, 3, & 7) <i>Discussion: Refer to item a.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XV.RECREATION. Would the proposal:

a) Increase the demand for neighborhood or regional parks or other recreational facilities? (Sources: 1, 3, & 7) <i>Discussion: This project could not affect recreation resources.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Affect existing recreational opportunities? (Sources 1, 3, & 7) <i>Discussion: The project will not affect existing recreational opportunities.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

XVI.MANDATORY FINDINGS OF SIGNIFICANCE.

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1 & 3) <i>Discussion: This project does not include development and it could not result in impacts that would 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 history or prehistory.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (Sources: 1 & 3) <i>Discussion: This project will likely result in beneficial long term environmental goals since it will help address visual impacts, reduce grading, and help provide for more site sensitive development practices at the City's gateways.</i>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have impacts that are individually limited,				

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 1 & 3)</p> <p><i>Discussion: This project will not result in cumulative environmental impacts.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1 & 3)</p> <p><i>Discussion: This project does not have the potential to result in substantial adverse effects on human beings either directly or indirectly.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

11. 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). The earlier documents that have been used in this Initial Study are listed below.

Reference Number	Document Title	Available for Review At
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
2	Seismic Safety Element for City of Paso Robles	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
3	Final Environmental Impact Report City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
4	Soil Survey of San Luis Obispo County, California Paso Robles Area	USDA-NRCS, 65 Main Street-Suite 108 Templeton, CA 93465
5	Uniform Building Code	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
6	City of Paso Robles Standard Conditions of Approval For New Development	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
7	City of Paso Robles Zoning Code	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
8	City of Paso Robles, Water Master Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
9	City of Paso Robles, Sewer Master Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
10	Federal Emergency Management Agency Flood Insurance Rate Map	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446

Exhibit – Gateway Design Standards

RESOLUTION NO:

**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF PASO ROBLES
ADOPTING OF A NEGATIVE DECLARATION
FOR THE GATEWAY DESIGN STANDARDS**

WHEREAS, the City's General Plan and Economic Strategy includes numerous goals, policies and action items in support of improving the visual quality of the City's gateway; and

WHEREAS, the City initiated preparation of the Gateway Design Standards project with the intent of creating design standards to enhance and upgrade the City's gateways to be more attractive entrances to the City; and

WHEREAS, the proposed Gateway Design Standards are intended to affect the landscape and development at the City's "Entryways" from Highway 101, and the City's "Town and County" gateways AT the edges of the City; and

WHEREAS, the City recognizes that it will need to collaborate with Caltrans and San Luis Obispo County regarding improvements adjacent to the highways and development projects in the County, to ensure consistency with the Gateway Design Standards; and

WHEREAS, an Initial Study was prepared pursuant to the California Environmental Quality Act (CEQA) to evaluate whether this project would result in environmental impacts, and the City has determined that the Gateway Design Standards will not result in significant environmental impacts; and

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

WHEREAS, no public comments or responses were received in regard to the Draft Negative Declaration and Initial Study prepared for this project; and

WHEREAS, Public Notice of the proposed Draft Negative Declaration was posted and circulated for 30 days as required by Section 21092 of the Public Resources Code; and

WHEREAS, a public hearing was conducted by the Planning Commission on March 11, 2008 to consider the Initial Study, the proposed Negative Declaration prepared for this project, and to accept public testimony on the Gateway Design Standards, and environmental determination, and the Planning Commission recommended approval of the Draft Negative Declaration to the City Council; and

WHEREAS, a public hearing was conducted by the City Council on May 6, 2008 to consider the Initial Study, the proposed Negative Declaration prepared for this project, and to accept public testimony on the Gateway Design Standards, and environmental determination; and

WHEREAS, based on the information and analysis contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the City Council finds that there is no substantial evidence that there would be a significant impact on the environment as a result of the Gateway Design Standards.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of El Paso de Robles, based on its independent judgment, that it does hereby adopt a Negative Declaration for the Gateway Design Standards in accordance with the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA.

PASSED AND ADOPTED THIS 6th day of May, 2008, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Frank Mecham, Mayor

ATTEST:

Deborah Robinson, Deputy City Clerk

RESOLUTION NO.

**A RESOLUTION OF
THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES
APPROVING THE GATEWAY DESIGN PLAN**

WHEREAS, the City's General Plan and Economic Strategy includes numerous goals, policies and action items in support of improving the visual quality of the City's gateways; and

WHEREAS, the City initiated preparation of the Gateway Design Standards project with the intent of creating design standards to enhance and upgrade the City's gateways to be more attractive entrances to the City; and

WHEREAS, the proposed Gateway Design Standards are intended to affect the landscape and development at the City's "Entryways" from Highway 101, and the City's "Town and County" gateways at the edges of the City; and

WHEREAS, the City recognizes that it will need to collaborate with Caltrans and San Luis Obispo County regarding improvements adjacent to the highways and development projects in the County, to ensure consistency with the Gateway Design Standards; and

WHEREAS, the Planning Commission held a duly noticed public hearing on March 11, 2008 on this project to accept public testimony on the Gateway Design Standards; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), this project an Initial Study and Negative Declaration were prepared for this project and has been considered by the Planning Commission under a separate resolution.

WHEREAS, based upon the facts and analysis presented in the staff report and the attachments thereto, the public testimony received, the Planning Commission makes the following findings:

1. The Gateway Design Standards include design guidance for the City's gateways to improve the transitions from the rural areas outside of the City into town, and at entryways from Highway 101.
2. The Gateway Design Standards are intended to address landform grading, landscaping, site planning, thoroughfares, frontages, signs, architecture and fencing by applying Form-Based Coding and general recommendations.
3. The City anticipates collaborating with San Luis Obispo County and Caltrans regarding project review for gateways within their jurisdictions.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of El Paso de Robles does hereby approve the Gateway Design Standards.

PASSED AND ADOPTED THIS 6th day of May, 2008 by the following Roll Call Vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

Frank Mecham, Mayor

ATTEST:

Deborah Robinson, Deputy City Clerk



DEPARTMENT OF PLANNING AND BUILDING

VICTOR HOLANDA, AICP
DIRECTOR

February 29, 2008

Susan DeCarli, AICP
Planning Manager
City of El Paso de Robles
1000 Spring Street
Paso Robles, California 93446

Subject: Paso Robles Gateway Design Standards and Environmental Review

Dear Mrs. DeCarli:

We appreciate the opportunity to comment on the proposed Gateway Design Standards and proposed Negative Declaration. The City is to be commended for funding a professional analysis of these entry corridors, and we share the City's concern for their protection. The gateway concept is essential for attractive, well defined transitions from the country to the city. It relates to County General Plan goals and policies for protecting rural character and community separation that apply to land outside the city.

Our concerns are that commercial projects as well as residential uses within the unincorporated area can intrude upon city gateways. The draft Gateway Plan is an excellent opportunity to coordinate City and County policies to address the siting, scale and design treatments of future projects. Some development has occurred that currently reduces the quality of gateways, and it is timely to provide guidance for new private and public projects. To that end, we wish to work with the City as a partner to address the gateways of the city and meet our respective objectives. We hope that our comments will be constructive in this regard.

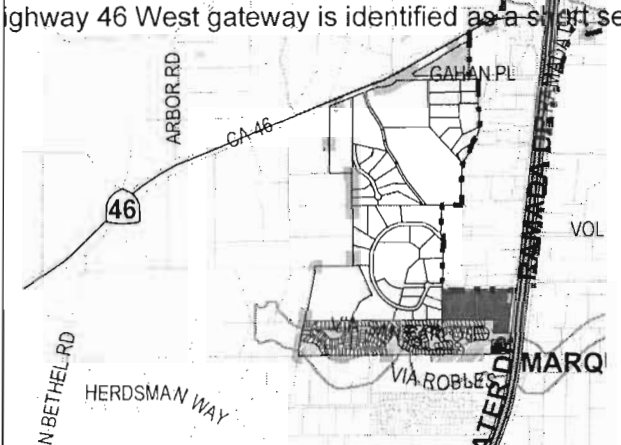
Sincerely,

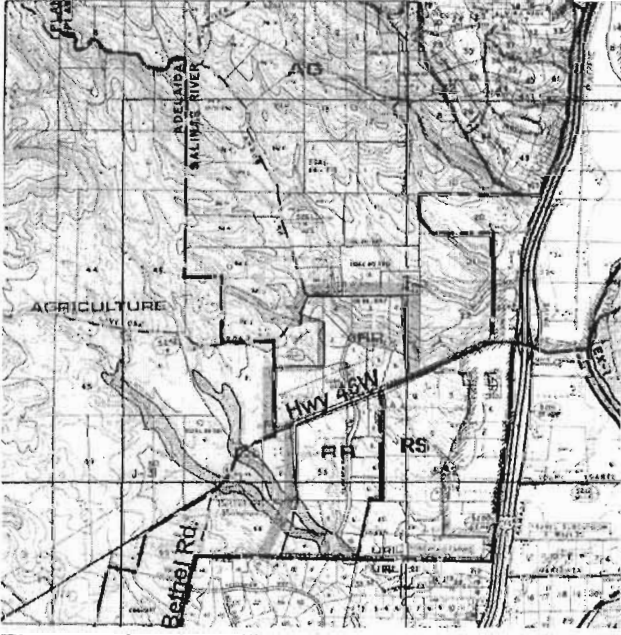
James Lopes, AICP
Planner III

Comments on Draft Gateways Design Plan

The following comments are noted by page number and paragraph:

Page/Paragraph	Comments
3 / 2	<p>County zoning standards are mentioned as occurring within the core, and that they are based on the suburban development model. This statement could be clarified and expanded to explain that the Plan addresses both city and county jurisdictions, the County ordinances do not address rural preservation in most cases, and the county zoning does provide for suburban and rural residential development and commercial projects as well as large ranches and farms. The basic county Land Use Ordinance standards will not ensure the desired rural character within the Gateway corridors. The County could use the City design recommendations to review discretionary conditional use permits. However, individual residential building permits would not be subject to them, unless the County added a minor use permit requirement within gateway areas. This requirement is in effect within scenic areas with Highway Corridor Design Standards, where projects may elect not to conform to a few design standards, and have a more flexible but detailed minor use permit.</p> <p>It would be useful for the City to:</p> <ul style="list-style-type: none"> • State the need for coordinated City and County attention to establish Gateways, since they largely occur outside the city. • Define the Gateways more in landscape architecture terms, such as by Kevin Lynch, rather than by dictionary definition. A clear image needs to be formed that a gateway is a visual corridor that culminates at arrival entry points.
3 / 4	<p>The "Town and Country" corridors that traverse the unincorporated area are of particular relevance to County policies. Perhaps the best examples of an unspoiled transition from rural to city might be noted, which could possibly be Peachy Canyon and Mountain Springs Roads. These two roads retain large properties, traditional farmhouse siting for the most part, and have a narrow country road width. They could be the benchmarks from which all other gateways are measured and differences noted.</p> <p>Existing conditions in "Town and Country" gateways might be noted for both arrival and departure from the city. It would be helpful to note what types of intrusions occur within the unincorporated area of each gateway from both views.</p>
4 / 7	<p>The Transect discussion briefly describes the T-2 Rural zone as land appropriate for agricultural production. However, the Regulating Plan on page 5 also includes areas outside Paso Robles within the County Residential Suburban (1 to 5 acres) zone and the Residential Rural (5 – 20 acres) zoning. Either the T-2 zone should explicitly recognize that these are different categories of land use than agricultural, or they should be shown in the transect T3 Suburban zone.</p>
5 / 1	<p>The plan states that every gateway is currently in a T2 Rural environment. It might be noted early that the T2 zone includes suburban and rural residential development at up to one unit per acre. See comments above.</p>
14	<p>The Plan describes the Town and Country corridors but neglects to mention that these</p>

Page/Paragraph	Comments
	<p>are unincorporated areas. It lists city policies but does not inventory County policies or standards that would apply to them; it seems that all parties would benefit from a review in the Plan of existing County policies. This section could also list additional action items for City and County completion, such as the following:</p> <ul style="list-style-type: none"> • Work with the County to create design standards that correspond to the ones listed in the Plan. • It might be worth including an action to develop a cooperative approach between the City and the County for the Purple Belt. • A landscape assessment might be prepared with the County to “pin down” the starting point, viewshed, sensitivity and issues of each corridor.
16	<p>For this and other corridors, some clarification of the corridor length, or an identifier or scale would be helpful. Major intrusions could be identified that need to be addressed, as could all of the gateways be treated. The County would have the benefit of understanding some of the issue areas that may need attention. Or, a specific second study could be proposed for this and other corridors.</p>
20	<p>South River Road is noted as having an attractive rustic character south of Charolais, and a comment is made that if the city extends southward, the road ought to have an avenue character as a transition. It might be helpful to establish interim County policies for this and other road segments that are outside the Sphere of Influence. They may be long-term protection of the desired character, since no policies exist for urban expansion here and in some other adjacent corridors.</p>
21	<p>The discussion and list in this section are an example of how to relate the Plan to the County. South Vine Street is partly within unincorporated urban area north of Highway 46 West. The Plan suggests working with the County to apply uniform standards that include key elements that are listed. The map of the future realignment is also very relevant to the following section on Highway 46 West.</p>
22	<p>Highway 46 West gateway is identified as a short segment from just west of the intersection with Gahan Place.</p>  <p>If this is the desired gateway, it seems to be shorter than the areas of Residential Rural (RR) and Residential Suburban (RS) category land, as shown in Figures 1 and 2.</p> <p>We have a concern that the gateway corridor may extend to Bethel Road intersection due to the allowed development and pressure for more winery tasting rooms and events. If a short gateway is desired, then would the suggested standards not be</p> <p>Figure 1: Urban Area in County Plan County Urban Reserve City Limits RS RR</p>

Page/Paragraph	Comments
	<p>considered in these larger RR and RS areas?</p> <div data-bbox="430 537 1084 1381" style="border: 1px solid black; padding: 10px; margin: 10px 0;">  <p>Figure 2: Rural and Urban Areas Legend: AG = Agriculture RR = Residential Rural RS = Residential Suburban</p> </div> <p>We see the gateway study as part of a longer corridor to at least Bethel Road for scenic and rural character protection.</p> <p>Perhaps the Gateways Plan could identify this and other segments more in relation to the land issues that could weaken or threaten the gateway concept. A landscape assessment of each gateway is a useful way to present a strategic plan with specific solutions.</p> <p>The design recommendations include suitable concepts, and they could consider deep setbacks, guidance to site buildings in least visible locations, and use of vernacular architecture rather than stock suburban plans.</p>
23	<p>The Signage System addresses the design and topics of way-finding signs, which we support. However, private as well as Caltrans signs can be too big and out of character with the rural landscape and the history of agriculture. Commercial signage and agency signs should be subordinate in size and location to the gateway landscape, within safe highway design. Perhaps this is an opportunity to address the design of signage in general.</p>
24 / 1	<p>We understand that county suburban areas are included within the T2 Rural zone, but these entries are difficult to describe in T2 Rural terms. The challenge is how the parcelization and development in suburban corridors can be designed unobtrusively to convey rural character that is distinctly lower density than the incorporated city.</p>
31	<p>The T3 Suburban building types reflect more units per acre (density) than are included in the Residential Suburban and Residential Rural categories in the County</p>

Page/Paragraph	Comments
	unincorporated areas. We suggest that this T3 transect zone be extended to parcels as large as 10 or 20 acres to include these categories, and that density greater than one unit per acre be included in the T4 transect zone. This adjustment would conform more closely to County and City plans for detached residential development. For example, the City allocates Residential Single Family land use at approximately 3 units per acre average, and the County allocates it between one and 7 units per acre. Doing so could illustrate the suburban pattern more realistically with these plans and current practice. The building types for the T2 Rural zone could also illustrate the scale of density consistent with the other transect zones, instead of relying on photographs.
34	The T2 design guidelines are different in character from the other transect zones. It would be useful to address suburban and rural residential development with axonometric drawings as used in the T3 and T4 sections, for clarity. It would also be useful to use photos of these ranchette or estate types of development to be distinct from the agricultural photos and farmhouse development.

San Luis Obispo Council of Governments



Regional Transportation Planning Agency
Metropolitan Planning Organization
Census Data Affiliate
Service Authority for Freeways and Expressways

Arroyo Grande
Atascadero
Grover Beach
Morro Bay
Paso Robles
Pismo Beach
San Luis Obispo
San Luis Obispo County

Ronald De Carli, Executive Director

March 11, 2008

Susan DeCarli
City Planner
Community Development Department
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Re: Paso Robles Gateway Plan: Design Standards

Dear Ms. DeCarli,

Thank you for the opportunity to read and comment on the draft Paso Robles Gateway Plan: Design Standards. Adoption of such a plan is important because it provides opportunities to secure future enhancement funding and places the City in a better position to request additional mitigation of Caltrans projects.

It is encouraging that the Gateway Plan supports Smart Growth principles, emphasizes many of the goals and concepts of Community 2050, and is consistent with State Scenic Highway guidelines. This plan is progressive, enhancing livability and community identity, and we are pleased to see it as the first one of its kind in the San Luis Obispo County region.

SLOCOG strongly supports the Gateway Plan and highly recommend that the Planning Commission adopt the Plan with the following additional provisions:

- Provide a section identifying the City's goals and objectives regarding design concepts for the highways as the corridors/gateways through the community.
- Include specific language regarding landscaping, barrier treatments, fencing, median barriers and planting along US 101 through the City.

Thank you, again for the opportunity to review this plan and I look forward to seeing it implemented in the future.

Best regards,

Geiska Baker
(805)235-3175
gbaker@gmail.com
Transportation Planner
San Luis Obispo Council of Governments



PASO ROBLES DISTRICT CEMETERY

P.O. Box 1706, Paso Robles, CA 93447 • 805-238-4544

March, 11 2008

To: Ron Whisenand
Community Development Director
City of Paso Robles

Re: Gateway Design Plan
City of Paso Robles
Draft dated: 2/15/08

Ron,
In review of the Gateway Design Plan draft I have found the following mistake on page 15; "Design Recommendations: The City-owned triangular open space..." This line is incorrect. I would suggest the following as a replacement: "The Paso Robles District Cemetery-owned triangular open space at this intersection is to be improved as an extension of the existing memorial park landscape."

Thank you,

Thomas M. Flynn, Manager
Paso Robles District Cemetery

G. Nacimiento Lake Drive at 24th Street

Background

This gateway is the entrance into town from the northwest countryside. It will provide a graceful and gradual transition from countryside to town, punctuated by the merging of Nacimiento Lake Drive and Mountain Springs Road into 24th Street. Approximately five blocks east of the gateway, 24th Street intersects with Spring Street, the central artery of downtown Paso Robles (see 24th St Central Gateway).



Design Recommendations

The City-owned triangular open space at this intersection is to be improved as an informal town green, leading to the existing Paso Robles District Cemetery.

1. Future improvements will include the existing utilitarian paving and drainage facilities should be replaced with more rural detailing, including rocky swales and ditches instead of concrete channels and pipes, and rows of stone cobbles instead of concrete curbs.
2. Additional oak trees and native ground plantings should define the edges and focal points within the green.
3. Add regularly-spaced planting of Sycamore trees along Mountain Spring Road. Remove shrubs, extend planting of Sycamore trees along entrance to Cemetery.
4. Add irregular planting of oak trees that still allows for informal parking capacity on the north side of Nacimiento Lake Drive.
5. Directional signage at this location is very important. Use the proposed signage system for entering and exiting town.



Location Key of Nacimiento Drive



Recommended Des



GATEWAY DESIGN PLAN

City of Paso Robles

Page 15
2/15/08 DRAFT

Susan DeCarli

From: Susan DeCarli
Sent: Friday, April 11, 2008 12:19 PM
To: 'Dennis Reeves'
Cc: Larry Newland; Bob Carr; Ron Whisenand; 'David Sargent'; Aileen Loe; Ron DeCarli
Subject: RE: Comments on Draft Paso Robles Gateway Plan

Dennis,

The cover photo is being changed to a lovely local w/b gateway view on Hwy. 46W, that shows transition from rural countryside to the more urbanized area of the City.

Regarding your comments:

This is a great opportunity to work together for developing gateways that truly reflect Context Sensitivity. Of course the City fully intends to work with Caltrans on any potential improvements in the Caltrans r.o.w. as stated with each reference. Improvements would also need to comply Caltrans safety standards.

Photos simulations help the reader of the document understand the vision of possibilities for various gateways. They provide imagery to go along with the design recommendations on how to create a sense of arrival including how to "green up" entrances, provide ideas on locations for signs, and how the landscape in general should be treated, as well as how to transition rural to urban areas, maintain clear community separations, etc.

Landscaping and view easements and agreements are typical instruments to implement landscaping that Caltrans wouldn't otherwise install but which the city would like to see. Obviously these issues would need to be worked through on a case-by-case basis. For instance, when South Vine Street is funded for road improvements and streetscape enhancements such as the design plans that the City, Caltrans and SLOCOG have been working on for the last few years, the vision expressed for this gateway area can be realized in the field through agency collaboration.

If there are no policy allowances for any signage in the Caltrans r.o.w., then when the time comes for developing a better system for city signs we may need to put them on City or private property if no other agreements can be reached. In the 4th Street underpass/Riverside location, that whole area is part of a future realignment project, thus signs would likely go elsewhere anyway, but the important point is that signage directing drivers to downtown need to go somewhere in that vicinity. In regard to the 24th Street exit, perhaps the city could work with Caltrans to find suitable locations, and perhaps even develop a policy and criteria, or if all else fails, locate signs in the general vicinity to get the desired effect out of the Caltrans r.o.w.

The City will take a look at adjusting the document to reflect some of the points you raise.

Regards,
Susan DeCarli, AICP
Planning Manager

-----Original Message-----

From: Dennis Reeves [mailto:dennis_reeves@dot.ca.gov]
Sent: Friday, April 11, 2008 8:43 AM
To: Susan DeCarli
Cc: Larry Newland; Dennis Reeves; Bob Carr; Ron Whisenand
Subject: Comments on Draft Paso Robles Gateway Plan

Hi Susan,

Thank you for the opportunity to comment on the draft "Paso Robles Gateway Plan: Design Standards" dated 27 March 2008. (Is that a picture of Los

Olivos on the cover?) I thought it would be more useful to you to have my comments in an email rather than a phone call. This is a compilation of comments from Bob Carr and myself.

General - Include a general qualifier similar to: " Any proposed work within Caltrans right-of-way would be subject to Caltrans' approval and consistency with Caltrans safety, maintenance and operational policies."

Pages 9 & 21 - Photo-simulations of planting within Caltrans right-of-way (and CT fencing) should be removed and replaced with photos of existing conditions showing the desired effect. The recommendation of working with Caltrans for planting opportunities is okay in general but showing a simulation raises possibly unachievable expectations.

Pages 10 & 13 - Gateway entry signage should not be shown as proposed on State right-of-way. Caltrans currently does not have a policy allowing gateway signs on the R/W and there is no assurance such a policy is forthcoming.

Page 16 item #2, and page 21 item #1 and elsewhere - Is this recommending that Caltrans grant an easement to the city that controls the appearance of the highway or that Caltrans establish some control of the viewshed outside of State right-of-way? If so, the chances are so remote and unrealistic that the recommendation should be removed. Instead the recommendation could encourage an ongoing dialog with Caltrans for the purpose of understanding the opportunities for implementing community gateway goals.

Please let me know if you have questions.

Dennis Reeves
District Landscape Architect - District 5 - San Luis Obispo
California Department of Transportation
805-549-3509

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL
PROJECT NOTICING

Newspaper: Tribune

Date of Publication: April 23, 2008

Meeting Date: May 6, 2008
(City Council)

Project: Gateway Design Standards
(City initiated)

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

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**CITY OF EL PASO DE ROBLES
NOTICE OF PUBLIC HEARING
AND
NOTICE OF INTENT
TO ADOPT A NEGATIVE
DECLARATION AND THE
EL PASO DE ROBLES GATEWAY
DESIGN STANDARDS**

NOTICE IS HEREBY GIVEN that the City Council of the City of El Paso de Robles will hold a Public Hearing on Tuesday, May 6, 2008, at 7:30 p.m. at the City of El Paso de Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers, to consider adopting a Negative Declaration (statement that there will be no significant environmental effects) in accordance with the provisions of the California Environmental Quality Act (CEQA) and program approvals for the following project:

El Paso de Robles Gateway Design Standards. This project provides development standards to assist in creating attractive and cohesive transitions at the City's "gateways" from surrounding rural areas, and "entryways" from Highways 101 and 46. The standards include addressing: grading; site planning; building form; landscaping; fencing; signs and other associated activities visible from the City's gateways.

The 30-day public review period was from February 11, 2008 through March 11, 2008 and the proposed Negative Declaration and Gateway Design Standards remain available for review at the Community Development Department, 1000 Spring Street, Paso Robles, California. Copies may be purchased for the cost of reproduction.

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

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

Susan DeCarli, AICP
City Planner

April 23, 2008

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