

TO: James L. App, City Manager
FROM: Ronald Whisenand, Community Development Director
SUBJECT: Chandler Ranch Area Specific Plan Revisions
DATE: August 31, 2010

Needs: To consider a revised development concept and provide processing direction regarding the Chandler Ranch Area Specific Plan.

- Facts:
1. The Chandler Ranch Area Specific Plan (CRASP) has been in development for many years. The most recent Council direction on the plan followed a peer review from October 2007 (report attached).
 2. The property owners for CRASP met and discussed peer review revisions and their interests in moving the plan forward. The Wurth Family, who own a majority of the land within CRASP (Areas 1-10 and 20) along with Wilcox, owner of Area 11 have agreed to finance the preparation of a revised Specific Plan. Owners of the remaining areas either want to be excluded from the plan or are not interested in funding development concepts for their properties at this time.
 3. A new plan, titled "Chandler Ranch 2010 Concept Plan" has been submitted and reviewed by staff and Council's Ad Hoc Committee of Strong and Picanco. Pursuant to Council policy of May 2009, applicant driven specific plans can not move forward until they have been reviewed by the public and accepted for processing by the City Council. This special joint meeting of the Planning Commission and City Council is intended to meet this requirement.
 4. The purposes of the workshop are to hear a presentation on the latest concept plan (attached), receive input from the public, and provide direction to staff and the property owners on future Chandler Ranch specific plan efforts.

Analysis &
Conclusion: Property owners for a majority of the CRASP would like to move forward with a revised specific plan. It is their believe that this latest plan addresses housing and land use goals of the General Plan as well as improvements recommended by the peer review report. In offering feedback, the Commission and Council should answer the following questions:

1. What areas should be included in CRASP?

As the revised concept plan shows, Sub-Areas 18 and 19 are no longer within the specific planning boundary. These areas lie between Union Road and Highway 46E and were planned for commercial uses in the original specific plan. It made sense that these properties were

included in the original plan since Airport Road was intended to continue north through these parcels and tie into Highway 46 with an interchange. The Caltrans' Highway 46E Corridor Plan and the City's draft Circulation Element now show that interchange moved west to Union Road.

Sub-Areas 12-17 are included in the specific planning boundary but are shown without land uses or any specific neighborhood design features. Unlike Sub-Areas 18 and 19, these southerly holdings are critical to the success of the CRASP. Major backbone infrastructure, including roads, water, sewer, and other utilities need to be planned through these properties.

Property owners of areas 12-17 are not willing to support financing of the specific plan at this time. In order to not hold up those property owners wishing to move forward now, staff proposes the concept of "white holes" for non-participating properties. General Plan densities would be reserved but not authorized until property owners process a Specific Plan Amendment and their own environmental document. However, the location of backbone infrastructure would be set and in some cases these property owners would need to agree to improvements going through their property in advance of their own development plans.

- Does the Council agree with removal of Sub-Areas 18 and 19 from the plan? Doing so would require an amendment of the General Plan and should not occur until the Circulation Element is amended.
- Does the Council support the concept of "white holes" thereby allowing planning of the remaining areas to move forward?

2. Does the latest plan address earlier peer review comments?

The property owner's February 17, 2010 correspondence (attached) outlines how the latest concept plan addresses earlier peer review feedback. In general, staff agrees that the latest plan is responsive to earlier feedback and has vastly improved from the 2005 version. Circulation changes provide better neighborhood connectivity and achieve a greater degree of traffic calming. Land uses remain pretty much as they had before, but with a wider variety of housing types. Finally a number of "problem areas" where site topography presents design challenges (Areas 5-9), have been improved.

- Have peer review comments been adequately addressed?
- Are there any additional changes the Council would like to see?

3. How do we illustrate grading?

Grading has been perhaps the single largest design issue this plan has faced since its inception. The most recent Council direction was for the property owners to prepare a physical model showing before and after grading. The property owners will make a presentation on grading at the joint meeting and sample models will be available to view.

- Does the Council still want to the property owners to prepare a physical model? Are there other options that would be preferred?
- Are there particular areas where modeling efforts would be beneficial? Previous areas of concern (steeper slopes) included Areas 2, 3B, 6, 7 and 8.

5. Where to from here?

Current Council policy dictates that the Chandler Ranch and Olsen Ranch/Beechwood Area Specific Plans can not begin EIR processing until the City's Circulation Element Update is completed. The reason being these projects would require funding and construction of unnecessary and unwanted road infrastructure in order to comply with the 2003 Circulation Element. The updated element will result in a more balanced transportation network that is more in keeping with Paso Robles' small town character.

In the meantime, should Council determine the 2010 Chandler Ranch Concept Plan merits consideration, the applicants could start work refining the plan and drafting a specific plan regulatory document that would be the subject of EIR processing. Again, the EIR process can not begin until the Circulation Element update process is completed.

- Does the Council wish to authorize further work on the CRASP? *Please note that while authorizing work to proceed in no way guarantees approval, the applicant will need to expend substantial money to move the plan forward. Council should therefore carefully consider if the CRASP is fulfilling the current General Plan vision for the area. Also consistent with past direction, the costs for plan preparation and processing will be borne by the property owners.*
- Are there any changes the Commission or Council wish to have incorporated into the project?

Policy

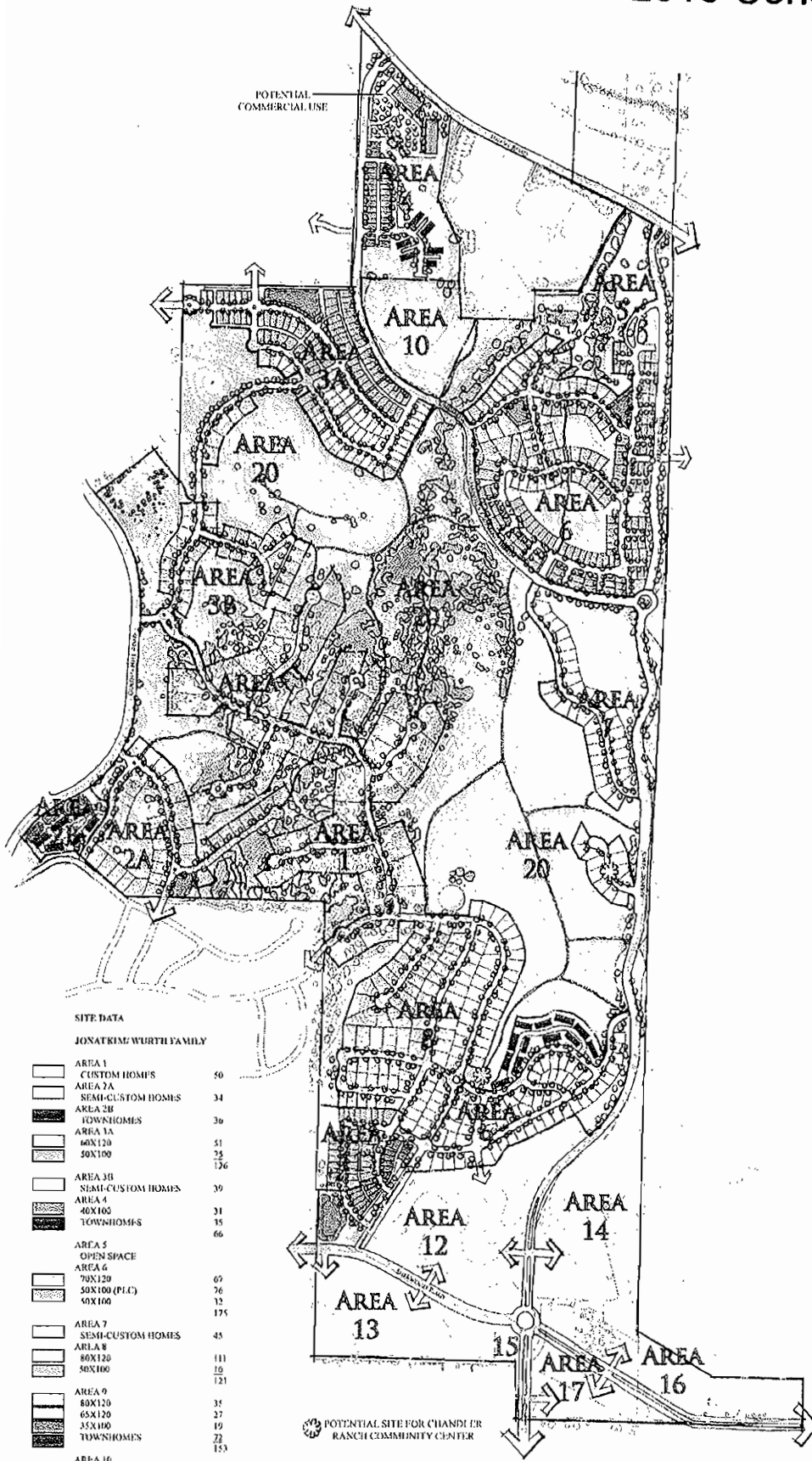
Reference: Council Policy and Procedures, Chapter 5, Section 5.2.3, 2003 General Plan, Council's Specific Plan processing direction of May, 2009

- Options:
- a. Provide explicit direction to City staff and property owners regarding whether and how the Chandler Ranch Area Specific Plan is processed from this point.
 - b. Amend, modify or reject the foregoing option.

Attached:

1. Chandler Ranch 2010 Concept Plan (colored large sized copies are available for public review at City Hall and on the City's website)
2. February 17, 2010 and July 12, 2010 applicant correspondence
3. Chandler Ranch Specific Plan Peer Review Report

Attachment 1 2010 Concept Plan



SITE DATA

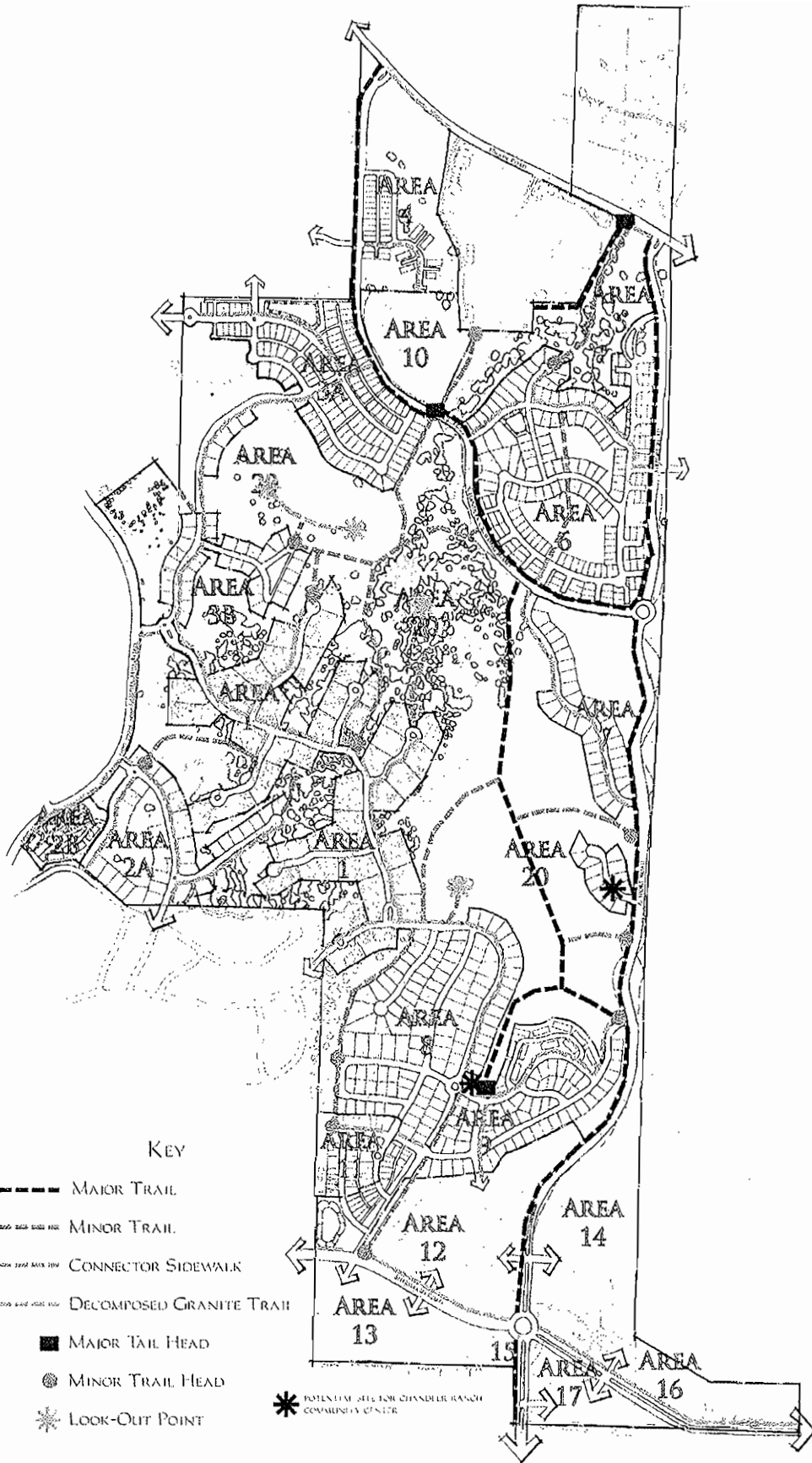
JONATHAN WURTH FAMILY

| | |
|---------------------------------|------------|
| AREA 1 CUSTOM HOMES | 50 |
| AREA 7A SEMI-CUSTOM HOMES | 34 |
| AREA 2B TOWNHOMES | 36 |
| AREA 1A 60X120 | 51 |
| 50X100 | 25 |
| | 126 |
| AREA 1B SEMI-CUSTOM HOMES | 39 |
| AREA 4 40X100 | 21 |
| TOWNHOMES | 35 |
| | 66 |
| AREA 5 OPEN SPACE | |
| AREA 6 | |
| 70X120 | 65 |
| 50X100 (P/C) | 76 |
| 50X100 | 13 |
| | 175 |
| AREA 7 SEMI-CUSTOM HOMES | 45 |
| AREA 8 80X120 | 111 |
| 50X100 | 19 |
| | 121 |
| AREA 9 80X120 | 35 |
| 65X120 | 27 |
| 35X100 | 19 |
| TOWNHOMES | 22 |
| | 153 |
| AREA 10 FUTURE SCHOOL | |
| TOTAL UNITS (AREAS 1-10) | 845 |
| WILCOX | |
| AREA 11 50X100 | 14 |
| AREA 12-17 TO BE DETERMINED | |

CHANDLER RANCH 2010 CONCEPT PLAN

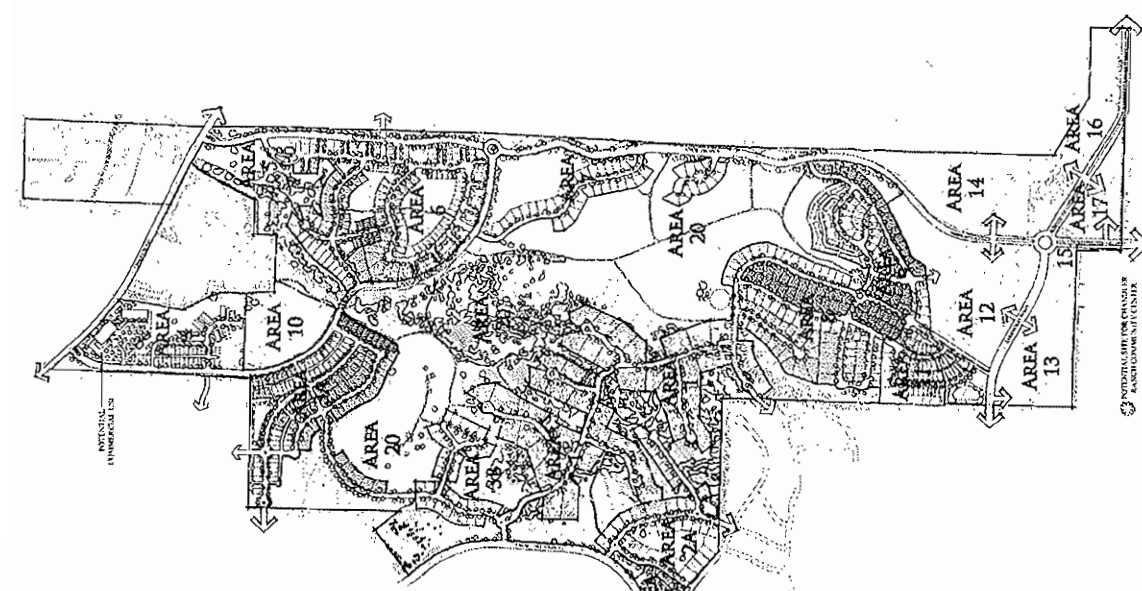
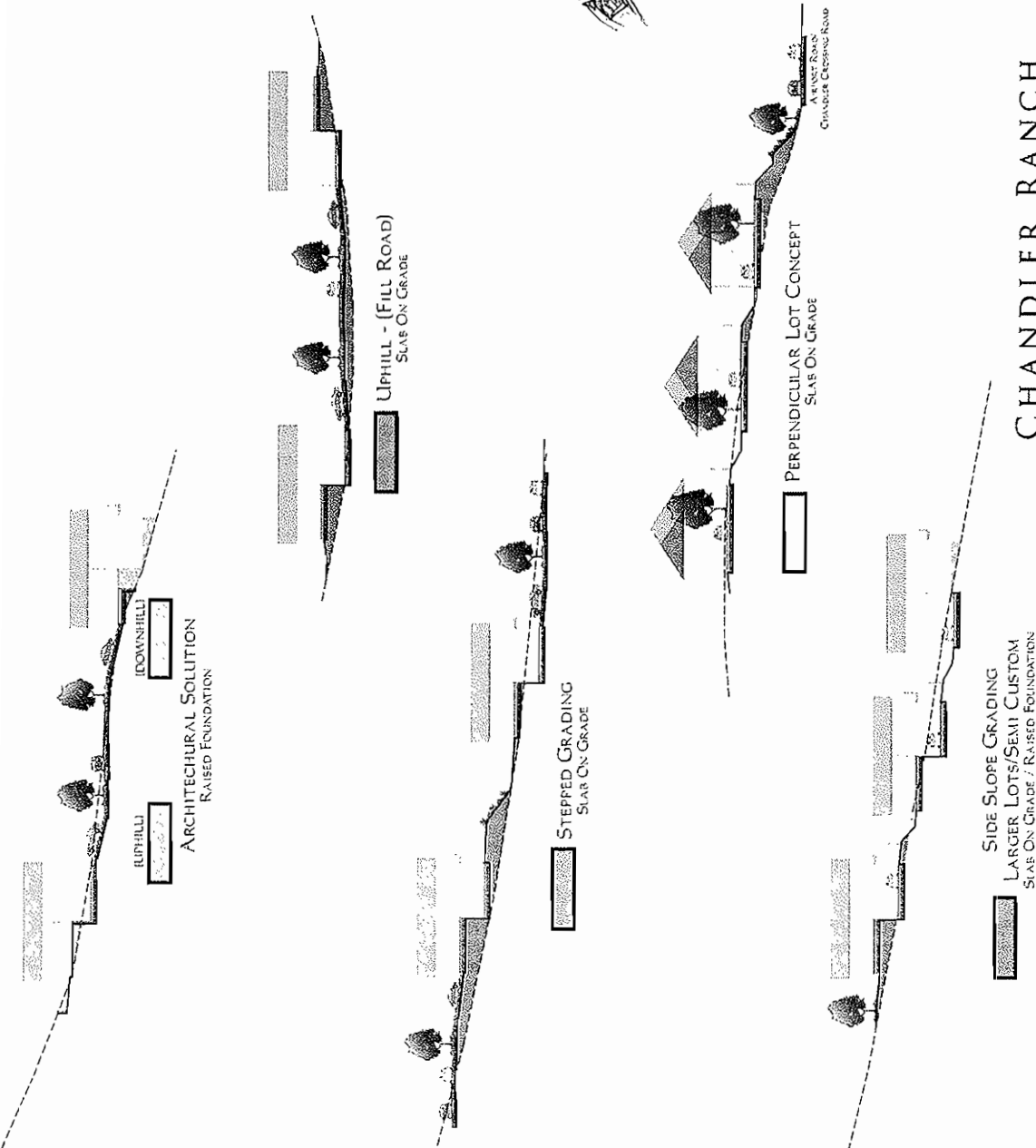
Ranch Specific Plan
Paso Robles, California





TRAILS PLAN
 CHANDLER RANCH
 2010 CONCEPT PLAN

ACE NORTH ENGINEERING, INC.
 1" = 100'
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 NCE
 11.14.10



CHANDLER RANCH 2010 CONCEPT PLAN

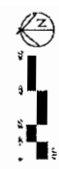
EXAMPLE GRADING TYPE LOCATIONS

EXAMPLE GRADING TYPES

Chandler Ranch Specific Plan
City of Paso Robles, California



NCE CONSULTING ENGINEERS, P.C.



JIDA CONSULTING ENGINEERS, P.C.

Attachment 2

Applicant Correspondence

February 17, 2010

Ron Whisenand
Community Development Director
City of Paso Robles
1000 Spring Street
Paso Robles, California 93446

Subject: 2010 Concept Plan and Design Refinements in Response to Chandler Ranch Specific Plan (CRASP) Peer Review Report -- October 29, 2007; Request for meeting with City Council Ad-Hoc Committee to review the CRASP Update

Dear Ron:

Thank you for meeting with us to discuss the refinements that have been made to the CRASP, primarily in response to the Peer Review report authored by Moule & Polyzoides, Architects and Urbanists (M&P) in 2007. The 2010 Concept Plan revisions have been generated as a collaborative effort between Jeffrey DeMure & Associates, Architects and Planners (JDA), North Coast Engineering (NCE) and Wallace Group (WG). We were fortunate to involve JDA as an outside planning firm with outstanding qualifications that provided a critical review of the previous plan with a number of fresh ideas. We believe that the design adjustments embodied in the 2010 Plan address the Peer Review Report very well but also, go further with additional modifications that improve the overall plan.

As you may recall the M&P Peer Review initially focused on three main areas:

1. Neighborhood Structure and Design
2. Grading
3. Development Standards and Guidelines

As part of their initial review, M & P refined their focus to more specifically address the following items related to layout and circulation:

1. Interconnectivity of neighborhoods, streets and plan areas
2. General pattern of lots backing up to public streets and public open spaces
3. Street geometrics that cut across natural contours to create large flat "pads"
4. High speed arterial geometry and design of Airport Road
5. Block patterns, thoroughfare types, lotting patterns, and building types that reflect Paso Robles' unique character and the rural setting at this edge of the City.

The 2010 Plan reflects a comprehensive response to the peer review, incorporates the M&P comments and the redesign of several of the major areas of the plan, and specifically focus on neighborhood structure, design and grading. Therefore, the overarching goals for the redesign of the CRASP were:

1. Improve the interconnection of neighborhoods
2. Wherever practically possible, use alley loaded lots or buffer spaces to eliminate "back-on" conditions that would require the use of sound walls or fences along major circulation.
3. Work closely with the existing grading conditions and topography.



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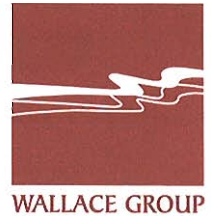
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4. Use architectural solutions to work with topography to reduce the number and extent of flat pad areas.
5. Provide a range of lot types and configurations that create a diversity of housing opportunities within CRASP.



Moule & Polyzoides, evaluated the Ranch using Transect Theory which uses geographical cross sections of a region to diagram a sequence of environments. A summary and the general descriptions of the individual Transect Zones used in the Peer Review area are listed below:

- 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.
- T-2 Zone consists of areas of Paso Robles that are reserved for agricultural uses -most notably vineyards-, have an open rolling hills or county road character and are sparsely settled. It might be called the "Purple Zone".
- T-3 Zone comprises lower density suburban residential areas. Planting is naturalistic with setbacks relatively deep and blocks are typically large. Public realm design, building and site development currently are oriented almost exclusively to the automobile. Some roads are irregularly aligned 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.
- 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 west of the Salinas River, where the oldest neighborhoods of Paso Robles are located.

The following responses summarize the comments from the October 29, 2007 M&P Peer Review Report related to Areas 1-11 and provides a response to how the comments were addressed. Specific Development Standards to implement the new concept will be addressed separately, as the CRASP undergoes further refinement.

Area 1 (T2 Rural)

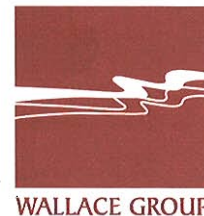
Peer Review Comments

"The master plan as drawn seems to be conceptually fine".

2010 Plan Response

The 2007 design layout will be maintained using narrow streets and shoulders with bioswales and either gravel or decomposed granite for parking areas. Residential lot fencing will be rural and open by design to maintain visual access to the open space area.

This area is indeed intended to preserve the topography and vegetation to the greatest extent possible. Open ended cul-de-sacs respect topography and provide pedestrian connectivity to the extensive trail system.



Area 2a and 2b (T3 Suburban)

Peer Review Comments

"The small lots situated on steeper slopes will require houses to conform to the slope by way of stepped foundations. Pad grading should not be allowed. New homes should front Golden Hill Road and the new neighborhood road."

2010 Plan Response

Area 2a lot types will remain unchanged. Grading will be limited to the construction of the neighborhood roads. The homes will utilize architectural solutions to conform to the slopes by way of stepped foundations. Area 2b will remain as townhomes, which will face Golden Hill Road and the new internal road with front doors and architecture. Garages will be accessed from an internal loop road that also provides additional off-street parking. This Townhome concept will also be used in Areas 4 and 9.

Area 3a (T3 Suburban)

Peer Review Comments

"The layout is conceptually correct as shown."

"It is recommended that the blocks in the middle of 3a have alleys, unless lots are at least 60 feet wide."

"Gilead must have on-street parking for visitors to those homes."

2010 Plan Response

Area 3a has been completely redesigned to take greater advantage of the natural topography, place the detention basin in a more central location to handle storm water run-off and to maximize the opportunity for alley loaded product along Gilead Lane and the new "crossing road". The area has also been designed to be permeable to pedestrians, with several green space connections to the open space to the south. The product style is a combination 50'x110' alley production and 60'x120' semi-custom. Both products are designed to handle grade elevation changes between 5'-10'. The lots along Gilead Lane and the new "crossing road" front the streets. Both Gilead and the "crossing road" will have on street parking on both sides (school side and residential side) of the street. Both streets will have a 12' median to allow for turn lanes as well as landscaped medians. These design features should provide for traffic calming yet allow efficient traffic handling.

The redesign incorporates Low Impact Development features with the incorporation of a large water quality basin as well as bioswale filtering along the main center road.

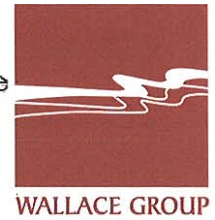
Area 3b (T3 Suburban)

Peer Review Comments

"The area should be developed per the T3 (Suburban) Standards. The roads should follow natural contours, as much as possible."

2010 Plan Response

Area 3b has been significantly redesigned to remove lots that present a greater grading challenge. The cul-de-sac on the west end of Area 3b has been eliminated. The remaining lots will be large custom lots and the homes will utilize architecture to accommodate the terrain.



This area may still receive further refinement, as the plan moves forward, to maintain lots in the area that are larger and have a more “custom home” focus.

Area 4 (T2 Rural)

Peer Review Comments

“The area was conceived as a large park or public open space, although it has potential to accommodate a large-scale private recreational facility.”

2010 Plan Response

While Area 4 was originally conceived as a recreational facility, this area has been redesigned to more appropriately place density. Located on what will now be a main entrance to Chandler Ranch with the “crossing road” from Union Road and nestled in between the existing Barney Schwartz park and the future school site, Area 4 has emerged as an ideal location for work force housing. In doing so, it now accommodates two distinct housing types; townhouses to the north and small, alley-loaded lots to the south. This combination of housing types creates a center of activity on the northern edge of the project. Buffer space has been placed between the existing park and the eastern edge of the proposed development to mitigate light and sounds associated with the sports fields.

Grading is minimized with the utilization of the flatter portions of the site as well as using stepped foundations in areas where the existing terrain dictates.

Area 4 proposes the following standards:

- The realigned Airport Road/new crossing road should traverse along the western boundary of Area 4, creating the primary northern entrance as it connects to Union Road.
- Pedestrian connections to the existing park and the future school site (Area 10) should also be provided.
- Homes will front the “crossing road” and will be served by an alley. The townhomes fronting Union Road will have architectural character such that the units facing Union Road will have their front façade facing Union Road.

Area 5 (T2 Rural)

Peer Review Comments

“Area 5 is conceived as open space. Existing oak trees and topography should be preserved in conformance with the T2 (Rural) standards.”

2010 Plan Response

This area has been combined with Area 6 to increase the activity area on the northern edge of the project, providing more housing close to the activity centers—the park and school sites. It provides a range of housing types that are arranged based on the terrain and existing oak trees. Townhomes will face both the “crossing road” as well as Airport Road with a pedestrian permeable six pack design. This will allow for very effective pedestrian circulation for the residents of this area allowing them to easily access the multi-purpose paths on Airport and the “crossing road” as well as the open space trails and the school. Existing oak trees have been preserved. Development of the area will be based on the T3 (Suburban) Standards.



Area 6 (Combination of Area 6 and Area 5)

Peer Review Comments

"The street parallel to and closest to Gilead, and wrapping around to the north parallel to Airport, should be an alley rather than a street." "That street can then be shifted 100-150 feet to the northwest, so that lots front both sides of it."

2010 Plan Response

Area 6 has been redesigned to provide both vehicular as well as pedestrian connectivity between Airport Road and the new crossing road (Gilead Lane), while working with the topography as well. The main knoll is preserved as a large open space area. Short sections of street with pedestrian and green space outlet to Airport Road and the new crossing road; place architecture toward the street and mitigate the dominance of the garage. Internal lots back on to open space. The lots along Airport Road and the new crossing roads are smaller, while lots on the northern portion of the area are larger "semi-custom" lots.

Area 7a

Peer Review Comments

"We strongly recommended that this area be planned for single-family detached homes that substantially preserve the existing contours of the land, and as much of the natural vegetation as practical."

"The T3 (Suburban) Standards should apply, perhaps with a perimeter road and landscaping more characteristic of T2."

2010 Plan Response

The area is being considered for large lot single family detached residences that have a more rural feel and that architecturally respond to existing topography. In the alternative, it is being considered as a potential location for the re-imagined Chandler Ranch Community Center. This area could also become the trailhead for the extensive network of pedestrian trails throughout the community and will be a highly visual centerpiece with views to the nearby vineyards and central open space, as well as a distant view of surrounding Paso Robles.

Area 7b

Peer Review Comments

"The layout shown for 7b is quite good, providing lots that front Gilead and Airport on the north and east edges, as well as the roads adjoining the open space along the west and south edges"

"The internal street in the southwest portion of the area comes very close to Airport Road causing some undesirable results. The lots in the southwest portion of that area are very deep, whereas the lots in the southeast portion are very shallow, and either back up to Airport Road or to the internal street, neither of which is a good option."

2010 Plan Response

The area maintains the original concept while reducing the number of homes to allow for more sensitivity to existing topography. As the Plan is refined, products will be designed to handle grade elevation changes or a larger lot alternative may be considered.



Area 8

Peer Review Comments

"If area 8 is to be exclusively large-lot single family houses, the layout as shown will work. If a range of lot sizes, including some less than 60 feet in width, are anticipated, then the blocks may need to be reduced in size and/or alleys may need to be added."

2010 Plan Response

This area remains, as originally conceived, with lots over 60 feet in width.

Area 9

Peer Review Comments

"If area 9 is to be exclusively large-lot single family houses, the layout as shown will work. If a range of lot sizes, including some less than 60 feet in width, are anticipated, then the blocks may need to be reduced in size and/or alleys may need to be added."

"The T3 (Suburban) Standards should apply if blocks are as large as shown, but could become T4 (General Urban) in all or some of the area if lots become smaller. If a variety of lots sizes is provided, the smaller should predominate in the southerly end of the area approaching Area 9, so that a reasonably smooth gradation from larger to smaller and from T3 character to T4 character."

2010 Plan Response

Area 9 will remain a residential single product of approximately 75'x100' with lots in steeper areas approximately 100'x100', with much of the slope being taken up in the homes themselves. The internal street pattern has been revised to better conform to the natural form of the topography and to provide excellent connectivity. The open space area to the northwest portion of Area 9 will remain and be considered as a potential Community Center location for the southern community. The northern portion of the area, abutting the open space, and has been reconfigured to include townhomes that architecturally respond to the topography and conform to T3 (Suburban) Standards. The 2010 concept plan avoids a lot line adjustment between the Wurth and the Cope parcels.

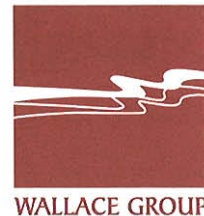
Area 10

Peer Review Comments

"The area is intended for an elementary school. While this Specific Plan is a local document with no regulatory authority over a school – which is regulated by the State – we would recommend that some design recommendations be provided for the school. "Of particular importance would be the frontage design along Gilead, which we would recommend have a rurally detailed frontage road for student drop off."

2010 Plan Response

The elementary school site is now surrounded within higher density neighborhoods that provide a walkable network for students and parents. A multi-purpose path is anticipated along the school frontage. The design of the school should be a collaborative effort to insure consistency with the overall architectural theme of Chandler Ranch.



Area 11

Peer Review Comments

"Area 11 cannot be planned independently of Areas 8 and Area 9."

2010 Plan Response

This area has been modified to provide alley-loaded lots that face onto the internal road and connect to Area 8. Storm water detention has also been integrated into the site as part of the existing natural site drainage. The property line between the Wurth portion of area 12 and area 11 has been ignored for the purposes of good consistent land planning. However, a lot line adjustment would be anticipated for orderly and efficient development.

Areas 12-17

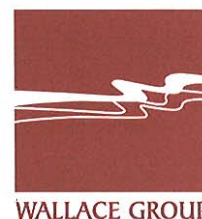
In the mean time, an alternative to respect the property lines between ownership is included in the redesign layout. These areas are currently undergoing a separate design process and will be integrated into the CRASP at a future date.

Ron, we appreciate the opportunity to present our refinements as they respond to the comments of the M&P Peer Review. We look forward to working with you as we move forward with a successful project that is sensitive to the natural features of the site while meeting the goals and the needs of the City and the Wurth family.

Sincerely,
Wallace Group

A handwritten signature in blue ink, appearing to read "John Wallace", written over a light blue rectangular background.

John Wallace
Principal



**Chandler Ranch Area Specific Plan
Unit Count for Areas 1-11**

| Jonatkim/ Wurth Family | Min. Lot Size | Lot Count | Housing Type | Character* |
|---------------------------|---------------|------------|-------------------------|--------------------|
| Area 1 | 1 Acre | 50 | Custom | Rural (T2) |
| Area 2 A | 8,000 SF | 37 | Semi- Custom | Suburban (T3) |
| Area 2 B | - | 36 | Townhouses | Suburban (T3) |
| Area 3 A | 50'x110' | 77 | Alley Production | Suburban (T3) |
| Area 3 A | 60'x120' | 51 | Production | Suburban (T3) |
| Area 3 B | 8,000 SF | 37 | Semi- Custom | Suburban (T3) |
| Area 4 | - | 72 | Townhouses | Suburban (T3) |
| Area 4 | 45'x100' | 43 | Alley Production | Suburban (T3) |
| Area 5 | - | - | Open Space | Natural (T1) |
| Area 6 | 50'x110' | 78 | Production | Suburban (T3) |
| Area 6 | 70'x120' | 78 | Semi- Custom | Suburban (T3) |
| Area 7 | 50'x100' | 52 | Alley Production | Suburban (T3) |
| Area 7 | - | 12 | Large Lot Single Family | Suburban (T3) |
| Area 8 | 10,000 SF | 78 | Semi- Custom | Suburban (T3) |
| Area 9 A | 65'x130' | 89 | Production | Suburban (T3) |
| Area 9 B | - | 84 | Townhouses | Suburban (T3) |
| Area 10 | | - | | Suburban (T3) |
| Area 20 | - | - | | Natural (T1) |
| Subtotal | | 874 | ** | |
| Wilcox | | | | |
| Area 11 | 50'x100' | 31 | Alley Production | General Urban (T4) |
| Total | | 905 | | |

* Per Peer Review recommendations (Transects)

** Previous total for the Wurth property was 825. A final lot count will be determined as concepts for each planning area are refined.

NCE 02 17 2010

Major Revisions to CRASP

1. Improved circulation and connectivity-added Union Rd connection, revised Airport to reflect current circulation information
2. Focused on minimizing grading by designing roads to the contours when possible
3. Incorporated The Transect in the design of lots and housing types
4. Placed more housing near areas of activity
5. Reduced grading by utilizing architectural design to absorb grade
6. Oriented buildings to face the streets
7. Provided housing for a full range of income levels
8. Incorporated more alleys into the neighborhoods
9. Incorporated Low Impact Development features in the design of neighborhoods
10. Designed more appropriate street sections

MEMORANDUM

Date: July 12, 2010
To: Ron Whisenand
From: John Wallace, Scott Bruce
Subject: Subject: 2010 Concept Plan and Design Refinements – Next Steps

Dear Ron:

Thank you for meeting with us as we move through the design refinement process. We look forward to meeting with the Council, Commission and public to discuss:

- the history of the project
- our response(s) to the Moule and Polyzoides peer review
- the Ad Hoc Committee meeting
- our design refinements since the Ad Hoc Meeting

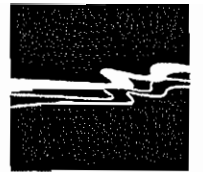
As you will remember the first draft of the Chandler Ranch Specific Plan came out in August of 2004 with revisions in May and November of 2005. The Draft EIR came out in for public review in November 2005 with the Final EIR being available in May of 2006. The Final EIR was never accepted by the City Council. At that time it became clear that the Council was desirous of exploring design refinements, incorporating new urbanist thought. They directed that a peer review be performed.

The peer review report authored by Moule & Polyzoides, Architects and Urbanists (M&P) was completed in October 2007. After significant review by the Wurth Family, the design Team was reassembled in 2009 (with the addition of a innovative architectural firm as the concept design lead) to address the peer review comments. Refined design began in late summer, 2009.

The 2010 Concept Plan revisions were generated as a collaborative effort between Jeffrey DeMure & Associates, Architects and Planners (JDA), North Coast Engineering (NCE) and Wallace Group (WG). JDA has outstanding qualifications and provided a critical review of the previous plan with a number of fresh ideas.

The refinements to the Plan addressed the Peer Review Report but also go further with additional modifications that improve the overall plan. As you may recall the M&P Peer Review initially focused on three main areas:

1. Neighborhood Structure and Design
2. Grading
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As part of their initial review, M & P refined their focus to more specifically address the following items related to layout and circulation:

1. Interconnectivity of neighborhoods, streets and plan areas
2. General pattern of lots backing up to public streets and public open spaces
3. Street geometrics that cut across natural contours to create large flat "pads"
4. High speed arterial geometry and design of Airport Road
5. Block patterns, thoroughfare types, lotting patterns, and building types that reflect Paso Robles' unique character and the rural setting at this edge of the City.

The 2010 Plan, as presented to the Ad Hoc Committee at the end of March, reflects a comprehensive response to the peer review. It incorporates the M&P comments by redesigning several of the major areas of the plan and it specifically focuses on neighborhood structure, design and grading. Therefore, the overarching goals for the redesign of the CRASP were:

1. Improve the interconnection of neighborhoods
2. Wherever practically possible, use alley loaded lots or buffer spaces to eliminate "back-on" conditions that would require the use of sound walls or fences along major circulation.
3. Work closely with the existing grading conditions and topography.
4. Use architectural solutions to work with topography to reduce the number and extent of flat pad areas.
5. Provide a range of lot types and configurations that create a diversity of housing opportunities within CRASP.

The 2010 Plan was generally well received by the Ad Hoc Committee and by staff. Based on the comments provided at the meeting we have made related design changes and have prepared a colored graphic to present those changes. We have also revised the Trails Exhibit to accordingly. The significant changes identified by Committee and staff are as follows:

Area 2A: Remove the three lots and cul-de-sac that cause potential uphill grading.

Area 3A: Add access to commercial property to the north from Gilead Lane

Area 4: Add access to the commercial property to the west, across Chandler Crossing Road.

Move residential units / create commercial area to respect the Airport Impact Area

Area 6: Eliminate cul-de-sac and add through connection to Airport Road in the north.



Add Perpendicular Lotting Concept (PLC) units along Airport Road, eliminating traditional single family. The intent is to remove rear exposure to street, replacing it with side exposure.

Identify access to property to the east across Airport Road

Establish "Focal Point". Move roundabout to north and east creating significant, accessible, green space to the south and east of the roundabout

Area 7: This area is the "flex" area. The number and type of units will be finalized here after the other planning areas are refined. This concept shows a limited number of semi-custom home sites – a relatively sensitive grading scheme.

Area 8: Refine lots in eastern portion

Add lots along eastern portion of Planning Area, adjacent to and viwing out into Open Space

Reconfigure the area around the roundabout to better relate to open space, the potential Community Center and trail head

Area 9: Relocate townhomes to better respect slope

Relocate potential Community Center site to better relate to open space, adjacent to "trail head"

Revise lotting concept to better respond to the characteristics of existing topography

Area 11: Locate area for potential neighborhood park

We have also spent significant time exploring the optional methods of presenting grading techniques, focusing on "Sketch-UP" 3-D presentations and / or the creation of a physical model. A separate memo has been prepared relating the findings of our research.

Lastly, we are revising the Grading Exhibit to more clearly display the range of grading techniques. The exhibit will show a cross section and an example location for each technique. Not every occurrence of each technique will be shown.

Thank you for the opportunity to share our additional refinements with you and we look forward to presenting the revised design to the Council, Commission and the public.

Attachment 3
Peer Review Report

CHANDLER RANCH SPECIFIC PLAI

PASO ROBLES CALIFORNIA

29 OCTOBER 2007

Prepared by:
Moule & Polyzoides Architects and Urbanists

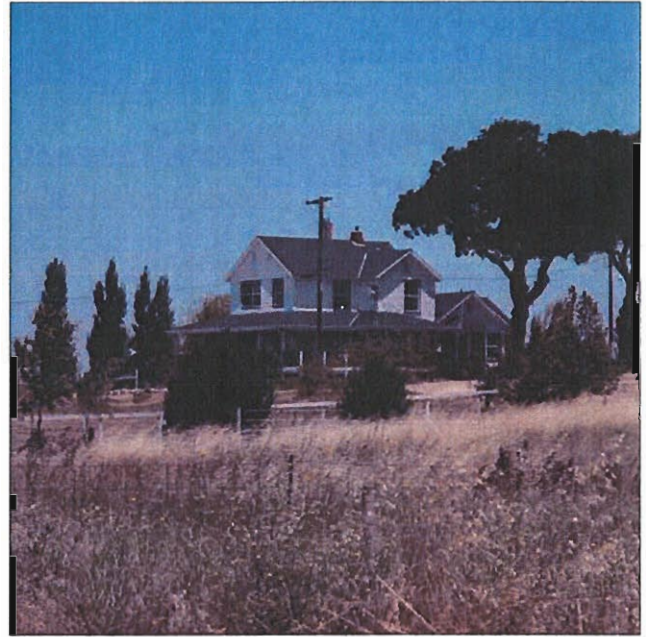


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BACKGROUND

In July of 2006 the City of Paso Robles retained the town planning group of HDR Engineering, Inc. to review the Public Review Draft Chandler Ranch Specific Plan, dated November 2005. It was anticipated that HDR would meet one or two times with the Applicant and with City staff to discuss the Specific Plan, and then prepare a report recommending revisions to be made to the Draft Specific Plan as a Public Hearing Draft was being prepared by the Applicant for presentation to the Planning Commission and City Council.

The review of the Draft Specific Plan, which consisted of comparing the Draft Specific Plan to General Plan policies, applicable City standards, and the City Council's stated concerns, was intended to focus on three areas:

1. Neighborhood structure and design.
2. Grading.
3. Development standards and guidelines.

HDR's initial review identified significant issues with the basic layout and circulation of the project. It was determined that a detailed review of the grading and the development standards would have been premature at that time, because major layout changes would in turn affect the grading and the development standards. The key layout and circulation issues included:

1. The lack of an interconnected network of neighborhood streets connecting the several property ownerships within the plan area, and the consequent lack of coherent circulation and block structure.
2. The general pattern of lots backing up to public streets and public open spaces, with rear yard walls or fences rather than fronts of buildings facing the main streets.
3. Street geometries that cut across natural contours to create large flat "pad" areas for production housing, rather than street and block patterns that conform to the natural terrain, with "uphill" and "downhill" lot types and building types creating the sense of a neighborhood in hilly terrain.

4. The high speed arterial geometry and design of Airport Road separating the proposed neighborhoods of Chandler Ranch from the wine-country environment to the east.

In May 2007, David Sargent – HDR's principal in charge of the Specific Plan peer review effort – left HDR to join Moule & Polyzoides, Architects and Urbanists (M&P). In order to ensure the successful conclusion of the peer review work, HDR has entered into a subcontract with M&P so that Mr. Sargent can complete this assignment.

In response to comments provided in project design conferences by Mr. Sargent and City staff, the Applicant has made a series of significant and positive changes to the master plan. In the most recent conference, held on July 30, 2007, the Applicant indicated that some further revisions would be made in the course of producing the next draft of the Specific Plan.

In that conference an important new topic discussed was the level of specificity and detail that would be provided by the Specific Plan. Important points discussed that are relevant to this question include:

1. The "Applicant" is composed of multiple property owners, some of whom are experienced in development and have specific ideas about the types of buildings they hope to construct, and some of whom just want to be able to sell their land to merchant home builders.
2. One property owner advocated that the southerly planning areas be left very flexible in terms of the basic street and block layout and in terms of the development standards and guidelines. The stated reason for this preference is that the owner intends to pursue a traditional neighborhood development (TND) approach rather than the conventional suburban development (CSD) approach described by the Draft Specific Plan.
3. The reason for some other property owners' preference that a low level of specificity and detail be included in the Specific Plan is clearly that they hope to be able to market the property to a wide range of home builders and feel that flexibility will be more palatable to those future builders.



Aerial photograph of Chandler Ranch Specific Plan area.

THE TRANSECT

This Specific Plan preparation process has consumed a number of years' time and a very large amount of public and private money. To end up with a document that specifies little about the design of new neighborhoods on the Chandler Ranch – so that some owners are not constrained by the Plan to pursue lower quality neighborhood development, while others are not constrained by the Plan to pursue higher quality neighborhood development – would seem clearly to be a waste of the important resources that have been devoted to the preparation of this Plan.

The 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.

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 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 East 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

SUMMARY OF RECOMMENDATIONS

Salinas River, where the oldest neighborhoods of Paso Robles are located.

The applicable transect zones for the Chandler Ranch Specific Plan are T4, T3, and T2. Please refer to Development Standards at the end of this report for more detailed descriptions of the each applicable Transect zone.

Summary of Recommendations

The recommendations that apply to all aspects of the Chandler Ranch Specific Plan, and to the physical master plan on which it is based, derive primarily from Goal 1 of the General Plan:

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

This goal – in combination with policies intended to encourage pedestrian activity and to reduce vehicle miles traveled per household – clearly implies that the physical layout of neighborhood street and block systems and the distribution of land uses should take the form Paso Robles' original neighborhoods to the extent possible. These neighborhoods organize various types of housing on small blocks within comfortable walking distance of a range of commercial and civic amenities, linking all development with an interconnected network of pedestrian-oriented streets. By far the simplest and most effective way to enhance Paso Roble's unique small town character is to use it as the basis for designing new parts of Paso Robles.

Thus the following primary neighborhood design principles and rules should generally apply to all new neighborhood development:

1. The street network should emphasize pedestrian convenience, comfort and safety. That means that the blocks should be relatively small (1000' to 1600' perimeter in general), visitor parking should be in front of all lots, pavements should be relatively narrow to encourage slow driving speeds and short pedestrian crossing distances, and sidewalks should be separated from the

street by planting strips and street tree rows.

2. Buildings should front the street and welcome the pedestrian. This is accomplished by devoting substantially less than half of the street frontage to vehicular access and front yard parking areas and providing alley access to lots that are less than 60 feet wide.



Visitor parking in front of lot.



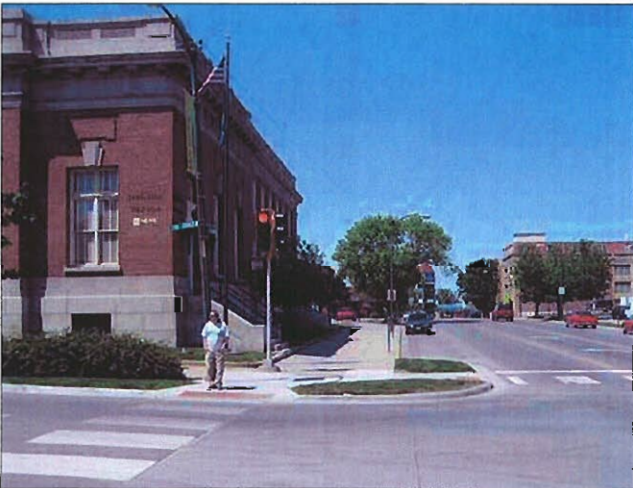
Provide planting strips and street tree rows.



Pavement width should be relatively narrow.



Buildings should front the street and welcome pedestrians.



Provide short crossing distances.



Devote less than half the street frontage to vehicular access.

GENERAL RECOMMENDATIONS

General Recommendations

We strongly recommend that the very positive direction of the recent master plan changes proposed by the applicant be resolved as a clear conceptual master plan of neighborhoods, and that the development standards and design guidelines in the current Draft Specific Plan be substantially revised to require block patterns, thoroughfare types, lotting patterns, and building types based on Paso Robles' unique character and the rural setting at this edge of the City.

As the applicant has noted, it is critical that a Specific Plan for a property as large as the Chandler Ranch – which would be expected to be developed over a period of decades rather than years – contain development standards that provide a good degree of flexibility as to the types of housing and neighborhood-serving commercial buildings that can be built, so as to be able to respond to near-term and long-term market demands.

Great flexibility of housing type, however, does not require an unfettered degree of flexibility of neighborhood design character. As the Draft Olsen Ranch Beechwood Specific Plan demonstrates, housing for the full range of household sizes and income levels – and for neighborhood-serving commercial uses – can be provided within neighborhoods designed specifically for the hilly terrain along the rural east edge of Paso Robles. Flexibility of “product type” does not require a free-for-all of housing designs that have been developed for other places, or for no place in particular.

A master plan of streets and blocks that delivers lots between 100 feet and 150 feet in depth – most fronting onto quiet, pedestrian-oriented neighborhood streets, and some fronting onto busier neighborhood edge avenues – will gracefully accommodate houses of all sizes and prices, townhouses of many types, condominium or apartment buildings at a wide range of densities, and neighborhood-scale retail or office development for a wide range of user sizes and types. Some blocks, particularly those containing houses on smaller lots or attached housing types, should have service lanes or alleys that provide vehicular access to the rear of the lot, while other blocks with houses on wider lots would not.

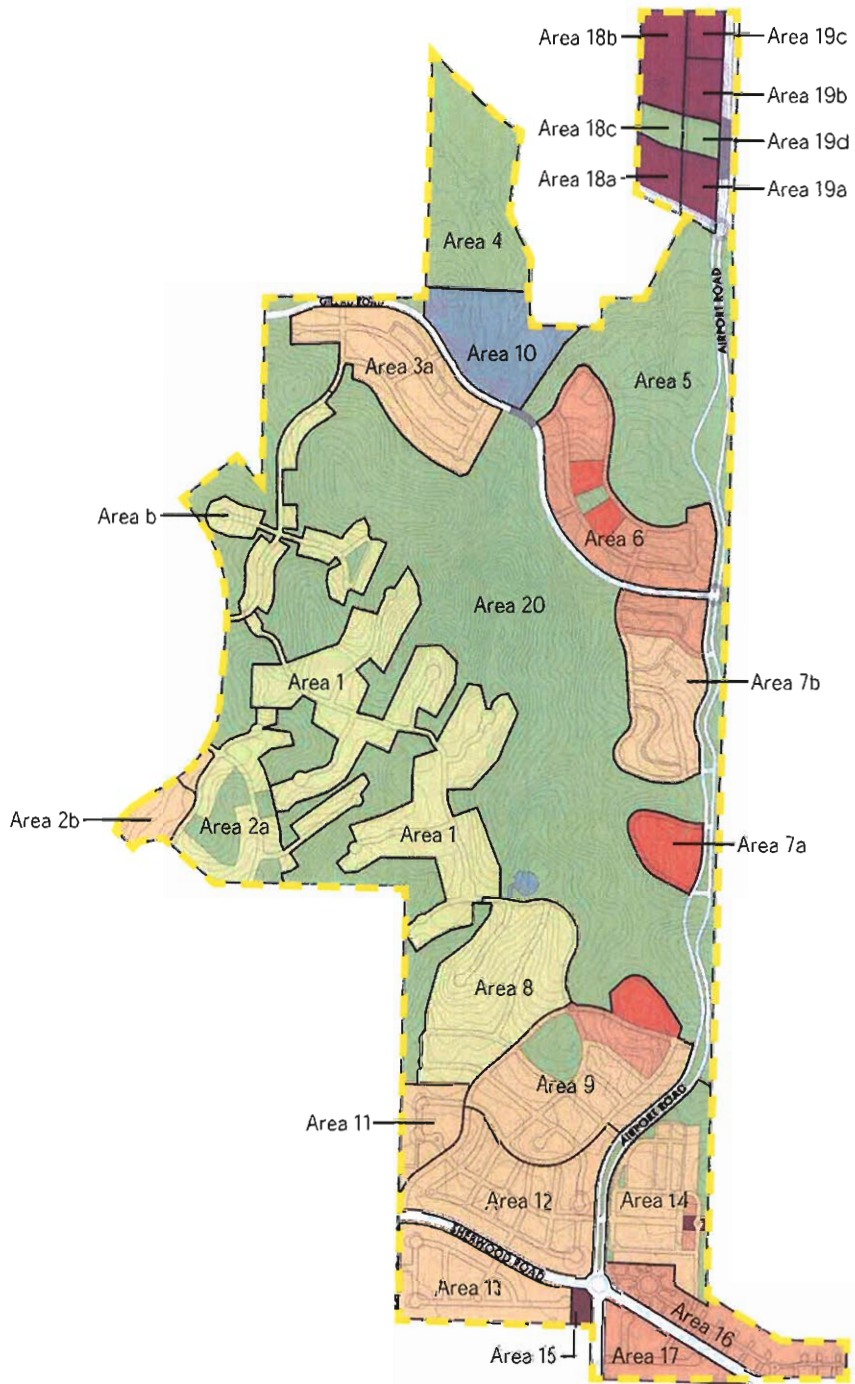
By contouring the streets and blocks to the natural terrain, it is possible to feather the neighborhoods into the

natural landscape that surrounds them, and to preserve within the neighborhoods a strong sense of rolling hill country. However, within some neighborhoods – where the streets and lots require grading all the land in any case – there will be some places where very light grading will yield a very good neighborhood design, and other places where grading more heavily will be needed in order to produce a pleasant streetscape and living environment.

In certain cases, strictly minimizing the amount of earth that is moved may create very awkward conditions, where some lots are set up on retaining walls while front yards across the street are actually below the street, driveways may be uncomfortably steep, or streets may unexpectedly dead-end at a steep slope or retaining wall, disrupting the neighborhood connectivity. While we certainly do not recommend unrestricted mass grading of this beautiful land, we do recommend that the grading restrictions be carefully evaluated to make sure that arbitrary limits on the depth of cuts or fills – which if done correctly are only unattractive as temporary conditions during construction – do not have the unintended consequence of unnecessarily fragmenting the long-term structure and function of the new neighborhoods and streetscapes.

Based on our review of the Draft Specific Plan dated November 2005, and based on the several meetings with the applicant and City staff, we have the following specific recommendations for further master plan refinements and revisions to the Draft Specific Plan.

The master plan recommendations are numbered by planning area, with lettered recommendations for the development standards and design guidelines, or form-based code. The master comments on the master plan refer to the version dated June 2007.



Chandler Ranch Specific Plan Regulating Plan with area designations.

RECOMMENDATIONS BY PLANNING AREA

North Neighborhood

General Comments

The northerly planning areas – 1-7 and not including 18-19 – are quite fragmented by the open space preservation pattern and do not really add up to a neighborhood. But they do provide a range of potentially very beautiful lots in close proximity to preserved natural open space, and designed naturalistic open space. Accordingly, the general character of these places should be in the T2 and T3 ranges. Very high quality design standards for such development may also be found in the Neighborhood Edge 1 Zone of the OBSP.

Given the not-so-interconnected character of these planning areas, it will be extremely important that pedestrian and bicycle movement on the streets, roads and trails in this area be very carefully designed as an integrated network. In more traditional neighborhood designs, every street has a comfortable sidewalk and every neighborhood street has low enough driving speeds that bicycle traffic can move with the cars. In this area, however, great care will need to be taken to provide safe and comfortable routes for kids to use on their way to school, to parks, and to visit their friends in the neighborhood.

Recommendations by Planning Area

Area 1

The design intent for this area is to preserve the existing topography and vegetation, and gently set houses down among the oak trees. This seems like a strong concept, and carefully implemented this would provide a unique and rural living environment. The master plan as drawn seems to be conceptually fine.

Development standards should be T2 (Rural) whereby:

- a. Roads are narrow and have naturalistic verges (shoulders) with drainage in swales that are landscaped with drought-tolerant native plants, and local river rock where stabilization is needed.
- b. Fences and landscaping are open and of rural character.

- c. Houses are either horizontally proportioned (ranch type) one or one-and-a-half story, or one or two story farm-house types, with very simple massing. Large two-story houses with complex massing (MacMansions) should be avoided. Preferred styles include California Ranch Style (if on lots of approximately 1 acre or more) or California Spanish, perhaps farmhouse Italianate, or modern if rustic or natural materials are used.
- d. Existing oak trees are preserved to the maximum degree possible, but not at the expense of well-designed street frontages. Grading should accommodate existing trees rather than relegating them to awkward raised planters or pits. Roads, houses, and grading should provide appropriate setbacks from the critical root zone.

Areas 2A and 2B

Areas 2A and 2B consist of smaller lots that are situated on steeper slopes than in Area 1. Accordingly, houses will need to conform to the slope by way of stepped foundations. Pad grading should not be allowed in Areas 2A and 2B. Area 2B has frontage onto Golden Hill Road and onto a new neighborhood road. New homes should front both those streets, not back up to them.

Development standards should be T3 (Suburban).

Area 3A

The layout is conceptually correct as shown. Note that the area in the northwest corner of 3A is a naturalistic water quality basin and not lots that back up to Gilead, and that the alley shown south of Gilead allows for homes fronting Gilead. Gilead must have on-street parking for visitors to those homes.

It is recommended that the blocks in the middle of 3A also have alleys, unless the lots are at least 60 feet wide. It is understood that the perimeter lots on the south and east edges of area 3A are very minimally graded, with houses that conform themselves to the uphill lot condition and back yards that seamlessly connect to the adjoining natural open space. Property line fences should conform to the T2 standards along those edges.

Developed standards should be T3 (Suburban)

RECOMMENDATIONS BY PLANNING AREA

Area 3B

Area 3B should be developed per the T3 (Suburban) standards. The roads should follow natural contours as much as possible, per the hand drawn sketches presented at the meeting of 30 July.

Area 4

Area 4 is conceived as a large park or public open space, although it has potential to accommodate a large-scale private recreational facility. Regardless of the final use, an illustrative landscape master plan should be prepared and the character of landscape and other improvements should be per the T2 (Rural) standards.

Area 5

Area 5 is conceived as open space. Existing oak trees and topography should be preserved in conformance with the T2 (Rural) standards.

Area 6

The street parallel to and closest to Gilead, and wrapping around to the north parallel to Airport, should be an alley rather than a street, as the applicant's expressed intention is to have townhouses facing Gilead. That street can then be shifted 100-150 feet to the north/west, so that lots front both sides of it. The lots on the northerly side will back up to the natural open space, much as the edge lots in Area 3A.

T3 (Suburban) standards should apply.

Area 7A

Area 7A is currently a single generally round block. The current housing density diagram indicates that higher densities are planned for that area. While it is possible to design buildings containing denser housing that would look appropriate sitting in a little block that is surrounded by natural open space and vineyards, the chances of a merchant builder doing so are negligible. We strongly recommend that this area be planned for single-family detached homes that substantially preserve the existing contours of

the land, and as much of the natural vegetation as practical.

T3 (Suburban) standards should apply, perhaps with a perimeter road and landscaping more characteristic of T2.

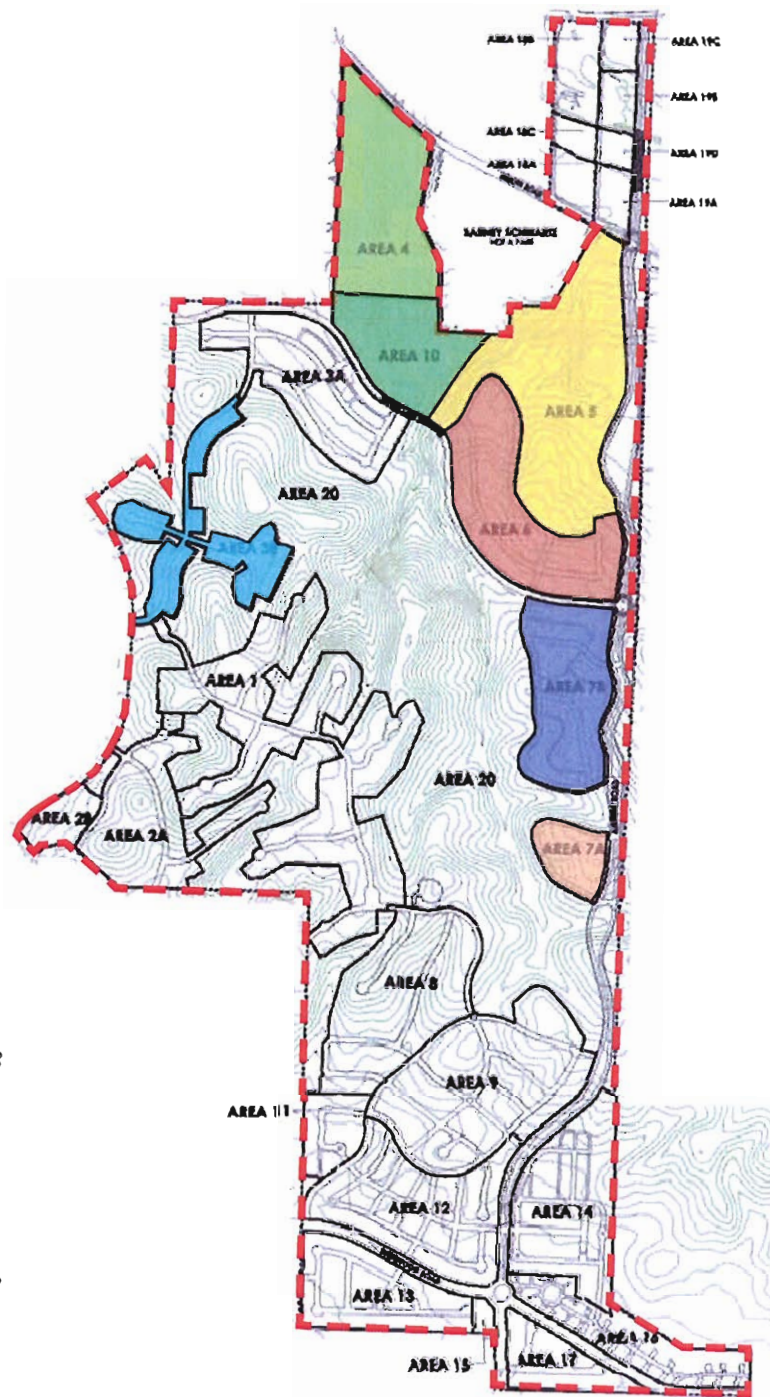
Area 7B

The layout shown for 7B is quite good, providing lots that front Gilead and Airport on the north and east edges, as well as the roads adjoining the open space along the west and south edges. The alleys that have been added provide vehicular access to the lots, providing a great deal of flexibility in lot widths, and allowing the front yards to be beautifully landscaped and free of automobile parking.

The internal street in the southerly portion of this area comes very close to Airport Road causing some undesirable results. The lots in the southwest portion of the area are very deep, whereas the lots in the southeast portion, facing Airport Road are very shallow, and either back up to Airport Road or to the internal street, neither of which is a good option. If that internal street were shifted to the west, there could be an entire block to the east of it, such that lots fronting Airport Road and fronting the internal street would be possible. That block should contain an alley to avoid driveways onto Airport Road.

All of the neighborhood edge streets must have curbside parking for visitors. On Airport Road, and on the road along the west and south edges, parking could be accommodated on a wide shoulder composed of pervious pavement (such as pervious concrete, pervious pavers, or other permeable surfaces that are approved by the Planning Director). On Airport Road, parking could also be accommodated along a frontage lane that would also facilitate access to homes facing Airport Road. This second alternative is probably the better solution for carrying relatively heavy traffic loads and at the same time allowing buildings and street parking to front on the narrower, quieter, and separate frontage lanes. Both configurations could be lined with informally planted oak trees that emphasize the rural character of the streets.

T3 (Suburban) standards should apply.



KEY

| |
|--|
| Area 3B |
| Area 4 |
| Area 5 |
| Area 6 |
| Area 7A |
| Area 7B |
| Area 10 |

Chandler Ranch Specific Plan Areas 4, 5, 6, 7A, and 7B.

RECOMMENDATIONS BY PLANNING AREA

Area 10

This Area is intended for an elementary school. While this Specific Plan is a local document with no regulatory authority over a school – which is regulated by the State – we would recommend that some design recommendations be provided for the school. Such recommendations might include photographs of schools that have a rural character in their architecture and site planning. Of particular importance would be the frontage design along Gilead, which we would recommend have a rurally detailed frontage road for student drop-off. Bus drop-off zones should be organized to the side of the buildings adjacent to the parking lot, if at all possible. Architecture of a very simple California Spanish style is recommended, reflecting the strong tradition of such school designs in California. The layout should anticipate that portable classroom buildings may be added in the future, and should mass the initial building along the street frontage so that future portables would be to the north, screened from street views.

South Neighborhood

General Comments

Perhaps the greatest improvement to the master plan to date has been the unification of the plan for Areas 8, 9, 11, 12 and 14. In the July 30 meeting the possibility of reorienting lots around the edges of Areas 9 and 12 so that they front the perimeter streets rather than backing to them was discussed, as was the possibility of more unified planning as regards areas 13, 15, 16 and 17.

As the drawing on the facing page demonstrates, this South Neighborhood directly abuts the north neighborhood of the Olsen Ranch-Beechwood Specific Plan, such that the neighborhood-serving commercial center on the south side of Sherwood Road is facing the soundwall of the six-pack product on the north side of Sherwood. This would be a truly terrible outcome of so many years of planning effort.

As a motorist on Sherwood Road approaches Airport Road from the east, the new Olsen Ranch Neighborhood is on the left and vineyards are on the right. Then the neighborhood commercial center appears on the

left, just before Airport Road. Shortly after turning north on Airport Road the situation repeats itself, with the new South Neighborhood on the left and vineyards on the right. To be suddenly cut off from the vineyards by soundwalls and the backs of closely packed tract houses at this major intersection at the edge of town would be a major mistake. And sitting in a new restaurant in the Olsen Ranch Neighborhood Center looking at such a condition would significantly reduce the value of the place.

Accordingly we provide some comments regarding these areas as a group. We still have significant concerns about the details of the layouts for these areas, but the clear conceptual intention is that they be joined together into a single neighborhood of interconnecting streets and reasonably scaled blocks. Specific concerns about this layout include:

- a. The block sizes in Areas 8 and 9 are quite large, presumably to accommodate large lots. A general illustrative pattern of the lots should be shown, so that the scale and pattern of the development can be understood.
- b. The block sizes in Area 12 are very small and it appears that some of the blocks must be only one lot deep. In the July 30 meeting the possibility that some of the streets are actually alleys was discussed. This area should be redrawn, including some illustrative lotting, so that the difference between streets and alleys is clear, and hence the fronts and backs of lots are clear. In blocks where larger lots are planned, alleys are completely optional, but if lots less than 60 feet wide are contemplated, provision should be made for alleys. Also the lots abutting Sherwood Road and Airport Road should have alleys, so that driveways do not connect to Airport Road or Sherwood Road. Elsewhere, the decision to include an alley or not can certainly be made when the tentative map is prepared and the lot sizes and building types are known.
- c. Areas 13, 15, 16 and 17 appear to have lots backing up to Sherwood Road and Airport Road. This would be an unfortunate circumstance in almost any context, but here on the rural edge of Paso Robles at the intersection of two major city-edge

rural avenues it is completely inappropriate. And to have this condition across the street from the fronts of residences and/or small commercial establishments in Area 12 and the Olsen Neighborhood would be doubly damaging. The layouts of these areas need to be redesigned to correct this.



Southern portion of Chandler Ranch Specific Plan area as abuts Olsen Ranch Beechwood Specific Plan area.

RECOMMENDATIONS BY PLANNING AREA

- d. Area 14 is designed with what is apparently a two-way frontage road parallel to Airport Road. The impulse behind a frontage road here appears to be the idea of facing buildings toward Airport, which is the right idea. However we believe that with the redesign of Airport as a rural avenue rather than a high-speed arterial street, it may likely be possible to face buildings toward it without a frontage road. And if a frontage road were needed, we would suggest that it be a one-way side-access lane with parking, or a rural frontage lane with parking such as the one found along the front of Mattei's Tavern in Los Olivos.
- e. And as previously mentioned, we suggest that the small neighborhood-serving commercial establishment(s) envisioned for this area be oriented toward Airport Road and/or toward Sherwood Road. Ideally such uses would be located – among other places – on Sherwood opposite similar uses in the Olsen Ranch Neighborhood Center, and perhaps along Airport Road.

Recommendations by Planning Area

Area 8

If Area 8 is to be exclusively large-lot single family houses, the layout as shown would work. If a range of lot sizes, including some less than 60 feet in width, are anticipated, then the blocks may need to be reduced in size and/or alleys may need to be added.

T3 (Suburban) standards should apply.

Area 9

If Area 9 is to be exclusively large-lot single family houses, the layout as shown would work. If a range of lot sizes, including some less than 60 feet in width, are anticipated, then the blocks may need to be reduced in size and/or alleys may need to be added.

T3 (Suburban) standards should apply if the blocks are as large as shown, but could become T4 (General Urban) in all or some of the area if lots become smaller. If a variety of lot sizes is provided, the

smaller should predominate in the southerly end of the area, approaching Area 9, so that a reasonably smooth gradation from larger to smaller – and from T3 (Suburban) character to T4 (General urban) character – is achieved.

Area 11

Area 11 cannot be planned independently of Areas 8 and 9. See comments for those areas, above.

Area 12

Area 12 needs to be redrawn, clarifying the street network and blocks that are approximately 200 to 240 feet in depth. Lots along Airport and Sherwood should face those streets rather than backing to them. If some blocks are intended to have townhouses with rear-loaded tuck-under parking in them, those lots might be as little as 70 or 80 feet in depth, and if so the building types that would populate those blocks should be clearly defined.

T4 (General Urban) standards should apply.

Area 13

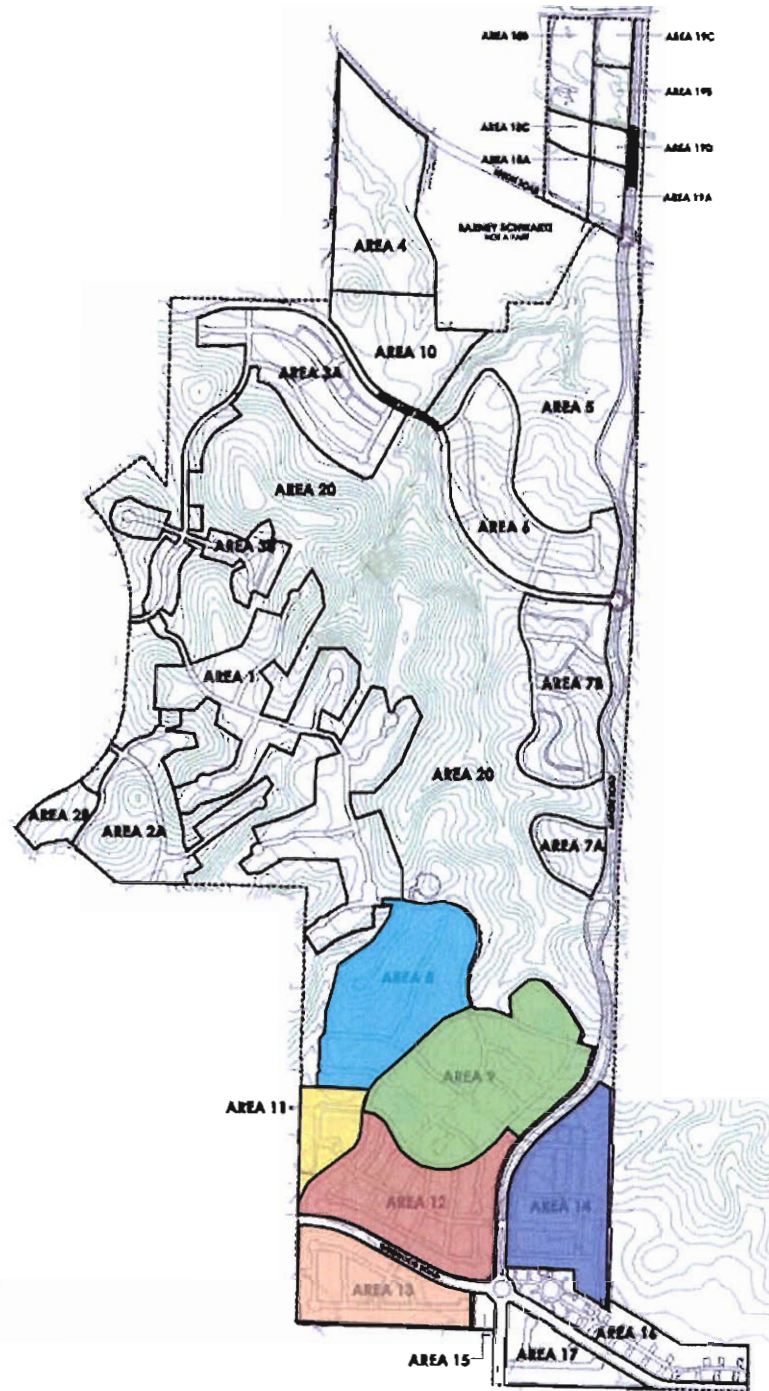
Area 13 should be redesigned so that lots front Airport and Sherwood rather than backing to them. This area has the opportunity to be developed at higher intensities that are implied by what appears to be a single-family detached tract.

T4 (General Urban) standards should apply.

Area 14

This area appears to heading toward a neighborhood center character, and we recommend further clarifying that intention. We also recommend that buildings front Sherwood, with and/or without a frontage road, and that serious consideration be given to locating non-residential uses along the Sherwood frontage.

T4 (General Urban) standards should apply.



KEY

| | |
|---|---------|
|  | Area 8 |
|  | Area 9 |
|  | Area 11 |
|  | Area 12 |
|  | Area 13 |
|  | Area 14 |

Chandler Ranch Specific Plan Areas 8, 9, 10, 11, 12, 13, and 14.

RECOMMENDATIONS BY PLANNING AREA

Area 15

This area cannot be planned separately from Area 13. See comments for that area above.

Area 16

As noted in the general comments for the south neighborhood, the layout for Area 16 is clearly inappropriate. The planning for this area needs to be unified with Area 14 to the north, and with the Olsen Neighborhood Center to the south. Buildings should front Sherwood Road, not back to it.

T4 (General Urban) standards should apply.

Area 17

This area needs to be redesigned, similarly to Area 13. Its shape is challenging but provides a very high ratio of frontage to area, which would add value to a commercial use whereas it subtracts value from a single family residential use.

T4 (General Urban) standards should apply.

Union Road/Highway 46 Commercial

Areas 18 and 19 need to be planned in a unified way, regardless of whether they are developed at separate times by separate entities, or all at once. Accordingly, we provide one set of comments for the two areas.

The land to the north of the creek and adjacent to Highway 46 (Areas 18B, 19B and 19C) appears suitable for a highway oriented commercial use. Buildings in this area should face Highway 46 and/or Airport Road, with a frontage road behind a parkway with strong, rural landscaping and tree plantings. Access to Areas 18 and 19 should be linked by this frontage road, with a consistent design. One end of that frontage road should connect to Airport Road an appropriate distance from Highway 46, and the other end should end at the western edge of Area 18 with the possibility of extending it westward should topography and development of adjacent property permit. Rather than a dead end or cul-de-sac, it is recommended that a loop be completed via driveways or alleys that provide access around and behind buildings that front Highway 46 and the frontage road. If the

properties are developed separately, reciprocal access and parking easements should be recorded to assure a unified operation as well as design.

Parking lots in front of buildings, if provided, should be no more than one aisle in depth, and designed and landscaped as parking along a frontage road rather than as a typical shopping center parking lot. Additional parking should be behind the buildings, or in moderately sized "parking courts" between buildings. A shared parking area between Areas 18 and 19 might be provided with a shared drive aisle on the boundary between the areas.

The land south of the creek and adjacent to Union Road (Areas 18A, 18C, 19A and 19D) are located within the boundaries of the City's Airport Land Use Plan and is thus more suitable for neighborhood-serving commercial use. Commercial buildings should front Airport Road and/or Union Road, with or without a frontage road. If parking is provided in front of these buildings it should either be on-street parking or parking detailed as a frontage road, as noted above.

New buildings along the highway should employ storefronts and building-mounted signage facing the highway, simple rural roof forms, careful screening of roof-mounted equipment and loading and storage areas, and guidelines for rustic colors and natural materials. Mini-storage facilities, loading areas, large parking lots and other unsightly service areas should not be visible from the highway.

In the case of both of these areas, the design of the creek edges will be important. A variety of conditions may be appropriate along the creek depending on the selected uses, including a restaurant with a deck or garden along the creek, or in some cases parking areas. If parking areas are located along the creek, a prototype for their design would be Olohan Alley and Kiwanis Park in Arroyo Grande – pervious pavement and carefully designed bio-swales and infiltration basins should be provided to control the quality and quantity of stormwater delivered to the creek.

DEVELOPMENT STANDARDS

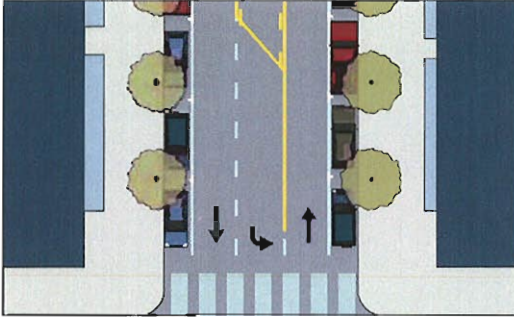
T4 - GENERAL URBAN

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 guidelines. 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.

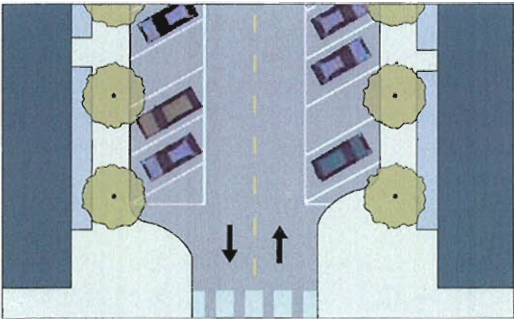


The following thoroughfare types are appropriate for the T4 zone.



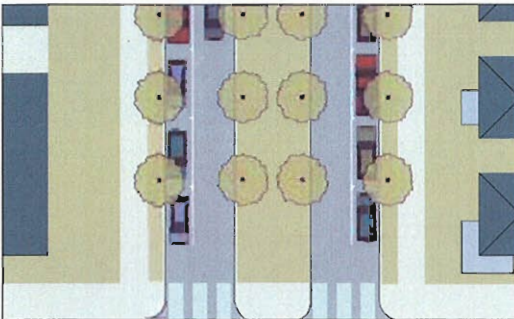
Central Street

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.



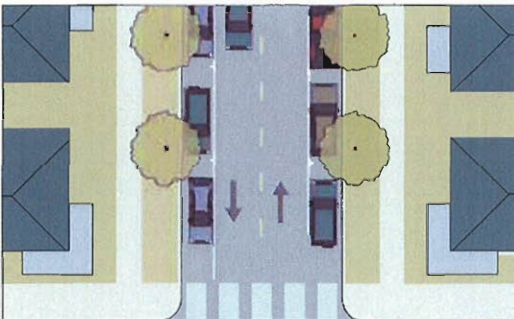
Central Street - Diagonal Parking

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

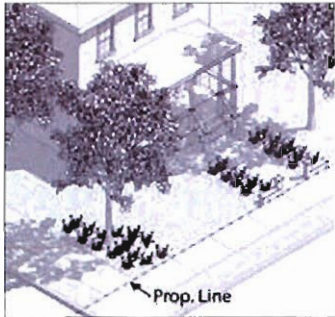
Neighborhood Streets are designed for low traffic volumes and traffic speeds of 25 miles per hour or less. Their primary function is to provide access to adjacent land uses, which vary throughout the area, depending on the location. Sidewalks on either side of the street are separated from the curb by 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.

DEVELOPMENT STANDARDS

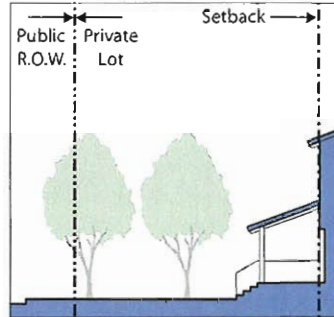
T4 - GENERAL URBAN

The following frontage types are appropriate for the T4 zone.

Axonometric Diagram

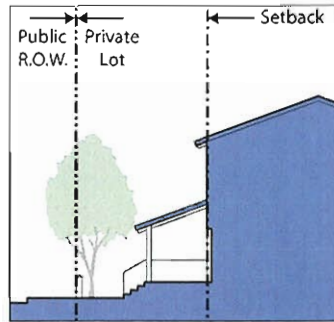
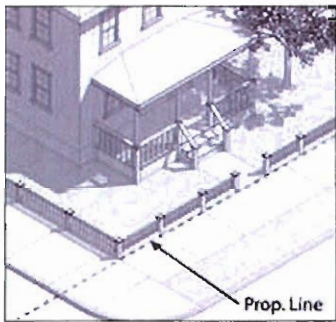


Section Diagram



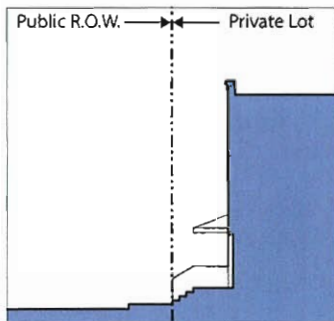
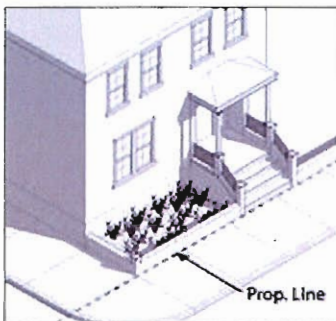
Common Yard

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.



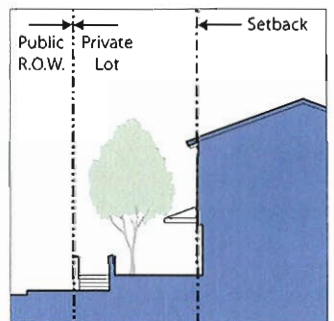
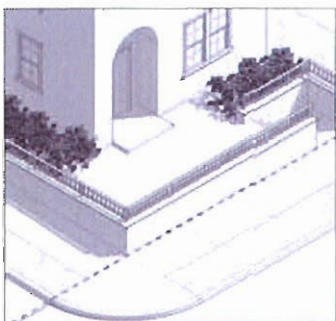
Porch

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.



Stoop

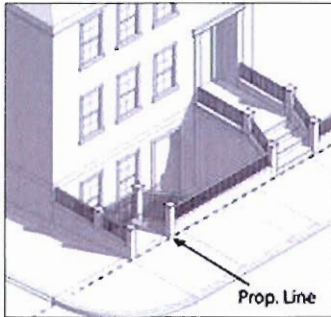
Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the side-walk, securing privacy for the windows and front rooms. The stoop is suitable for ground-floor residential use at short setbacks. A shed roof may also cover the stoop. This type may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



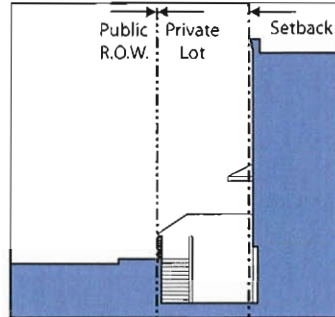
Dooryard / Terrace

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

Axometric Diagram

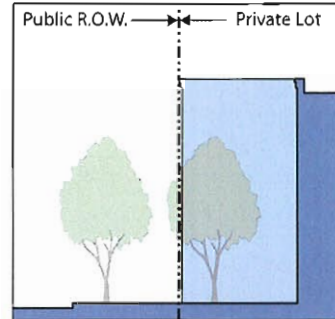
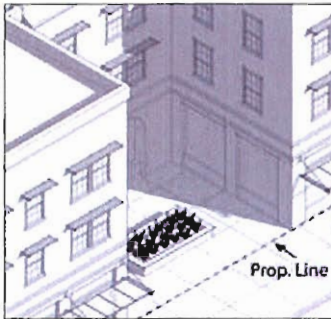


Section Diagram



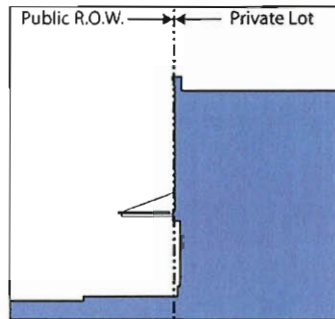
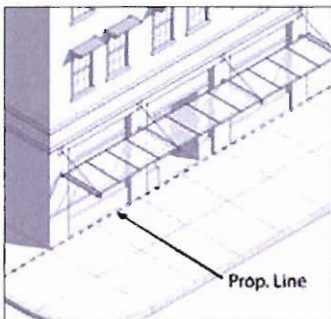
Lightcourt

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.



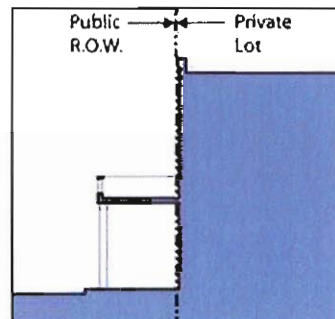
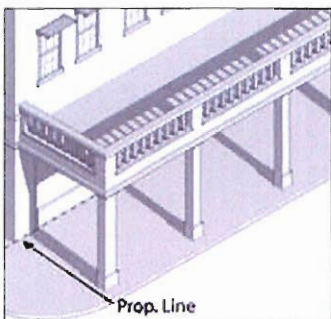
Forecourt

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.



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.

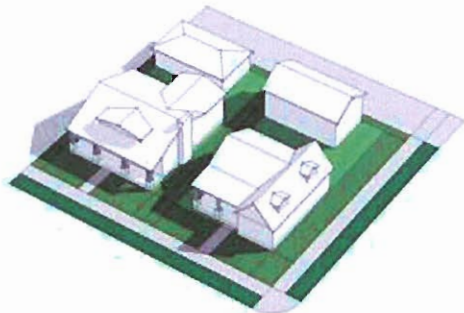


Gallery

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.

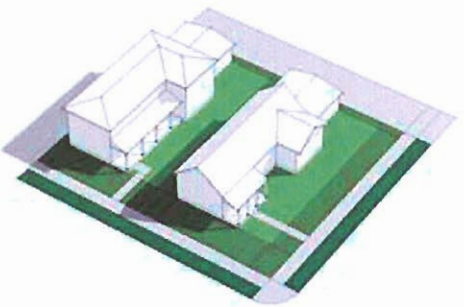
DEVELOPMENT STANDARDS T4 - GENERAL URBAN

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.



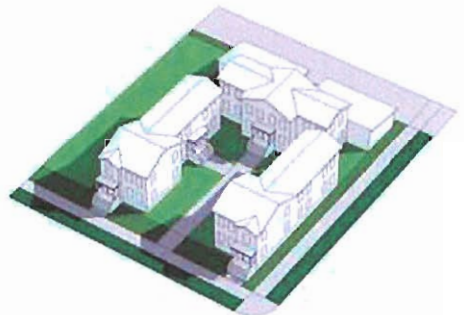
Sideyard

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.



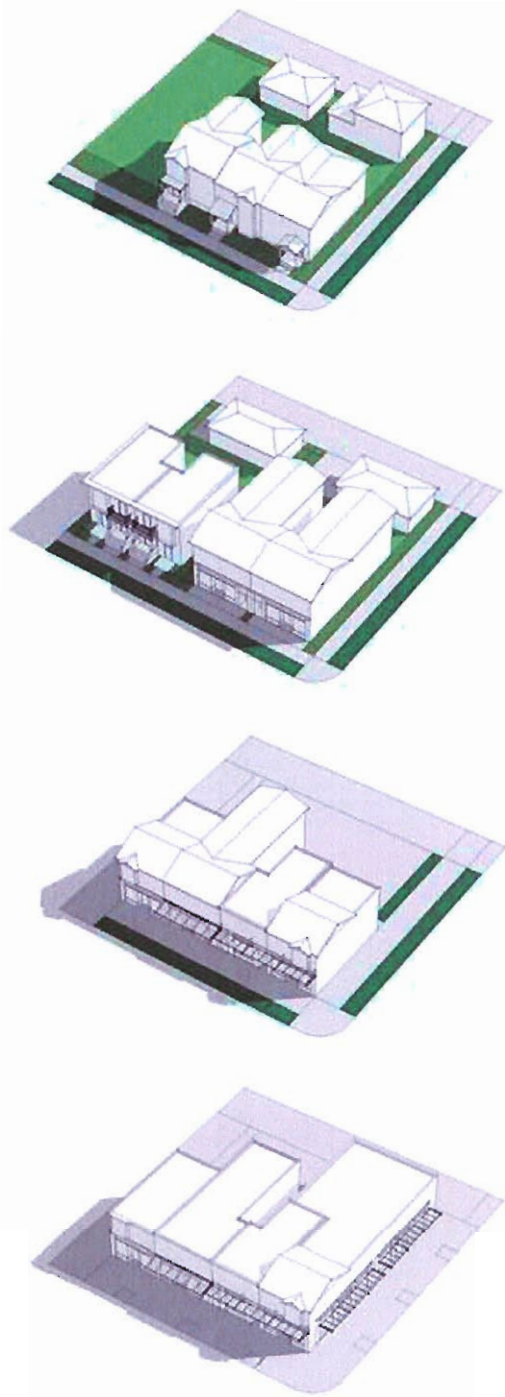
Duplex/Triplex/Quadplex

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.

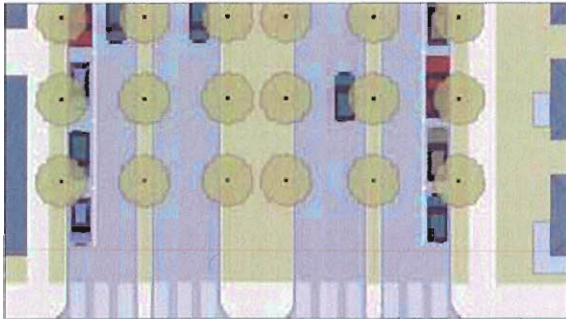
DEVELOPMENT STANDARDS

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.

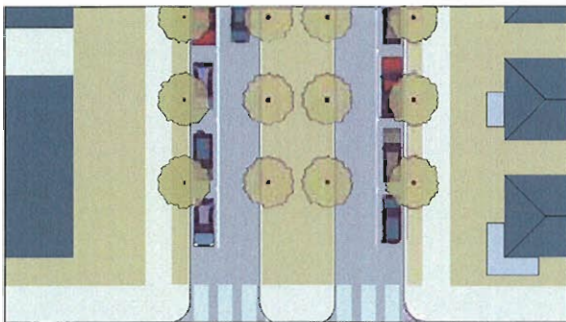


The following thoroughfare types are appropriate for the T3 zone.



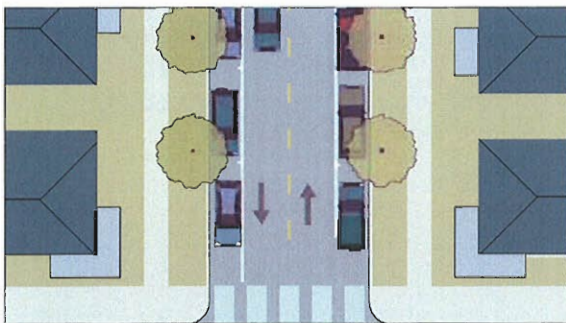
Boulevard

A boulevard is a wide, multi-lane arterial thoroughfare, divided with a tree-lined median down the center, and roads along each side. The side roads, separated from the central lanes by tree-lined medians, are designed as slow travel and parking lanes. A principal advantage of the boulevard is its division into peripheral roads for local use and a central main thoroughfare for regional traffic.



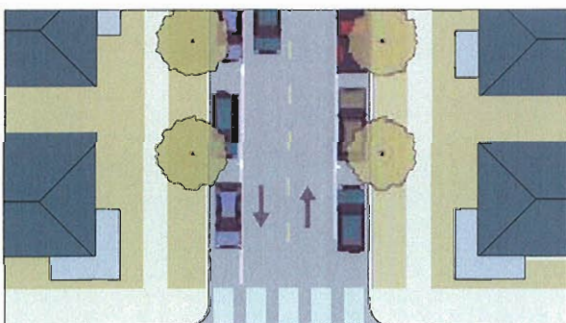
Avenue

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.



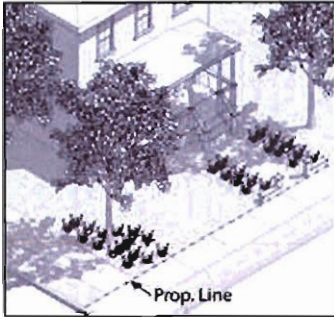
Neighborhood Street - No Curbs

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.

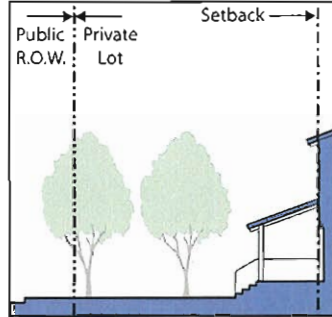
DEVELOPMENT STANDARDS
T3 - SUBURBAN

The following frontage types are appropriate for the T3 zone.

Axometric Diagram

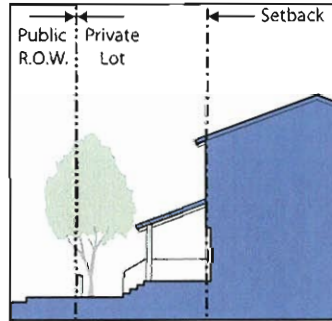
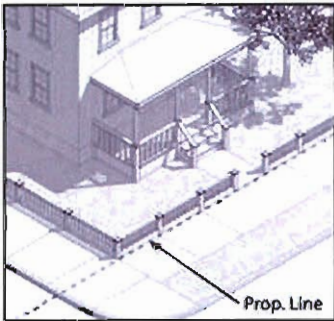


Section Diagram



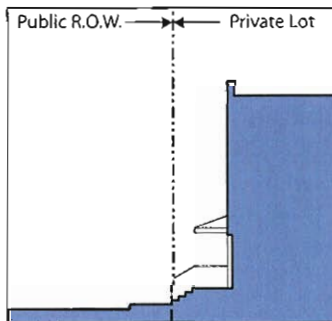
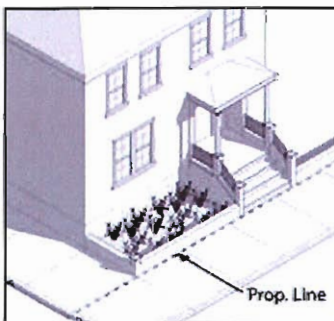
Common Yard

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.



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.

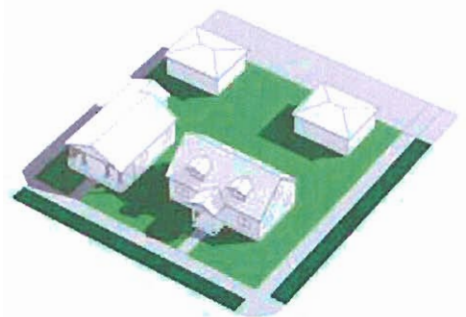
DEVELOPMENT STANDARDS T3 - SUBURBAN

The following building types are appropriate for the T3 zone.



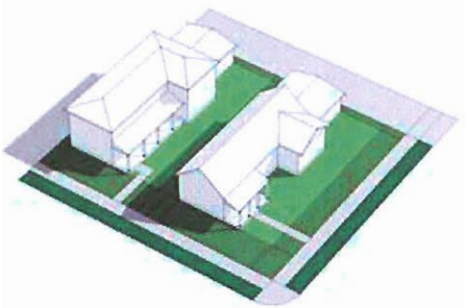
Estate House

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.



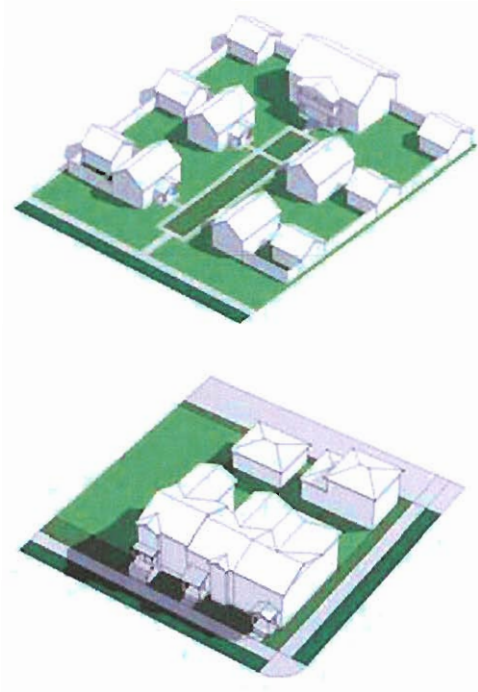
Sideyard

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.

DEVELOPMENT STANDARDS

T2 - RURAL

The rural landscape surrounding Paso Robles is characterized by beautiful rolling dry hills accented by oaks, and by vineyards. Local vegetation types are oak woodland/ chaparral and coastal scrub. 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, chaparral and coastal scrub.

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



The following thoroughfare types are appropriate for the T2 zone.



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



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



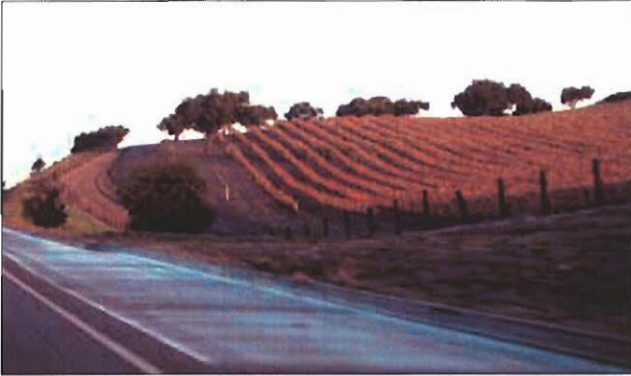
Country Road
The country road is similar to the non-commercial state highway road, except that the dimensions of the road are narrower. It is spatially open and punctuated with occasional trees. Shoulders are unpaved.



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

DEVELOPMENT STANDARDS T2 - RURAL

The following frontage types are appropriate for the T2 zone.



Agriculture

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



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.

The following building types are appropriate for the T2 zone.



Winery



Farmhouse



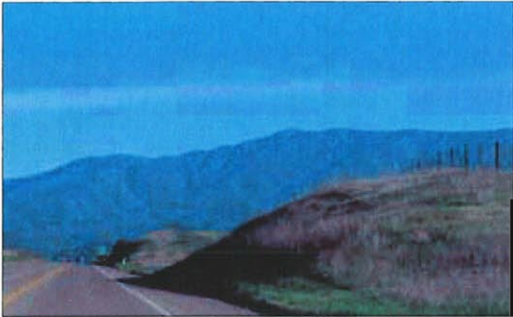
Barn

DEVELOPMENT STANDARDS T2 - RURAL

Examples of fence types .



Examples of natural landscape .



Natural Landscape

Native vegetation is preserved.

