

TO: JAMES L. APP, CITY MANAGER

FROM: ED GALLAGHER, COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: CODE AMENDMENT 13-001 HIGHWAY ORIENTED SIGNS (CITY INITIATED)

DATE: FEBRUARY 18, 2014

Needs: For the City Council to consider adopting an amendment to the Sign Ordinance.

- Facts:
1. Section 21.19.040.H of the Sign Ordinance allows for Highway-Oriented Signs in the area of Highway 46 East and Golden Hill Road, this amendment would expand the area as shown in Attachment 1, Vicinity Map.
 2. The City has received applications for new highway oriented uses that are requesting the ability to install a highway-oriented signs, but are not within the current area as show in Figure 21.19-2 of Resolution 96-35 (Attachment 2). This code amendment request is to expand the existing area to include the following properties:
 - Mullahey properties at Golden Hill and Tractor Street;
 - Paso Robles Waste site;
 3. The Development Review Committee considered the proposed amendments on December 16, 2013, and recommended that the Planning Commission support the amendment.
 4. Prior to the Planning Commission hearing, the City received letters from Clarke Moseley and Candy Weyrick (Attachment 2), requesting that two adjacent properties be included in the expanded boundary to allow for highway oriented signs.
 5. On January 28, 2014, the Planning Commission reviewed the proposed Code Amendment and Negative Declaration, discussed the comments received, and recommended that the City Council approve the Negative Declaration and adopt the Ordinance approving Code Amendment 13-001 as originally proposed.
 6. In accordance with the California Environmental Quality Act (CEQA), a draft Negative Declaration was prepared for this project and circulated on January 6, 2014. The Negative Declaration concludes that this project will not result in significant environmental impacts. (See Exhibit 3, Draft Negative Declaration).

**Analysis and
Conclusions:**

Mike Mullahey has submitted an application for PD 13-006 that would establish a 30,000 square foot new car dealership on the 3.6 acre site located at the north east corner of Golden Hill Road and Tractor Street. Concurrent with the PD application, an application for a Conditional Use Permit has been submitted requesting to install a 40-foot tall highway oriented sign for the dealership.

Paso Robles Waste currently has an existing non-conforming highway oriented sign on the PR Waste site. PR Waste, along with 3G-CNG is requesting to add additional signage to the existing sign advertising the new CNG facility located on the adjacent parcel to the PR Waste site.

Resolution 96-35 was adopted by the City Council in 1996 establishing the district in the Golden Hill Road and Highway 46 East area where a highway-oriented sign could be placed with the approval of a Conditional Use Permit. Signs in this area are also subject to Design Parameters, See Attachment 2. The properties in the proposed expanded areas would also be subject to these Design Parameters.

As noted above, the City did receive letters from Clarke Moseley and Candy Weyrick, requesting that their properties be include in the expanded area where a highway sign could be placed. The Planning Commission discussed the request to include the properties, however the Commission did not recommend including the properties in the expanded area, until such time in the future when development is proposed. At such time, the City could better to determine if the proposed use would be highway-oriented, and determine if a proposed sign could meet the design parameters and be seen from the highway.

Both the new car dealership and the CNG business are considered highway-oriented businesses and, similar to other car dealerships and service stations, it would seem reasonable to expand the highway oriented sign district to allow highway signs for these businesses.

Reference: Zoning Ordinance, and CEQA.

**Fiscal
Impact:** None.

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

- a. (1) Approve the attached Resolution adopting the Negative Declaration for this project;
and
(2) Introduce Ordinance No. 14-XXX, expanding the Highway Oriented Sign district in the area of Highway 46 East and Golden Hill Road, for first reading and set March 4, 2014 for adoption.
- b. Amend, modify, or reject the above-listed action.

Attachments:

- 1. Vicinity Map
- 2. Neighbor Letters
- 3. Res. 96-35, Design Parameters (Figure 21.19-2)
- 4. Resolution to recommend adoption of draft Negative Declaration
- 5. Draft Ordinance
- 6. Public Hearing Notice



02-18-14 CC Agenda Item 1 Page 3 of 39

Colin & Candy Weyrick

P. O. Box 688

Templeton CA 93465

To: Vince Vanderlip, Chairman, Planning Dept
Ed Gallagher, Community Development Director
Darren Nash, Associate Planner

Re: Pd 13-006
Cup 13-008
Code Amendment 13-001
Negative Declaration on all of the above

Hearing January 28, 2014, Planning Commission meeting

Dear Sirs:

We are Colin & Candy Weyrick and we own property either adjacent to or within 300 feet of the proposed project and/or the proposed dump site and storage of the displaced soil from the project.

First of all, we do not oppose this project and welcome a new car dealership to Paso Robles. We do believe, however, that the project and the Negative Declaration are incomplete at this time. Because there is such a brief time for public comment and review, we are asking that a minimum of 30 days continuance be put in place so that the city planning staff and all concerned parties have the opportunity to discuss and hopefully create possible measures to address all concerns.

We have two additional comments that we feel need to be made at this time.

1. During the cycle of construction, there will be displacement, movement, transportation, and storage of soil from the project area to the final storage area. During this time, significant amounts of dust and airborne particulates will impact the surrounding and/or adjacent properties. It may also affect the individuals working on these affected sites. Currently the Negative Declaration neither addresses the specialized uses of the affected sites nor the financial impact the dust may cause. It also does not address the intensified impact from the dust of the project area when combined with the nearness of the dumping/storage areas as well. The need for monitoring devices to track, contain, and mitigate the dust and airborne particulates was also not addressed. Alternative sites that may be less populated or have less commercial activity were not suggested either.

Attachment 2

Letters

CA 13-001

(Highway Oriented Signs)

2. Any expansion to the highway oriented sign area should be planned or addressed on a project by project basis. We feel that our property should have been included in the proposed expansion of the signage area. Planning staff should be allowed to recommend a thoroughly well designated area for highway signs.

We are only asking that the planning staff review locations of our properties and to possibly delay the zoning change hearing until such time that this review has been accomplished.

Sincerely,

Colin & Candy Weyrick

A handwritten signature in cursive script that reads "Candy Weyrick". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".



2401 Oakwood Street • Paso Robles, CA 93446

To: Vince Vanderlip, chairman planning dept
Ed Gallagher, community development director
Darren Nash, assoc planner

Re: pd 13-006
Cup. 13-008
Code amendment 13-001
Negative declaration on all the above

Hearing January 28, 2014, planning commission meeting

Dear sirs;

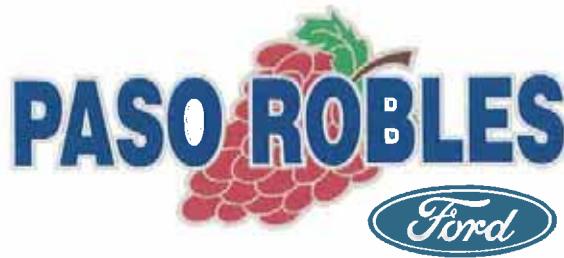
My name is Clarke Moseley and I own and rent property either adjacent to or within 300 feet of the proposed project and/or the proposed dump site and storage of the displaced soil of the project. I also employ 57 full time employees, at those locations affected, most of whom also, live in Paso robles.

For the record I do not oppose the project in concept and welcome the new car dealership to Paso Robles. However, the project and the negative declaration are incomplete in several areas and given the brief time allocated for public comment and review, I am asking for a minimum of 30 days continuance to allow the city planning staff and all concerned parties, including myself the opportunity to discuss and hopefully create sufficient mitigation measures to address these concerns.

Subject to an opportunity to give a more complete review of the project and its negative declaration, I have two major comments

1. Displacement, movement, transportation, storage of the soil from the project area to the storage area. This cycle will occur several times over months of construction and will create significant dust and air born particulates impacts on surrounding and adjacent properties and individuals working on those affected sites. The current negative declaration does not address the current specialized uses of the affected sites and the financial impact the dust will cause. Nor does it address the intensified impact from the dust of the project area when combined with the closeness to the dumping/storage as well. Concern over directions of prevailing wind patterns, seasonal affect and current drought conditions to the need to mitigate impact and the likely need for monitoring devices to track, contain

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2401 Oakwood Street • Paso Robles, CA 93446

and mitigate dust and airborne particulates was also not addressed.

Most concerning is the lack of any review of alternative sites for the storage of the loose soil in an area less populated by people and commercial activity such as an agricultural or rural setting.

2. Any expansion to the highway oriented sign area should be planned and not piecemealed on a project by project basis. My property which is leased from Colin Weyrick and the Mayan company should have been included in the proposed expansion of the highway signage. Planning staff should be allowed to recommend a complete well planned area for highway signs. I would ask that the planning staff review the locations of the properties owned by Colin Weyrick and on one property leased by my company and continue the zoning change hearing until that has been accomplished.

Sincerely,

A handwritten signature in black ink, appearing to read "Clarke Moseley".

Clarke Moseley

Paso Robles Ford

RESOLUTION NO: _96-35
A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF EL PASO DE ROBLES
ESTABLISHING DESIGN PARAMETERS FOR HIGHWAY -ORIENTED SIGNS
IN THE GOLDEN HILL ROAD/HIGHWAY 46 EAST HIGHWAY SIGN DISTRICT

WHEREAS, public hearings were conducted by the Planning Commission on January 8, 1996, February 12, 1996, February 26, 1996, and March 11, 1996, and the City Council on February 6, 1996, March 5, 1996 and April 2, 1996, to consider design parameters associated with the proposed code amendment 95014, and

WHEREAS, the Ordinance amending the highway oriented sign district in the Golden Hill Road and Highway 46 East intersection area calls for the City Council to adopt by resolution a set of design standards for highway signs in that same area, and

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of El Paso De Robles does hereby approve the following design standards for freestanding signs located in the Highway-Oriented Sign District at Golden Hill Road and Highway 46 East:

1. A Conditional Use Permit shall be required for all pole signs within this district.
2. Sign height shall be limited to 30 feet (to the top of any super-structure)*.
3. Sign area shall be limited as follows (excluding super-structure)*:
 - o 150 square feet for joint freestanding business or mixed center signs;
 - o 60 square feet for single business/user;

The approving body shall have the discretion to limit the size and height as appropriate when signs have closer proximity to a freeway.

4. A one (1) acre minimum lot size shall be required for a pole sign to be applied for, unless approved as part of a comprehensive sign program for a mixed use center (under which the City may approved pole signs for smaller parcels).
5. Consolidated sign identification for separate freestanding businesses (on the same or adjoining parcels) is encouraged, not exceeding two businesses per sign.

6. Where there is more than one freestanding business on a single parcel, more than one pole sign can be applied for via a conditional use permit, provided the ratio of sign to parcel area does not exceed one sign per acre.
 7. Creative signage solutions are encouraged, subject to review and approval of the appropriate approving authority. Dimensional/architectural solutions to hide support structures are encouraged and may be required as part of the review process.
 8. The sign message shall be limited to identifying the business or center only (no listing of products, prices or other superfluous information).
 9. Pole signs shall only be permitted for those businesses which can be determined as being service related to the traveling and/or freeway customer, or serving a regional need.
 10. Design standards are to apply to any existing and newly proposed signs in this district.
 11. Parcels of three (3) acres or larger could forego the ability to apply for more than one sign on the property, and apply for a single pole sign of up to 40 feet in height and 150 square feet in area.
- * See number 11 of the standards effecting height and size potential.

PASSED AND ADOPTED THIS 2nd day of April, 1996 by the following roll call vote:

AYES: Iversen, Martin, Macklin


NOES: Heggarty, Picanco

ABSTAIN: None.

ABSENT: None.

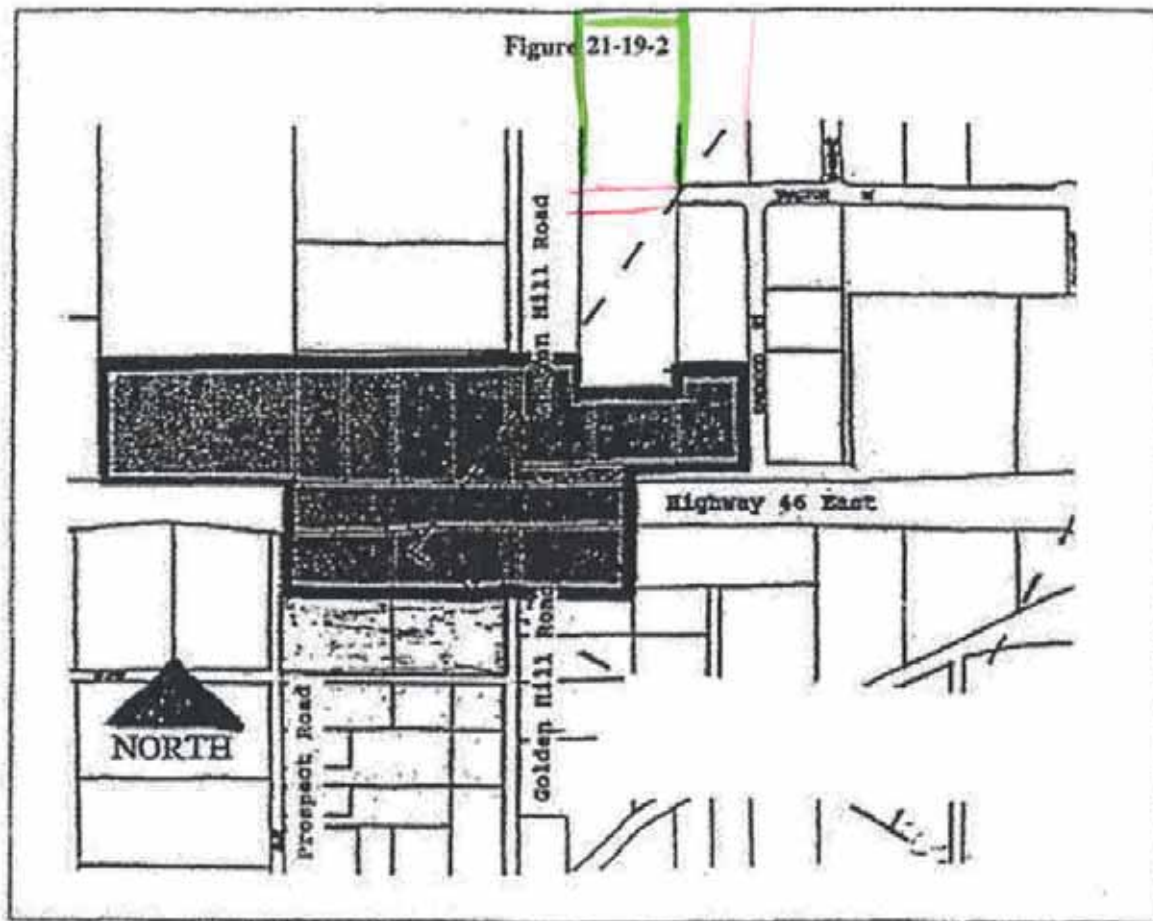

MAYOR WALTER J. MACKLIN
City of El Paso de Robles

ATTEST:



RICHARD J. RAMIREZ, CITY MANAGER/ CITY CLERK

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ADDITIONAL AREA WHERE A CONDITIONAL USE PERMIT FOR A HIGHWAY-ORIENTED SIGN CAN BE APPLIED (SUBJECT TO ADOPTED DESIGN CRITERIA)

RESOLUTION NO:

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES
ADOPTING A NEGATIVE DECLARATION FOR ZONING ORDINANCE AMENDMENT
CODE AMENDMENT 13-001**

WHEREAS, Code Amendment 13-001 is a request to amend Section 21.19.040.H of the City of El Paso de Robles Zoning Ordinance, to expand the geographic area in which a highway oriented sign could be placed with the approval of a Conditional Use Permit; and

WHEREAS, the amendment would be specific to the Highway 46 East and Golden Hill Road area and would amend Figure 21.19-2; and

WHEREAS, an Initial Study was prepared pursuant to the California Environmental Quality Act (CEQA) to evaluate whether these amendments would result in environmental impacts, and the City has determined that the Zoning Code Amendment modifying these provisions will not result in significant environmental impacts, and;

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

WHEREAS, two letters were received in regard to the Draft Negative Declaration and Initial Study prepared for this project; and

WHEREAS, the letters received were from property owners in the area, whose properties were not included in the proposed expanded boundary, requesting that their properties be included in the expanded boundary to allow for a highway oriented sign; and

WHEREAS, on January 28, 2014, the Planning Commission reviewed the proposed Code Amendment and Negative Declaration, discussed the comments received from neighboring property owners, and recommended that the City Council approve the Negative Declaration and adopt the Ordinance approving Code Amendment 13-001 as originally proposed, and;

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

WHEREAS, a public hearing was conducted by the City Council on February 18, 2014 to consider the Initial Study and the proposed Negative Declaration prepared for the proposed project, and to accept public testimony on the proposed amendment and environmental determination; and

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

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of El Paso de Robles, based on its independent judgment, that it does adopt a Negative Declaration for Zoning Ordinance Code Amendment 13-001 in accordance with the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA.

PASSED AND ADOPTED THIS 18th day of February, 2014, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Duane Picanco, Mayor

Caryn Jackson, Deputy City Clerk

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

- 1. PROJECT TITLE:** Code Amendment 13-001 – Sign Code Amendment
- Concurrent Entitlements:**
- 2. LEAD AGENCY:** City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446
- Contact:**
Phone: (805) 237-3970
- 3. PROJECT LOCATION:** Vicinity of Highway 46 East and Golden Hill Road
- 4. PROJECT PROPONENT:** City Initiated
- Contact Person:** Darren Nash
- Phone:** (805) 237-3970
Email: dnash@prcity.com
- 5. GENERAL PLAN DESIGNATION:** CS (Commercial Service)
- 6. ZONING:** C3 (Commercial- Light Industrial)
- 7. PROJECT DESCRIPTION:** Code Amendment is a request to amend Section 21.19 of the Zoning Code, Sign Ordinance, to expand the geographic boundary in which a highway oriented sign could be constructed with the approval of a Conditional Use Permit (CUP).
- 8. ENVIRONMENTAL SETTING:** There is an existing area in the vicinity of Highway 46 East and Golden Hill Road that would allow for a highway oriented sign. This request is to expand the boundary to accommodate highway oriented businesses beyond the current boundary.
- Highway oriented signs are general pole signs between 30 – 40 feet in height that advertise highway oriented businesses. The amount of ground that is disturbed is minimal.
- 9. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED):** None

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality |
| <input type="checkbox"/> Land Use / Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population / Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: _____

Date: _____

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a. Earlier Analysis Used. Identify and state where they are available for review.
 - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c. Mitigation Measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
 - a. the significance criteria or threshold, if any, used to evaluate each question; and
 - b. the mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-d):

The proposed expanded highway oriented sign district is not located in an area that would be considered a scenic vista and does not include scenic resources. The district is located in an area where there is existing highway commercial, light industrial, gas services stations and drive-through fast food uses that include multiple highway oriented signs. Expanding the district to include additional signage would be adjacent to the existing district boundary and within the same C3 zoning district. Therefore, impacts on visual character as a result of allowing for additional highway oriented signs would be less than significant.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest, land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-e): The project site is not located on land that is considered agricultural or forest land. There will be no impact from the project on this environmental factor.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan? (Source: Attachment 5)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 11)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: Attachment 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations? (Source: Attachment 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people? (Source: 11) Discussion (a-e): There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

IV. BIOLOGICAL RESOURCES: Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

(Source:)

Discussion (a-f):

There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

V. CULTURAL RESOURCES: Would the project:

a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-d): There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

VI. GEOLOGY AND SOILS: Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (Sources: 1, 2, & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic ground shaking? (Sources: 1, 2, & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction? (Sources: 1, 2 & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-e): There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Discussion (a-b): There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-h): There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 10)				
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: See IX h. above.				
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j. Inundation by mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
k. Conflict with any Best Management Practices found within the City's Storm Water Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
1. Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-1): There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

X. LAND USE AND PLANNING: Would the project:

a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Discussion: This code amendment is a request to amend Section 21.19 of the Zoning Code, Sign Ordinance, to expand the geographic boundary in which a highway oriented sign could be constructed with the approval of a Conditional Use Permit (CUP). There is an existing area in the vicinity of Highway 46 East and Golden Hill Road that would allow for a highway oriented sign. This request is to expand the boundary to allow for a highway oriented sign to accommodate highway oriented businesses beyond the current boundary.

Highway oriented signs are pole signs between 30 – 40 feet in height that advertise highway oriented businesses. The amount of ground that is disturbed is minimal. The expansion of the boundary would still require a CUP to be applied for on each property within the expanded boundary on a case by case basis. Through the CUP process will be the review of the proposed sign to determine if it would comply with the established criteria for highway oriented signs.

By requiring the CUP process on each proposed sign within the expanded district, there will not be a conflict with any land use plan, policy or regulation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion (c): There are no conservation plans associated with this code amendment.				

XI. MINERAL RESOURCES: Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: There are no known mineral resources at this project site.				
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Discussion: There are no known mineral resources at this project site.				

XII. NOISE: Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-e): There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

XIII. POPULATION AND HOUSING: Would the project:

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-c): There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- | | | | | |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Fire protection? (Sources: 1,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Police protection? (Sources: 1,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c. Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d. Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e. Other public facilities? (Sources: 1,10) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion (a-e): There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

XV. RECREATION

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Discussion (a&b):

There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures or effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? (Source: Attachment 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion (a-f): There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the projects projected demand in addition to the providers existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Discussion: There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: There will not be an impact on this environmental factor as a result of expanding the geographic area in which a highway oriented sign could be placed.

EARLIER ANALYSIS AND BACKGROUND MATERIALS.

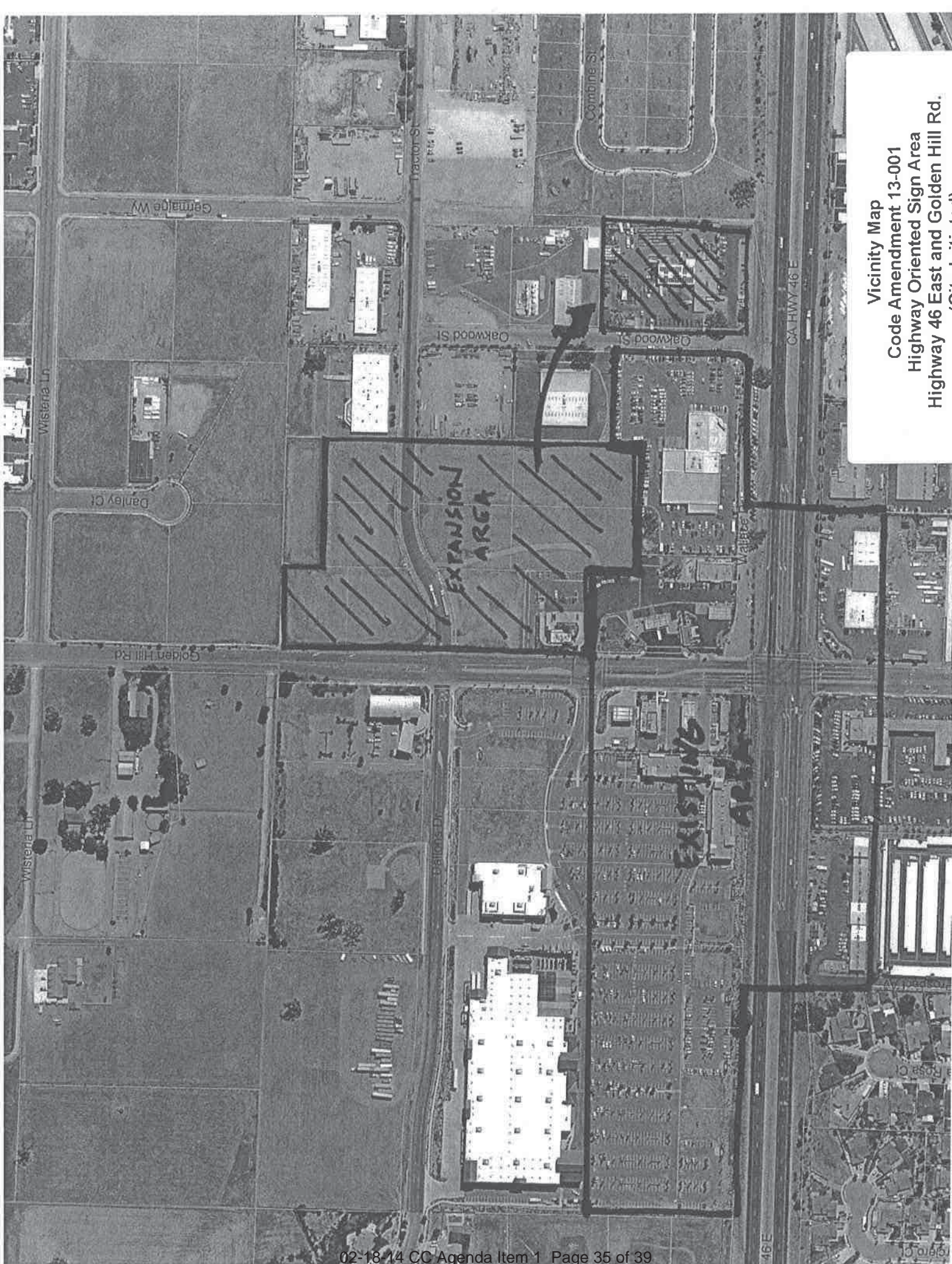
Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063 (c)(3)(D).

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

<u>Reference #</u>	<u>Document Title</u>	<u>Available for Review at:</u>
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	Same as above
4	2005 Airport Land Use Plan	Same as above
5	City of Paso Robles Municipal Code	Same as above
6	City of Paso Robles Water Master Plan	Same as above
7	City of Paso Robles Urban Water Management Plan 2005	Same as above
8	City of Paso Robles Sewer Master Plan	Same as above
9	City of Paso Robles Housing Element	Same as above
10	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
11	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	APCD 3433 Roberto Court San Luis Obispo, CA 93401
12	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
13	USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Soil Conservation Offices Paso Robles, Ca 93446

Attachments:

- 1. Vicinity Map**



Vicinity Map
Code Amendment 13-001
Highway Oriented Sign Area
Highway 46 East and Golden Hill Rd.
(City Initiated)

ORDINANCE NO. XXX N.S.

AN ORDINANCE OF THE CITY OF EL PASO DE ROBLES
AMENDING TITLE 21 (ZONING) OF THE MUNICIPAL CODE TO
MODIFY CHAPTERS OF THE ZONING ORDINANCE
(CODE AMENDMENT 13-001)

WHEREAS, Code Amendment 13-001 is a request to amend Section 21.19.040.H of the City of El Paso de Robles Zoning Ordinance, to expand the geographic area in which a highway oriented sign could be placed with the approval of a Conditional Use Permit; and

WHEREAS, the amendment would be specific to the Highway 46 East and Golden Hill Road area and would amend Figure 21.19-2; and

WHEREAS, the Design Parameters established for highway oriented signs in the Highway 46 East and Golden Hill Road (Res. 96-35) would remain in effect for this code amendment; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA) an Initial Study was prepared, and it was determined that this project could not result in significant environmental impacts. Therefore, a draft Negative Declaration was adopted for this project; and

WHEREAS, at its meeting on January 28, 2014, the Planning Commission conducted a public hearing on the proposed Code Amendment and took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this ordinance;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;
- c. In accordance with CEQA, recommended the City Council adopt a Negative Declaration for the proposed ordinance;
- d. Recommended that the City Council adopt the proposed ordinance; and

WHEREAS, at its meeting of February 18, 2014, the City Council conducted a public hearing on the proposed Code Amendment and took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this ordinance;
- b. Considered the recommendation of the Planning Commission regarding this ordinance amendment and concurred with the Planning Commission's recommendation.
- c. Conducted a public hearing to obtain public testimony on the proposed ordinance amendment;
- d. Based on its independent judgment and in accordance with CEQA, the City Council adopted a Negative Declaration for this ordinance.

NOW, THEREFORE, BE IT KNOWN that the Paso Robles City Council, based upon the substantial evidence presented at the above referenced public hearing, including oral and written staff reports, hereby finds as follows:

1. The above stated facts of this ordinance amendment are true and correct.
2. This ordinance amendment is consistent with the City's General Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: Figure 21.19-2 as hereby amended to incorporate the changes shown in Exhibit A.

SECTION 2: Publication. The City Clerk shall cause this ordinance to be published once within fifteen (15) days after its passage in a newspaper of general circulation, printed, published and circulated in the City in accordance with section 36933 of the Government Code.

SECTION 3. Severability. If any section, subsection, sentence, clause, or phrase of the Ordinance is, for any reason, found to be invalid or unconstitutional, such finding shall not affect the remaining portions of this Ordinance.

The City Council hereby declares that it would have passed this ordinance by section, subsection, sentence, clause, or phrase irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases are declared unconstitutional.

SECTION 4. Inconsistency. To the extent that the terms of provisions of this Ordinance may be inconsistent or in conflict with the terms or conditions of any prior City ordinance(s), motion, resolution, rule, or regulation governing the same subject matter thereof and such inconsistent and conflicting provisions of prior ordinances, motions, resolutions, rules, and regulations are hereby repealed.

SECTION 5. Effective Date. This Ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the 31st day after its passage.

Introduced at a regular meeting of the City Council held on February 18, 2014, and passed and adopted by the City Council of the City of El Paso de Robles on the 4th day of March 2014 by the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Duane Picanco, Mayor

Caryn Jackson, Deputy City Clerk



CITY OF EL PASO DE ROBLES

"The Pass of the Oaks"

AFFIDAVIT

OF MAIL NOTICES

PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

I, Kristen Buxkemper, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for Code Amendment 13-001, on this 3rd day of February, 2014.

City of El Paso de Robles
Community Development Department
Planning Division

Signed: 
Kristen Buxkemper

THE Newspaper of the Central Coast TRIBUNE

3825 South Higuera • Post Office Box 112 • San Luis Obispo, California 93406-0112 • (805) 781-7800

In The Superior Court of The State of California
In and for the County of San Luis Obispo
AFFIDAVIT OF PUBLICATION

AD # 7040360
CITY OF PASO ROBLES

STATE OF CALIFORNIA

ss.

County of San Luis Obispo

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen and not interested in the above entitled matter; I am now, and at all times embraced in the publication herein mentioned was, the principal clerk of the printers and publishers of THE TRIBUNE, a newspaper of general Circulation, printed and published daily at the City of San Luis Obispo in the above named county and state; that notice at which the annexed clippings is a true copy, was published in the above-named newspaper and not in any supplement thereof – on the following dates to wit; JANUARY 3, 2014, that said newspaper was duly and regularly ascertained and established a newspaper of general circulation by Decree entered in the Superior Court of San Luis Obispo County, State of California, on June 9, 1952, Case #19139 under the Government Code of the State of California.

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.


(Signature of Principal Clerk)

DATED: JANUARY 3, 2014
AD COST: \$166.98

CITY OF EL PASO DE ROBLES
NOTICE OF PUBLIC HEARINGS
AND NOTICE OF INTENT TO
CONSIDER APPROVAL OF A NEGATIVE
DECLARATION and CODE AMENDMENT 13-001

NOTICE IS HEREBY GIVEN NOTIFICATION that the Planning Commission and City Council of the City of El Paso de Robles will be holding Public Hearings to consider approval of a Negative Declaration in accordance with the provisions of the California Environmental Quality Act (CEQA) for the following project:

Sign Code Amendment 13-001: a City Initiated Code Amendment to expand the boundaries of the geographic area in which a Highway Oriented Sign can be placed in the vicinity of Highway 46 East and Golden Hill Road.

The hearings will take place at 7:30 p.m. at the City of El Paso de Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers. The dates of the hearings are as follows:

Planning Commission: January 28, 2013
City Council: February 18, 2014

The public review period for the Negative Declaration (ND) is January 6, 2014 through January 28, 2014. The proposed ND may be reviewed at the Community Development Department, 1000 Spring Street, Paso Robles, California. Copies may be purchased for the cost of reproduction.

A copy of the ND is also available on the City website at: <http://www.prcity.com/government/departments/commdev/index.asp>.

Written comments on the proposed code amendment and corresponding ND may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93448 or emailed to dnash@prcity.com, provided that the comments are received prior to the time of the public hearing. Oral comments may be made at the hearing. Should you have any questions regarding this application, please call Darren Nash at (805) 237-3970 or email at dnash@prcity.com.

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

Darren Nash
Associate Planner
January 3, 2014

7040360

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