



# Council Agenda Report

From: Darren Nash, Associate Planner

Subject: Appeal of Planning Commission Decision - Approval of the Cabernet Links RV Resort and Golf Course and Recirculation of Negative Declaration for 290 space RV resort at Links Golf Course

- Draft Partial Recirculated Mitigated Negative Declaration (MND)
- Variance (VR 17-001) (Relief from Underground Utility Requirement)
- Planned Development (PD 15-004)
- Conditional Use Permit Amendment (CUP 94-005)
- Vesting Tentative Tract Map 2962 (TR 3088)
- Authorization to use a Private Wastewater Disposal System

Location: 5151 Jardine Road, APN 025-436-029 & 025-346-030

Applicant: Vino Vista, LLC – Tom Erskine

Date: June 6, 2017

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## **Facts of the Appeal**

1. On February 23, 2017 the Planning Commission approved the Cabernet Links project consisting of the following applications: Mitigated Negative Declaration (MND), Planned Development (PD 15-004), Conditional Use Permit Amendment (CUP 94-005), Vesting Tentative Tract Map (VTTM 3088), and Variance (VAR 17-001) (Relief from Underground Utility Requirement) for the 290 space RV Resort to be established within the existing 18-hole golf course located at 5151 Jardine Road. See Attachment 1, Location Map.
2. Also on February 23, 2017, the City received a letter from Caltrans District 5, outlining concerns with the project, specifically traffic movements at the intersection of Highway 46 East and Jardine Road (See Attachment 1b. Caltrans identified that the traffic study prepared by ATE Traffic Consultants, was incorrect in its conclusions that traffic movements at the intersection were less than the thresholds that would require mitigation.
3. The Planning Commission at its hearing on February 23, 2017, discussed the Caltrans letter, heard response from the ATE traffic consultant, Staff, and the public and ultimately approved the Negative Declaration along with the accompanying project applications.
4. On March 13, 2017, an application requesting an appeal of the Planning Commission's decision was submitted by Jeremy and Courtney Howard. In their letter of Appeal, the Howards identified the following project concerns:
  - Water, Sanitation and Environmental Impacts
  - Safety and Traffic Concerns
  - Pollution and Operations Mitigation
  - Commercial Lot 7
  - Safety and Emergency Response
5. The initial Traffic Impact Analysis was prepared for the project by Associated Transportation Engineers (ATE) dated December 15, 2016 (Attachments 11 and 12) and was circulated as part of the Mitigated Negative Declaration (MND) for the project from January 30, 2017 to February 28, 2017. The traffic and

circulation study contained an analysis of potential traffic impacts associated with development of the Cabernet Links & RV Resort proposed in the City of Paso Robles. The study reviewed Existing, Existing + Project, Cumulative, Cumulative + Project traffic conditions in the vicinity of the site including the intersection of SR 46 east / Jardine Rd.

6. The ATE traffic study concluded that when taking in consideration the traffic trips already entitled with the approval of the Vista Del Hambre industrial project and any additional trips that the proposed project would create, that no additional mitigation would be necessary beyond the standard policy for any project to pay traffic impact fees. ATE concluded that the Cabernet Links Project impacts on the circulation system and congestion management will be less than significant.
7. In response to the circulation of the MND, Caltrans provided comments related to traffic impacts from the project to the State Route 46 (SR 46) and Jardine Road intersection. The City received the letter from Caltrans on February 28, 2017 (see Attachment 1b), indicating that the ATE study has deficiencies as follows:
  - That the ATE study does not accurately address project impacts to the SR46 and Jardine Road intersection and that revisions need to be made to determine if and what mitigation measures may be necessary to address impacts to SR 46;
  - The methodology used to determine Level of Service (LOS) is incorrect and “manipulated findings”;
  - Caltrans requested that traffic impact fees provided by the developer be uses specifically for the Union Road – Airport Road improvements and the Parallel Routes project.
8. In response to the concerns identified in the Caltrans letter, a third party traffic consultant, Central Coast Transportation Consulting (CTCC), was retained to prepare a third party traffic analysis.
9. A subsequent May 4, 2017 Traffic Impact Analysis was prepared by CCTC (See Attachment 14). The study took in consideration the previous ATE study along with the concerns raised in the Caltrans letter related to impacts to State Route 46 East at the Jardine intersection.
10. The CCTC study evaluated the potential transportation impacts of the Cabernet Links project and how traffic trips generated from the project impacts the SR 46E / Jardine Road intersection. The Study indicates that the project is expected to generate 2,365 daily trips, 206 AM peak hour trips, and 258 PM peak hour trips on a typical weekday, which is greater than the ATE analysis forecast.

Table 4: Trip Generation								
Land Use	Total Size	Daily Trips	Weekday					
			AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Campground/RV Park (416)	247 occupied sites <sup>1</sup>	1,013	22	39	61	63	38	101
Convenience Market (852) <sup>2</sup>	3,000 ft <sup>2</sup>	1,076	50	48	98	53	55	108
Wine Tasting Space <sup>3</sup>	3,000 ft <sup>2</sup>	58	3	3	6	3	3	6
Manufacturing (140) <sup>4</sup>	57,000 ft <sup>2</sup>	218	37	5	42	6	37	43
<b>Total</b>		<b>2,365</b>	<b>111</b>	<b>95</b>	<b>206</b>	<b>124</b>	<b>133</b>	<b>258</b>

1. Campground/RV Park (416) assumed to have 85% of sites occupied.  
2. Convenience market in Lot 7 is 3000 ft<sup>2</sup>, per the City of Paso Robles. Trips are local in nature and would not rely on SR 46.  
3. ITE Trip Generation Rates not published for this land use. Rates based on the San Luis Obispo County Approved Trip Generation Rates list from January 2017.  
4. Manufacturing (140) land use from the ITE Trip Generation Manual used to account for wine production and storage facilities. Average rates used.  
Source: ITE Trip Generation Manual, 9th Edition, 2012; CCTC, 2016.

11. The City's Transportation Impact Analysis Guidelines and Caltrans criteria are applied to identify transportation deficiencies. The Study concludes that no transportation deficiencies were identified in the analysis of the proposed development and that the project will be required to pay traffic mitigation fees to the City as their fair share contribution towards planned circulation improvements, including routes parallel to SR 46E.

Table 7: Near Term & Near Term Plus Project Intersection Levels of Service							
Intersection	Peak Hour	Near Term			Near Term Plus Project		
		Delay <sup>1</sup> (sec/veh)	LOS <sup>2</sup>	Queues Exceed Storage <sup>3</sup>	Delay <sup>1</sup> (sec/veh)	LOS <sup>2</sup>	Queues Exceed Storage <sup>3</sup>
1. Jardine Road/ State Route 46	AM	4.6 (19.0)	- (C)	No	6.7 (24.3)	- (C)	No
	PM	3.0 (18.9)	- (C)	No	4.5 (23.5)	- (C)	No

1. HCM 2010 average control delay in seconds per vehicle.  
2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis.  
3. See Table 8 for detailed queues.  
Note: Northbound LOS and delay were omitted due to low volume.

12. Based on the CCTC Traffic Impact Analysis concluding that the Cabernet Links RV Resort project will not create transportation deficiencies to SR 46E, the projects impacts on the circulation system and congestion management will be less than significant. No additional mitigation changes are proposed to the 2/28/17 Mitigation Monitoring and Reporting Program.

**Project Facts**

13. CUP 94-005 was approved in 1994 establishing the Links Golf Course, an 18-hole golf course that is currently operating on the site.

14. Subsequent to the Links Course, the Vista Del Hombro (VDH) project was approved on the project site in 2007, under previous ownership, which included the construction of a 154,340 square foot manufacturing /light – industrial complex to be built in conjunction with the golf course (PD 06-021). The project also included subdividing the property into 39 lots to accommodate the industrial buildings (Tract 2716).

15. The VDH project was never developed, however since Tract 2716 was recorded, the 39 lots currently exist and the VDH project remains entitled for the lots.
16. The applicant, Tom Erskine, proposes to dissolve the VDH lots by re-subdividing the project site into nine (9) lots. The proposed lot sizes and improvements are provided below. See Attachment 3 – VTTM 3088, and Attachment 2 – Site Plan.
  - Lot 1: 188 acres (Golf Course / RV Resort)
  - Lot 2-7: 1 to 2 acres (Commercial Lots)
  - Lot 8: 9.93 acres (Vineyard Lot)
  - Lot 9: 1.05 acres (Vineyard Lot)
17. The Cabernet Links RV and Golf Resort will utilize the existing driveway off of Jardine Road as the main access. There will be a secondary driveway off Jardine north of the main entrance to access Commercial Lot 7. The only access taken from Beacon Road would be for emergency ingress and egress.
18. Along with the proposed development plan is a request for a variance (VAR 17-001). Mr. Erskine is requesting that the Planning Commission approve the variance that would eliminate the requirement to underground the existing overhead utility lines. The lines enter the site from the east and continue west along the entrance driveway into the site and terminate at the projects western boundary adjacent to the neighboring vineyard. Refer to further discussion of this issue in the Analysis section of this report. See Attachment 4 – Applicant’s Variance Letter.
19. The property is designated in the General Plan, Land Use Element as Business Park and has an Airport (AP) zoning designation, and Planned Development and Airport Overlay. The proposed project is consistent with the applicable land use designation and zoning. The site is located predominately in Airport Safety Zone 5, and partially in zones 4.
20. The City has received multiple public comments from neighbors in the vicinity of the project site. The comments are attached to this staff report as Attachment 5. The comments relate to this projects impacts relate to traffic, ground water, aesthetics, Jardine Road conditions, and noise. Each of these issues is discussed further in the Analysis and Conclusions section of this report.
21. In accordance with the California Environmental Quality Act (CEQA), an environmental analysis/Initial Study and a draft Mitigated Negative Declaration (MND) was prepared. See Attachment 6, Initial Study/MND.

**Options**

1. Deny the Appeal and upholding the Planning Commission’s approval of the Cabernet Links RV and Golf Resort project amendment by approving the project resolutions by separate motions:
2. Deny the Appeal and approve the project with amended conditions.
3. Refer the project appeal back to staff for additional analysis.
4. Grant the appeal and deny the project based on specific findings (See Attachment 12—Resolution G).

**Analysis and Conclusions**

**Project Summary**

City Council to consider an Appeal filed by Jeremy and Courtney Howard on March 13, 2017, appealing the Planning Commission’s actions on February 28, 2017, approving the Cabernet Links RV Resort project and consider a recirculated Negative Declaration associated with the Cabernet Links RV Resort project.



### **Project Design**

The Cabernet Links RV resort will operate within the existing golf course and vineyard areas. The resort will utilize the three existing buildings that originally started construction but never finished the Links Golf Course (CUP 94-005). The vineyard and golf course will separate the RV sites from Jardine and Beacon roads, except for the west end of Beacon road, where the sites are located along the road. The architectural theme of the resort will have an agrarian-wine country style, including the use of masonry, wood and metal.

The RV resort would be developed in 5 phases:

- Phase I: Construct RV resort including 47 sites, completion of the three existing buildings as golf and RV resort buildings. The golf course will remain in operation and be altered in areas to accommodate the development of RV sites;
- Phase II: 96 sites;
- Phase III: 56 sites;
- Phase IV: 49 sites;
- Phase V: 42 sites.

### **Commercial Lots**

The project includes the formation of five lots, where four lots are 1 acre in size and one lot is 2 acres. These lots are intended to have golf course and RV resort related uses, including uses such as winery and brewery related uses. A convenience store that would serve Jardine area residents and visitors is proposed on Lot 7 adjacent to Jardine Road.

Mr. and Mrs. Howard indicated their request that the convenience store use be omitted from the project. Mr. Erskine indicated at the Planning Commission hearing that he would consider removing it from the project. This matter can be discussed with the City Council.

### **Previous Entitlements**

#### *Links Golf Course Project*

- PD 94-003: with the approval of the Cabernet Links Golf and RV Resort, the existing 18-hole golf course will continue to operate. With the new resort project, the development plan for the Links Course (PD 94-003/ Res. 94-036) will be superseded. The development and site planning for the resort project would be approved under the new development plan (PD 15-004) and associated conditions of approval.
- CUP 94-003: the CUP will remain allowing for the operation of the golf course in the AP Zone, with amendments to accommodate the Cabernet Links Resort project. See CUP Resolution, Attachment 10.

#### *Vista del Hombre Project*

- PD 06-021: the PD for Vista del Hombre will be eliminated by the approval of the new resort project.
- Tract 2716: the existing 39 lots created with Tract 2716 will be eliminated with the recordation of Vesting Tentative Tract 3088, which would re-subdivide the 230 acre site in to 9 lots as described above.

### **Traffic / Caltrans Review Issues**

Based on the CCTC Traffic Impact Analysis (Attachment 1c) concluding that the Cabernet Links RV Resort project will not create transportation deficiencies to SR 46E, the project's impacts on the circulation system and congestion management will be less than significant. No additional mitigation changes are proposed to the 2/28/17 Mitigation Monitoring and Reporting Program.

On May 24, 2017, the City received a comment letter from Caltrans (Attachment 1d) raising questions about the revised Traffic Impact Analysis methodology and findings. As of the date of the staff report, staff and the Traffic Engineer are actively working with Caltrans to resolve their questions, which appear to be a misinterpretation of the study. Staff expects to provide the City Council with an updated Caltrans letter prior to the Appeal hearing.

### **Jardine Road Improvements**

The portion of Jardine Road located within City limits is currently in poor condition. Policies associated with land development within the City have always included conditions for adjacent street improvements. Conditions of approval have been included with the project that will require that Jardine Road frontage be improved as follows:

- The full width of Jardine Road paving shall be rehabilitated from Beacon Road to the project entrance in accordance with plans approved by the City Engineer prior to occupancy of Phase I.
- The full width of Jardine Road paving shall be rehabilitated from the south project entrance to the north project entrance in accordance with plans approved by the City Engineer prior to occupancy of Phase III. The applicant will be responsible for the cost of the paving west of centerline on this portion of the project. The City will be responsible for the eastern half of the road improvements.
- The full width of Jardine Road paving shall be rehabilitated from the north project entrance to the north boundary of the project in accordance with plans approved by the City Engineer prior to occupancy of Phase IV. The applicant will be responsible for the cost of the paving west of centerline on this portion of the project. The City will be responsible for the eastern half of the road improvements.

### **Neighborhood Compatibility**

The project consists of maintaining the existing vineyards and golf course and developing a 290 space RV resort within the existing vineyards and golf course. The existing vineyards and golf course will buffer views of buildings and recreational vehicles from the surrounding residential and from Jardine Road. In areas that are not vineyards, landscaping will be added to help buffer the site from the neighboring properties.

While there will be areas of the site where RVs will be able to be seen, such as at the west end of Beacon Road, most of the project will be buffered by the vineyards and the golf course.

The main entrance to the resort will continue to be the driveway off Jardine Road. The entrance to the site from Beacon will be gated and be for secondary emergency access only. The intent is for Beacon Road to remain rural in nature, as it exists today.

Beyond golf tournaments, the project will have the ability to utilize the clubhouse banquet area for club gatherings such as cooking seminars, wine related functions, educational retreats, and other similar special events. Special events could occur within the buildings as well as outdoor areas in close proximity to the buildings, such as in a temporary tent area. The amended conditional use permit will include conditions of approval that would limit times for special events, and address noise impacts related to amplified music related to an event.

### **Vineyards**

Crop production (vineyards) is a permitted use in the AP-PD zoning district. The establishment of vineyards does not require a permit/review process from the City. While the vineyards provide an agricultural use on the site, they also provide a buffer between the road and the golf course.

The project is adjacent to existing vineyards located to the west and north of the project site. There are areas where the RV sites back up to the neighboring vineyards. The applicant has indicated that the RV sites will be at least 25-feet from the fence line to the adjacent vineyards.

### **Water Resources**

The existing golf course and vineyards will continued to be served with the use of wells. All new RV resort and commercial uses will be required to be served by City water. The WSE indicates that the project proposes to increase ground water pumping by an additional 23 acre feet per year (AFY) by watering additional golf course turf and vineyard area beyond the current program. The City discourages the increase of ground water pumping for the proposed resort project, therefore the project will need to come up with a design alteration that would reduce the ground water pumping by 23AFY to the historic 414 AFY. Additionally, there is a requirement to meter the existing well(s) so that monitoring of the wells can verify how much water is being pumped.

### **Variance – Utility Lines**

There is an existing overhead utility line that begins at Jardine Road then continues west on to the project site. A condition of approval that requires undergrounding of the utility line has been placed on the property since CUP 94-005 was approved for the Links Course. The Planning Commission has allowed time extensions since 1996 for outstanding conditions of approval related to CUP 94-005, including the undergrounding requirement.

The applicant is requesting the approval of Variance 17-001, to allow for the utility lines to stay above ground. Mr. Erskine indicates in the letter of request, that the construction necessary to place the line underground would be costly, disrupt existing improvements and creek areas, and be consistent with the other utility lines along Jardine Road that will remain above ground. See Variance Letter, Attachment 4.

### **Airport Land Use Plan (ALUP) Consistency**

The project location is predominantly within the planning impact area of the Paso Robles Airport Land Use Plan (ALUP), Safety Zones 5. A minor portion of the site ( is within Zone 3, which is the corner of the site at the west end of Beacon Road. The project has been designed so that no RV sites are in Zone 3. The ALUP includes a Land Use Matrix, Table 6, that describes land uses that may be compatible (e.g. “permitted”) or prohibited in various zones. Land uses in Zone 3 is restrictive. No development is proposed in Zone 3 with this project, therefore, the project would not conflict with ALUP Zone 3. ALUP Zones 5 permit certain types of uses, including RV parks, golf courses and retail commercial. Per Table 5, of the ALUP, there are additional density-specific restrictions that apply to different zones, as follows:

Zone 5 - The intensity of uses shall not exceed an average 150 persons per gross acre, maximum 450 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside.

Based on the RV Resort and Golf Course being on a 188 acre parcel, the site is large enough where complying with the average of 150 persons per acre is not an issue. Additionally, it is not anticipated that there would be a need for up to 450 people on any 1-acre area of the site.

When taking in consideration the uses and building occupancy requirements the maximum density of people for all three of the resort buildings could be up to 450.

Additionally, conditions of approval have been added to the development plan and conditional use permit that would limit special events to have a maximum of no more than 450 people unless a Temporary Use Permit has been obtained.

### **Applicant Requested Changes**

The applicant has submitted a request to modify some of the project conditions as approved by the Planning Commission (attachment 1a). The applicant is requesting the City Council consider changes to the following:

- Project Access Changes
- Special Event Regulations
- Request for “Tank and Hold” Wastewater System
- Airport Hangar Leases For RV Patrons

#### *Project Access Change*

The applicant raises the option of changing the primary access for the project to Aerotech Way, which would require the improvement of Aerotech Way to City standards. Access points to Jardine Rd. would remain unchanged, but RV patron would be directed to use the Aerotech access. This change would appear to distribute project traffic between Aerotech and Jardine Rd. and therefore reduce traffic impacts to Jardine Rd. Staff supports the idea of improving Aerotech Way, which is currently a gravel road, and providing a second project access point. The City Council would also need to consider limiting access to Beacon Rd. from Aerotech, since Beacon Rd. will remain an unpaved street. Staff does not recommend the improvement conditions for Jardine Rd. (Planned Development condition 21) be eliminated, since the project will still take access at two points on Jardine Rd., but the following changes to the phasing could be acceptable:

**Staff recommended changes to PD Conditions 21 (Attachment 8).**

The Jardine Road frontage shall be improved as follows:

- a. Prior to occupancy of Phase 1, Aerotech Center Way shall be improved to the City's A-6 Rural Local Street Standard with 12-foot lanes from Beacon Road to the existing paved cul-de-sac on Aerotech Center Way. An emergency access gate designed to the City Engineer's requirements shall be installed on Beacon Road at the intersection of Aerotech Center Way to prevent project access to Beacon Road.
- a.b. Prior to occupancy of Phase 2, ~~The~~ the full width of Jardine Road paving shall be rehabilitated from Beacon Road to the south project entrance in accordance with plans approved by the City Engineer ~~prior to occupancy of Phase I.~~
- b.c. Prior to occupancy of Phase 3, ~~The~~ the full width of Jardine Road paving shall be rehabilitated from the south project entrance to the north project entrance in accordance with plans approved by the City Engineer ~~prior to occupancy of Phase III.~~ The applicant will be responsible for the cost of the paving west of centerline on this portion of the project.
- e.d. Prior to occupancy of Phase 4, ~~T~~ the full width of Jardine Road paving shall be rehabilitated from the north project entrance to the north boundary of the project in accordance with plans approved by the City Engineer ~~prior to occupancy of Phase IV.~~ The applicant will be responsible for the cost of the paving west of centerline on this portion of the project.

#### *Special Event Regulations*

The applicant is requesting Condition 3 of the conditional use permit be revised to remove the Temporary Use Permit requirement for events exceeding 450 people. Staff is recommending the condition be modified to clarify how amplified sound and outdoor activities are regulated. However, staff maintains the need for the Temporary Use Permit to ensure compliance with the Airport Land Use

Plan. The site is within Airport Land Use Plan zone 5 which limit the maximum concentration of people to 150-person / ac average with a maximum of 450 per any single acre. Without a Temporary Use Permit process, there will be no way for the City to ensure special events are consistent with this requirement.

**TABLE 5: MAXIMUM ALLOWABLE NONRESIDENTIAL LAND USE DENSITIES AND MINIMUM REQUIRED OPEN SPACE**

Airport Safety Area	Maximum Land Use Density (persons/acre)	Maximum Single Acre Land Use Density (persons/acre)	Minimum Percent Open Space (% gross area)
Airport Property	n/a	n/a	n/a
Zone 1 - Runway Protection Zones	0	0	100
Zone 2 - Inner Approach/Departure Zones	20	40	30 <sup>1</sup>
Zone 3 - Turning and Sideline Zones	60	120	25 <sup>2</sup>
Zone 4 - Outer Approach/Departure Zones	40	120	20 <sup>2</sup>
Zones 5 and 6	150	450	10

1. No structures, congregations of equipment or vehicles, or public venues shall be located within 250 feet of any extended runway centerline and within 6000 feet of the corresponding runway end.
2. When feasible, development should be planned in a manner that maintains maximum open space within 50 feet of any extended runway centerline.

**Staff recommended changes to CUP Conditions 3 (Attachment 9).—**

~~Events associated with the resort such as golf tournaments, RV related events, shall be conducted indoors, or within a temporary tent structure as approved by the City. Special~~ Events not related to golf course or RV park use, or that exceeded 450 attendees are subject to a Temporary Use Permit to ensure Airport Land Use Plan density consistency. All outdoor activities related to an events shall end no later than 10 pm 12 a.m. Exterior Amplified sound and music associated with the any event shall be kept in doors and not exceed 50 dB at properties lines and end play no later than 10 p.m.

*Request for "Tank and Hold" Wastewater System*

The project is currently conditioned (Planned Development condition 22) to install an on-site wastewater disposal systems (septic systems) or connect to City sewer. The applicant is interested in connecting to City sewer when it becomes available in Dry Creek Rd. in the future. Due to the high cost of the on-site wastewater disposal systems' leach field, the applicant is requesting the ability to install wastewater holding tanks and truck wastewater to the Waste Water Treatment Plant. The City has approved a Tank and Hold system at Vina Robles due to the infeasibility of installing an on-site wastewater disposal systems due to soils and native tree cover. These constraints do not exist at the project site, so an on-site wastewater disposal system is technically feasible.

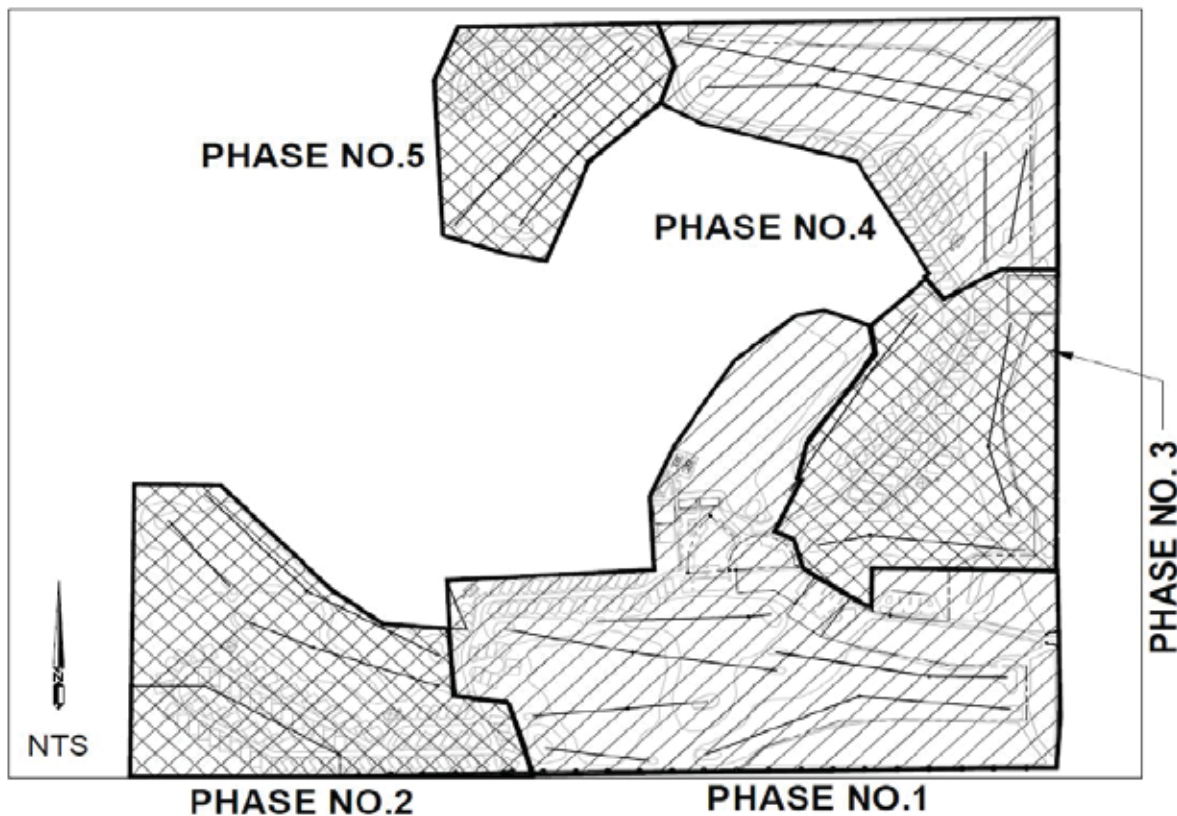


Although staff does not support using a Tank and Hold system for the long term operation of the project, it may have merit on a short-term basis to allow funding to be allocated to the sewer extension project rather than an enormous on-site wastewater disposal system leach field. Staff could support a modification to Condition 22 of the Planned Development that would allow a Tank and Hold system for Phase 1 only of the project:

**Staff recommended changes to PD Conditions 22 (Attachment 8).**

The request for the use of an on-site septic system shall be approved by the City Council. The septic system shall be designed in a manner to be approved by the Regional Board. The applicant may choose to work with the City to provide an alternative waste water system (e.g. Private low-pressure sewer force main between project and Dry Creek public sewer) that would connect to the City's sanitary sewer system, thereby eliminated the need for an on-site septic system. The temporary use of a "Tank and Hold" wastewater system with off-site disposal may be permitted for Phase 1, with the exception of any winery or brewery uses on the commercial lots. All uses in Phase 2, 3 and 4, and any wineries or breweries shall be connected to City sewer or, if sewer is not available at the Estrella Warbirds parcel frontage (4251 Dry Creek Rd.), an approved on-site wastewater disposal system.

## PHASING PLAN



### Airport Hangar Leases For RV Patrons

The applicant's letter expresses interest in leasing Airport property for airplane hangars or tie-downs for use by RV patrons. This would not be considered part of the project and would be allowed under the Airport Master Plan and subject to the approval of a lease agreement.

### **Public Comments Received**

The City has received multiple comments from Jardine area residents expressing their concerns with the project (see Public Comments, Attachment 5). Most of the concerns relate to traffic, ground water use, the condition of Jardine Road, and impacts from the RVs, such as noise and aesthetics.

Each of these issues are discussed above in the Analysis and Conclusions section of this report. Conditions of approval have been added to this project to help address these concerns.

The Cabernet Golf and RV Resort project will replace the currently entitled Vista Del Hombre project that would allow for the development of 154,000 square feet of commercial/light-industrial development over 39 individual lots. The Cabernet project helps preserve the golf course and add a tourist destination use consistent with the City's General Plan and Economic Strategy goals.

### **Policy Reference**

Paso Robles General Plan, Economic Strategy, Zoning Ordinance, CEQA Guidelines, Airport Land Use Plan, Urban Water Management Plan.

### **Fiscal Impact**

Expansion of hotel and lodging accommodations is identified in the City's Economic Strategy. RV parks have been determined to have a net positive fiscal impact on the City's revenues due to receipt of transient occupancy taxes.

### **Recommendation**

After opening the public hearing, taking public testimony, and considering all relevant documents, including the staff report and proposed Initial Study and Mitigated Negative Declaration, (1) deny the appeal, thereby upholding the Planning Commission's approval of the Cabernet Links RV and Golf Resort project amendment, and (2) approve Resolutions #17-XXXXA through #17-XXXXF:

- a. Resolution A - certifying the recirculated Mitigated Negative Declaration for the project; and
- b. Resolution B - approving Variance 17-001; and
- c. Resolution C - approving Planned Development 15-004; and
- d. Resolution D - approving Conditional Use Permit Amendment 94-005; and
- e. Resolution E--approving Vesting Tentative Tract Map 3088.
- f. Resolution F - approving Sewer Waiver and allowing on-site wastewater disposal system

### **Attachments:**

1. Application and Statement of Appeal
  - 1a. Applicant requested conditions changes – May 3, 2017
  - 1b. Caltrans Letter – February 28, 2017
  - 1c. CCTC Traffic Impact Analysis – May 3, 2017
  - 1d. Caltrans Letter 2 – May 24, 2017
2. Vicinity Map
  - 2b. Site Plan
3. Vesting Tentative Parcel Map 3088
4. Variance Letter - Applicant
5. Planning Commission Public Comments
  - 5b. City Council Public Comments

6. Resolution A –adopt the recirculated Mitigated Negative Declaration
7. Resolution B - approve Variance 17-001
8. Resolution C - approve Planned Development Amendment 08-002
9. Resolution D –approve Conditional Use Permit Amendment 94-005
10. Resolution E – approve Vesting Tentative Tract Map 3088
11. Resolution F - approve Sewer Waiver
12. Resolution G – Grant of Appeal
13. Notices
14. Exhibit A (Resolution A) Draft Mitigated Negative Declaration/Initial Study



**CITY OF EL PASO DE ROBLES  
COMMUNITY DEVELOPMENT DEPARTMENT  
DEVELOPMENT APPLICATION APPEAL**

RECEIVED

MAR 13 2017

Attachment 1

(805) 237-3970

1000 Spring Street

Paso Robles, CA. 93446

**GENERAL INFORMATION REQUIRED**

Applicant Jeremy & Courtney Howard Phone 805-226-9984 Fax # \_\_\_\_\_  
 Mailing/Billing Address 5490 Jardine Rd, PR 93446 Email jahoward@alumni.calpoly.edu  
 Representative (Appeal) Jeremy + Courtney Howard Phone 805-226-9984 Fax \_\_\_\_\_  
 Mailing Address 5490 Jardine Rd, Paso Robles, CA Email jahoward@alumni.calpoly.edu  
cb\_jh@yahoo.com  
 Property Owner \_\_\_\_\_ Phone \_\_\_\_\_ Fax # \_\_\_\_\_  
 Owner's Address \_\_\_\_\_ Email \_\_\_\_\_

**PROJECT DESCRIPTION (APPEAL)**

Assessor's Parcel Number(s) 025-436-029, 025-346-030  
 Project Location: 5151 Jardine Road, Paso Robles  
 Project Description: Appeal of the Cabernet Links RV Resort Project, PD 15-004, Amendment to CUP 94-004, VTM 2962 (TR 3088) and MND, requesting mitigations of safety, traffic and environmental impacts, and elimination of Commercial Lot 7. Please see attached.

**OWNER / APPLICANT AUTHORIZATION**

**APPLICANT / REPRESENTATIVE:** I have reviewed this completed application and the attached material. The information included with this application is true and correct to the best of my knowledge. I am submitting the project description, site plan, and elevations for this project on a 3.5 inch disk or IBM compatible CD with all graphics/illustrations in PDF or JPEG format. I understand the city might not approve what I am applying for, or might set conditions of approval.

**PROPERTY OWNER / AUTHORIZED AGENT:** I certify that I am presently the legal owner of the above described property. Further, I acknowledge the filing of this application and certify that all of the above information is true and accurate. I understand that I am responsible for ensuring compliance with conditions of approval. (If the undersigned is different from the legal property owner, a letter of authorization must accompany this form). I hereby authorize the City of Paso Robles and/or its designated agent(s) to enter onto the subject property to confirm the location of existing conditions and proposed improvements, including compliance with applicable City code requirements.

Jeremy Howard 3/12/17  
 Signed Date

Courtney Howard 3/12/17  
 Signed Date

BELOW AREA FOR OFFICE USE ONLY

**Notes to File / Staff Notes:**

**Action / Body / Date:**

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

\_\_\_\_\_  
 \_\_\_\_\_  
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 \_\_\_\_\_

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 City of Paso Robles  
 Community Development Dept.

THIS AREA FOR OFFICE USE ONLY

**DEPOSIT APPLICATIONS**

- General Plan Amend.
- Rezone
- Conditional Use Permit
- Development Plan
- Tentative Tract Map
- Tentative Parcel Map
- Lot Line Adjustment
- \_\_\_\_\_

APPLICATION NO. \_\_\_\_\_

**FEE APPLICATIONS**

- Site Plan Rev. Major (\$600)
- Plot Plan Rev. Minor (\$200)
- Sign Review (\$20)
- \_\_\_\_\_
- \_\_\_\_\_

APPLICATION NO. \_\_\_\_\_

Total Deposit Paid  
(G.L. # 406-000-2304-209)

\$ \_\_\_\_\_

Total Fees Paid  
(G.L. # 100-000-4704)

\$ \_\_\_\_\_

Application Received By: \_\_\_\_\_

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

**AGREEMENT TO PAY ALL DEVELOPMENT APPLICATION FEES**

In accordance with City Council Resolution 96-75, the City collects fees based on the actual cost of providing service. The application deposit for this project (as indicated below) may not cover the total cost of processing this application. I am aware that if greater than 75 percent of the application deposit amount is depleted prior to completion of the project, staff will notify the undersigned, in writing, of the amount of additional deposit required to complete processing of the application, based on staff's reasonable estimate of the hours remaining to complete this application process.

Further, I understand that if I do not submit the required additional deposit to the City within 15 days from the date of the letter, staff may stop processing of the application and/or not schedule the project for action by the Planning Commission or City Council. Any remaining deposit will be refunded to me at the time of closeout after I have submitted the approved project plans and forms electronically, or upon my written request to formally withdraw the application.

As the applicant, I understand that I am responsible for the cost of processing this application and I agree that the actual time spent processing this application will be paid to the City of El Paso de Robles.

Deposit Paid: \$ 200

Applicant's Signature *Jeremy and Courtney Howard* Date: 3/12/17

Applicant's Name Jeremy and Courtney Howard  
(Please Print)

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City of Paso Robles  
Community Development Dept.



To: Paso Robles City Council  
Cc: Community Development Department  
From: Jardine Community Residents  
Date: March 12, 2017  
Subject: **APPEAL OF CABERNET LINKS RV RESORT AND GOLF COURSE PROJECT**

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On March 8, 2017, Jardine community residents held an open-forum meeting<sup>1</sup> to voice concerns about changing the development allowed on the Links Golf Course from light industrial to a 290 space RV resort with related commercial establishments (the Project). Though the majority of the attendees were against the Project completely, we as a community understand that the location of the land is in Paso Robles City limits. We discussed concerns and voted on those concerns that were of the greatest importance to the residents of the Jardine community. We ask that the Paso Robles City Council, and property owner/developer as applicable, consider these concerns and modify the Planning Commission's actions from February 28, 2017 concerning the Project accordingly. Our concerns and appeal are as follows:

1. Water, Sanitation, and Environmental Impact

- a. The Jardine community asks that **water service from the City to the Project be completed** and verified publicly with both Paso Robles City and County residents surrounding the proposed development.
  - i. Does the Project plan to utilize city water or well water, and will the Project increase demand on City wells? If the Project utilizes well water, the Jardine community requests that impacts be mitigated. This may require a well interference analysis prior to Project development, and participation in a monitoring program. The existing concentrated demand on the shared aquifer in this area cannot be exacerbated by new development and risk the Jardine community's economic ability to access the water for domestic use.
- b. The Jardine community asks that **sewer service from the City to the Project be completed** and verified publicly with both Paso Robles City and County residents surrounding the proposed development.
  - i. If a septic system is placed we ask that a comprehensive analysis and design be done to ensure it will not contaminate wells by exceeding the

---

<sup>1</sup> Approximately 65 community members were in attendance; meeting materials available upon request.

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capacity of the soils to treat the leachate and/or contribute to the salt and nutrient loading in the groundwater basin. We also ask that City Public Works staff be involved to ensure the City's Wastewater Facility can accommodate waste production from the resort and/or the pumped septage.

## 2. Safety and Traffic

- a. The traffic issue is one of the greatest concerns for the Jardine residents. The Jardine community asks that a **comprehensive, multi-party safety and traffic evaluation be performed** involving Cal Trans, the CHP, the County, the City, the School District, the Project owner and the Jardine community to address the following issues (also see Attachment 1):
  - i. Jardine Rd and Dry Creek Rd Safety and Level of Service. This intersection was not evaluated in accordance with standard practice for the main traffic route for the Project. The ability of oversized vehicles to utilize this intersection is of concern and has a direct impact on the residents in the area.
  - ii. Highway 46 and Dry Creek Road Safety and Level of Service. Cal Trans issued a letter on 02/28/2017 (see Attachment 1) regarding the inadequacy of the traffic study and corrections needed, including the need to address the cumulative impact with other approved developments. Safety was also not addressed for this intersection.
  - iii. Jardine Road Project Access Location Safety. As many of us have children that live in the area and are transported into the City of Paso Robles for education via bus, the behavior of oversize vehicle traffic on Jardine Road becomes of even greater concern at bus stop locations. Our rural road has mixed uses, including bicycles, equestrians and pedestrians and oversized vehicles mixed with existing traffic would increase the risk of accidents. Safety and appropriate ingress and egress design mitigations (turn lanes, merging lanes, shoulder width, delineators, signage, etc.) need to be evaluated and included in the conditions for the Project.
  - iv. Project Access Point/Circulation Alternatives. The previously approved light industrial development ingress and egress point was Aerotech Center Way. This and other traffic flow alternatives should be evaluated to mitigate impacts identified in the comprehensive analysis.
  - v. Ongoing Maintenance. Before approving additional load on the roads, a collaborative solution to fund and provide maintenance for Jardine and Dry Creek Roads over time needs to be in place as there are no current

plans to provide adequate maintenance for Dry Creek Road or Jardine Road.

### 3. Pollution and Operations Mitigation

- a. The Jardine Community asks that **mitigations and/or conditions to address operations impacts** of the Project (including commercial activities) be required. We as a community living in the Jardine area all agree we moved to the area for many reasons, including a quiet country side and stars at night. Our concerns are with 1) the noise pollution from special events, 2) light pollution from lighting of the resort and special events, and 3) smoke pollution from BBQs and the potential for 290 campfires. We believe that these types of pollution are an impediment on our rights as neighboring residents of the Project to the peaceful enjoyment of our homes established in the area before the proposed Project. Additionally, neither campfires nor BBQs were analyzed as part of the CEQA initial study.

### 4. Commercial Lot 7 (Convenience and Liquor Store)

- a. The Jardine community asks that **Commercial Lot 7 not be approved** by the City Council and be omitted from the development plan. The Jardine community as represented in the meeting unanimously agreed that the placement of a convenience and liquor store is unnecessary in our area and would not be utilized. We are grateful to the Project owner for agreeing to remove Commercial Lot 7 during the Planning Commission meeting, however it was not removed by the Planning Commission. Reasoning included needing the store so resort guests didn't need to travel back to town, however snacks and alcohol are already sold on the property at the clubhouse. Lot 7 and its entrance was not evaluated in the CEQA initial study, nor the traffic study. This proposed location is directly across from residents and homes where children reside. We believe the placement of this store would pose a risk to the children residing in these homes as well as increase traffic, noise, light pollution and potentially crime in very close proximity to homes as well as the greater Jardine area. Additional justification for omitting Commercial Lot 7 is included as Attachment 2.
- b. If the City Council feels that a sundries store is necessary for the resort, we ask that a compromise be reached by relocating the store to the common area inside the resort, near the other commercial activities, as none of the Jardine community residents represented in our meeting had a desire for the store's existence or use.

## 5. Safety and Emergency Response

- a. The residents of Jardine ask that a study be conducted on **the impact of increased response times of Police, Fire, and EMS**. Residents are concerned about increased competition for already limited public safety services in the Jardine area. Will city public safety services be able to serve the Cabernet Links RV resort, or will this project add additional load to county emergency responders? The same ambulance that services the city of Paso Robles also services the Jardine community. We believe services that emergency responders will provide to the Resort will directly impact and impede on services rendered to our community.
- b. We as a community request that a condition be included to require any special event involving more than 100 people require a provision of separate emergency services and ambulance standby coverage for the duration of the event.

We, the Jardine community, thank you for your time and consideration of our concerns and appeal, and look forward to hearing your response to each issue identified above. We hope that compromises can be made that are in the best interest of all parties involved in the development of the Cabernet Links Golf Course property.

Concerned Citizens of the Jardine Community

Attachments

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DEPARTMENT OF TRANSPORTATION  
50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3111



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Community Development Dept.

February 28, 2017

Darren Nash  
City of Paso Robles  
Planning and Building  
1000 Spring Street  
Paso Robles, CA 93446

05-SLO-46-34.6

COMMENTS ON THE MITIGATED NEGATIVE DECLARATION FOR THE CABERNET LINKS GOLF & RV RESORT

Dear Mr. Nash:

The California Department of Transportation (Caltrans) appreciates the opportunity to review and provide comments on the Mitigated Negative Declaration (MND) for the proposed Cabernet Links Golf & RV Resort in El Paso De Robles. The proposed project includes 290 RV spaces, six wine tasting/brewery sites, an 18-hole golf course, and 33.84 acres of vineyard.

This project is of great interest to Caltrans as it relates to the long term safety, mobility, and operations of State Route (SR) 46. The resort is anticipated to generate 1,791 daily weekday trips, largely by RVs and other slow moving vehicles. We believe the full breadth and depth of impact from these trips are not accurately assessed or disclosed in the Transportation Impact Analysis (TIA). Revisions to the TIA are needed in order to determine if and what mitigation measures may be necessary to address project specific or cumulative impacts to SR 46. Caltrans has observed a recent increase in development activity along this corridor that has the real potential to not only outpace necessary transportation infrastructure improvements but diminish the value of investments already made on SR 46. It is critical that sufficient infrastructure is in place for the long term benefit of the interregional network and the local community. Caltrans offers the following detailed concerns/comments pertaining to the TIA for your consideration:

The methodology used to determine the Level of Service (LOS) on the Jardine Road/SR 46 intersection incorrectly applied the Highway Capacity Manual (HCM) "weighted average" factor for the analysis. This manipulation of the findings resulted in a better operating condition than will actually exist when the 1,791 daily trips are added. The HCM states:

- LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons:
- (a) Major-street through vehicles are assumed to experience zero delay;
- (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles, and
- (c) the resulting low delay can mask important LOS deficiencies for the minor movements." (HCM 2010, Page 19-1)

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"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"



Mr. Nash  
02/28/2017  
Page 2

The third point from the HCM quote is our primary concern; the current study does not reflect (masks) the actual impact to Jardine Road/SR 46. Caltrans cannot concur with the findings in the TIA or at this time confirm that the existing roadway environment will be able to accommodate the additional growth. Related, but separate to this development, is the recently approved Destino Paso Resort Hotel at Airport Road. Caltrans brought to the City's attention the need to make intersection improvements at Airport Road/SR 46. However, the project was approved without those recommendations and instead required the Destino project to direct traffic away from Airport Road and use Jardine Road for access to SR 46. We bring this to your attention in the context of this project because these new Destino trips were not accounted for in this current study. The intersection of Jardine Road and SR 46 currently operates deficiently, therefore it is especially critical to accurately disclose impacts at this location. This information is needed to determine what project-specific mitigation (if any) may be needed.

The TIA also identifies that the project will be required to pay traffic mitigation fees to the City to offset its cumulative effect to the SR 46 E Corridor. Caltrans supports this recommendation but requests that it specify direction of impact fees to the Union Road-Airport Road Operational Improvements project and to parallel route development. The City's Development Impact Fee Justification Study identifies that developer fees will only fund a portion of the total cost for these improvements. Caltrans requests that the City develop a strategy to close the funding gap in order to implement necessary infrastructure improvements proportionally and concurrently with new development.

Thank you for the opportunity to review and comment on this project. We appreciate the opportunity to participate in development review within the city and specifically as it relates to SR 46. Please feel welcome to contact me at [Melissa.streder@dot.ca.gov](mailto:Melissa.streder@dot.ca.gov) or 805-549-3800 if you have any questions regarding the comments provided or as it relates other future development plans along the corridor.

Sincerely,



Melissa Streder  
Planning and Development Review  
Caltrans District 5

cc. Cindy Utter, John DiNunzio

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to enhance California's economy and livability"*

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## Attachment 2

### Justification for Eliminating Commercial Lot 7 and Secondary Driveway

**Commercial Lot 7 and the secondary driveway is requested to be eliminated and not approved** should the remainder of the project be approved. The new entrance on Jardine Road and associated commercial lot (proposed to have a convenience store that presumably sells alcohol) would be inconsistent with and not supportable by the findings in Resolution C which approves the development plan for the Project.

#### Finding 4.

“The proposed development plan will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the person residing or working in the neighborhood,”

Commercial Lot 7, its use and a new entrance to the project *would* have these detrimental impacts to residents - residents would be subject to the stress, discomfort and inconvenience associated with new traffic going in and out, delivery trucks, customers, lighting, potential crime, garbage, noise, odors and headlights of vehicles leaving which would directly go into residential windows. The safety and general welfare of children in the neighborhood is also a concern with the site attracting new traffic, large RVs and unknown customers.

“injurious or detrimental to property and improvements in the neighborhood”

It is reasonably likely that the value of, or ability to sell, homes impacted by Lot 7 development will decrease if the entrance and commercial lot with a liquor store goes in at the residential driveways.

“or ... since the property is not located in close proximity to other residents or neighborhoods, and it would not result in significant noise, traffic, light, glare, or other potential effects.”

This finding is inherently false with respect to Commercial Lot 7, its liquor store and the new intersection as it is on the street in close proximity to other residents and light from exiting cars would go in the windows of residents.

#### Finding 6.

“The proposed development plan is compatible with, and is not detrimental to, surrounding land uses and improvements,”

It is reasonably likely that Commercial Lot 7, its liquor store and the new intersection would be detrimental to and incompatible with nearby homes and ingress/egress.

“provides appropriate visual appearance, and contributes to the mitigation of any environmental and social (e.g., privacy) impacts, since it is proposed to be a low-intensity

# Attachment 1

development on the rural landscape, and would mitigate potentially significant environmental impacts.”

This finding is inherently false with respect to social impacts associated with Commercial Lot 7, its liquor store and the new intersection as it is just on the other side of the street from residences.

The overall findings iterate that adequate setbacks and mitigations are proposed, however none address Commercial Lot 7, its proposed liquor store and the new intersection. For this reason and those itemized above, both of these project elements should be eliminated.

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# Attachment 1a - Applicant Requests

## Cabernet Links RV Resort Discussion Items

05-03-17

### • JARDINE ROAD RESIDENTS DO NOT WANT THE RV'S ACCESSING JARDINE ROAD:

- Although the entire project was designed to drive through Cabernet grapes as an entrance to the resort, I have decided to concede to their concerns and have access come off of Aerotech Way.
- Aerotech Way appears to be a wider right of way.
- I would propose paving from my project to the existing Aerotech Way pavement.
- City benefits as City owned airport land appears to be contiguous to the road providing the City additional opportunities.

### • EVENT PERMIT-EXPAND WHEN REQUIRED

- As I detailed in Ken Nagahara's exhibit, I can easily meet the requirements of the Airport Land Use Occupancy Matrix and would like to request the provision for permit needed to be increased to 2,250 instead of the existing verbiage which reads as follows:

Events associated with the resort such as golf tournaments, RV related events, shall be conducted indoors, or within a temporary tent structure as approved by the City. Events not related to golf or RV, or exceeded 450 attendees are subject to a Temporary Use Permit. All events shall end no later than 10 pm. Amplified music associated with the event shall be kept in doors and play no later than 10 pm.

- Remove requirement for events to be indoors as the plan is to have various activities such as Wine Country Run, Car Shows, or other community events
- Keep in mind, this is a 220 acre parcel! There is plenty of room without impacting others.

### • AIRPORT LAND CONTIGUIOUS TO THE CABERNET LINKS PROJECT

- I am interested in leasing or purchasing five acres contiguous for airplane tie downs or hangers that would be rented to my RV users.

### • STATUS OF EXTENDING SEWER AND WATER TO THE PROPERTY?

- Until sewer is extended, need approval to install a Hold & Haul tank.

### • SUBMITTAL

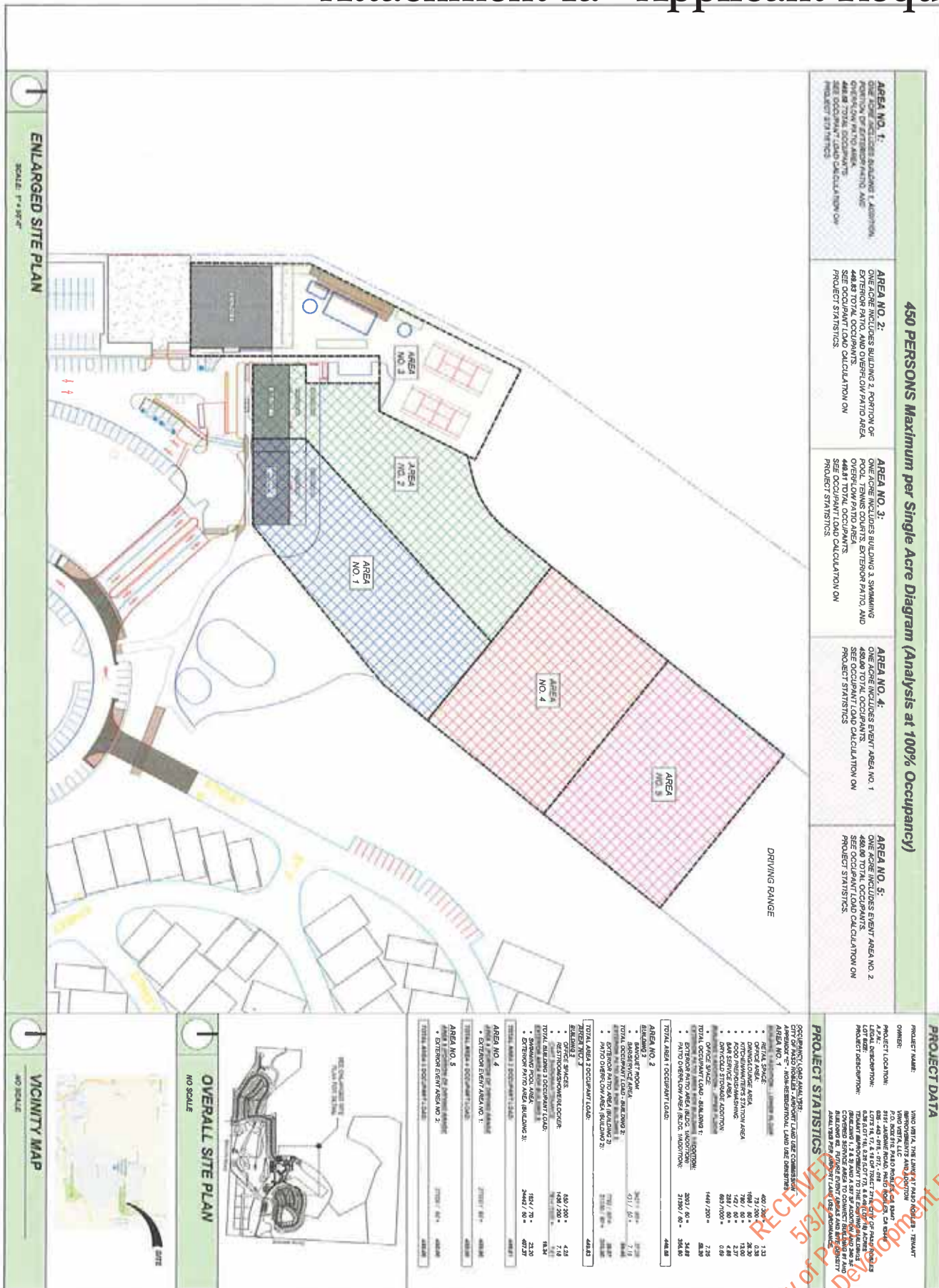
- If this is acceptable, my engineer is ready to change the map and I could have it turned in to the City on May 08, 2017.

### • APPEAL HEARING

- I would like to this be heard on the tentative scheduled date of June 06, 2017

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# Attachment 1a - Applicant Requests



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PLAN PREPARED FOR:  
**VINO VISTA, LLC**  
5151 JARDINE ROAD  
PASO ROBLES, CA 93446

ARCHITECTURE  
GRAPHICS  
DESIGN  
KEM N. NAGHARA  
Principal  
5151 Jardine Street, Suite 200  
Paso Robles, CA 93446  
(805) 238-5599  
kenn@vinovista.com

REVISION LOG

NO.	DATE	DESCRIPTION

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PROJECT NO: 2014-001  
DATE: 01/20/15  
DRAWN BY: KEM N. NAGHARA  
CHECKED BY: KEM N. NAGHARA  
SCALE: AS SHOWN

**A-1**

Agenda Item No. 14



## DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET  
 SAN LUIS OBISPO, CA 93401-5415  
 PHONE (805) 549-3111



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 Help save water!

February 28, 2017

Darren Nash  
 City of Paso Robles  
 Planning and Building  
 1000 Spring Street  
 Paso Robles, CA 93446

05-SLO-46-34.6

COMMENTS ON THE MITIGATED NEGATIVE DECLARATION FOR THE CABERNET LINKS  
 GOLF & RV RESORT

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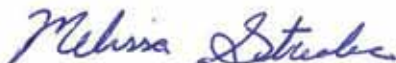
Mr. Nash  
02/28/2017  
Page 2

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Thank you for the opportunity to review and comment on this project. We appreciate the opportunity to participate in development review within the city and specifically as it relates to SR 46. Please feel welcome to contact me at [Melissa.streder@dot.ca.gov](mailto:Melissa.streder@dot.ca.gov) or 805-549-3800 if you have any questions regarding the comments provided or as it relates other future development plans along the corridor.

Sincerely,



Melissa Streder  
Planning and Development Review  
Caltrans District 5

cc. Cindy Utter, John DiNunzio

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Community Development Dept.

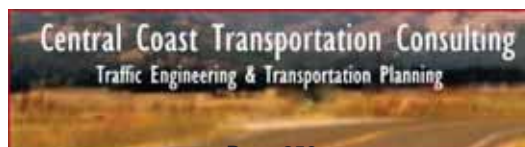
# Cabernet Links

## Transportation Impact Analysis

Central Coast Transportation Consulting  
895 Napa Avenue, Suite A-6  
Morro Bay, CA 93442  
(805) 316-0101

May 2017

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Community Development Dept.





## Executive Summary

This study evaluates the potential transportation impacts of the Cabernet Links project on Jardine Road in Paso Robles. The project consists of a 290-space RV park, five wine-tasting locations, and a convenience store on an existing golf course.

The intersection of State Route 46 East (SR 46E) and Jardine Road was evaluated during the weekday morning (7-9 AM) and weekday evening (4-6 PM) time periods under Existing and Near-Term conditions with and without the project.

The project is expected to generate 2,365 daily trips, 206 AM peak hour trips, and 258 PM peak hour trips on a typical weekday. The City's Transportation Impact Analysis Guidelines and Caltrans criteria are applied to identify transportation deficiencies. No transportation deficiencies were identified in the analysis of the proposed development. However, the project will be required to pay traffic mitigation fees to the City as their fair share contribution towards planned circulation improvements, including routes parallel to SR 46E.

Analysis supporting this recommendation is provided in the body of this report.

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Appendix B: LOS/Queue Calculation Sheets	

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## Introduction

This study evaluates the potential transportation impacts of the proposed Cabernet Links RV park, wine tasting facilities, and convenience store in the City of Paso Robles. The project site is located at 5151 Jardine Road, north of State Route 46 East (SR 46E). It is currently home to the existing Links Golf Course of Paso Robles, which would remain in operation with the approval and completion of the proposed project.

The project's location and study intersection is shown on **Figure 1**, and **Figure 2** shows the project's site plan. The study location and analysis scenarios were developed in consultation with City staff.

The intersection of Jardine Road and SR 46E is evaluated during the weekday morning (7-9 AM) and evening (4-6 PM).

The study intersection is evaluated under the following scenarios:

1. **Existing Conditions** reflect traffic counts collected in October 2016 and the existing transportation network.
2. **Existing Plus Project Conditions** add project generated traffic to Existing Conditions volumes.
3. **Near Term Conditions** add traffic from approved and pending projects in the study area to Existing Conditions volumes.
4. **Near Term Plus Project Conditions** add project traffic to Near Term Conditions volumes.

A description of the analysis approach follows Figures 1 and 2.

Figure 1: Project and Study Locations



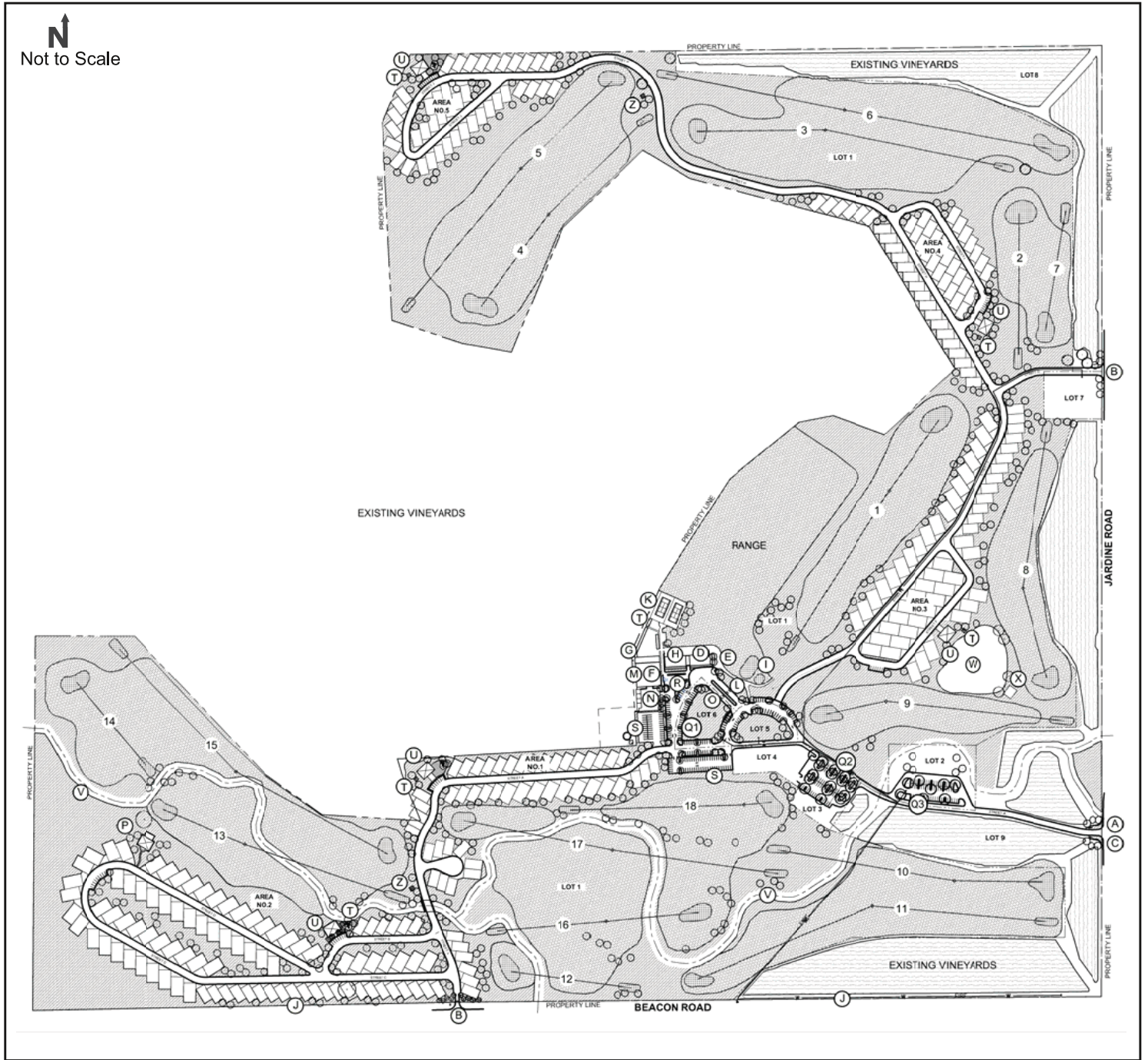
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**Legend:**

- : Non-Store Trip Distribution (Store Trip Distribution)
- xx(yy) : AM (PM) Peak Hour Traffic Volumes
- : Study Intersection
- : Project Site



Figure 2: Site Plan



Source: Wallace Group



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**ANALYSIS METHODS**

The analysis approach was developed based on the City of Paso Robles' *Transportation Impact Analysis Guidelines* and Caltrans standards for intersections on State Route 46.

**City Facilities**

The City's TIA Guidelines provide criteria for identifying mobility deficiencies reflecting the City's Circulation Element Goals. While vehicular level of service (LOS) is not identified as a mobility deficiency criteria for City controlled intersections, vehicular queues that exceed existing or planned lengths of turn pockets are a deficiency criteria. LOS calculations are also a component of the evaluation criteria for stop-controlled intersections.

To evaluate queuing and stop-controlled intersection LOS the study intersections have been analyzed with the Synchro 9 software package applying the 2010 Highway Capacity Manual (HCM) methods. The 95<sup>th</sup> percentile queues are reported, which reflect the queue length that will not be exceeded 95 percent of the time.

The City's TIA Guidelines provide mobility deficiency criteria for a variety of study elements. Table 1 summarizes these criteria, which are used to identify deficiencies.

<b>Table 1: City of Paso Robles Mobility Deficiency Criteria<sup>1</sup></b>	
<b>Study Element</b>	<b>Deficiency Determination</b>
On-site Circulation and Parking	Project designs fail to meet City or industry standard guidelines, fail to provide adequate truck access, will result in unsafe condition, or will create parking demand or supply above code requirement.
Pedestrian, Bicycle, Transit Facilities	Project fails to provide safe and accessible connections, conflicts with adopted plans, or adds trips to facility that doesn't meet current design standards.
Traffic Operations	Project causes vehicle queues that exceed turn pocket lengths, increases safety hazards, or causes stop-controlled intersection to operate below LOS D and meet signal warrant.

1. Summary based on Table 5 of City's Transportation Impact Guidelines.

The City's TIA Guidelines also specify the analysis time periods, noting that typically traffic operations should be studied during the peak one hour of traffic on weekday mornings (between 7-9 AM) and afternoons (between 4-6 PM).

**Caltrans Facilities**

Caltrans controls the intersections along State Route 46 and relies on LOS to determine deficiencies. Accordingly, Caltrans intersections have been evaluated using LOS criteria as contained in the 2010 HCM. Vehicular level of service is based on control delay, which is the total of time spent decelerating when approaching an intersection, time spent stopped or moving in a queue at an intersection, and time spent accelerating after an intersection.

The level of service thresholds relevant to the Caltrans controlled intersection in this study are presented in Table 2. Unsignalized intersections have lower delay thresholds because users experience

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more uncertainty than at signals, where drivers typically expect higher levels of congestion and more predictable levels of delay.

Caltrans strives to maintain operations at the LOS C/D threshold on state-operated facilities. If an existing State Highway facility is operating at LOS D, E, or F the existing service level should be maintained.

Table 2: Intersection Level of Service Thresholds			
Signalized Intersections <sup>1</sup>		Stop Sign Controlled Intersections <sup>2</sup>	
Delay (seconds/vehicle) <sup>3</sup>	Level of Service	Delay (seconds/vehicle) <sup>3</sup>	Level of Service
≤ 10	A	≤ 10	A
> 10 - 20	B	> 10 - 15	B
> 20 - 35	C	> 15 - 25	C
> 35 - 55	D	> 25 - 35	D
> 55 - 80	E	> 35 - 50	E
> 80	F	> 50	F

1. Source: Exhibit 18-4 of the 2010 *Highway Capacity Manual*.  
 2. Source: Exhibits 19-1 and 20-2 of the 2010 *Highway Capacity Manual*.  
 3. HCM 2010 average control delay in seconds per vehicle.

Note that side-street stop-controlled intersection operations are described both in terms of the overall intersection average delay per vehicle in addition to the delay experienced by the worst approach. While not required by the 2010 HCM, reporting both the average and worst approach delays per vehicle gives a more complete picture of intersection operations. This is particularly relevant to intersections with very low side street volumes where worst approach delay can be very high but affects a very small portion of the total entering vehicles.

The Jardine Road/SR 46E intersection currently provides a 300-foot median acceleration lane (MAL) serving the southbound to eastbound left turn movement. For the purpose of this analysis, the MAL was coded as a median capable of storing two vehicles and enabling two-stage gap acceptance where drivers can cross and enter SR 46E as two separate decisions relying on separate gaps in traffic. This approach ignores the benefit of the MAL and as a result overstates the delay experienced by southbound left turning vehicles.

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## Existing Conditions

This section describes the existing transportation system and current operating conditions in the study area.

### EXISTING ROADWAY NETWORK

*State Route 46* is an east-west facility connecting the Central Valley with the Central Coast. In the vicinity of the project, it consists of four lanes with at-grade intersections at side streets.

*Jardine Road* is a rural north-south arterial with two travel lanes. It intersects State Route 46 south of the project location at a two-way stop controlled intersection.

### EXISTING PEDESTRIAN AND BICYCLE FACILITIES

No pedestrian facilities are provided on either Jardine Road or State Route 46 near the project location.

Bicycle facilities consist of permitted bicycle use on the shoulder of State Route 46. The City's Bike Master Plan proposes Class II bicycle facilities along Jardine Road from Tower Road to Beacon Road.

### EXISTING TRANSIT SERVICE

The San Luis Obispo Regional Transit Authority (RTA) provides regional fixed-route and dial-a-ride services to San Luis Obispo County. Route 9 serves the North County, with a stop in Paso Robles at Pine Street/8<sup>th</sup> Street. RTA also operates a summer beach shuttle connecting the North County to Cayucos.

RTA also offers service on the Paso Express near the town center. The nearest Paso Express bus stop to the project site is approximately 5 miles.

### EXISTING TRAFFIC CONDITIONS

Traffic counts for weekday AM and PM peak conditions were collected at the study intersections on February 18, 2016. The traffic count data is included in Appendix A. Truck percentages were obtained from the State Route 46 Corridor System Management Plan, which notes that trucks account for nearly 20 percent of total vehicle traffic on SR 46E. The Caltrans Transportation Planning Fact Sheet for SR 46E also notes that the percentage of trucks on SR 46E can reach 17.5 percent. For the purposes of this analysis, 15 percent of vehicles on the north and south approaches and 20 percent of vehicles on the east and west approaches were assumed to be trucks.

The existing weekday peak hour traffic volumes and lane configurations are shown in **Figure 1**. Table 3 presents the LOS for the study intersection, and the detailed calculation sheets are included in Appendix B.

Table 3: Existing Intersection Levels of Service				
Intersection	Peak Hour	Delay <sup>1</sup> (sec/veh)	LOS <sup>2</sup>	Queues Exceed Storage <sup>3</sup>
1. Jardine Road/ State Route 46	AM	4.6 (16.2)	- (C)	No
	PM	2.8 (14.2)	- (B)	No
1. HCM 2010 average control delay in seconds per vehicle. 2. For side-street-stop controlled intersections the worst approach's control delay is reported in parenthesis. 3. See Table 8 for detailed queues. Note: Northbound LOS and delay were omitted due to low volume.				

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The approach LOS for the intersection meets Caltrans standards for unsignalized intersections. The queue lengths for the AM and PM were not found to exceed the storage capacity of the intersection. Note that the delay and LOS for northbound Jardine Road were not reported due to low traffic volumes, and because the Cabernet Links development would not affect these volumes.

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## Existing Plus Project Conditions

This section evaluates the impacts of the proposed project on the surrounding transportation network, including traffic operations, bicycle, pedestrian, transit, and site access deficiencies. Existing Plus Project conditions reflect existing traffic levels plus the estimated traffic generated by the proposed project.

### PROJECT TRAFFIC ESTIMATES

The amount of project traffic affecting the study intersections is estimated in three steps: trip generation, trip distribution, and trip assignment. Trip generation refers to the total number of new trips generated by the site. Trip distribution identifies the general origins and destinations of these trips, and trip assignment identifies the specific routes taken to reach these origins and destinations.

#### *Trip Generation*

The project's trip generation estimate, shown in Table 4, was developed using data provided in the Institute of Transportation Engineers' (ITE) Trip Generation Manual and information from the City of Paso Robles and County of San Luis Obispo. The key assumptions for the trip generation estimates are as follows:

- The Campground/Recreational Vehicle Park land use (ITE LU Code 416) was used for the RV park, and includes 'restrooms with showers and recreational facilities, such as a swimming pool, convenience store, and laundromat.' The ITE data provides trip rates per occupied RV site. The RV site occupancy was assumed to be 85 percent for the purposes of trip generation. Truck percentages were assumed to be 15 percent on all approaches to Jardine Road/SR 46E under all scenarios to reflect the impact of slow moving vehicles on intersection operations.
- The proposed convenience store on Lot 7 is expected to primarily serve nearby residents and visitors to the project due to its distance (1.5 miles) from SR 46E and the availability of similar convenience stores adjacent to SR 46E at Golden Hill Road. This store is therefore not expected to add substantial trips to SR 46E beyond those envisioned for the other proposed land uses.
- The additional vineyards that are proposed at the site are not expected to generate any additional trips due to the current presence of vineyards at the site.
- The golf course is currently operational and is not expected to generate any additional trips, as it is reflected in the present-day traffic counts.
- Trip generation estimates for the five wine tasting and brewery lots were developed using the County of San Luis Obispo's accepted trip rates for wine tasting and the ITE Trip Generation Manual rates for the Manufacturing (ITE LU Code 140) land use. The 60,000 s.f. of space on these lots was assumed to be split with 57,000 s.f. of building dedicated to wine manufacturing and 3,000 s.f. dedicated to tasting rooms.

Table 4 summarizes the trip generation estimate.

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Table 4: Trip Generation								
Land Use	Total Size	Daily Trips	Weekday					
			AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Campground/RV Park (416)	247 occupied sites <sup>1</sup>	1,013	22	39	61	63	38	101
Convenience Market (852) <sup>2</sup>	3,000 ft <sup>2</sup>	1,076	50	48	98	53	55	108
Wine Tasting Space <sup>3</sup>	3,000 ft <sup>2</sup>	58	3	3	6	3	3	6
Manufacturing (140) <sup>4</sup>	57,000 ft <sup>2</sup>	218	37	5	42	6	37	43
<b>Total</b>		<b>2,365</b>	<b>111</b>	<b>95</b>	<b>206</b>	<b>124</b>	<b>133</b>	<b>258</b>

1. Campground/RV Park (416) assumed to have 85% of sites occupied.  
 2. Convenience market in Lot 7 is 3000 ft<sup>2</sup>, per the City of Paso Robles. Trips are local in nature and would not rely on SR 46.  
 3. ITE Trip Generation Rates not published for this land use. Rates based on the San Luis Obispo County Approved Trip Generation Rates list from January 2017.  
 4. Manufacturing (140) land use from the ITE Trip Generation Manual used to account for wine production and storage facilities. Average rates used.  
 Source: ITE Trip Generation Manual, 9th Edition, 2012; CCTC, 2016.

The project, in total, is expected to generate 2,365 daily trips, 206 weekday AM peak hour trips and 258 weekday PM peak hour trips.

The project site is currently entitled for 154,340 s.f. of light industrial uses. Table 5 summarizes the trip generation estimate for the current entitlement.

Table 5: Currently Approved Land Use Trip Generation								
Land Use	Total Size	Daily Trips	Weekday					
			AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
Light Industrial (110) <sup>1</sup>	154,340 ft <sup>2</sup>	1,076	140	16	155	23	143	167

1. Average rates used.  
 Source: ITE Trip Generation Manual, 9th Edition, 2012; CCTC, 2016.

The currently approved land use would generate 1,076 daily trips, 155 weekday AM peak hour trips, and 167 PM peak hour trips. The change in land use from the currently approved land use to the proposed development would result in an additional 1,289 daily trips, 51 AM peak hour trips, and 91 PM peak hour trips.

**Trip Distribution and Assignment**

The directions of approach and departure for project trips were estimated using existing trip patterns and the locations of complementary land uses. The convenience store trips were distributed to more local destinations than the other proposed uses. Project trips were assigned to individual intersections based on the trip distribution percentages, and were then added to the existing traffic volumes to establish Existing Plus Project Conditions. Trip distribution percentages, project trip assignment, and Existing Plus Project volumes can be found in **Figure 1**.

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**DEFICIENCY ANALYSIS**

The deficiency analysis for individual travel modes are discussed below.

**Traffic Operations**

Traffic operations deficiency criteria are described in the Analysis Methods section of this report. Table 6 summarizes the operating conditions under Existing and Existing Plus Project conditions.

<b>Table 6: Existing &amp; Existing Plus Project Intersection Levels of Service</b>						
<b>Intersection</b>	<b>Peak Hour</b>	<b>Existing</b>		<b>Existing Plus Project</b>		
		<b>Delay<sup>1</sup> (sec/veh)</b>	<b>LOS<sup>2</sup></b>	<b>Delay<sup>1</sup> (sec/veh)</b>	<b>LOS<sup>2</sup></b>	<b>Queues Exceed Storage<sup>3</sup></b>
1. Jardine Road/ State Route 46	AM	4.6 (16.2)	- (C)	6.2 (19.4)	- (C)	No
	PM	2.8 (14.2)	- (B)	4.0 (17.2)	- (C)	No
1. HCM 2010 average control delay in seconds per vehicle. 2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis. 3. See Table 8 for detailed queues. Note: Northbound LOS and delay were omitted due to low volume.						

The study intersection operates at LOS C or better during all time periods both with and without the project.

Queuing is reported in Table 8. No queue lengths exceed the storage capacity at Jardine/SR 46E.

Traffic Operations Recommendations

The development of parallel routes is consistent with the Caltrans Corridor Study for this area and would allow project traffic to access other areas of the City without driving on SR 46E. This improvement is discussed in more detail in the Near Term chapter.

**Bicycles**

Bicycle deficiencies would occur if the project disrupts existing or planned bicycle facilities or is otherwise incongruent with the City's Bike Master Plan. The Bike Master Plan proposes the following new bicycle facilities in the vicinity of the project:

- A Class II bike lane is proposed that would connect the project to Airport Road via Jardine Road, Aerotech Center Way, and Beacon Road.
- A Class I bike path along the east bank of the Huer Huero Creek is proposed connecting Union Road near Barney Schwartz Park, to the Ravine Water Park on Airport Road, and north along the Huer Huero.

The project would be required to improve Jardine Road west of the centerline along the project frontage. The improved section would require Class II bike lanes to be consistent with the City's Bike Master Plan.

**Pedestrians**

Pedestrian deficiencies would occur if the project fails to provide safe and accessible pedestrian connections between project buildings and adjacent streets, trails, and transit facilities.

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The current site plan is conceptual and does not detail site features like sidewalks and walking paths. We recommend that pedestrian paths or sidewalks be provided to connect the RV camping areas with the convenience store, wine/beer tasting areas, and golf facilities to encourage on-site pedestrian travel.

***Transit***

Transit deficiencies would occur if the project disrupts existing or planned transit facilities or services; conflicts with City plans, guidelines, policies, or standards; or if the project adds trips to a line already operating at peak hour crush load capacity.

The project is not expected to alter or disrupt any of the transit facilities or services, so no transit deficiencies are noted. Shuttle service, if feasible, serving local attractions such as wineries and the Water Park would reduce the demand for travel by personal automobile.

***Site Access and On-Site Circulation***

On-site circulation deficiencies would occur if project designs fail to meet appropriate standards, fail to provide adequate truck access, or would result in hazardous or unsafe conditions.

The proposed site plan is shown on **Figure 2**. Project access will be provided via two driveways on Jardine Road with emergency vehicle access on Beacon Drive. The proposed driveway locations are adequate.

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## Near Term Traffic Conditions

Near Term conditions reflect the addition of approved and pending projects in the study area to Existing Conditions volumes. The following near-term projects are included in this scenario:

- Buena Vista Apartments- 142 apartment units located at 802 Experimental Station Road.
- River Oaks- The Next Generation- 144 active adult homes, 127 single family homes, community center, and fitness/wellness center located north of River Oaks Drive and east of River Road.
- RV Park- 332 spaces located at the north end of Golden Hill Road
- Wine Storage Building- 66,000 s.f. located at 2261 Wisteria Lane
- Hilton Garden Inn Hotel- 166 hotel rooms and related amenities on the southeast corner of SR 46E/Golden Hill Road.
- Paso Robles Marriott- 119 hotel rooms on Union Road.
- San Antonio Winery Development- Tasting room, restaurant, four residences, and retail in addition to existing facilities at 2610 Buena Vista Drive
- San Antonio Winery Processing- 126,000 s.f. processing facility at 2261 Wisteria Lane.
- Discovery Gardens also known as La Entrada – East of Airport Road on SR 46E. Phases 1 and 1a were assumed to be in place.
- Gran Cielo Cluster Development – 42 single family homes located in the County south of Union Road and State Route 46 E.
- Vina Robles Hotel – 98 room hotel south of Vina Robles Amphitheatre on Mill Road.
- Destino Paso Resort Hotel Phases 1 and 2- 216 hotel units located on Airport Road. Trips from this project reflect the project’s mitigation requiring that eastbound vehicles access SR 46E via Jardine Road.

Traffic volumes for the Buena Vista Apartments, Hilton Garden Inn, River Oaks, Discovery Gardens, Paso Robles Marriott, and Destino Paso projects were obtained from the traffic studies prepared for those projects. Traffic volumes for the remaining near term projects were estimated using standard ITE rates. The roadway network was assumed to remain the same as under Existing conditions.

### DEFICIENCY ANALYSIS

Project volumes were added to Near Term conditions to yield Near Term Plus Project conditions as shown in **Figure 1**. Table 7 summarizes the traffic conditions under Near Term and Near Term Plus Project conditions, with queues detailed in Table 8.

Table 7: Near Term & Near Term Plus Project Intersection Levels of Service							
Intersection	Peak Hour	Near Term			Near Term Plus Project		
		Delay <sup>1</sup> (sec/veh)	LOS <sup>2</sup>	Queues Exceed Storage <sup>3</sup>	Delay <sup>1</sup> (sec/veh)	LOS <sup>2</sup>	Queues Exceed Storage <sup>3</sup>
1. Jardine Road/ State Route 46	AM	4.6 (19.0)	- (C)	No	6.7 (24.3)	- (C)	No
	PM	3.0 (19.1)	- (C)	No	4.6 (23.9)	- (C)	No
1. HCM 2010 average control delay in seconds per vehicle. 2. For side-street-stop controlled intersections the worst approach's delay is reported in parenthesis. 3. See Table 8 for detailed queues. Note: Northbound LOS and delay were omitted due to low volume.							

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The southbound approach to the SR 46E/Jardine Road intersection would operate at LOS C during the AM and PM peak hours under both Near Term and Near Term Plus Project conditions.

Queuing is summarized in Table 8. Queuing on all intersection approaches do not exceed their storage capacity. The queues that would occur do not spill out of the turn pocket or block nearby driveways.

<b>Table 8: 95th Percentile Queues</b>							
<b>Intersection</b>	<b>Direction</b>	<b>Storage Length (ft)</b>	<b>Peak Hour</b>	<b>95th Percentile Queues (feet)<sup>1</sup></b>			
				<b>Existing</b>	<b>Existing + Project</b>	<b>Near Term</b>	<b>Near Term + Project</b>
1. Jardine Road/ State Route 46	EBL	900	AM	10	13	13	13
			PM	33	33	40	40
	WBL	680	AM	0	0	0	0
			PM	0	0	0	0
	NBL2	N/A	AM	0	0	0	3
			PM	8	5	5	8
	SBL	300	AM	70	110	88	140
			PM	18	43	23	53

1. Queue length that would not be exceeded 95 percent of the time.  
 2. Northbound values excluded due to low traffic volumes.  
 Note: Average vehicle lengths assumed to be 25 feet.

Traffic Operations Recommendations

No transportation deficiencies were identified in the analysis of the proposed development. However, the project will be required to pay traffic mitigation fees to the City as their fair share contribution towards planned circulation improvements, including routes parallel to SR 46E.

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## References

- Associated Transportation Engineers, 2016. Cabernet Links & RV Resort.
- California Department of Transportation. 2002. Guide for the Preparation of Traffic Impact Studies.
- \_\_\_\_\_. 2014. California Manual on Uniform Traffic Control Devices.
- \_\_\_\_\_. 2009. State Route 46 Corridor System Management Plan.
- \_\_\_\_\_. 2009. State Route 46 in San Luis Obispo County Transportation Planning Fact Sheet.
- \_\_\_\_\_. 2012. Highway Design Manual.
- Central Coast Transportation Consulting. 2016. Destino Paso TIA.
- City of El Paso De Robles. 2009. Bike Master Plan.
- \_\_\_\_\_. 2011. General Plan 2011 Circulation Element.
- \_\_\_\_\_. 2013. Transportation Impact Analysis Guidelines.
- \_\_\_\_\_. 2016. Staff Report, Cabernet Links RV Resort and Golf Course.
- Fehr & Peers. 2008. Final SR 46E Parallel Routes Study.
- Hatch Mott MacDonald. 2012. Highway 46 PSR- Traffic Operations Analysis.
- LSA Associates. 2012. Buena Vista Apartments Traffic Impact Analysis.
- Transportation Research Board. 2010. Highway Capacity Manual.

**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3111



*Serious drought.  
Help save water!*

May 24, 2017

Darren Nash  
City of Paso Robles  
Planning and Building  
1000 Spring Street  
Paso Robles, CA 93446

05-SLO-46-34.6

RE: COMMENTS ON RECIRCULATED MND FOR CABERNET LINKS GOLF & RV RESORT

Dear Mr. Nash:

The California Department of Transportation (Caltrans) appreciates the opportunity to review and provide comments on the recirculated Mitigated Negative Declaration (MND) for the proposed Cabernet Links Golf & RV Resort in El Paso De Robles. This project continues to be of great interest to Caltrans as it relates to the long term safety, mobility, and operations of State Route (SR) 46.

#### **PREVIOUS PROJECT REVIEW AND COMMENTS**

On February 28, 2017, Caltrans submitted a letter in response to the original MND and the project traffic study conducted by Associated Transportation Engineering. That letter noted several concerns regarding the adequacy of project studies and their conclusions regarding potential traffic impacts. Caltrans identified that revisions to the traffic study were needed in order to determine if and what mitigation measures may be necessary to address project specific or cumulative impacts to SR 46. Caltrans has observed a recent increase in development activity along this corridor that has the real potential to not only outpace necessary transportation infrastructure improvements but diminish the value of investments already made on SR 46. It is critical that sufficient infrastructure is in place for the long term benefit of the interregional network and the local community.

#### **RECIRCULATED MND**

On May 23, 2017, Caltrans received a copy of the recirculated MND, which included the recent May 2017 Transportation Impact Analysis (TIA) prepared by Central Coast Transportation Consulting (Attachment 14 of the MND). The following comments are based upon our review of the subsequent recirculated MND and associated studies:

#### **Project Description**

The proposed project includes 290 RV spaces, six wine tasting/brewery sites, an 18-hole golf course, and 33.84 acres of vineyard, located approximately one mile north of SR 46. Furthermore, Caltrans notes that the TIA includes a proposed convenience market that was previously identified in the original MND, but not in the original traffic study. The TIA concludes that the convenience market would generate 1,076 additional weekday daily trips. In total, the project is anticipated to generate 2,365 daily weekday trips according to the recirculated MND and the new TIA.

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Mr. Nash  
05/24/2017  
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### **Environmental Setting**

The conclusions of the MND and associated traffic studies incorporate a credit reduction of 1,076 weekday daily trips for a previously approved light industrial facility use that was never established. Section 15125(e) of the CEQA Guidelines states, *where a proposed project is compared with an adopted plan, the analysis shall examine the existing physical conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced as well as the potential future conditions discussed in the plan.* Since the light industrial use was never established, the associated trips are not part of the existing physical conditions and should not be include in the project baseline for trip credit reduction. Caltrans recommends that the project's environmental analysis consider the impacts of all 2,365 weekday daily trips associated with the project.

### **Traffic Impact Fees, Level of Significance, and Mitigation**

The recirculated MND states that the project will be required to pay standard traffic impact fees to the city to offset its cumulative effect to SR 46 East. Furthermore, the MND determines that no additional mitigation is necessary beyond the standard policy for any project to pay traffic impact fees. This is based upon consideration of the project-generated 2,365 weekday daily trips combined with the fore-mentioned trip credit reduction of 1,076 daily weekday trips for the previously approved light industrial facility that was never established. As previously noted, a trip credit reduction should not be granted for non-existing trips; therefore, due to incomplete traffic modeling and insufficient information, Caltrans is not able to concur with the determination that no mitigation is necessary beyond the payment of traffic impact fees. Furthermore, Caltrans is unable to concur with the findings in the MND and recent TIA that the existing roadway environment will be able to accommodate the additional growth.

In general, Caltrans supports the payment of *fair share* developer traffic impact fees as recommended, but requests that the MND specify direction of impact fees to the Union Road-Airport Road Operational Improvements project and to parallel route development. The City's Development Impact Fee Justification Study identifies that developer fees will only fund a portion of the total cost for these improvements. Caltrans requests that the city develop a strategy to close the funding gap in order to implement necessary infrastructure improvements proportionally and concurrently with new development.

### **RV/Large Vehicle Movements**

The project trips would be primarily by RVs, which are typically large, slow moving vehicles. The recirculated MND and the new TIA still do not accurately assess or disclose the full breadth and depth of impacts from large vehicle movements through intersections. A higher percentage of project generated vehicle trips should be modeled as trucks due to the nature of the RV resort project

Mr. Nash  
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### **Traffic Counts and Peak Hour Times**

The TIA states that the intersection of SR 46 East and Jardine Road was evaluated during weekday morning (7-9 AM) and weekday evening (4-6 PM) time periods under *Existing* and *Near-term* conditions with and without the project. For reference, the both traffic studies conducted for the project include a Traffic Count Sheet for Thursday, February 18, 2016. However, Caltrans notes that SR 46 typically experiences heavier congestion on Friday and Sunday afternoons as motorist travel back forth to the Central Coast from the San Joaquin Valley, and compounded with area residents returning home from work, the local congestion tends to be the highest on Fridays. For a more accurate determination of potential impacts to the SR 46 East and Jardine Road intersection, Caltrans recommends that the project's traffic impact analysis consider traffic counts taken during a typical Friday PM Peak Hour rather than on a Thursday.

### **Approach Evaluations and LOS Deficiencies**

The TIA described intersection Level of Service (LOS) operations in terms of the overall intersection average delay per vehicle in addition to the delay experienced by the worst approach. It noted that this approach is not required by the *Highway Capacity Manual (HCM) 2010*, but was reported as such in order to provide a more complete picture of operations. However, the *HCM 2010* states:

*LOS is not defined for the intersection as a whole or for major-street approaches for three primary reasons:*

- (a) major-street through vehicles are assumed to experience zero delay;*
- (b) the disproportionate number of major-street through vehicles at a typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay for all vehicles; and*
- (c) the resulting low delay can mask important LOS deficiencies for the minor movements."*

*(HCM 2010, pp. 20-6)*

The second point from the *HCM 2010* quote is our primary concern; the current study does not reflect (masks) the actual impact to Jardine Road/SR 46. The intersection of Jardine Road and SR 46 currently operates deficiently, therefore it is especially critical to accurately disclose impacts at this location. This information is necessary to determine what project-specific mitigation (if any) may be needed.

Inclusion of overall intersection average alters the findings and results in a better operating condition than will actually exist when the additional daily trips are added. The TIA LOS Calculation Sheets (Appendix B of the TIA) indicate that the Northbound (NB) approach of SR 46 and Jardine Road currently experiences LOS D for the PM Peak Hour without the project. PM Peak Hour operation of the intersection approach would be reduced to LOS E with the project (even with the inappropriately applied trip credit reduction). Tables 6 and 7 of the TIA (pp. 12 & 14) should be revised to remove the overall intersection average and only report the delay experienced by the worst approach as recommended by the *HCM 2010* and noted in the TIA LOS Calculation Sheets.



Mr. Nash  
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In conclusion, Caltrans recommends that the city ensure the project's environmental document adequately addresses these concerns as well as potential impacts to the state highway system. If you have any questions or need clarification on these items, please don't hesitate to contact me directly at (805) 549-3131 or by email at: [Michael.Hollier@dot.ca.gov](mailto:Michael.Hollier@dot.ca.gov).

Sincerely,

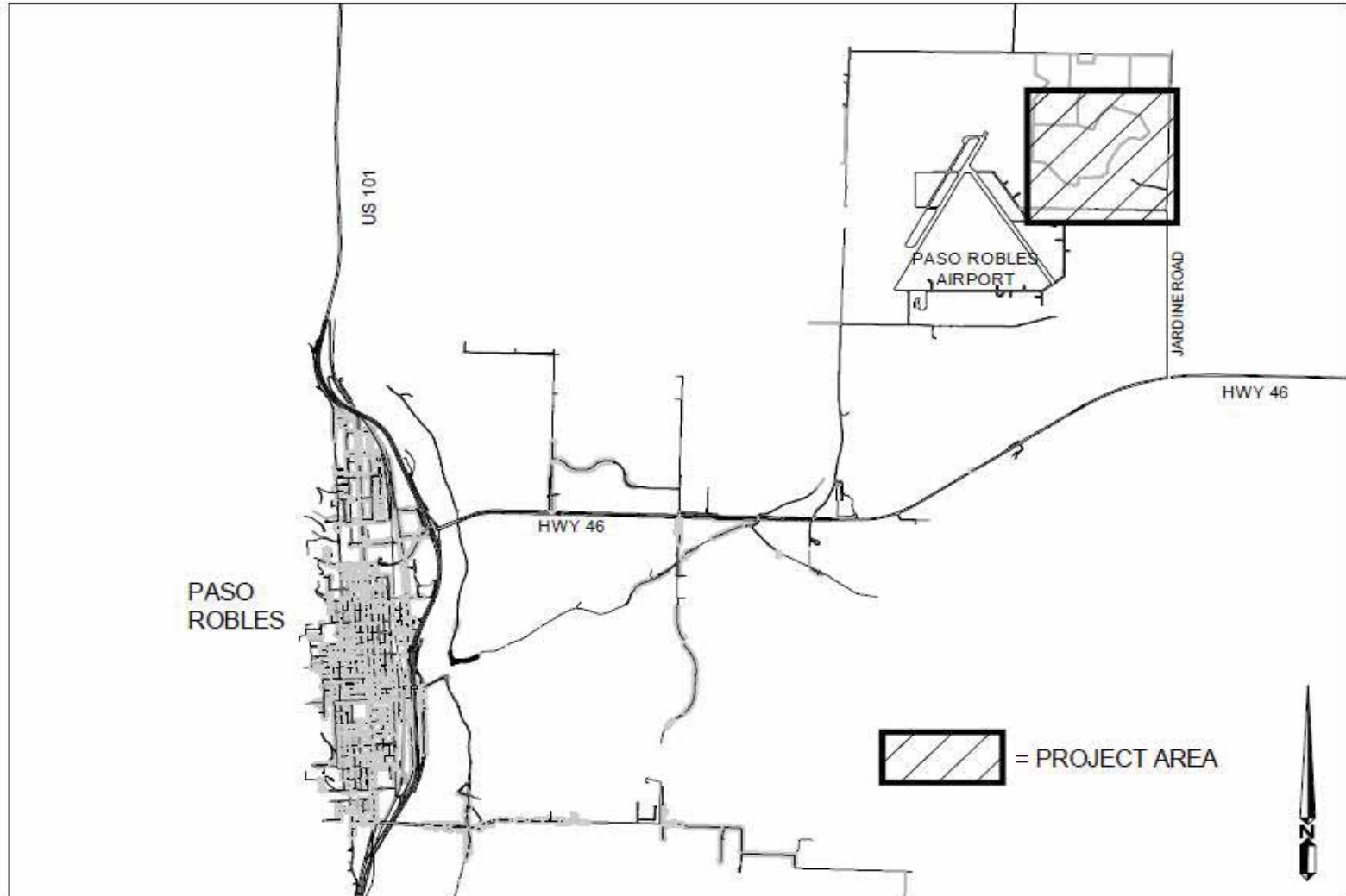


MICHAEL D. HOLLIER  
Transportation Planner  
Development Review Coordinator  
District 5, LD-IGR South Branch

cc. John DiNunzio (SLOCOG)

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# VICINITY MAP



# ATTACHMENT - 2

## LEGEND



- PROJECT ENTRANCE
- EMERGENCY INGRESS / EGRESS
- (JARDINERD ENTRANCE OPEN TO PUB R (LOT 7))
- ENTRY MONUMENT
- PRO SHOP / CLUBHOUSE / RESTAURANT
- RV & GOLF CHECK-IN / CLUBHOUSE
- RESORT RECREATION FACILITY (SHOW AND RESTROOMS)
- RESORT POOL AREA
- BANQUET ROOM
- GOLF PRACTICE FACILITY
- DEER FENCE ALONG BEACON RD. - 8' M
- TENNIS COURTS / PICKLE BALL
- CART STAGING
- INDOOR CART STORAGE
- MAINTENANCE YARD
- PARKING AREA INGRESS - EGRESS
- VIP CLUBHOUSE
- PARKING LOTS (SEE TABLE BELOW)
- HANDICAP PARKING
- OVERFLOW PARKING
- RESORT SPA TUB
- RV RESTROOM / SHOWER / LAUNDRY R.
- EXISTING DRAINAGE WAY
- EXISTING POND
- EXISTING PUMP HOUSE
- GOLF RESTROOMS

## PARCEL ACREAGE CHART

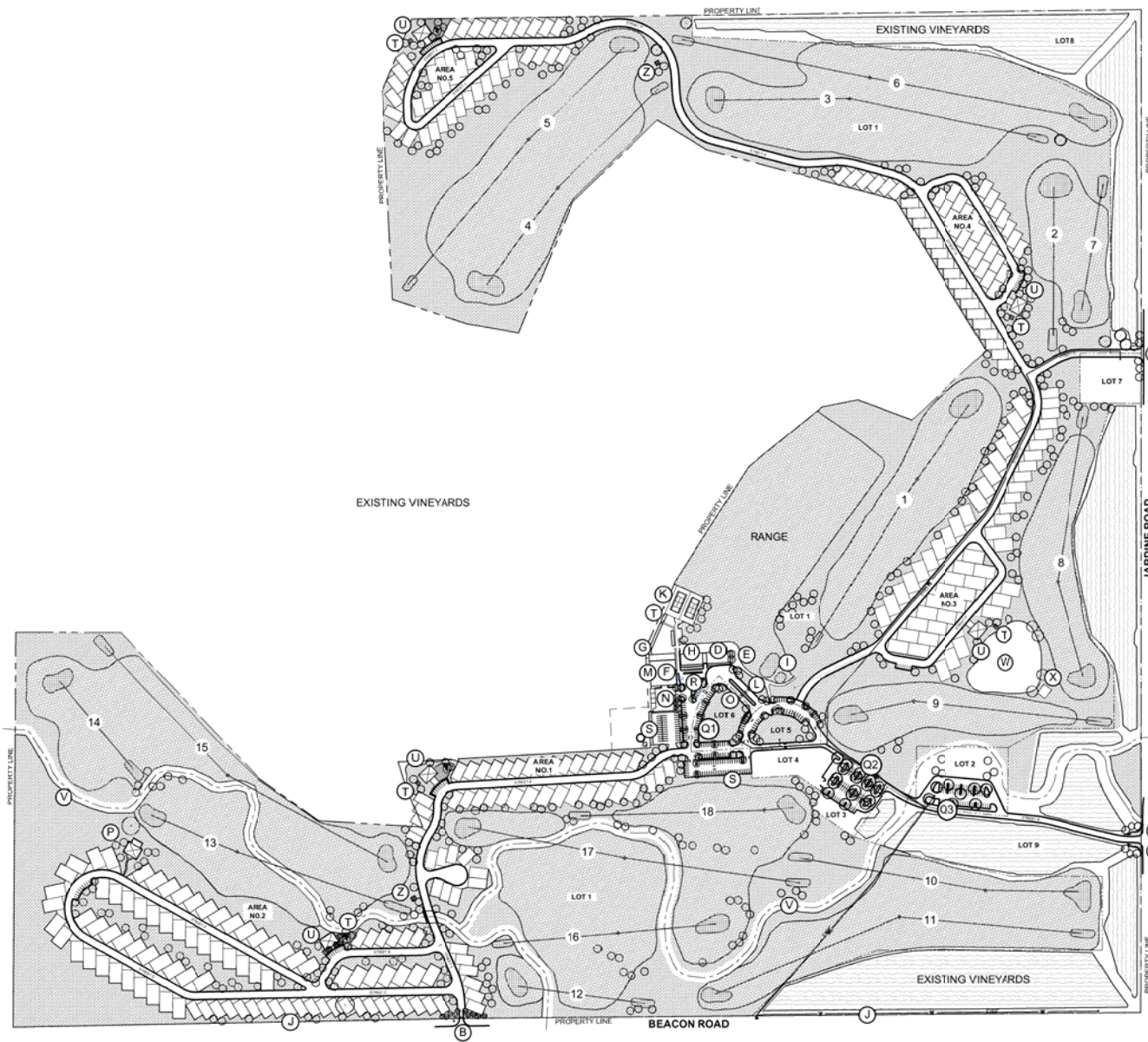
ORIGINAL ACREAGE	
TRACT 2716	222.19 AC±
PROPOSED ACREAGE	
1	189.09 AC± GOLF/RV F
2	2.12 AC± COMMERC
3	1.10 AC± COMMERC
4	1.05 AC± COMMERC
5	1.02 AC± COMMERC
6	1.12 AC± COMMERC
7	1.08 AC± COMMERC
8	9.93 AC± AGRICULT
9	23.91 AC± AGRICULT
<b>TOTAL</b>	<b>230.42 AC±</b>

## PHASE SCHEDULE

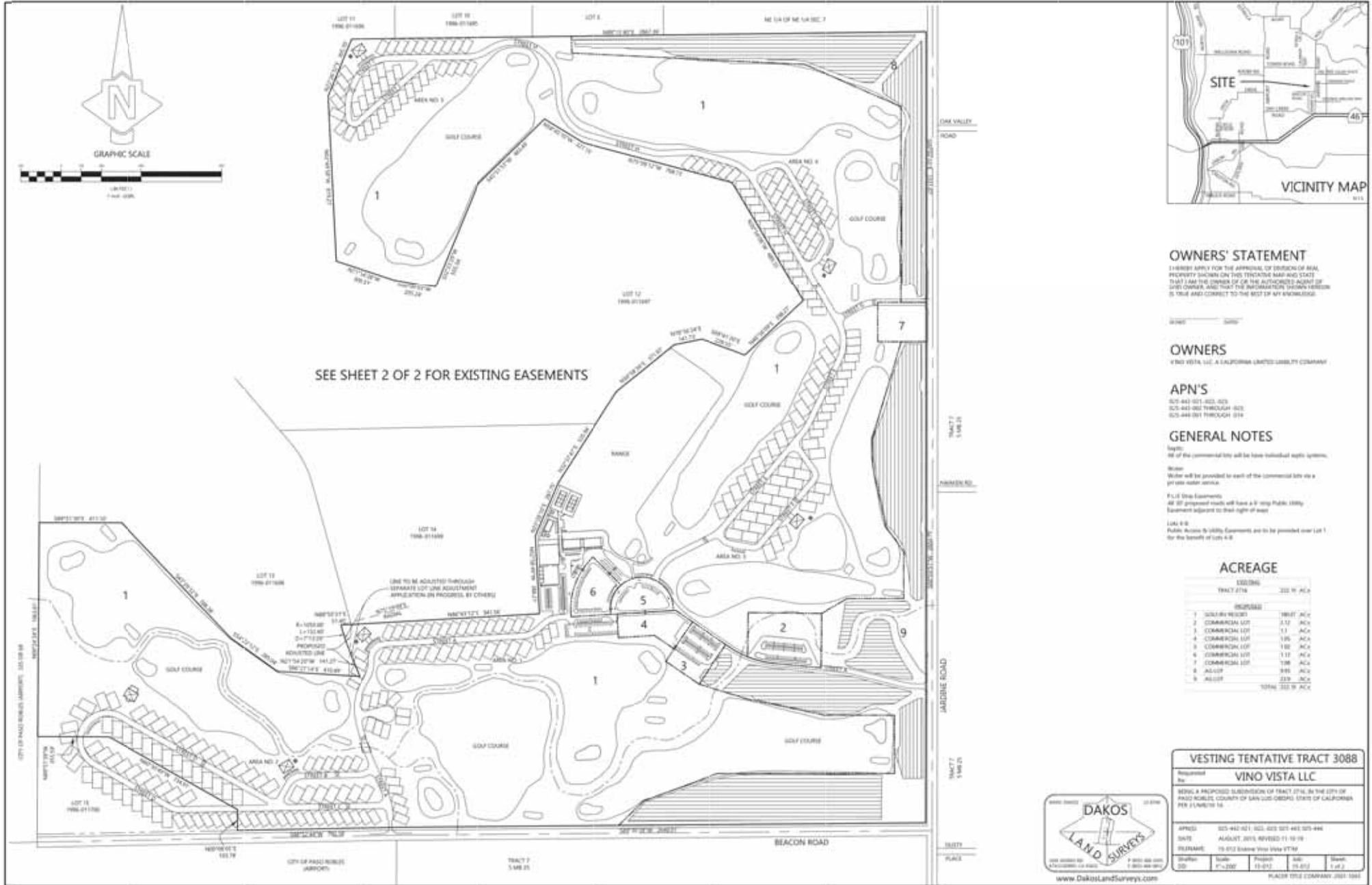
PHASE	AREA	UNITS	RV UNIT COUNT
PHASE 1	AREA NO.1	47 UNITS	2 UNITS
	LOT 2, 3, 4, 5, 6		174 UNITS
PHASE 2	AREA NO.2	96 UNITS	114 UNITS
PHASE 3	AREA NO.3	58 UNITS	290 UNITS
PHASE 4	AREA NO.4	49 UNITS	
PHASE 5	AREA NO.5	42 UNITS	
<b>TOTAL</b>		<b>290 UNITS</b>	

## PARKING COUNT

IRKING (Q1)	101 SPACES
IRKING (Q2)	75 SPACES
IRKING (Q3)	57 SPACES
HANDICAP PARKING	5 SPACES
OVERFLOW PARKING	84 SPACES
PARK (RESTROOM/GUEST)	52 SPACES
TOTAL	374 SPACES







**OWNERS' STATEMENT**

I HEREBY APPLY FOR THE APPROVAL OF SUBDIVISION OF REAL PROPERTY SHOWN ON THIS TENTATIVE MAP AND STATE THAT I AM THE OWNER OF OR THE AUTHORIZED AGENT OF SAID OWNER, AND THAT THE INFORMATION THEREON HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

**OWNERS**

VINO VISTA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

**APN'S**

025-444-001-002, 003, 025-444-002 THROUGH 025, 025-444-001 THROUGH 024

**GENERAL NOTES**

- 1. All of the commercial lots will be base individual septic systems.
- 2. Water will be provided for each of the commercial lots via a private water service.
- 3. F.U.E. (Fire) Easements: All 20' proposed roads will have a 5' strip Public Utility Easement adjacent to their right of way.
- 4. LOTS 4-6: Public Access & Utility Easements are to be provided over Lot 1 for the benefit of Lots 4-6.

**ACREAGE**

EXISTING	
TRACT 371A	322.19 AC.
<b>PROPOSED</b>	
1. SOLIDARY RESORT	186.07 AC.
2. COMMERCIAL LOT	2.57 AC.
3. COMMERCIAL LOT	1.1 AC.
4. COMMERCIAL LOT	1.05 AC.
5. COMMERCIAL LOT	1.02 AC.
6. COMMERCIAL LOT	1.11 AC.
7. COMMERCIAL LOT	1.08 AC.
8. ADJUT.	3.95 AC.
9. ADJUT.	23.9 AC.
<b>TOTAL</b>	<b>322.9 AC.</b>

**VESTING TENTATIVE TRACT 3088**

Prepared by: **VINO VISTA LLC**

BEING A PROPOSED SUBDIVISION OF TRACT 371A, IN THE CITY OF PASADENA, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA PER PLANS 15-0010 TO 15-0013.

APPROVED: 025-444-001-002, 003, 025-444-002 THROUGH 025-444-001 THROUGH 024

DATE: AUGUST 10, 2015, REVISED 11/19/15

FILED: 15-012 Eastern Vinco Vista 177W

Surveyor: [Signature] Title: [Title]

Scale: 1" = 200'

PLAT: 15-012

Sheet: 1 of 2

www.DakosLandSurveyors.com

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FEB 13 2017

City of Paso Robles  
Community Development Dept

**CABERNET LINKS & RV RESORT VARIANCE REQUEST**

The Cabernet RV Golf Resort will be an upscale resort that will replace the existing approved Vista Del Hombre subdivision of 39 industrial building lots with golf course. This project will include 290 RV parking spaces, a public golf course, walking trails, wine tasting or brewery sites, restaurant, and convenient store. This will enhance the neighborhood of Jardine Road with the beautiful improvements, some of which have already been installed including triple rail white vinyl fencing and a vineyard, along with providing area residents a local restaurant and convenience store.

This project will provide a benefit to the neighboring residents with its improved façade, restaurant with pizza delivery and convenience store.

Jardine Road and Beacon Road surround the property. These subdivisions are in the County and not the City. They currently have all overhead facilities which follow along Jardine Road. In addition, all Jardine resident areas are serviced by dirt roads. Jardine Road is their only connecting paved road access. It is unlikely that any overhead power lines will ever be put underground on Jardine Road.

The existing Links Golf Course has historically been serviced by overhead power lines that run to the existing club house and existing metal buildings which are the future RV & ProShop. We are requesting to leave the existing power poles in place which is natural to the surrounding environment of Jardine, Beacon Road, and Vino Robles Vineyard. These power poles rise above the blue line creeks which would be disrupted if utility lines were undergrounded. The area natural habitat is severely disturbed if these utility poles were undergrounded. To underground would also require trenching through the vineyard, the golf course with 10" water lines and through the existing paved access road which would be a huge financial burden and almost impossible to accomplish. It doesn't make a lot of sense to run power lines through creek, therefore we are asking for a variance.



JARDINE ROAD  
POWER POLES



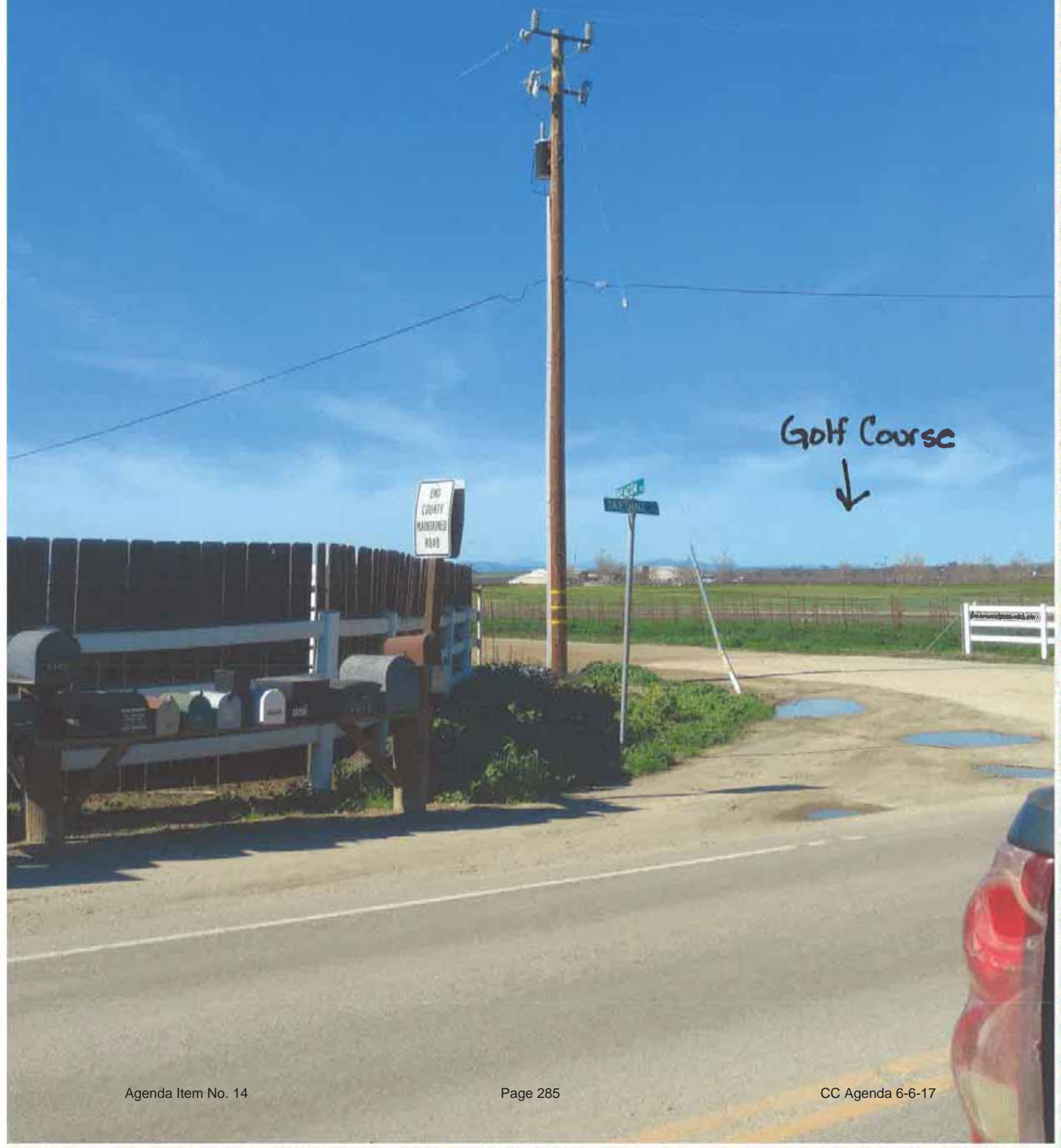


JARDINE ROAD  
SURROUNDING AREA POWER POLES



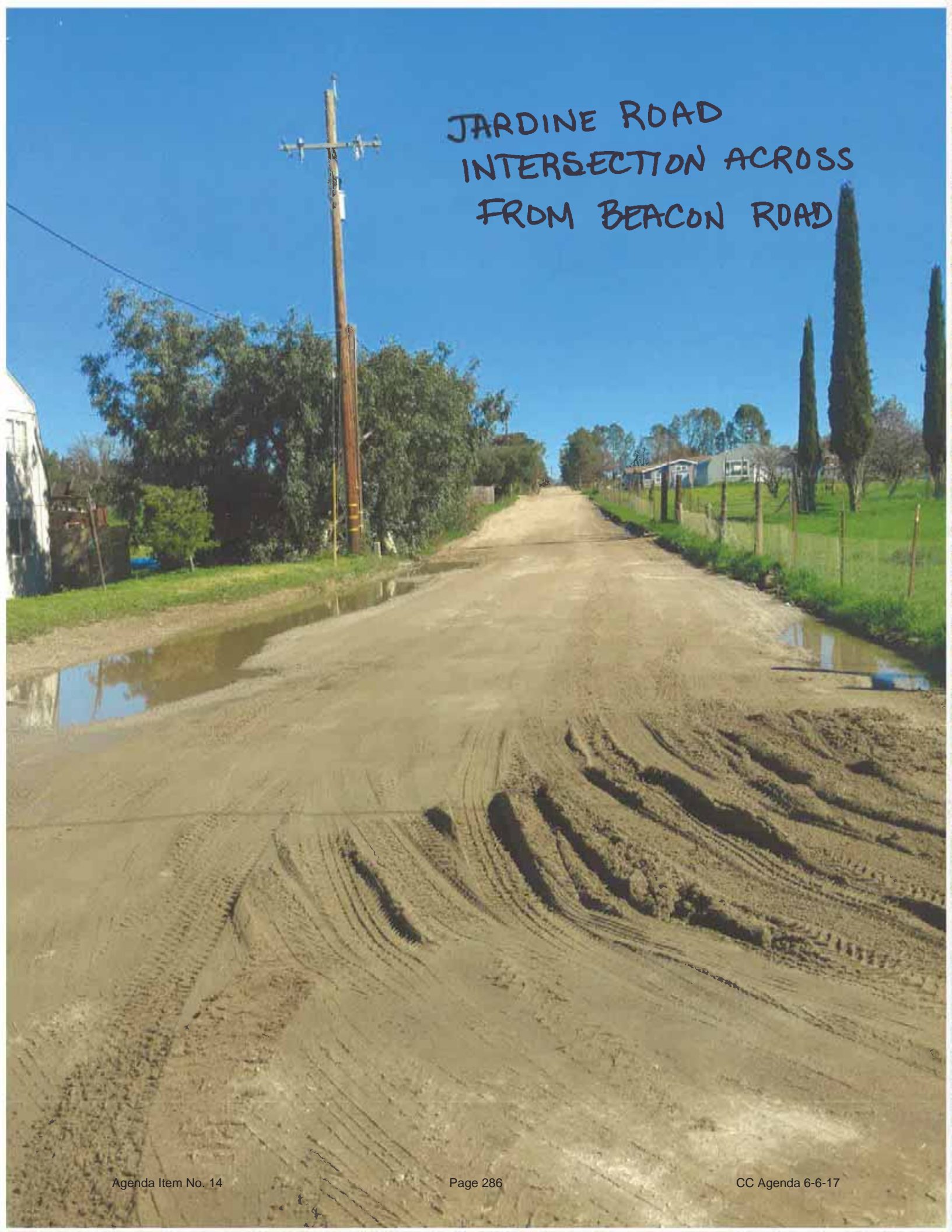
# JARDINE ROAD & BEACON ROAD

Golf Course  
↓





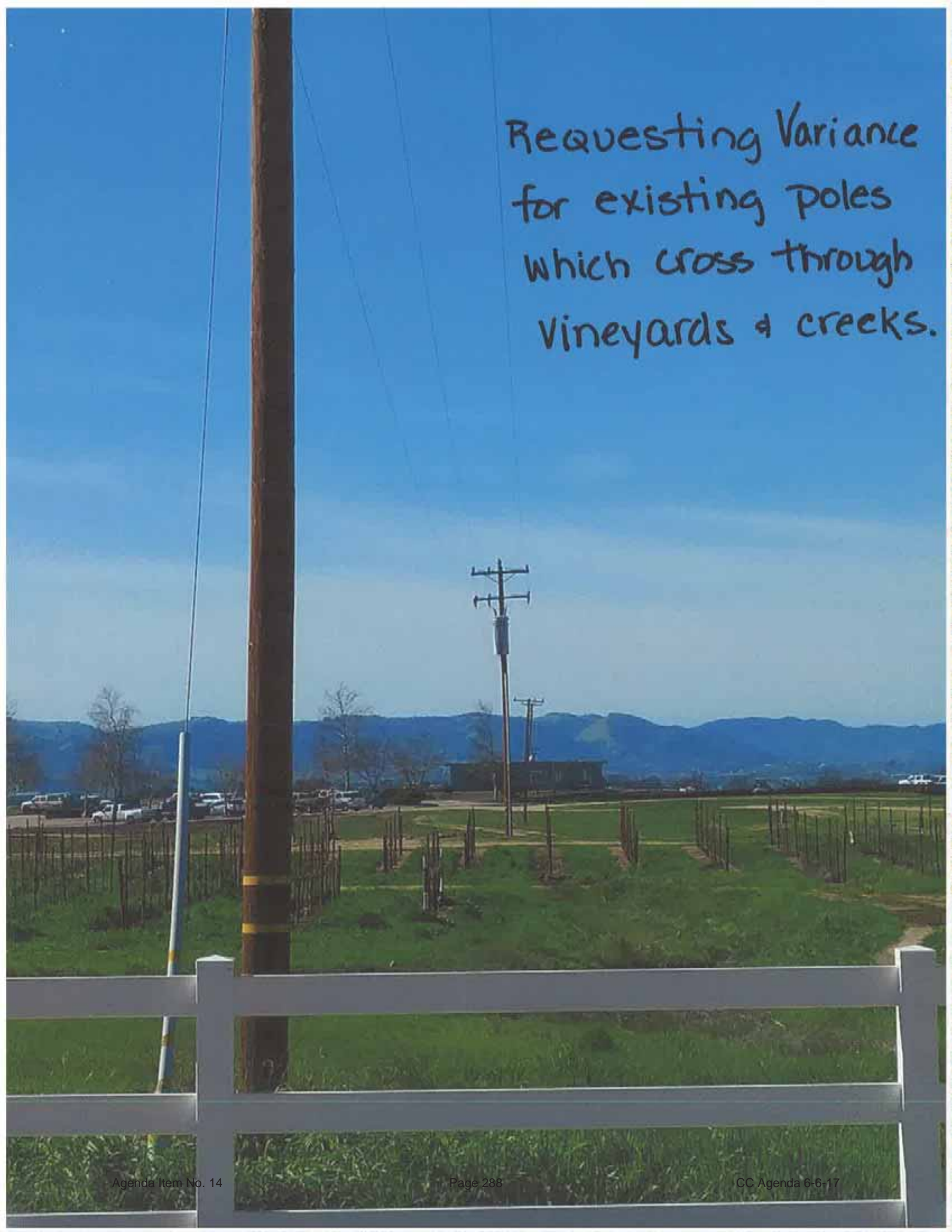
JARDINE ROAD  
INTERSECTION ACROSS  
FROM BEACON ROAD



Existing Poles Cross  
through vineyard.

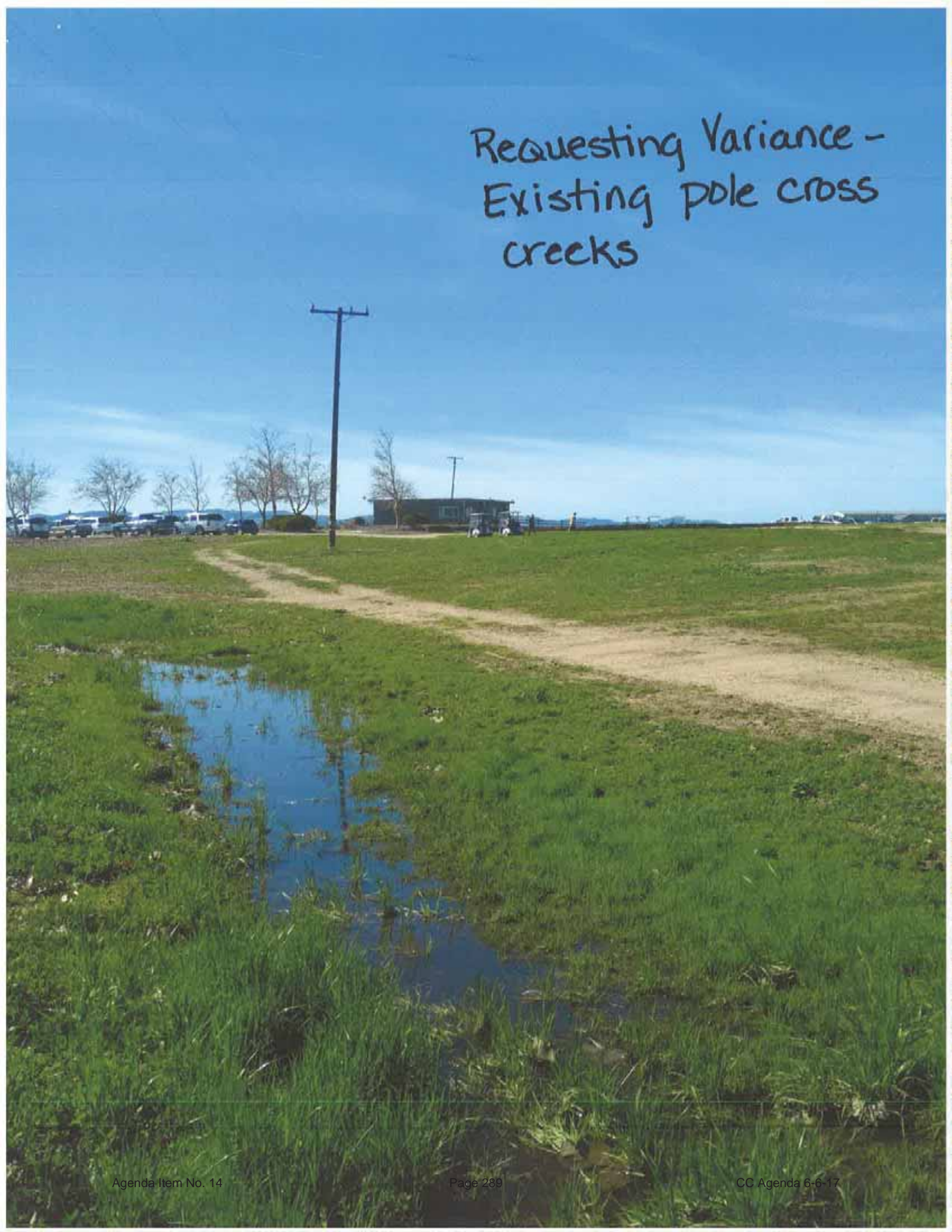


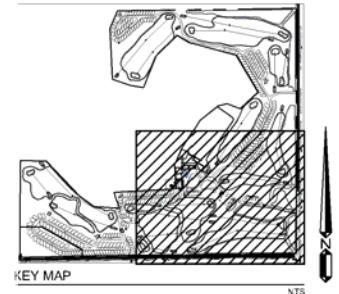
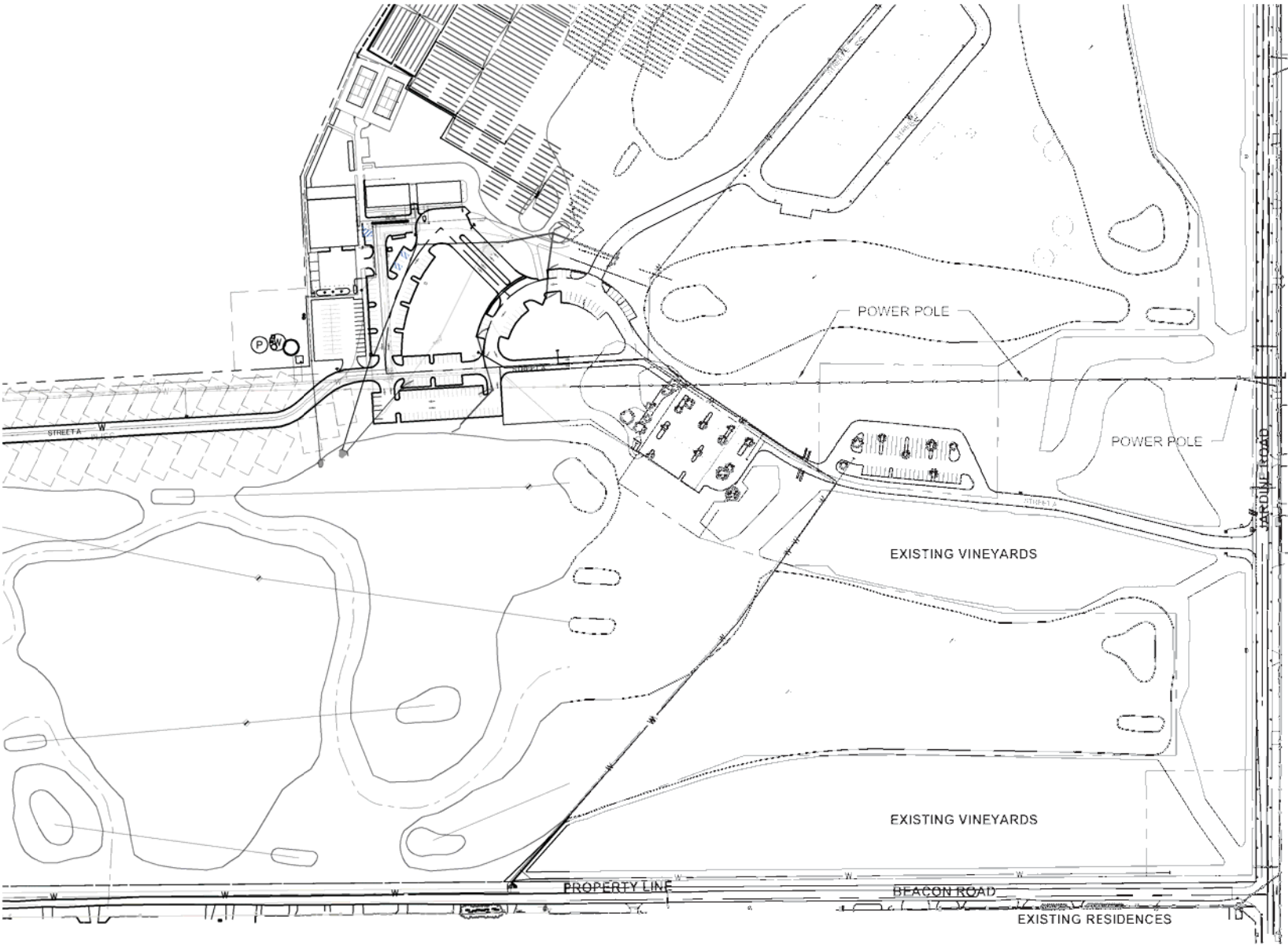
Requesting Variance  
for existing poles  
which cross through  
vineyards & creeks.





Requesting Variance -  
Existing pole cross  
creeks







# Attachment 5 - Public Comments

**From:** Jerrod Krenkel  
**To:** [Planning](#)  
**Cc:** [Jerrod Krenkel](#)  
**Subject:** Planned Development 15-004  
**Date:** Friday, February 10, 2017 7:09:05 PM

---

To Paso Robles City Managers,

I am a resident of the Jardine area. I live with my family on Beacon Road adjacent to the Links Golf Course. I have recently received notice that the owners of the golf course wish to add a 290 space RV park to their property. I am pleased that the City is soliciting input regarding this important decision.

I must make my opening comments on this issue regarding what I already know about the owners of the golf course. Roughly two years ago, the golf course removed several acres of coyote brush and replaced the brush with grapes. When we contacted the City regarding this, we were informed that since they had replaced one type of vegetation with another, they had essentially offset the environmental impact of planting grapes during a historic drought period. It's hard to comprehend why the City allowed this. It is not uncommon knowledge that coyote brush is drought tolerant and does not require irrigation, as such, the Links had not been irrigating their brush. When that same brush was replaced by grapes, the necessary irrigation lines went in at the same time. Now the Links uses an large amount of water on a daily basis to water not only their greens, but their grapes as well. I find the decision by the owners of the Links to plant grapes to be blatantly irresponsible. It's no secret that the water table in this area is getting lower every year and many homeowners have had their wells dry up. It's possible to understand why the owners of the Links would make this decision as they likely do not even live in Paso Robles. What's hard to figure is why the City would allow this during the SLO County moratorium on grape planting? Isn't City management sworn to look out for public interest?

My next concern is regarding public safety. Jardine Road is currently in a state of disrepair. It has been in this state for decades. Jardine Road itself is an embarrassment to the public works departments of SLO County and Paso City. The City can point the finger at the County, and the County can point the finger at the City but eventually someone has to be the bigger person and fix the road. Whomever choses to do so will come out looking pretty good to the tax payer and the voter, am I wrong? It's my understanding that the County is actually responsible for maintenance of this road but I have to wonder why they have installed a sign just past the terrible section that indicates it's not their section of road. As a Government employee, I am quite familiar with the shell games that agencies play with public funds. If indeed Jardine Road is not Paso City's responsibility, the City should force the County to repave the substandard section of road. This is possible, do not try to tell me it isn't. As the main conduit for Jardine, San Miguel, and vineyard employees, Jardine Road sees high volume traffic every day. There is an alarmingly high occurrence of accidents on Jardine Road as a

## Attachment 5 - Public Comments

result of people exceeding the speed limit. However, we seldom see any law enforcement vehicles in our area. It is also discouraging to know that despite the fact that we live within city limits, the nearest fire protection services are actually provided by the county (CAL Fire/SLO County Fire Meridian Station). Firefighter response times to our area leave us paying higher property taxes. It is also common occurrence for traffic accidents to occur on Highway 46 involving vehicles turning onto Airport and Jardine Roads. This section of highway is called "blood alley" by local first responders. Adding more traffic, especially tourist traffic to this situation would be unadvisable from a safety standpoint. It's common for people moving eastbound on Highway 46 exceed the speed limit, this is also an area where we seldom see law enforcement vehicles on a regular basis. The proposed RV park will add a large number of slow moving, cumbersome vehicles to the highway, trying to make unprotected turns where Cal Trans has already indicated they are unwilling to install traffic lights.

As a resident and landowner, I have genuine concerns about my lifestyle as well. We currently live in an area that is zoned as residential. Installing this type of tourist attraction will negatively impact our way of life and our property values. The current road serving our area, Jardine road, is terribly inadequate for the traffic it currently sees. It's inconceivable to think that the City would intentionally increase the traffic in this area. Heavy vehicle traffic in large quantity would soon destroy what is left of Jardine Road. I live right next to the Links Golf Course. At the present, it does add some open space feel to the area that benefits all of us. To envelop the golf course with RV parking spaces would undo any of that atmosphere. Nobody wants to live next to a trailer park. If the City is going to allow one to go in, select a location that will not ruin the property values of hundreds of current landowners. We already live here and pay taxes. It's not reasonable for the City to make a decision to benefit one landowner that will have a negative impact on so many of us in return. To be blunt, the City does not currently provide adequate services to the areas current residents. It's not reasonable for the City to consciously decide to increase the number of people burdening this already underserved area.

My last concern is water. The City, County and State have all imposed water restrictions on us to conserve water and understandably so. We have been experiencing a historic drought over the last five years. We have experienced some relief this winter but according to the U.S. Drought Monitor we are still in drought. When I bought in the Jardine area, I was warned by many about the possibility of watching my well dry up. However, I took the chance, of course at the time I thought Jardine was not in the City limits. What else could explain a large development that was not on City Gas or water and did not see regular road maintenance? I was later disappointed to learn that I did live in the City limits and that City really didn't provide any utility services to my area. So here we are. A historic drought in an area where peoples wells are drying up. The water table is dropping. People are be forced re drill their wells. Vineyards are being allowed to drill wells to enormous depths and build large capacity storage ponds. Many of the vineyards in this county are not even owned by local residents.

## Attachment 5 - Public Comments

When my well dries up as a result of installing 290 transient residences next door, will the City start providing me with water? My initial hunch is no, they will not. After my property value is destroyed by a dry well, my only recourse would be to move.

In closing, I hope that the managers and ELECTED officials that represent the City of Paso Robles will make the right decision in this matter. There is not enough water in the area to provide for this RV Park. The current roads in the area cannot provide for this RV Park. There is a real threat to public safety as a result of installing this RV Park. There will be a negative impact to current landowners in the area if the RV Park is installed. I urge anyone involved with this decision to do the right thing and deny the request of Vino Vista LLC, Tom Erskine, to install an RV park on Jardine Road.

Respectfully,

/s/ Jerrod Krenkel

Jerrod Krenkel

# Attachment 5 - Public Comments

**From:** Lacey Clifton  
**To:** [Planning](#)  
**Subject:** Re: comments re: Vino Vista LLC application  
**Date:** Saturday, February 18, 2017 12:13:53 AM

---

Would you please acknowledge receipt of my emails?

On Wed, Feb 15, 2017 at 12:18 PM Lacey Clifton <[clifton.lacey.a@gmail.com](mailto:clifton.lacey.a@gmail.com)> wrote:

Hello,

In the panoramic picture I sent previously, you can slightly make out the two men trying to recover the tractor they dug into the mud. I was trying not to capture them in the photo. However, the tractor and employees are of the Links gold course and I have been watching their recovery operation. Today on my walk I noticed how much damage they caused to Beacon Road. The tractor may have been on their property, but they used Beacon Road to access it. Again, if they cannot respect the road in their current operations, I do not believe our City Planning should grant them further developments. Please see the attached.





# Attachment 5 - Public Comments





# Attachment 5 - Public Comments





# Attachment 5 - Public Comments



On Sun, Feb 12, 2017 at 5:38 PM, Lacey Clifton <[clifton.lacey.a@gmail.com](mailto:clifton.lacey.a@gmail.com)> wrote:  
Hello,

I am unable to attend the hearing on 2/28/17 regarding the planned development 15-004,

# Attachment 5 - Public Comments

vesting tentative map 3088, and CUP 94-005 of application Vino Vista LLC but wish to register my comments for the hearing.

My name is Lacey Clifton. I live at [REDACTED] in Paso Robles, CA.

- 1) The planned development will destroy my views.
- 2) The planned development will create a disturbance of my peace. I currently enjoy hearing only birds with occasional golf cart motors and golfers laughing and/or cursing but that is only during daylight hours.
- 3) Where I live there is an issue of jurisdiction of sheriff vs. police as Beacon is a city owned road but the properties are on county land and vacationing RVers pose a distinct potential to disturb the peace and possible vandalism/theft from bored children at all hours with little recourse. When I have called for assistance in the past I have been handed between the two entities. This is a safety issue that will be exacerbated by the increased numbers.
- 4) Vino Vista LLC has not made good on their last development project: When they removed shrubs and fencing trash to plant the vineyards they created trash/dump piles that continue to accumulate. I will attach photos that show the piles as fairly green now from the recent rain but this project will continue to grow their trash which I must look at. If they cannot be responsible in their old projects they should not be granted new permits. This is also true with their promise to build bathrooms for the golfers: men still continue to urinate out where they think no one is watching, yet I see it fairly often while walking my dog.
- 5) The Jardine community was not constructed or maintained for 290+ RVs driven by novices each weekend. The roads are full of pot holes and sink holes driven at highway speeds with driveways and mailboxes. Has a road survey been done lately? The recent rain has destroyed the road.
- 6) Many homeowners have a mailbox within a foot of the road leaving little room for error of a novice RV driver (remember there is no special license required to drive one). My mailbox bank, as an example, does not contain any place for outgoing mail, so I must cross both lanes of traffic on foot to deposit something outgoing when getting my mail as the mailbox bank on the other side has no place to safely park a vehicle coming from my direction without blocking traffic. A mailbox being hit is a low-price error, but a person being hit while getting their mail (or a child) would be catastrophic.
- 7) This notice was only sent to homeowners within 300' of the applicant's property, but I have to believe the driveways of the homeowners these 290+ weekly RVs will pass will be just as greatly impacted and need to have a say as well. This development is a destruction of the peace for which we all moved out here and bought our homes and will create hazardous traffic conditions effecting more than just those of us within 300'.

Thank You,  
Lacey Clifton  
[REDACTED]

# Attachment 5 - Public Comments

**From:** Cobb, Lori  
**To:** [Planning](#)  
**Subject:** Cabernet Links RV Park  
**Date:** Monday, February 06, 2017 2:17:31 PM

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Dear Paso Robles City Planning-

My husband and I have been a resident of the Jardine Area for 15 years now. We have seen a lot of change in that time frame, some of it good, some of it bad. Our neighbors and friends have told us about the plan to add a RV Park to the current Links golf course. 2 things come to mind right off the top. Roads: Have you driven out on Jardine Road lately (**the portion owned by the city**). It is in terrible disrepair and needs to be repaved in the worst way. The crater like road is substandard and is ruining vehicles, yet you want to let hundreds of Rv's come down this? There are no traffic signals nor is the 2 lane road wide enough for some of these larger pusher Rv's, especially to make the turn at dry creek off of 46 onto Jardine. It is not safe. Second is Water: Apparently you think we have enough of this precious resource even though wells are going dry and it costs between \$35 and \$45K to put in a new well. We are currently helping our neighbor who is hooked into our well as they have run out of water. Will we run out water and have to drill a new well too? Who knows.

It is really sad to see zero accountability to the residences in our area from the city or county. I am all for growth but not when the infrastructure or water is not there. We are put to the side time and again with no one lifting a finger. All that seems to be important to the city is all the almighty dollar and screw the people who live here. I and I know I am not alone here are not for this project.

*Sincerely,  
Lori Cobb*

*Paso Robles, CA 93446*

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# Attachment 5 - Public Comments

# Attachment 5 - Public Comments

**From:** Nancy Tate  
**To:** [Darren Nash](#)  
**Subject:** RV park on the gold course  
**Date:** Monday, February 06, 2017 3:26:23 PM

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This remote area is being impacted by the hotels from which Paso Robles will benefit. They are going to direct traffic to Jardine Road and Dry Creek Rd, now you are proposing traffic on Jardine Rd to an RV park where the golf course is now. This will affect hundreds of households in a negative manner and give no benefit in return to these county residents. You will be using our roads and our water without any benefits to us.

Jardine area has been treated like an ugly step child long enough. It is time now for us to stand up against any further invasion of our resources and disruption of our right to the peaceful enjoyment of our homes.

# Attachment 5 - Public Comments

**From:** [Darren Nash](#)  
**To:** "Lori"  
**Subject:** RE: Planned Development 15-004  
**Date:** Monday, February 06, 2017 1:38:00 PM

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The public notice that was sent provides the information related to commenting on the project. Best would be to provide separate letters that we can include with the staff report. Also, everyone has the opportunity to speak at the public hearing on Feb. 28<sup>th</sup>.

**Darren Nash**  
City of Paso Robles  
[dnash@PRCity.com](mailto:dnash@PRCity.com)

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**From:** Lori [REDACTED]  
**Sent:** Monday, February 06, 2017 12:16 PM  
**To:** Darren Nash <DNash@prcity.com>  
**Subject:** RE: Planned Development 15-004

Thank you for responding. We have a ton more residents that are against this? Should they email to you as well or just to the general email line? I haven't found a neighbor yet in the Jardine area that is okay with this project? Please let me know? I was curious how we can start getting a petition together to go against this project? If you have any idea that would be great?

Thank you for your time  
Lori Penner

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**From:** Darren Nash [<mailto:DNash@prcity.com>]  
**Sent:** Monday, February 06, 2017 8:34 AM  
**To:** Lori  
**Cc:** Planning  
**Subject:** RE: Planned Development 15-004

Mr. and Ms. Penner,

We appreciate your comments related to the Cabernet Links RV Park. The staff report to the Planning Commission will help address some of the concerns you have raised in your message. We will include your message in the Planning Commission staff report for this project.

The Planning Commission is scheduled to hear this item on their February 28<sup>th</sup> Agenda.

Sincerely,

**Darren Nash**  
City of Paso Robles  
[dnash@PRCity.com](mailto:dnash@PRCity.com)

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# Attachment 5 - Public Comments

**From:** Lori [REDACTED]  
**Sent:** Thursday, February 02, 2017 1:26 PM  
**To:** Planning <[planning@prcity.com](mailto:planning@prcity.com)>  
**Subject:** Planned Development 15-004  
**Importance:** High

I would like to say I'm totally against this project along with most of the people who live out off Jardine? This is ridiculous! I have friends that their well has gone dry and you want to add an RV park? I'm not okay with this at all. Unless they are going to pave all the roads out here and the CITY puts us on city water and gas? We are in a water shortage and you want to take more? I live on Beacon road right in front of the Links Golf course and you know how many people are going to accidentally turn onto our street trying to get to the RV park? They will tear up our roads with their RV and motorhomes. This is unexceptible! I have already had to speak with the golf course because of all the vineyard traffic we were getting? Their vineyard workers kept using Beacon to access their golf course vineyards. Then the Links cleaned up their shrubs and weeds and left their huge piles at the end of Beacon, Well now everyone is leaving their yard clippings and trash, billboards, etc. That used to be a nice walking path for our family and dogs and now it looks horrible? Why on earth would you add more water users to our area when wells are running dry out here? My well went dry about 7 years ago and Im still paying that bill. Who's going to help us all out when they run us dry again? Someone needs to be held accountable? I am 100% against this project!!! Feel free to call myself or my Husband with any questions or concerns. Or you can email back.

**Lori & Charles Penner**

[REDACTED]



# Attachment 5 - Public Comments

**Darren Nash**

---

**From:** bryce@pcsdg.us  
**Sent:** Friday, February 17, 2017 1:00 PM  
**To:** Darren Nash  
**Cc:** bryce@pcsdg.us; John Falkenstien  
**Subject:** Cabernet Links & RV Resort  
**Attachments:** CA-SU-Document-Year.DocID-1996.3492.pdf

Dear Darren,

Thank you for your time in discussing the proposed Links project, on behalf of the Jardine Vineyard and Paso Robles Vineyards, Inc. we have some questions related to the project and would like the City's input on the following items:

- With regard to the City's "Right to Farm" ordinance, does Section 21.16J.220 (J)(C)(1) apply to the Jardine Vineyard property that surrounds the proposed development, and does the new project as proposed afford the protections offered by the ordinance? Is the "Right to Farm" ordinance affected at all by the Airport Specific Plan?

[https://www.municode.com/library/ca/el\\_paso\\_de\\_robles/codes/code\\_of\\_ordinances?nodeId=TIT21ZO\\_ARTIGERE\\_CH21.16JAGDI\\_21.16J.220RIFAOR](https://www.municode.com/library/ca/el_paso_de_robles/codes/code_of_ordinances?nodeId=TIT21ZO_ARTIGERE_CH21.16JAGDI_21.16J.220RIFAOR)

- What mitigation efforts are proposed by the project to protect the RV patrons from the farming operation effects of equipment noise, dust, spraying, night harvesting and other potential conflicts resulting from ongoing farming operations?
- Is there a property line setback required, or proposed for the proposed RV stalls shown on the Tentative Tract Map? Specifically the RV stalls that appear adjacent to the existing Jardine Vineyard farming operations.
- The Tentative Tract Map does not show, or make reference to the 100' offer of dedication to the public that exists from Beacon Road to the Jardine Vineyard Property which is irrevocable pursuant to Instrument No. 1996-003492 (attached). We have not seen any proposals yet that would provide the public with an acceptable alternate access route to the Jardine Vineyard Property. How does the project intend to address this matter?
- The Tentative Tract Map notes a "Lot Line Adjustment in progress" with one of the Jardine Vineyard Parcels. While we are aware of the fencing situation there and several options have been discussed, technically there is no LLA in progress at this time, the effort has been suspended for now and it is uncertain whether or not it will be completed before the Links project is finalized.

We look forward to your response and appreciate the opportunity to provide input for the successful development of this neighboring project.

Best Regards,

---- Bryce Dilger | Pacific Coast Survey & Design Group, Inc. | (805) 238-9881 | [www.pcsdg.us](http://www.pcsdg.us) ----

# Attachment 5 - Public Comments

**From:** Terry Dritsas  
**To:** [Darren Nash](#)  
**Subject:** Re: Cabernet links rv park  
**Date:** Tuesday, February 07, 2017 5:35:49 PM

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Mr Darren Nash good afternoon

I thank you for taking the time to reply to my concerns,  
And many more concerns associated with the Cabernet links RV park project,  
The Jardine neighborhood is up in arms about this project.  
Jardine rd does NOT belong to the city, all residents need to be contacted and have a say.  
The city is stepping on too many toes on this one. As well as the airport road hotels.  
Our wells are drying up, the city will sell water to the property from the four wells located at  
the airport? The State And the county will get involved in this one  
If we have to will get the federal government involved. I hope you relay our concerns to the  
planning commission. The spotted owl as well as the Kangaroo rat are habitat of this property,  
Both in the endangered species list. The owners and the City only see \$ signs.

Sent from Terry"s iPad

On Feb 7, 2017, at 5:08 PM, Darren Nash <[DNash@prcity.com](mailto:DNash@prcity.com)> wrote:

Mr. Dritsas,

We appreciate your comments related to the Cabernet Links RV Park. The staff report to the Planning Commission will help address some of the concerns you have raised in your message. We will include your message in the Planning Commission staff report for this project.

The Planning Commission is scheduled to hear this item on their February 28<sup>th</sup> Agenda.

Sincerely,

**Darren Nash**  
City of Paso Robles  
[dnash@PRCity.com](mailto:dnash@PRCity.com)

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**From:** Terry Dritsas [REDACTED]  
**Sent:** Monday, February 06, 2017 3:35 PM  
**To:** Planning <[planning@prcity.com](mailto:planning@prcity.com)>  
**Subject:** RE: Cabernet links rv park

Dear Paso Robles City Planning-  
I have been a resident of the Jardine rd. Area for 36 years now. We have seen a

## Attachment 5 - Public Comments

lot of change in that time frame, some of it good, some of it bad. Our neighbors and friends have told us about the plan to add a RV Park to the current Links golf course. 2 things come to mind right off the top. Roads: Have you driven out on Jardine Road lately? (the portion owned by the city). It is in terrible disrepair and needs to be repaved in the worst way. The road is substandard and is ruining vehicles, yet you want to let hundreds of Rv's come down this? There are no traffic signals nor is the 2 lane road wide enough for some of these larger pusher Rv's, especially to make the turn at dry creek off of 46 onto Jardine. It is not safe. Second is Water: Apparently you think we have enough of this precious resource even though wells are going dry and it costs between \$35 and \$45K to put in a new well. I have run out of water and have to drill a new well, At a cost of over \$40000.00 dollars, If you proceed with this project, you better be prepare to pay Miller Drilling for my well.

Along with 1000 more wells in the area, and that will be because of you. Some 15 years ago when you approved Whyricks project on the same property the stipulation was that they will not enter or exit this property on Jardine road and that Whyrick was to fix Dry Creek road, Of course the contractor went bankrupt and nothing materialized.

Again the city is trying to force down the throat to this subdivision of Jardine road. Unless action is taken a class action lawsuit is coming to the city of Paso Robles, you have a fight coming.

It is really sad to see zero accountability to the residences in our area from the city or county. I am all for growth but not when the infrastructure or water is not there. We are put to the side time and again with no one lifting a finger. All that seems to be important to the city is the almighty dollar without regard to the people who live here. and I know I am not alone here against this project. Your exhibiting bad stewardship.

Sincerely  
Terry Dritsas

# Attachment 5 - Public Comments

February 20, 2017

Mr. Bob Rollins, Chairman  
City of El Paso de Robles Planning Commission  
1000 Spring Street  
Paso Robles, CA 93446

Subject: February 28, 2017 Hearing, Cabernet Links & RV Resort, PD 15-004, Vesting Tentative Tract Map 3088, CUP 94-005 Amendment

Dear Chairman Rollins:

After reviewing the materials for the Cabernet Links and RV Resort proposed project, policies associated with the City's Planning Commission and Community Development Planning Department purview, Airport Land Use Plan and previous conditional use permit findings associated with this and nearby properties, it is clear that the proposed development would be "disharmonious and disruptive" to the neighborhood and "contrary to public health, safety and welfare"<sup>1</sup>. A 290 space RV Resort, event and industrial center, liquor store (Lot 7) and associated tourist hub in the middle of our community's rural, agricultural and airport area would exacerbate the tenuous peace at this interface. Of particular concern is the placement of a liquor store in a rural neighborhood and high speed rural road. The combination of residential commuting, cyclists, and equestrians with cross-turning delivery vehicles, large RVs and customers would not be compatible or safe.

## Disharmonious and Disruptive



The Planning Commission's original findings for the industrial park development (PD 06-021) required the new lots to be at the furthest western area in the central part of the golf course to mitigate impacts to the neighborhood and did not allow Jardine and Beacon Road access in

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<sup>1</sup> City of El Paso de Robles Planning Commission Resolution 07-092



# Attachment 5 - Public Comments

recognition of the traffic impacts. The new entrance on Jardine Road and associated liquor store would be inconsistent with the findings. RVs would only be buffered by one fairway, not the same distance as the original conditions for PD 06-021. Our family is not excited about a liquor store across the street, contrary to the heavily emphasized assumption presented in the project advertisement, aka description, that one would be welcomed.

## Contrary to public health, safety and welfare

Transient occupation of the golf course 24/7 and a liquor store are of particular concern to a neighborhood that values a north-county lifestyle and healthy environment for raising children and is wary of visitors who may or may not respect property or the members of the community. Traffic disruption with the new operations is also of concern for residents trying to get to work or school, agricultural area seasonal operations and school bus stops.



## Airport Land Use Plan Concerns

The project appears to conflict with the following policy in the ALUP and is not sufficiently addressed in the project materials.

- Extremely noise sensitive land uses – campgrounds or an expectation by occupants of a quiet or peaceful environment

## Environmental Checklist Concerns

Further, the Environmental Checklist responses appear insufficiently substantiated. 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. Of concern is the piecemeal approach that has been taken with the development of this property over time and the requirement for the environmental review to consider the cumulative impacts of proposed development.

# Attachment 5 - Public Comments

## Aesthetics:

The determination of less than significant does not address the period of November – March when leaves are not on the vines. Also, the neighborhoods generally sit higher, and therefore would be viewing up to 290 recreational vehicles year round. Operations at the liquor store, including entering and exiting customers, and delivery vehicles are also not addressed. The lighting from the liquor store, “Tin City”, listed “short-term events” and the 290 RVs are also not addressed.



## Air Quality:

The ongoing operations of the RV Resort, industrial developments and liquor store with respect to odors was not addressed. How does one mitigate fuel consumption and emissions from thousands of RVs coming and going year round? Providing alternative fuel vehicle parking spots and bicycle parking does not seem to be adequate to offset those offsite and onsite impacts.

## Biological Resources:

It is unclear if the cumulative impact from the previous destruction of natural habitat, just prior to the installation of vineyard, was taken into account. This included eliminating habitat and vegetation around the pond, dredging, and ripping and burning coyote brush throughout the property. The Project does not maintain and enhance the significant natural resources on the site since the majority of the open space that was preserved by the golf course was ripped of natural habitat and planted with irrigated vineyards and the remaining land is now proposed to be covered with RVs, breweries, wineries and a liquor store. Further, the remaining land was cleared to “open the playing area”<sup>2</sup>. It also doesn’t make sense from a safety and property damage standpoint to now fill those playing areas with RVs.

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<sup>2</sup> Biological Report, page 38

# Attachment 5 - Public Comments



## Transportation:

The new intersection created by the liquor store entrance and secondary driveway was not evaluated. The analysis also has the following statement: "Because of this project being in a remote rural area, additional pedestrian, bicycle and public transit facilities are not warranted."<sup>3</sup> This is also precisely why RV Resort, event/industrial center and liquor store developments are not appropriate in this area.

Thank you for considering these concerns. While denying this development is justified, at a minimum, modification of the development to relocate incompatible elements away from the homes and off of impacted roads must be required. This includes removing the liquor store and the commercial designation for Lot 7 as well as the main and secondary entrances as required in PD 06-021.

Sincerely,

Jeremy, Courtney, Audrey and Emily Howard



Paso Robles, CA 93446


CC. City of El Paso de Robles Planning Commission  
Darren Nash, Associate Planner

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<sup>3</sup> Environmental Checklist, Page 37

## Public Comment

Wednesday, March 15, 2017 9:34 AM

Subject	<b>Appeal concerning proposed RV Resort on Jardine Rd. in Paso Robles</b>
From	<a href="#">Jessica Dodds</a>
To	Steve Martin; Steve Gregory; John Hamon; Jim Reed; Fred Strong; Planning; Fire_HQ; dbuckshi@co.slo.ca.us; jpeschong@co.slo.ca.us; ralsop@co.slo.ca.us
Cc	tom@countryrealestate.com
Sent	Tuesday, March 14, 2017 5:27 PM
Attachments	 Cabernet Links RV R...

Dear members of the Paso Robles City Council and Planning Commission, and SLO County officials concerned with the safety of SLO County residents, I am a resident on Jardine Road in Paso Robles. I live one block away from the recently approved RV Resort on the corner of Jardine Road and Our Place. The RV park will be visible and audible from my home. I may not be a current city resident, but I have been in the past and I have been a resident of this county for 24 years. I certainly contribute in many ways to the City of Paso Robles, as do all of my neighbors. We deserve to be heard and considered regarding this project.

I am deeply concerned with the current proposal of this project. It is painfully obvious to me as well as many of my neighbors that there are many important issues the project does not take into consideration. As a mother of two small children, my greatest concern is traffic safety. Jardine Rd. is just feet away from my home, and the swing set where my children play. The 50 mph speed limit has already been a major concern for us since we moved here, but the increased traffic will make it so much worse. Our fence has already been crashed into, twice, just in the last four years, and according to the previous owners, several times before. As I have already mentioned to 1st District Supervisor Peschong, simply decreasing the speed limit to 35 mph on Jardine from Hwy 46 to just past Tower road would be an easy and effective way to increase traffic safety here. But that is just a start. The current plan for this RV resort is lacking proper infrastructure.

On the Paso Robles City website, it is clearly stated: "The City's land use policies and plans are intended to help insure orderly growth and development, including but not limited to adequate infrastructure (streets, water, sewers, etc.) to serve the community now and into the foreseeable future."

The plan for this development is far from orderly. The current plan does not take into account the existing inadequate access routes to the proposed RV resort. The plan also does not mention whether any additional emergency services, such as Fire, EMS, or Police, will be provided by the city. Will there be fire pits for campers? It will be a campground after all, and what is a camping trip without a camp fire? Camp fires aside from the obvious risk of fire, which would be disastrous given the lack of egress from the area, would

Dear Paso Robles City Council Member *(Insert Name)*

On the evening of Wednesday, March 8<sup>th</sup>, the residents of the Jardine Community organized and came together to discuss our concerns with the proposed Cabernet Links & RV Resort.

We understand this project was approved at the Paso Robles City (PRC) Planning Commission meeting on February 28<sup>th</sup>. However, it is apparent that much more needs to be reviewed and studied in order for this project to move forward within the best interests of the Jardine Community and the County of San Luis Obispo.

The items of particular concern, based on meeting participant census, are as follows:

**ROADS & TRAFFIC:**

- The traffic study by Associated Traffic Engineers (ATE) included in the full Cabernet Links & RV Resort Planning Commission report, while lengthy, is, in our opinion, incomplete and not based on the current realities of Jardine Rd, the intersections impacted, and the ingress, egress from the proposed resort.
- The study only focuses on the intersection at Hwy 46E and Jardine, and the entrances into the resort from Jardine Rd. It doesn't take into account the T intersection at Jardine and Dry Creek Rd. This T intersection is wholly inadequate to support large RV's turning right onto Jardine and making the left back onto Dry Creek returning to Hwy 46.
- Looking at the times of specific data gathering, it appears that there was a day in January 2016, and a day in March 2016 that traffic observations were made. This would not provide accurate data of the peak summer season of vacation travel; there is a significant increase of traffic on Hwy 46 between June and September, especially on Fridays and Sundays.
- While the Average Daily Trip (ADT) data highlights the minimal increase in trips based on what is already "approved" and what is "proposed" this number does not reflect the CURRENT traffic that is seen in the area, and what a significant impact this will have on the roads in question if the ADT's actually do increase to the proposed 1,791.
- The recommendation that a left turn lane is not warranted into the resort from Jardine Rd is preposterous; there are currently minimal shoulders and no bike lanes on Jardine which will force other traffic to wait behind RV's and other Links traffic for a break in Southbound traffic.
- There was some discussion that a left turn lane would result in higher speeds? Again, this makes no sense; a left turn lane into the resort would only provide continued traffic flow and added safety.
- The traffic study by ATE did not address a merging or acceleration lane from the resort onto Jardine Rd, and this, in addition to the left turn lane, we feel are absolutely necessary.
- Ultimately, instead of the developer looking for ways to do the minimum necessary based on this lengthy, but unrealistic report by ATE, the developer should be committed to making improvements that are in the best interest of the community he is impacting; maximizing



cause a number of other problems as well, including more air pollution, and burn injuries. I don't oppose campfires as long as there are proper precautions taken and adequate emergency services available. Where will these additional emergency services come from? And would they even be able to access the area given the additional traffic? During increased vacation times, and events, it is easy to see how this could be a big problem. Cal Fire has already expressed difficulty getting to the area because of the narrow roads and intersections. It appears that the city does not care about the surrounding area simply because it is outside city limits. It is my understanding that the city ignored the report from Cal Trans advising that the traffic studies for this project were inadequate and inaccurate. The city has not bothered to notify or even attempt to work with the county regarding this project. It isn't right to force the county to fix the problems that will be caused for county residents on county roads by poor planning of a project within city limits, and it is careless not to address these issues before hand. That is the purpose of planning. It would benefit everyone including Mr. Erskine, his resort guests, his resort employees, the residents of Jardine, and anyone traveling on Hwy 46 East, if perhaps the City of Paso Robles and the County of San Luis Obispo could work together. It sounds simple enough... to work together. As a mother, I teach this to my children, but as a graduate of the Cal Poly College of Architecture and Environmental Design, I've seen larger, more complex projects come together with the cooperation of all parties involved. This project, although inside city limits, will greatly affect residents and traffic on county roads.

In addition to the concerns I have listed, I am in agreement with our neighborhood spokesperson, Emma Lauriston, who has already written to the Paso Robles City Council on behalf of the majority of the residents in the Jardine Community. The issues she wrote about in her letter (Roads, Traffic, Aesthetics, Pollution, Water, & Sanitation) all need to be considered in much more detail before the project moves forward. I have attached the letter for those of you who have not received it. Here is the link to the proposal on the PR City website.

<http://www.prcity.com/government/departments/commdev/pdf/cabernetlinks/MND-CabernetLinks.pdf>

I thank you for your service to the City of Paso Robles, and urge you to consider the needs of those of us who live here, inside and outside city limits.

Sincerely,  
Jessica Dodds

[REDACTED]  
Paso Robles, CA. 93446  
[REDACTED]

Dear Paso Robles City Council Member (*Insert Name*)

On the evening of Wednesday, March 8<sup>th</sup>, the residents of the Jardine Community organized and came together to discuss our concerns with the proposed Cabernet Links & RV Resort.

We understand this project was approved at the Paso Robles City (PRC) Planning Commission meeting on February 28<sup>th</sup>. However, it is apparent that much more needs to be reviewed and studied in order for this project to move forward within the best interests of the Jardine Community and the County of San Luis Obispo.

The items of particular concern, based on meeting participant census, are as follows:

## **ROADS & TRAFFIC:**

- The traffic study by Associated Traffic Engineers (ATE) included in the full Cabernet Links & RV Resort Planning Commission report, while lengthy, is, in our opinion, incomplete and not based on the current realities of Jardine Rd, the intersections impacted, and the ingress, egress from the proposed resort.
- The study only focuses on the intersection at Hwy 46E and Jardine, and the entrances into the resort from Jardine Rd. It doesn't take into account the T intersection at Jardine and Dry Creek Rd. This T intersection is wholly inadequate to support large RV's turning right onto Jardine and making the left back onto Dry Creek returning to Hwy 46.
- Looking at the times of specific data gathering, it appears that there was a day in January 2016, and a day in March 2016 that traffic observations were made. This would not provide accurate data of the peak summer season of vacation travel; there is a significant increase of traffic on Hwy 46 between June and September, especially on Fridays and Sundays.
- While the Average Daily Trip (ADT) data highlights the minimal increase in trips based on what is already "approved" and what is "proposed" this number does not reflect the CURRENT traffic that is seen in the area, and what a significant impact this will have on the roads in question if the ADT's actually do increase to the proposed 1,791.
- The recommendation that a left turn lane is not warranted into the resort from Jardine Rd is preposterous; there are currently minimal shoulders and no bike lanes on Jardine which will force other traffic to wait behind RV's and other Links traffic for a break in Southbound traffic.
- There was some discussion that a left turn lane would result in higher speeds? Again, this makes no sense; a left turn lane into the resort would only provide continued traffic flow and added safety.
- The traffic study by ATE did not address a merging or acceleration lane from the resort onto Jardine Rd, and this, in addition to the left turn lane, we feel are absolutely necessary.
- Ultimately, instead of the developer looking for ways to do the minimum necessary based on this lengthy, but unrealistic report by ATE, the developer should be committed to making improvements that are in the best interest of the community he is impacting; maximizing

the traffic infrastructure, and focusing on overall safety both to the Jardine residents and the RV resort visitors.

- Additional concerns that were brought up in the meeting were maintenance: What is the commitment to road maintenance once it has been re-paved?
- What about creating a secondary entrance and route into the resort from Dry Creek Rd via Aerotech Center Way?
- Why are no bike lanes being considered with the road improvements to add to the recreational appeal?
- What about the impact to school buses and the safety of children?
- What about the increase of intoxicated people coming and going from the brewery, winery, and special events, driving through a residential neighborhood?

It is clear to the Jardine Community residents represented at the meeting that a much more applicable and comprehensive study needs to be completed with BOTH Paso Robles City and SLO County input; as well as collaboration with CAL TRANS, CHP, Paso Robles School District, and first responders such as CAL FIRE/SLO County Fire.

### **AESTHETICS & POLLUTION:**

The Jardine Community is a quiet residential area, and while the current Links golf course offers recreation, it does so in a way that minimally impacts the community; maintaining the feeling of open space and country vistas. The RV Resort and other proposed recreational offerings such as a brewery, wine tasting, special events; in addition to a convenience/liquor store right on Jardine Rd, pose a significant alteration to not only the increase in traffic and visitors, but to the overall change in aesthetics and pollution; especially to those who reside in the near vicinity of the resort. To be blunt, looking out at a sea of 290 RV's will be an eyesore, and will forever change the current landscape. And what about barbecues and campfires from 290 RV sites? This source of air pollution was not addressed in the CEQA report, and one phase of the resort is right next to Beacon Rd, where homes will be a few hundred feet from the RV's. What about light pollution? What about the noise from hundreds of vacationers and/or special event attendees? Again, we ask that the project developer take into consideration the community he is significantly impacting, and collaborate with area residents and other entities that will be directly affected by the proposed Cabernet Links & RV Resort.

### **WATER AND SANITATION:**

As it is commonly known, the water issues from years of drought, specifically the aquifer that supplies the Jardine and surrounding communities, is a topic of great concern. Water to residential areas must take precedence and although the Cabernet Links & RV Resort report addresses water use, it is still a critical issue; one that the community residents want further clarification and guarantees. The report states that the resort will be utilizing City water for the RV usage; but where will that water be coming from? Paso Robles City does have wells that are drawing from our very same aquifer. The community requests further plans for the resort water

usage and allocation. The community also requests additional reports for the sewer and septic development and planning. Will the septic be entirely overseen by the Paso Robles Public Works Dept.? What assurances do we have that our soils and ground water are not affected by such a large high impact project?

The issues addressed above outline the most concerning deficiencies with the proposed Cabernet Links & RV Resort project based on the Jardine Community meeting and the 60+ residents in attendance. While the project brings recreational opportunities and financial benefits to the City of Paso Robles, the planning process has excluded collaboration with SLO County and with the Jardine Community who are directly affected by this development. The community is appealing the project (to be submitted before the 15 day deadline) and requests response to the above issues; including further studies and reports made available, direct questions answered, more transparency in the planning process based on the chief concerns, and amendments to the plan that meet the needs and requests of the Jardine Community.

Thank you for your time.

Sincerely,

*Emma Lauriston*

Emma Lauriston

[REDACTED]

Paso Robles, CA. 93446

[REDACTED]



Subject	<b>FW: Fwd: Jardine Road Cabernet RV Ranch Resort</b>
From	Warren Frace
To	Darren Nash (DNash@prcity.com)
Sent	Thursday, March 16, 2017 1:51 PM

**FYI**

**From:** Lynn Ferrin [REDACTED]

**Date:** March 15, 2017 at 5:53:25 PM PDT

**To:** "[smartin@prcity.com](mailto:smartin@prcity.com)" <[smartin@prcity.com](mailto:smartin@prcity.com)>, "[sgregory@prcity.com](mailto:sgregory@prcity.com)" <[sgregory@prcity.com](mailto:sgregory@prcity.com)>, "[jhamon@prcity.com](mailto:jhamon@prcity.com)" <[jhamon@prcity.com](mailto:jhamon@prcity.com)>, "[jreed@jprcity.com](mailto:jreed@jprcity.com)" <[jreed@jprcity.com](mailto:jreed@jprcity.com)>, "[fstrong@prcity.com](mailto:fstrong@prcity.com)" <[fstrong@prcity.com](mailto:fstrong@prcity.com)>

**Subject:** **Jardine Road Cabernet RV Ranch Resort**

I can't believe you are even considering approving to put an RV Park on Jardine Road. I work at Pleasant Valley School, and drive that road twice every day. My main concern for our area is the water consumption from the RVs and the proposed pool. Have you not noticed that there is a water crisis in the groundwater basin, and that people's wells are drying up, right and left? Right across the road from this proposed project? We have to pay \$30,000-\$35,000 to have new wells drilled, and you are going to add a huge draw on the water table to the area? The golf course and the vineyard at the Links is bad enough. When the vineyard at the Links was planted, the increase in wells going dry was dramatic. I live off Geneseo, and have 30' to go until I somehow have to cough up \$35,000 for a new well, so it's a very scary thought. The school is having to put in a new well, also. I don't think you have even considered the ramifications. Even if you propose to use city water, that still draws from our water table.

The second big concern is the condition of the road, and the traffic. Apparently you have thought of gradually repaving the road, at least as far as the RV park. Have you looked at the turns that these RVs are going to have to make, turning on/off Jardine, and into the golf course as well? The increase in traffic and wear and tear on the already overused road will be horrendous. I know, because I drive it every day. Have you driven it lately? Aren't you embarrassed that instead of maintaining the road, you just put up signs, restriped the road, and called it good? When they "fix" the really bad potholes, they don't even stop the asphalt truck, but move slowly while the workers stomp the asphalt into the holes. It's really scary in the rain, as the water fills the potholes and you can't tell how deep they are. And then there's the grape trucks during harvest season, that rip up the road, add to the traffic, and will cause even more problems with the RVs in the area. There are also school busses and students to consider, and RVs from out of the area are not going to be keenly aware of this. There will also be more noise, lights, etc., in our rural country setting.

I do, however, believe that the grocery store would be a welcome addition. For years Jardine and Hog Canyon/Independence Ranch residents have longed for a place to be able to purchase at least some basic groceries, since the nearest store is at Golden Hill. A small convenience store or grocery store would be welcomed, I'm sure, and if they had a deli or sold take out food, I'm sure the business would prosper.

Please please please stop and think about the local residents that will have to live with your decision.

Lynn Ferrin

I am here to speak about the Cabernet Links RV Resort. A 290 space RV park, restaurant, and mini mart/liquor store that is being developed by Mr. Ernske out near the airport. That was approved by the Planning Commission on February 28th of this year. I am pretty sure you are all aware of the appeal that was filed, shortly there after. What you probably don't know is there were nearly 80 nearby residents who are in objection to this development, involved with that appeal. And in the short time since that appeal was filed that number has easily doubled.

At that Planning Commission meeting we were lead to believe all new facilities planned for this development will be connected to city water. The current private wells will continue to be used for irrigation of the golf course and irrigation of the recently planted 33 acres of vineyard. Mr. Ernske's water expert stated "with the use of state of the art equipment and modern water efficiency techniques they will decrease the amount of water being pumped from their wells than what is currently being used now". If so, why was Mr. Ernske recently issued 2 new well permits? Drilling 2 new wells because you will be using less water is a red flag! I am very concerned about the negative impacts these 2 new wells are going to have on all of our private wells. Are the new wells meant for replacement, if so, what exactly will be done with the current wells?

The city recently adopted a well ordinance that does not include golf courses and vineyards. A look good ordinance " see, we are doing our part to be good stewards of the basin". How many more new wells will be issued for planned development like the Entrada/ Discovery Gardens project, owned by Mr. Hunter, or the Vina Robles property adjacent to the Links property, or the huge Mundeer resort complex, just to name a few. They will have beautiful new landscapes that will need irrigating.

Why is the purple pipe not even being mentioned for this project, now or for future consideration? If a large percentage of the money the city receives each year from TQT was used for the purple pipe connections and extensions, residents would be a little more welcoming to the ridiculous

amount of hotels and resorts being approved by the city. Requiring purple pipe instillation and connection of the 4 golf courses alone would make a huge impact on the health and recharge of our basin.

Moving on to sewer...

In 2007, when Mr. Gearheart was planning the Vista Del Hombre development at the Links golf course, many nearby residents expressed their concerns when the use of septic systems were being considered for that project. Public input was heard, which led to several site specific conditions placed on that development, one of which was...prior to occupancy of any unit that project was required to be connected to city sewer. **Why is that not being required for this project?**

Traffic and circulation...

Why is the use of Aerotech center way not being considered as a possible entrance or exit or both for this project? Is that road planned for another project, the public has no clue of yet?

On February 28th, several members of the Planning Commission said they made a trip out here and spent about an hour looking at the project site and the potential impacts to our neighborhood. One hour does not make anyone an expert on the unique characteristics of another's neighborhood. The arrogant remarks made by a couple Commissioners that night was disrespectful and off putting.

There needs to be a thorough and complete traffic study done that includes all hours of the day and several days of the week. For example, school bus drop off or pick up times, on Jardine Rd.

Or Thursday's and Friday's when traffic nearly doubles on highway 46 east.

There needs to be consideration made in the size of vehicles and types of vehicles that will be impacting this area, because of this project. For example, did you know about 75% of RVs will be towing an extra vehicle. That is going to effect the right turn from Dry Creek onto Jardine road especially when there is a line of cars at the stop sign waiting to make their

turn onto Dry creek. At that very corner sits a vacant lot that can potentially eliminate the wrath of litigation that is sure to come to the city if nothing is done at that location and this project is responsible for.

Not to mention the redirecting of traffic from projects on airport road, such as was done with the Handleys, Destino paso project, what's next Winery Row traffic, don't forget about the possibilities at the vacant boys school, that traffic will need to be redirected somewhere but now you have made bottle necks at two connections to 46 east. But that isn't going to stop city planners from the potential development, expansion of the airport will surely bring. Welcome to authentic bottle neck resort of Paso Robles.

Last but not least the mini mart/ liquor store, planned for Jardine Road. It is not welcomed or wanted and should be completely removed.

**Current residents in and around the city should not have to pick up the slack given to developers!**

Glenn and Joy Sprague





RECEIVED

MAY 22 2017

5-17-17

City of Paso Robles  
Community Development Dept

Mr. Nash,

I am writing this letter regarding the Links.

First off I was angry when he planted his grapes and now he wants this R.V park and who knows what else.

Everyone knows that we have had a severe drought and one year of rain is not the answer. I live right across the street from the links at

[REDACTED] I see them watering their grapes & lawn while I no longer have a lawn.

The water, the sewer and the traffic will be horrible. Drive out here and see for yourself. Jardine Rd is just two lanes. Between the trucks, the wine equipment & 290 R.V's I think you can see the problem. Please think about these issues.

I am sure Mr. Esquire does not want to replace our water wells or septic systems. Don't you think that there is enough wineries and RV parks.

You do not live out here but we are entitled to our peace of mind and not have to worry all the time.

Thank you,  
Wilma Colwell



# Attachment 6

## Draft Resolution A

RESOLUTION NO: 17-XXX

A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF PASO ROBLES  
TO ADOPT A MITIGATED NEGATIVE DECLARATION  
AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE  
CABERNET LINKS RV AND GOLF RESORT (PLANNED DEVELOPMENT 15-004,  
CONDITIONAL USE PERMIT AMENDMENT 94-005,  
VESTING TENTATIVE TRACT MAP 3088, AND VARIANCE 17-001)  
5151 JARDINE ROAD, APN: 025-442-021 - 023 & 025-444-001 - 014  
APPLICANT – TOM ERSKINE

**WHEREAS**, an application for Planned Development Amendment (PD 15-004), Conditional Use Permit Amendment (CUP 94-005), Vesting Tentative Tract Map (VTTM 3088), and Variance (VAR 17-001) have been filed by Tom Erskine for Cabernet Links Golf and RV Resort with 290 RV sites within the existing golf course and ancillary site improvements; and

**WHEREAS**, the project is consistent with the applicable policy and regulatory documents of the City, including the following:

- **General Plan Business Park with a Airport Overlay (BP/AP) land use designation** – the project would provide development of "... transient occupancy uses in close proximity to golf courses and commercial recreation...and resorts, lodging and related ancillary land uses..."; and
- **Zoning District of Airport with a Planned Development Overlay and an Airport Overlay (AP/PD/AP)** – the project is a "*conditionally permitted*" use in the AP-PD district; and
- **Airport Land Use Plan** – Table 6, Land Use Compatibility Matrix, Zones 3, and 5, RV Parks, Golf Courses, and Retail Commercial; and
- **Economic Strategy** – the project advances tourism and employment goals of the Economic Strategy to, "*Improve quality of place to attract investment and knowledge workers stimulate investment by establishing distinctive, quality, stable, safe and sustainable physical improvements and attractions that welcome industry, commerce, tourism, employment, and wealth necessary to maintain and enhance quality of life.*"

**WHEREAS**, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), Public Resources Code, Section 21000, et seq., and the City's Procedures for Implementing CEQA, an Initial Study and a Draft Mitigated Negative Declaration (MND) was prepared and circulated for a 30-day public review period beginning on January 27, 2017 through February 27, 2017. No public comments were received on the MND prior to the Planning Commission meeting. A copy of the Draft MND/Initial Study is included in Exhibit A (Attachment 11 of the project staff report) of this Resolution, and it is on file at the Paso Robles Community Development Department; and

**WHEREAS**, mitigation measures have been incorporated into the MND and will be imposed on the project through the City's adoption of a Mitigation Monitoring and Reporting Program (MMRP) in compliance with CEQA Guideline 15074(d). These mitigation measures are imposed on the project to address potential environmental effects from: air quality; biological resources, public services; and greenhouse gas emissions. With the implementation of this mitigation, all potential environmental effects will be reduced to a less than significant level. These mitigation measures are provided in Exhibit B, "Mitigation Monitoring and Reporting Program" attached to this Resolution; and

**WHEREAS**, mitigation measures set forth in the MMRP are specific and enforceable. The MMRP adequately describes implementation procedures, monitoring responsibility, reporting actions, compliance schedule, and verification of compliance in order to ensure that the Project complies with the adopted mitigation measures; and

**WHEREAS**, the mitigation measures contained in the MMRP will also be imposed as enforceable conditions of approval; and

**WHEREAS**, the applicant has executed a Mitigation Agreement whereby the applicant has agreed to incorporate all of the mitigation measures listed in Exhibit B into the project. A copy of the executed Mitigation Agreement is on file in the Community Development Department; and

**WHEREAS**, public notice of the proposed Draft MND was posted as required by Section 21092 of the Public Resources Code; and

**WHEREAS**, a public hearing was conducted by the Planning Commission on February 28, 2017 to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, Vesting Tentative Tract Map, Oak Tree Removal, and environmental determination. At the close of this public hearing, the Planning Commission recommended adoption of the MND and approval of the proposed project to the City Council; and

**WHEREAS**, an appeal of the Planning Commission's decision to approve the project on February 28, 2017 was submitted by Jeremy and Courtney Howard on April 12, 2017; and

**WHEREAS**, a public hearing was conducted by the City Council on June 6, 2017 to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, Vesting Tentative Tract Map, Oak Tree Removal, and environmental determination. At the close of this public hearing, the Planning Commission recommended adoption of the MND and approval of the proposed project to the City Council; 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 Planning Commission finds that there is no substantial evidence supporting a fair argument that there would be a significant impact on the environment with mitigation measures imposed on the project; and

**WHEREAS**, pursuant to CEQA the City Council has independently reviewed the Initial Study, the Mitigated Negative Declaration, and all comments received regarding the Mitigated Negative Declaration, and based on the whole record before it finds that the Mitigated Negative Declaration was prepared in compliance with CEQA and the CEQA Guidelines, that there is no substantial evidence that the Project



will have a significant effect on the environment with the incorporation of mitigation, and the Mitigated Negative Declaration reflects the independent judgment and analysis of the City Council.

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

**Section 1.** All of the above recitals are true and correct and incorporated herein by reference.

**Section 2 - Findings:** based upon the facts and analysis presented in the staff report, public testimony received, the City Council makes the following findings:

1. That based on the City's independent judgment, the City Council of the City of El Paso de Robles does hereby approve a Mitigated Negative Declaration for Planned Development Amendment (PD 15-004), Conditional Use Permit Amendment (CUP 94-005), Vesting Tentative Tract Map (VTTM 3088), and Variance (VAR 17-001), in accordance with the California Environmental Quality Act.

**Section 3 –City Council:** the City Council of the City of El Paso de Robles does hereby certify the Draft Mitigated Negative Declaration as shown in Exhibit A:

PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 6<sup>th</sup> day of June 2017 by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

\_\_\_\_\_  
Steven W. Martin, Mayor

ATTEST:

\_\_\_\_\_  
Kristen L. Buxkemper, Deputy City Clerk

Exhibits:

- A. Exhibit A – Mitigated Negative Declaration / Initial Study (refer to Attachment 14 of the City Council staff report)
- B. Exhibit B – Mitigation Monitoring and Reporting Program

**Mitigation Monitoring and Reporting Plan**

Project File No./Name: Cabernet Links RV Resort & Golf Course  
 Approving Resolution No.: \_\_\_\_ by:  Planning Commission  City Council

Date: February 28, 2017

The following environmental mitigation measures were either incorporated into the approved plans or were incorporated into the conditions of approval. Each and every mitigation measure listed below has been found by the approving body indicated above to lessen the level of environmental impact of the project to a level of non-significance. A completed and signed checklist for each mitigation measure indicates that it has been completed.

Explanation of Headings:

Type: ..... Project, ongoing, cumulative  
 Monitoring Department or Agency: ..... Department or Agency responsible for monitoring a particular mitigation measure  
 Shown on Plans: ..... When a mitigation measure is shown on the plans, this column will be initialed and dated.  
 Verified Implementation: ..... When a mitigation measure has been implemented, this column will be initialed and dated.  
 Remarks: ..... Area for describing status of ongoing mitigation measure, or for other information.

<p style="text-align: center;"><b>Mitigation Measure</b>                      PD 15-004, VTM 3088, CUP 94-005 Amendment                      (Cabernet Links Golf &amp; RV Resort)</p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p><b>AQ-1:</b> The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans:</p> <ul style="list-style-type: none"> <li>a. Reduce the amount of the disturbed area where possible.</li> <li>b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible.</li> <li>c. All dirt stock pile areas should be sprayed daily as needed.</li> <li>d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;</li> </ul>	<p>Project</p>	<p>Qualified Air Quality Specialist</p>			<p>Prior to Issuance of a Grading Permit</p>

<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<ul style="list-style-type: none"> <li>e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.</li> <li>f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.</li> <li>g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.</li> <li>i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.</li> <li>j. Install wheel washers at the construction site entrance, wash off the tires or tracks of all trucks and equipment leaving the site, or implement other SLOAPCD-approved methods sufficient to minimize the track-out of soil onto paved roadways.</li> <li>k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.</li> <li>l. The burning of vegetative material shall be prohibited.</li> <li>m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as</li> </ul>					

<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p>necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.</p> <p>n. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.</p> <p>o. Divert 65 percent of non-hazardous construction or demolition debris.</p>					
<p><b>AQ-2:</b> To reduce operational emissions, the proposed project shall implement the following measures. The project proponent shall submit proof to the Paso Robles Community Development Department Staff that implementation of all measures have been met in accordance with a time schedule deemed appropriate by Community Development Department staff.</p> <p>a. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees.</p> <p>b. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.</p> <p>c. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.</p> <p>d. Provide a designated parking space for alternatively fueled vehicles.</p>	<p>Project</p>	<p>Qualified Air Quality Specialist CDD</p>			<p>Prior to issuance of grading permit</p>



<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<ul style="list-style-type: none"> <li>e. The project site shall be designed to minimize barriers to pedestrian access, internally links all uses, and connects to all existing or planned external streets, public transit, and pedestrian facilities contiguous with the project site.</li> <li>f. Provide on-site bicycle parking beyond those required by California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only).</li> <li>g. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)</li> <li>h. Install water conservation measures sufficient to meet, at a minimum, CALGreen Tier 1 standards for water efficiency and conservation.</li> <li>i. The project shall be designed to incorporate the future installation of solar photovoltaic systems to serve the proposed RV park.</li> <li>j. To the extent locally available, utilize pre-finished building materials or materials that do not require the application of architectural coatings.</li> <li>k. Install energy-efficient appliances and building components sufficient to achieve overall reductions in interior energy use beyond those required at the time of development by CalGreen standards.</li> <li>l. Install roofing material with a solar reflectance values meeting the EPA/DOE Energy Star rating to reduce summer cooling needs.</li> <li>m. Provide a minimum of one on-site level two electrical vehicle (EV) charging station with sufficient electrical capacity for future expansion to add a minimum of three additional EV stations.</li> </ul>					

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<p>n. Utilize high efficiency lights in parking lots, streets, and other public areas.</p>					
<p><b>AQ-3:</b> The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:</p> <p>a. Implement Mitigation Measure AQ-1.</p> <p>b. Demolition of onsite structures shall comply with the National Emission Standards for Hazardous Air Emissions (NESHAP) requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of onsite structures, the SLOAPCD shall be notified, per NESHAP requirements. SLOAPCD notification form and reporting requirements are included in Appendix A. Additional information may be obtained at website url: <a href="http://slocleanair.org/business/asbestos.php">http://slocleanair.org/business/asbestos.php</a>.</p> <p>c. If during demolition of existing structures, paint is separated from the construction materials (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine</p>	<p>Project</p>	<p>Qualified Air Quality Specialist CDD</p>			<p>Prior to issuance of grading permit</p>

<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p>any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements. Contact the SLOAPCD Enforcement Division at (805) 781-5912 for more information. Approval of a lead work plan and permit may be required. Lead work plans, if required, will need to be submitted to SLOAPCD ten days prior to the start of demolition</p> <p>d. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:</p> <ol style="list-style-type: none"> <li>1) Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,</li> <li>2) Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.</li> </ol> <p>e. Maintain all construction equipment in proper tune in accordance with manufacturer's specifications;</p> <p>f. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);</p>					

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<ul style="list-style-type: none"> <li>g. Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;</li> <li>h. Idling of all on- and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation.</li> <li>i. Electrify equipment when possible;</li> <li>j. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,</li> <li>k. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.</li> </ul>					
<p><b>BR-1.</b> Soil disturbance for the Project exceeds one acre. Prior to the onset of construction, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared. The SWPPP shall contain Best Management Practices (BMPs) to prevent pollutants from leaving the site and entering waters of the State."</p>	On-going	CDD			Prior to issuance of grading permit
<p><b>BR-2.</b> Biodegradable fiber rolls shall be installed pursuant to Caltrans Fiber Roll Detail SC-5, available at <a href="http://www.dot.ca.gov/hq/construc/stormwater/SC-05.pdf">http://www.dot.ca.gov/hq/construc/stormwater/SC-05.pdf</a>. To minimize the risk of ensnaring and strangling wildlife, coir rolls, erosion control mats or blankets, straw or fiber wattles, or similar erosion control products shall be comprised entirely of natural-fiber, biodegradable materials. No "photodegradable" or other plastic erosion control materials shall be used.</p>	On-going	CDD			Prior to issuance of grading permit



<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p><b>BR-3.</b> Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist or qualified biologist and a licensed land surveyor. Data for each tree should include date, species, number of stems, diameter at breast height (DBH) of each stem, critical root zone (CRZ) diameter, canopy diameter, tree height, health, habitat notes, and nests observed.</p>	On-going	CDD			Prior to issuance of grading permit
<p><b>BR-4.</b> Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the drip-line or CRZ of the tree (whichever distance is greater), and trunk damage</p>	On-going	CDD			Prior to issuance of grading permit
<p><b>BR-5.</b> If ground disturbance is proposed within the drip line or CRZ an oak tree protection plan shall be prepared and approved by the City of Paso Robles.</p>	Project	CDD			Prior to issuing Certificate of Occupancy permit
<p><b>BR-6.</b> BR-6. Impacts to oak trees shall be assessed by a licensed arborist. Mitigations for impacted trees shall comply with the City of Paso Robles tree ordinance.</p>	Project	Certified Arborist CDD			Prior to issuing grading permit
<p><b>BR-7.</b> Within one week of ground disturbance activities, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. A preconstruction survey report shall be submitted to the lead agency immediately upon completion of the survey. The report shall detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements. A map of the Project site and nest locations shall be included with the report. The Project biologist conducting the nesting survey shall have the authority to reduce or increase the recommended buffer depending upon site conditions.</p>	On-going	Certified Arborist CDD		Notes shown on construction documents.	Prior to issuing grading permit.

<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p><b>BR-8.</b> Occupied nests of special status bird species shall be mapped using GPS or survey equipment. Work shall not be allowed within a 100 foot buffer while the nest is in use. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.</p>	On-going	CDD		Notes shown on construction documents.	Prior to issuing grading permit.
<p><b>BR-9.</b> Occupied nests of special status bird species that are within 100 feet of project work areas shall be monitored at least every two weeks through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.</p>	On-going	CDD			Prior to issuing grading permit.
<p><b>BR-10.</b> A pre-construction survey shall be conducted within thirty days of beginning work on the site to identify if badgers are using the site. If the pre-construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover the entire area of disturbance, and shall examine both old and new dens. If badgers are found in dens on the property between February and July, nursing young may be present. To avoid disturbance and the possibility of direct take of adults and nursing young, and to prevent badgers from becoming trapped in burrows during construction activity, no grading shall occur within 100 feet of active badger dens between February and July. Between July 1st and February 1st all potential badger dens shall be inspected to determine if badgers are present. During the winter badgers do not truly hibernate, but are inactive and asleep in their dens for several days at a time. Because they can be torpid during the winter, they are vulnerable to disturbances that may collapse their dens before they rouse and emerge. Therefore, surveys shall be conducted for badger dens throughout the year. If badger dens are found on the property during the pre-construction survey, the CDFW wildlife biologist for the area shall be contacted to review current allowable management practices that may include encouraging badgers to move offsite and/or trapping and relocation.</p>	Project	CDD		Notes shown on construction documents.	Prior to issuing Building Permit.

<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p>BR-11. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles, Community Development Department (see contact information below) that states that one or a combination of the following three San Joaquin kit fox mitigation measures has been implemented:</p> <p>a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of:</p> <ul style="list-style-type: none"> <li>34.68 acres for Phase 1</li> <li>51.6 acres for Phase 2</li> <li>30.84 acres for Phase 3</li> <li>19.5 acres for Phase 4</li> <li>23.88 acres for Phase 5</li> </ul> <p style="padding-left: 40px;">160.5 acres total for all phases</p> <p>of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Wildlife and the City.</p> <p>This mitigation alternative (a.) requires that all aspects if this program must be in place before City permit issuance or initiation of any ground disturbing activities.</p> <p>b. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.</p> <p>Mitigation alternative (b) above can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was</p>	<p>Project</p>	<p>CDD</p>		<p>Notes shown on construction documents.</p>	<p>Prior to issuing Building Permit.</p>

<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p>established in agreement between the CDFW and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to "The Nature Conservancy," would total:</p> <ul style="list-style-type: none"> <li>\$86,700 for Phase 1</li> <li>\$129,000 for Phase 2</li> <li>\$77,100 acres for Phase 3</li> <li>\$48,750 for Phase 4</li> <li>\$59,700 for Phase 5, or</li> <li>\$401,250 total for all phases.</li> </ul> <p>This fee is calculated based on the current cost-per-unit of \$2500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis Obispo County; your actual cost may increase depending on the timing of payment. This fee must be paid after the CDFW provides written notification about your mitigation options but prior to City permit issuance and initiation of any ground disturbing activities.</p> <p>c. Purchase credits in a CDFW-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.</p> <p>Mitigation alternative (c) above can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, and would total:</p>					



<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>\$86,700 for Phase 1 \$129,000 for Phase 2 \$77,100 acres for Phase 3 \$48,750 for Phase 4 \$59,700 for Phase 5, or \$401,250 total for all phases.</p> <p>This fee is calculated based on the current cost-per-credit of \$2,500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Your actual cost may increase depending on the timing of payment. Purchase of credits must be completed prior to City permit issuance and initiation of any ground disturbing activities.</p>					
<p><b>BR-12.</b> Prior to issuance of grading and/or construction permits, the applicant shall provide evidence that they have retained a qualified biologist acceptable to the City. The retained biologist shall perform the following monitoring activities:</p> <p>i. Prior to issuance of grading and/or construction permits and within 30 days prior to initiation of site disturbance and/or construction, the biologist shall conduct a pre-activity (i.e. preconstruction) survey for known or potential kit fox dens and submit a letter to the City reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.</p> <p>ii. The qualified biologist shall conduct weekly site visits during site-disturbance activities (i.e. grading, diskings, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures. Site disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason. When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the City.</p>	Project	CDD			Prior to issuing Certificate of Occupancy permit

<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>iii. Prior to or during project activities, if any observations are made of San Joaquin Kit fox, or any known or potential San Joaquin kit fox dens are discovered within the project limits, the qualified biologist shall re-assess the probability of incidental take (e.g. harm or death) to kit fox. At the time a den is discovered, the qualified biologist shall contact USFWS and the CDFW for guidance on possible additional kit fox protection measures to implement and whether or not a Federal and/or State incidental take permit is needed. If a potential den is encountered during construction, work shall stop until such time the USFWS determines it is appropriate to resume work.</p> <p>If incidental take of kit fox during project activities is possible, <b>before project activities commence</b>, the applicant must consult with the USFWS. The results of this consultation may require the applicant to obtain a Federal and/or State permit for incidental take during project activities. The applicant should be aware that the presence of kit foxes or known or potential kit fox dens at the project site could result in further delays of project activities.</p> <p>iv. In addition, the qualified biologist shall implement the following measures:</p> <ol style="list-style-type: none"> <li>1. Within 30 days prior to initiation of site disturbance and/or construction, fenced exclusion zones shall be established around all known and potential kit fox dens. Exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances: <ul style="list-style-type: none"> <li>▪ Potential kit fox den: 50 feet</li> <li>▪ Known or active kit fox den: 100 feet</li> </ul> </li> </ol>					

<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<ul style="list-style-type: none"> <li>▪ Kit fox pupping den: 150 feet</li> <li>2. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.</li> <li>3. If kit foxes or known or potential kit fox dens are found on site, daily monitoring by a qualified biologist shall be required during ground disturbing activities.</li> </ul>					
<p><b>BR-13.</b> Prior to issuance of grading and/or construction permits, the applicant shall clearly delineate the following as a note on the project plans: "Speed signs of 25 mph (or lower) shall be posted for all construction traffic to minimize the probability of road mortality of the San Joaquin kit fox". Speed limit signs shall be installed on the project site within 30 days prior to initiation of site disturbance and/or construction.</p>	Project	CDD			Prior to site disturbance, grading permit issued
<p><b>BR-14.</b> During the site disturbance and/or construction phase, grading and construction activities after dusk shall be prohibited unless coordinated through the City, during which additional kit fox mitigation measures may be required.</p>	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of grading permit
<p><b>BR-15.</b> BR-15. Prior to issuance of grading and/or construction permit and within 30 days prior to initiation of site disturbance and/or construction, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources (i.e. San Joaquin kit fox). At a minimum, as the program relates to the kit fox, the training shall include the kit fox's life history, all mitigation measures specified by the City, as well as any related biological report(s) prepared for the project. The applicant shall notify the City shortly prior to this meeting. A</p>	On-going	Certified Arborist CDD		Shown on construction documents	Prior to issuance of building permit

Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf & RV Resort)	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
kit fox fact sheet shall also be developed prior to the training program, and distributed at the training program to all contractors, employers and other personnel involved with the construction of the project.					
<p><b>BR-16.</b> During the site-disturbance and/or construction phase, to prevent entrapment of the San Joaquin kit fox, all excavations, steep-walled holes and trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.</p>	Project	Certified Arborist CDD			Prior to issuance of Final Occupancy
<p><b>BR-17.</b> During the site-disturbance and/or construction phase, any pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved. If necessary, the pipe may be moved only once to remove it from the path of activity, until the kit fox has escaped.</p>	Project	CDD			Prior to issuance of grading permit.
<p><b>BR-18.</b> During the site-disturbance and/or construction phase, all food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of only in closed containers. These</p>	On- going	CDD			Prior to issuance of Grading Permit/On-



<p style="text-align: center;"><b>Mitigation Measure</b>  <b>PD 15-004, VTM 3088, CUP 94-005 Amendment</b>  <b>(Cabernet Links Golf &amp; RV Resort)</b></p>	<p style="text-align: center;"><b>Type</b></p>	<p style="text-align: center;"><b>Monitoring Department or Agency</b></p>	<p style="text-align: center;"><b>Shown on Plans</b></p>	<p style="text-align: center;"><b>Verified Implementation</b></p>	<p style="text-align: center;"><b>Timing/Remarks</b></p>
<p>containers shall be regularly removed from the site. Food items may attract San Joaquin kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.</p>					<p>going with project construction.</p>
<p><b>BR-19.</b> Prior to, during and after the site-disturbance and/or construction phase, use of pesticides or herbicides shall be in compliance with all local, State and Federal regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.</p>	<p>On-going</p>	<p>CDD</p>			<p>Prior to issuance of a grading permit.</p>
<p><b>BR-20.</b> During the site-disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant shall immediately notify the USFWS and CDFW by telephone. In addition, formal notification shall be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to CDFW for care, analysis, or disposition.</p>	<p>On-going</p>	<p>CDD</p>			<p>On Going during construction.</p>
<p><b>BR-21.</b> Prior to final inspection, or occupancy, whichever comes first, should any long internal or perimeter fencing be proposed or installed, the applicant shall do the following to provide for kit fox passage:</p> <ul style="list-style-type: none"> <li>i. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12 inches.</li> </ul>	<p>On-going</p>	<p>CDD</p>			<p>Prior to issuance of a grading permit.</p>

<p style="text-align: center;">Mitigation Measure PD 15-004, VTM 3088, CUP 94-005 Amendment (Cabernet Links Golf &amp; RV Resort)</p>	Type	Monitoring Department or Agency	Shown on Plans	Verified Implementation	Timing/Remarks
<p>ii. If a more solid wire mesh fence is used, 8 by 12 inch openings near the ground shall be provided every 100 yards</p> <p>iii. Upon fence installation, the applicant shall notify the City to verify proper installation. Any fencing constructed after issuance of a final permit shall follow the above guidelines.</p>					
<p><b>FIRE – 1:</b> Provide minimum 60,000 gallon water storage tank and any necessary infrastructure. Plans to be reviewed and approved by the Emergency Services Department. The applicant may choose to work with the City to provide an additional looped water line connection to the City's water system that satisfies the fire flow requirements. If this looped water system satisfies the fire flow requirement as determined by the City, the 60,000 gallon water storage tank would not be required.</p>	Project	ES			With site improvement plans.
<p><b>HYD-1:</b> Ground Water. The project shall be redesigned so that there will be no more demand on ground water pumping than the projects historic rate.</p>	Project	CDD/PW			Prior to recordation of Tract Map.
<p><b>HYD-2:</b> Well Metering. All on- and off-site wells permitted for use with this project shall have well meters installed per Public Works standards prior to recordation of the first subdivision map.</p>	Project	PW			On-going.

(add additional measures as necessary)

Explanation of Headings:

Type: ..... Project, ongoing, cumulative  
Monitoring Department or Agency: ..... Department or Agency responsible for monitoring a particular mitigation measure  
Shown on Plans: ..... When a mitigation measure is shown on the plans, this column will be initialed and dated.  
Verified Implementation: ..... When a mitigation measure has been implemented, this column will be initialed and dated.  
Remarks: ..... Area for describing status of ongoing mitigation measure, or for other information.

# Attachment 7

## Draft Resolution B

### RESOLUTION NO. 17-XXX

**A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF EL PASO DE ROBLES APPROVING  
VARIANCE 17-001 – OVERHEAD UTILITIES  
5151 JARDINE ROAD  
(CABERNET LINKS RV & GOLF - ERSKINE)  
APNs: 025-442-021 - 023 & 025-444-001 - 014**

WHEREAS, an application for Planned Development 15-004 and Conditional Use Permit 94-005 Amendment has been filed by Tom Erskine for development of a 290 space Recreational Vehicle (RV) resort within the existing Links Golf Course, and ancillary site improvements, as shown in the proposed Site Plan in Exhibit B; and

WHEREAS, in conjunction with PD 15-004 and CUP 94-005 Amendment, Vesting Tentative Tract Map 3088 has been submitted requesting to eliminate 39 existing lots created Tract 2716, and resubdivide the property into 19 lots, that would include the golf course, RV resort, vineyards, and future new resort compatible commercial uses; and

WHEREAS, the project site is located at 5151 Jardine Road; and

WHEREAS, since the approval of the Links Golf Course in 1994 via CUP 94-005, there has been a requirement to underground the existing overhead utility line that enters the site from the east at Jardine Road and continues west along the entry road on to the site; and

WHEREAS, the City Subdivision Ordinance Section 22.24.190 requires that above ground utility lines in conjunction with a subdivisions; and

WHEREAS, since there are multiple utility lines along Jardine and Beacon Roads that are located above ground, and since the construction related to underground the utility line will impact existing vineyard, driveway and parking lot improvements the applicant has submitted an application for Variance 17-001 requesting that a portion of the utility lines that extends through the project site be allowed to stay above ground; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared for the project; and

WHEREAS, based on the information and analysis contained in the Initial Study, staff determined that the proposed project as designed, and with appropriate mitigation measures added as conditions of approval, will not result in significant environmental impacts, and a Mitigated Negative Declaration was prepared and circulated for public review and comment in full compliance with CEQA; and

WHEREAS, a public hearing was conducted by the Planning Commission on February 28, 2017 to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, Vesting Tentative Tract Map and

environmental determination, and at the close of this public hearing, the Planning Commission adopted the Mitigated Negative Declaration and approval of the proposed project; and

WHEREAS, an appeal of the Planning Commission's decision to approve the project on February 28, 2017 was submitted by Jeremy and Courtney Howard on April 12, 2017; and

WHEREAS, a public hearing was conducted by the City Council on June 6, 2017 to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, Vesting Tentative Tract Map, Oak Tree Removal, and environmental determination; and

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

**Section 1.** All of the above recitals are true and correct and incorporated herein by reference.

**Section 2 - Findings:** based upon the facts and analysis presented in the staff report, public testimony received and subject to the conditions listed below, the City Council makes the following findings:

1. That the situation is a special circumstance, since the Cabernet Links and RV Resort, is located on the outside edge of the City limits adjacent to County properties where there is not the requirement by the County to underground overhead utility lines, therefore by approving Variance 17-001 allowing the existing overhead utility lines to remain overhead, would be consistent with the other overhead utility lines in the Jardine Road area.
2. That the situation is not a grant of special privilege, since the utility line would be consistent with other above ground utilities adjacent to this project site.

**Section 3 - Approval:** the City Council of the City of El Paso de Robles does hereby approve Variance 17-001, allowing the existing overhead utility line that extends on to the site from Jardine Road, along the project entrance line and ends at the boundary of the site at the adjacent Paso Robles Vineyard property to remain above ground, as shown on Exhibit A attached to this resolution.

PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 6<sup>th</sup> day of June 2017 by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

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Steven W. Martin, Mayor

ATTEST:

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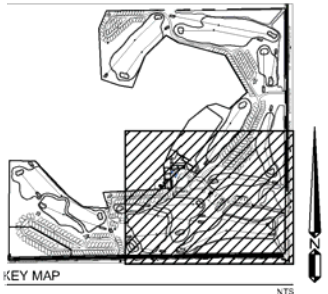
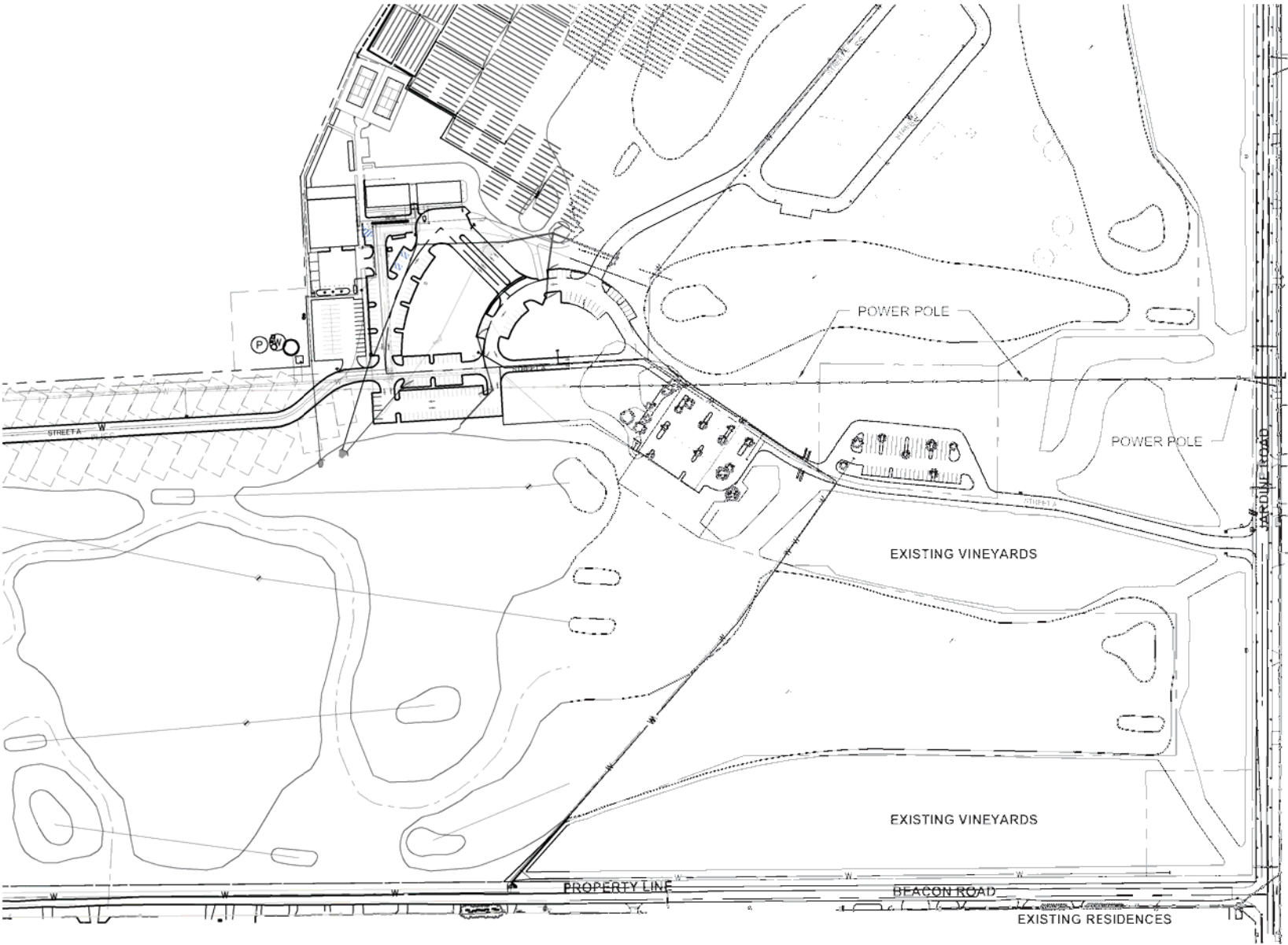
Kristen L. Buxkemper, Deputy City Clerk

Exhibits:

- A. Exhibit A – Power Pole Exhibit Map



Exhibit - A



# Attachment 7

## Draft Resolution C

### RESOLUTION NO: 17-XXX

**A RESOLUTION OF  
THE CITY COUNCIL  
OF THE CITY OF EL PASO DE ROBLES  
APPROVING PLANNED DEVELOPMENT AMENDMENT (PD 15-004),  
FOR CABERNET LINKS RV RESORT  
5151 JARDINE ROAD, APN: 025-442-021 - 023 & 025-444-001 - 014**

WHEREAS, an application for Planned Development 15-004 and Conditional Use Permit 94-005 Amendment has been filed by Tom Erskine for development of a 290 space Recreational Vehicle (RV) resort within the existing Links Golf Course, and ancillary site improvements, as shown in the proposed Site Plan in Exhibit B; and

WHEREAS, in conjunction with PD 15-004 and CUP 94-005 Amendment, Vesting Tentative Tract Map 3088 has been submitted requesting to eliminate 39 existing lots created Tract 2716, and resubdivide the property into 19 lots, that would include the golf course, RV resort, vineyards, and future new resort compatible commercial uses; and

WHEREAS, the subject property is designated in the General Plan, Land Use Element as Business Park with Planned Development /Airport Overlays (BP/PD/AP), and the proposed project is consistent with the intent of the land use designation since the project would provide development of "... transient occupancy uses in close proximity to golf courses and commercial recreation...and provide resorts, lodging and related ancillary land uses..."; and

WHEREAS, in accordance with the Paso Robles Zoning Map, the property is located in the Airport zoning district with Planned Development /Airport Overlays (AP/PD/AP), and the proposed RV Resort project is a conditionally permitted land use, and it is consistent with the applicable zoning district and development standards, with Conditions of Approval applied as provided in Exhibit A; and

WHEREAS, the subject property is partially located in two (2) different Airport Safety Zones, including Zones 3, and 5, and the proposed development project is compatible with the land uses identified for each safety zone and the applicable density limitations; and

WHEREAS, the proposed architectural design and site layout are complementary with the existing golf course, with minimal site disturbance preserving the majority of the property in its existing golf course setting, as shown in Exhibits D1 & D2; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared for the project; and

WHEREAS, based on the information and analysis contained in the Initial Study, staff determined that the proposed project as designed, and with appropriate mitigation measures added as conditions of approval, will not result in significant environmental impacts, and a Mitigated Negative Declaration was prepared and circulated for public review and comment in full compliance with CEQA; and

WHEREAS, a duly noticed public hearing was conducted by the Planning Commission on February 28, 2017 to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, Vesting Tentative Tract Map, Oak Tree Removal, and environmental determination, and at the close of this public hearing, the Planning Commission adopted the MND and approval of the proposed project; and

WHEREAS, an appeal of the Planning Commission's decision to approve the project on February 28, 2017 was submitted by Jeremy and Courtney Howard on April 12, 2017; and

WHEREAS, a duly noticed public hearing was conducted by the City Council on June 6, 2017 to consider the Initial Study and the draft recirculated MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, Vesting Tentative Tract Map, Oak Tree Removal, and environmental determination; and

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

**Section 1.** All of the above recitals are true and correct and incorporated herein by reference.

**Section 2 - Findings:** based upon the facts and analysis presented in the staff report, public testimony received and subject to the conditions listed below, the City Council makes the following findings:

1. The goals and policies established by the general plan, since the project would provide transient lodging in proximity to commercial recreation uses such as Barney Schwartz Park, the water park, golf courses, horse park and other amenities.
2. The zoning code, particularly the purpose and intent of the zoning district in which a development project is located since the AP/PD district conditionally permits hotels, and the site will maintain a significant portion of the site with the existing golf course while minimizing disturbance of the natural features on the property.
3. The proposed project complies with all other adopted codes, policies, standards, and plans of the city including the zoning district height limitations, setbacks, and parking requirements, and it would comply with the land uses and applicable density provided for in the Paso Robles Airport Land Use Plan.
4. The proposed development plan will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the person residing or working in the neighborhood, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the city since the property is not located in close proximity to other residents or neighborhoods, and it would not result in significant noise, traffic, light, glare, or other potential effects.
5. The proposed development plan accommodates the aesthetic quality of the city as a whole, especially where development will be visible from gateways to the city and scenic corridors since it proposes to utilize high-quality architectural design with elements of "Winery/Agrarian" architectural style that fits in with and is compatible with the site, and will provide an attractive view as would be seen from surrounding properties and streets.

6. The proposed development plan is compatible with, and is not detrimental to, surrounding land uses and improvements, provides appropriate visual appearance, and contributes to the mitigation of any environmental and social (e.g., privacy) impacts, since it is proposed to be a low-intensity development on the rural landscape, and would mitigate potentially significant environmental impacts.
7. The proposed development plan is compatible with existing scenic and environmental resources such as hillsides, drainage courses, oak tree woodlands, vistas, and historic buildings, as noted in #5 and #6 above.
8. The proposed development plan contributes to the orderly development of the city as a whole by providing a well-designed project that is suitable for the location where it is proposed and surrounding land uses including agricultural land uses, the golf course, and the existing rural residential in the vicinity.

**Section 3 – Approval:** the City Council of the City of El Paso de Robles does hereby approve Planned Development Amendment 15-004, subject to the following:

1. This Planned Development Amendment 15-004 authorizes the development of a 290 space Recreational Vehicle (RV) resort within the existing Links Golf Course, and ancillary site improvements, as shown in the proposed Site Plan in Exhibits B-M.
2. The project shall be constructed in substantial conformance with the Conditions of Approval established by this Resolution and it shall be constructed in substantial conformance with the following Exhibits:

<u>EXHIBIT</u>	<u>DESCRIPTION</u>
A	Project Conditions of Approval
A1.	Standard Conditions of Approval (Refer to Exhibit A1 of Resolution E - Tract Res.)
B.	Cover Sheet
C1-C2.	Vesting Tentative Tract 3088
D.	RV Resort Phasing Plan
E1-E2.	Site Plan
F1-F7.	Conceptual Grading
G1-G7.	Utility Plans
H1-H7.	Lighting Plans
I1-I8.	Landscape Plans
J1-J3.	Building 1 & 2 Floor Plans & Elevations
K1-K2.	Building 3 Floor Plans & Elevations
L1-L3	Club House Floor Plans and Elevations
M1-M2	Shower Room Floor Plans and Elevations

PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 6<sup>th</sup> day of June 2017 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

---

Steven W. Martin, Mayor

ATTEST:

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Kristen L. Buxkemper, Deputy City Clerk



# Exhibit A

## Project Conditions of Approval – PD Amendment 15-004

NOTE: In the event of conflict or duplication between standard and site-specific conditions, the site-specific condition shall supersede the standard condition.

Planning Division Conditions:

1. The project shall be designed and constructed to be in substantial conformance with the site plan, landscape plan, elevations, floor plans, colors and materials, and preliminary grading plan approved with this resolution.
2. Approval of this project is valid for a period of two (2) years from date of approval. Unless construction permits have been issued and site work has begun, the approval of Planned Development 15-004 and Conditional Use Permit Amendment 94-005 shall expire on June 6, 2019. The Planning Commission may extend this expiration date if a Time Extension application has been filed with the City along with the fees before the expiration date. Once the entitlements for Phase I have been exercised by the issuance of construction permits, phases II – IV would become vested and would not require time extension requests.
3. The project is proposed to be developed in 5 phases as shown on Exhibit D. In the event that the applicant wishes to change the phasing order, after verification from the City Engineer that there are no concerns, the DRC may approve the phasing changer request.
4. Recreational vehicle parks are regulated by the State Department of Housing and Community Development. The City will not be issuing grading or building permits. In order to insure that the project mitigation measures and conditions of approval are satisfied in a timely manner (i.e. prior to the issuance of a grading permit, encroachment permit, or occupancy) an agreement shall be entered into between the applicants and the City outlining timing of project mitigation and condition completion. The agreement shall be subject to approval by the City Attorney and be executed prior to the State's issuance of a grading or any building permit. City Attorney time and materials shall be paid by the applicants prior to execution of the Agreement.
7. Uses of Lots 1-12 of Vesting Tentative Tract 3088 shall be limited to the uses as outlined in the following Cabernet Links Permitted Use Table:

<b>Cabernet Links and RV Resort – Permitted Use Table</b>		
<b>Lot</b>	<b>Permitted Use</b>	<b>Development Review Process</b>
1	Links Golf Course and Cabernet Links RV Resort	<p>Allowed use under PD 15-004 and CUP 94-005 Amendment, subject to conditions and mitigations outlined in Resolutions _____.</p> <p>Special Events with more than 450 attendees shall obtain a City Temporary Use Permit to ensure compatibility with the Airport Land Use Plan and neighborhood compatibility.</p>

2, 3	Vineyard Lot Use: <ul style="list-style-type: none"> <li>• Landscaping</li> <li>• Vineyards</li> <li>• Trails</li> <li>• Passive Recreation</li> </ul>	
4 – 9*	Winery / Wine Tasting	<p>The development of Lots 4-8 are subject to the submittal of a Major Site Plan Review to be reviewed and approved by the DRC, unless the proposed building(s) are 10,000 or more square feet, then a development plan (PD) will be required.</p> <p>The design of buildings for these lots shall utilize similar architecture, colors and materials as the buildings approved for the Cabernet Links and RV Resort.</p> <p>*The development of Lot 9 will require approval of a development plan (PD).</p>
	Brewery / Beer Tasting	
	Retail Commercial	
	Restaurants	
<p>Note: Any use besides the uses listed in this table is not permitted. If in the future a use is proposed that is listed as 'Permitted' or 'Conditionally Permitted' in Table 21.16.200 of the Zoning Code for the AP zone, an amendment to this table would be required to be approved by the Planning Commission as an amendment to PD 15-004 in order to establish the use.</p>		

8. With the adoption of this Resolution, Resolutions 07-091, 07-092, and 07-093 for the Vista Del Hombre project shall be superseded.
9. Vesting Tentative Tract 3088 shall be recorded prior to the issuance of construction permits for Phase I of the development plan for the project.
10. Prior to issuance of certificates of use and occupancy, the property owner or authorized agent is required to pay the City's Development Impact Fees.
11. The maximum length of stay for any RV space is 30 consecutive days.
12. Prior to the issuance of a building permit, the Development Review Committee (DRC) shall review the following items to insure substantial compliance with the above listed Exhibits:
  - Final site details such as landscaping, decorative paving, benches, exterior lighting and any other site planning details;
  - Architectural elevations, including final materials, colors and details;
  - Equipment such as back flow devices, transformers, a/c condensers and appropriate screening methods for both views and noise;
  - Final grading and drainage plans.
  - Signage
13. Prior to the issuance of a grading permit, an archeological survey shall be conducted.

14. If human remains are encountered during project activities, work within 25 feet of the discovery should be redirected and the San Luis Obispo County Coroner notified immediately. At the same time, an archaeologist should be contacted to assess the situation and consult with agencies as appropriate. The project proponent should also be notified. Project personnel should not collect or move any human remains and associated materials. If the human remains are of Native American origin, the Coroner must notify the NAHC within 24 hours of this identification. The NAHC will identify a Most Likely Descendant to inspect the site and provide recommendations for the proper treatment of the remains and associated grave goods.
15. Prior to issuance of certificates of use and occupancy, the property owner or authorized agent is required to pay the City's Development Impact Fees.
16. No underground or aboveground storage of hazardous materials shall be allowed on-site without first obtaining City approval.
17. Temporary construction noise levels in excess of 60 decibels shall be restricted to the daylight hours of 7am to 6pm. Noise levels shall be measured or monitored from site boundaries or the nearest adjoining residential use to determine compliance.
18. Use and operation of the project and its appurtenances shall be conducted in compliance with the City's General Performance Standards for all uses (Section 21.21.040 of Chapter 21.21 Performance Standards of the City's Zoning Ordinance).
19. The project shall be revised to provide a 25-foot buffer between the RV sites that back up to the neighboring vineyard property boundary/fence. As part of the rules and regulations, RV guests shall be made aware that the resort is adjacent to vineyard land, where farming activities will take place.
20. The use and occupancy of the RV Resort and golf course shall conform to the floor plans as shown in Exhibits I and J. Occupancy of the buildings shall comply with density limitation of the Airport Land Use Plan, Zones 3 and 5 as follows:
  - Zone 3: No development shall be permitted.
  - Zone 5: The use intensity of this activity shall not exceed an average of 150 persons per gross acre, maximum 450 persons per single acre, at any time. Usage calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in time, whether indoors or outside. The RV resort density will be calculated on an average of 1.8 persons per recreational vehicle to be occupied as a suite; plus one person per 60 sq. ft. floor area of any restaurants, club house; plus one person per 10 sq. ft. of floor area of meeting rooms shall be permitted.

Engineering Division Conditions:

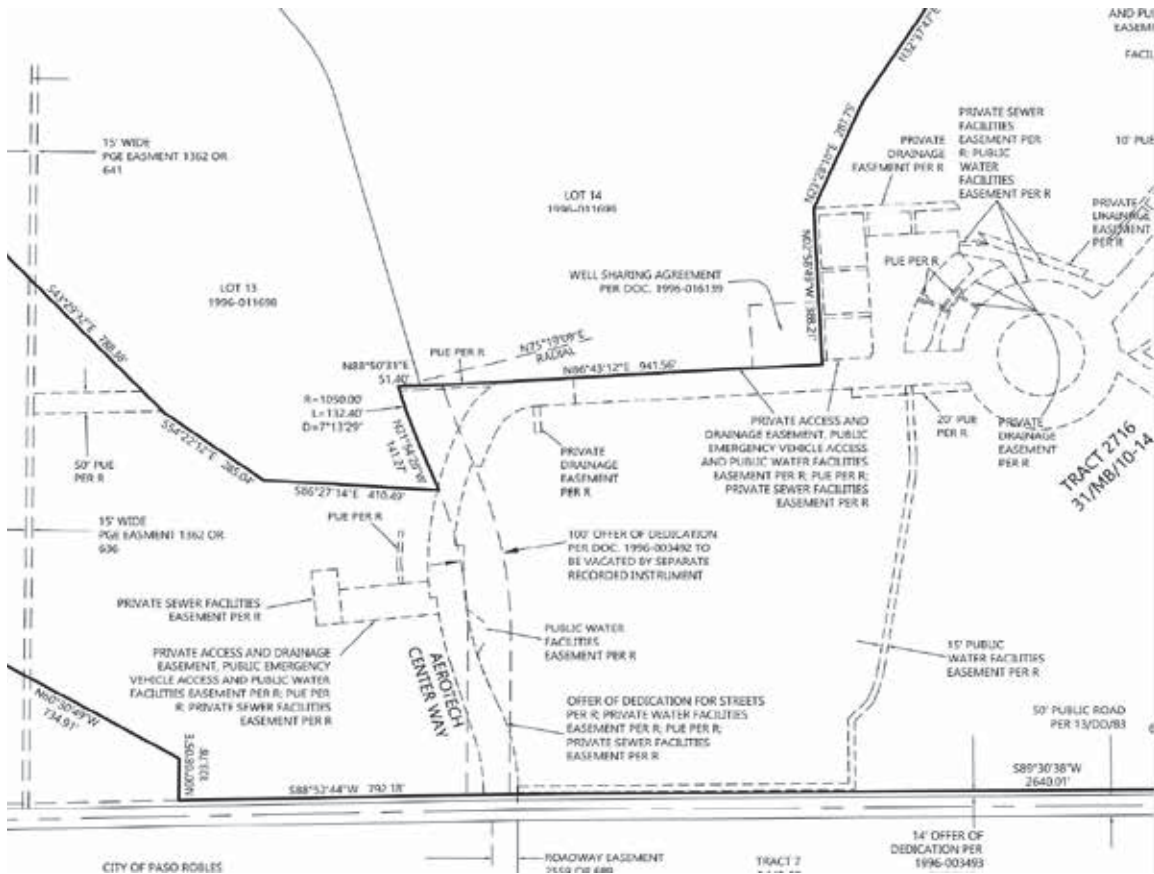
21. The Jardine Road frontage shall be improved as follows:
  - a) The full width of Jardine Road paving shall be rehabilitated from Beacon Road to the project entrance in accordance with plans approved by the City Engineer prior to occupancy of Phase I.
  - b) The full width of Jardine Road paving shall be rehabilitated from the south project entrance to the north project entrance in accordance with plans approved by the City Engineer prior to

occupancy of Phase III. The applicant will be responsible for the cost of the paving west of centerline on this portion of the project.

- c) The full width of Jardine Road paving shall be rehabilitated from the north project entrance to the north boundary of the project in accordance with plans approved by the City Engineer prior to occupancy of Phase IV. The applicant will be responsible for the cost of the paving west of centerline on this portion of the project.

22. The request for the use of an on-site septic system shall be approved by the City Council. The septic system shall be designed in a manner to be approved by the Regional Board. The applicant may choose to work with the City to provide an alternative waste water system that would connect to the City's sanitary sewer system, thereby eliminated the need for an on-site septic system.

23. Prior to recordation of the final map, interest in private easements (Aerotech Center Way extension) encumbering the property must be resolved as well as alternative access to land-locked parcels within the adjacent vineyards. If the easement cannot be adjusted, the project master plan shall be redesigned to accommodate the existing easement alignment, subject to approval by the Development Review Committee.



## **Mitigation Measures:**

- FIRE – 1: Provide minimum 60,000 gallon water storage tank and any necessary infrastructure. Plans to be reviewed and approved by the Emergency Services Department. The applicant may choose to work with the City to provide an additional looped water line connection to the City's water system that satisfies the fire flow requirements. If this looped water system satisfies the fire flow requirement as determined by the City, the 60,000 gallon water storage tank would not be required.
- HYD-1: Ground Water. The project shall be redesigned so that there will be no more demand on ground water pumping than the projects historic rate.
- HYD-2: Well Metering. All on- and off-site wells permitted for use with this project shall have well meters installed per Public Works standards prior to recordation of the first subdivision map.
- AQ-1: The following measures shall be implemented to minimize construction-generated emissions. These measures shall be shown on grading and building plans:
- a. Reduce the amount of the disturbed area where possible.
  - b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph.
  - c. Reclaimed (non-potable) water should be used whenever possible.
  - d. All dirt stock pile areas should be sprayed daily as needed.
  - e. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities;
  - f. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating, non-invasive grass seed and watered until vegetation is established.
  - g. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the SLOAPCD.
  - h. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
  - i. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
  - j. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114.
  - k. Install wheel washers at the construction site entrance, wash off the tires or tracks of all trucks and equipment leaving the site, or implement other SLOAPCD-approved methods sufficient to minimize the track-out of soil onto paved roadways.
  - l. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.
  - m. The burning of vegetative material shall be prohibited.
  - n. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures as necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. The name and telephone number of such persons shall be



provided to the SLOAPCD Compliance Division prior to the start of any grading, earthwork or demolition.

- o. Construction of the proposed project shall use low-VOC content paints not exceeding 50 grams per liter.
- p. Divert 65 percent of non-hazardous construction or demolition debris.

AQ-2: To reduce operational emissions, the proposed project shall implement the following measures.

- a. The project proponent shall submit proof to the Paso Robles Community Development Department Staff that implementation of all measures have been met in accordance with a time schedule deemed appropriate by Community Development Department staff.
- b. Provide shade tree planting in parking lots to reduce evaporative emissions from parked vehicles. Design should provide 50% tree coverage within 10 years of construction using low ROG emitting, low maintenance native drought resistant trees.
- c. Include the planting of native and drought tolerant trees beyond those required as mitigation for tree removal.
- d. Incorporate outdoor electrical outlets to encourage the use of electric appliances and tools.
- e. Provide a designated parking space for alternatively fueled vehicles.
- f. The project site shall be designed to minimize barriers to pedestrian access, internally links all uses, and connects to all existing or planned external streets, public transit, and pedestrian facilities contiguous with the project site.
- g. Provide on-site bicycle parking beyond those required by California Green Building Standards Code and related facilities to support long-term use (lockers, or a locked room with standard racks and access limited to bicyclists only).
- h. Implement traffic calming improvements as appropriate (e.g., marked crosswalks, count-down signal timers, curb extensions, speed tables, raised crosswalks, median islands, mini-circles, tight corner radii, etc.)
- i. Install water conservation measures sufficient to meet, at a minimum, CALGreen Tier 1 standards for water efficiency and conservation.
- j. The project shall be designed to incorporate the future installation of solar photovoltaic systems to serve the proposed RV park.
- k. The the extent locally available, utilize pre-finished building materials or materials that do not require the application of architectural coatings.
- l. Install energy-efficient appliances and building components sufficient to achieve overall reductions in interior energy use beyond those required at the time of development by CalGreen standards.
- m. Install roofing material with a solar reflectance values meeting the EPA/DOE Energy Star rating to reduce summer cooling needs.
- n. Provide a minimum of one on-site level two electrical vehicle (EV) charging station with sufficient electrical capacity for future expansion to add a minimum of three additional EV stations.
- o. Utilize high efficiency lights in parking lots, streets, and other public areas.

AQ-3: The following measures shall be implemented to reduce expose of sensitive receptors to substantial pollutant concentrations. These measures shall be shown on grading and building plans:

- a. Implement Mitigation Measure AQ-1.

- b. Demolition of onsite structures shall comply with the National Emission Standards for Hazardous Air Emissions (NESHAP) requirements (NESHAP, 40 CFR, Part 61, Subpart M) for the demolition of existing structures. The SLOAPCD is delegated authority by the Environmental Protection Agency (EPA) to implement the Federal Asbestos NESHAP. Prior to demolition of onsite structures, the SLOAPCD shall be notified, per NESHAP requirements. SLOAPCD notification form and reporting requirements are included in Appendix A. Additional information may be obtained at website url: <http://slocleanair.org/business/asbestos.php>.
- c. If during demolition of existing structures, paint is separated from the construction materials (e.g. chemically or physically), the paint waste will be evaluated independently from the building material by a qualified hazardous materials inspector to determine its proper management. All hazardous materials shall be handled and disposed in accordance with local, state and federal regulations. According to the Department of Toxic Substances Control (DTSC), if paint is not removed from the building material during demolition (and is not chipping or peeling), the material can be disposed of as construction debris (a non-hazardous waste). The landfill operator will be contacted prior to disposal of building material debris to determine any specific requirements the landfill may have regarding the disposal of lead-based paint materials. The disposal of demolition debris shall comply with any such requirements. Contact the SLOAPCD Enforcement Division at (805) 781-5912 for more information. Approval of a lead work plan and permit may be required. Lead work plans, if required, will need to be submitted to SLOAPCD ten days prior to the start of demolition
- d. On-road diesel vehicles shall comply with Section 2485 of Title 13 of the California Code of Regulations. This regulation limits idling from diesel-fueled commercial motor vehicles with gross vehicular weight ratings of more than 10,000 pounds and licensed for operation on highways. It applies to California and non-California based vehicles. In general, the regulation specifies that drivers of said vehicles:
  - 1) Shall not idle the vehicle's primary diesel engine for greater than 5 minutes at any location, except as noted in Subsection (d) of the regulation; and,
  - 2) Shall not operate a diesel-fueled auxiliary power system to power a heater, air conditioner, or any ancillary equipment on that vehicle during sleeping or resting in a sleeper berth for greater than 5.0 minutes at any location when within 1,000 feet of a restricted area, except as noted in Subsection (d) of the regulation.
- e. Maintain all construction equipment in proper tune in accordance with manufacturer's specifications;
- f. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road);
- g. Use diesel construction equipment meeting ARB's Tier 2 certified engines or cleaner off-road heavy-duty diesel engines, and comply with the State Off-Road Regulation;
- h. Idling of all on- and off-road diesel-fueled vehicles shall not be permitted when not in use. Signs shall be posted in the designated queuing areas and or job site to remind drivers and operators of the no idling limitation.
- i. Electrify equipment when possible;
- j. Substitute gasoline-powered in place of diesel-powered equipment, when available; and,
- k. Use alternatively fueled construction equipment on-site when available, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel.

BR-1. Soil disturbance for the Project exceeds one acre. Prior to the onset of construction, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared. The SWPPP shall contain Best Management Practices (BMPs) to prevent pollutants from leaving the site and entering waters of the State.”

- BR-2. Biodegradable fiber rolls shall be installed pursuant to Caltrans Fiber Roll Detail SC-5, available at <http://www.dot.ca.gov/hq/construc/stormwater/SC-05.pdf>. To minimize the risk of ensnaring and strangling wildlife, coir rolls, erosion control mats or blankets, straw or fiber wattles, or similar erosion control products shall be comprised entirely of natural-fiber, biodegradable materials. No "photodegradable" or other plastic erosion control materials shall be used.
- BR-3. Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist or qualified biologist and a licensed land surveyor. Data for each tree should include date, species, number of stems, diameter at breast height (DBH) of each stem, critical root zone (CRZ) diameter, canopy diameter, tree height, health, habitat notes, and nests observed.
- BR-4. Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the drip-line or CRZ of the tree (whichever distance is greater), and trunk damage
- BR-5. If ground disturbance is proposed within the drip line or CRZ an oak tree protection plan shall be prepared and approved by the City of Paso Robles.
- BR-6. Impacts to oak trees shall be assessed by a licensed arborist. Mitigations for impacted trees shall comply with the City of Paso Robles tree ordinance.
- BR-7. Within one week of ground disturbance activities, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. A preconstruction survey report shall be submitted to the lead agency immediately upon completion of the survey. The report shall detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements. A map of the Project site and nest locations shall be included with the report. The Project biologist conducting the nesting survey shall have the authority to reduce or increase the recommended buffer depending upon site conditions.
- BR-8. Occupied nests of special status bird species shall be mapped using GPS or survey equipment. Work shall not be allowed within a 100 foot buffer while the nest is in use. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.
- BR-9. Occupied nests of special status bird species that are within 100 feet of project work areas shall be monitored at least every two weeks through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.
- BR-10. A pre-construction survey shall be conducted within thirty days of beginning work on the site to identify if badgers are using the site. If the pre-construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover the entire area of disturbance, and shall examine both old and new dens. If badgers are found in dens on the property between February and July, nursing young may be present. To avoid disturbance and the possibility of direct take of adults and nursing young, and to prevent badgers from becoming trapped in burrows during construction activity, no

grading shall occur within 100 feet of active badger dens between February and July. Between July 1st and February 1st all potential badger dens shall be inspected to determine if badgers are present. During the winter badgers do not truly hibernate, but are inactive and asleep in their dens for several days at a time. Because they can be torpid during the winter, they are vulnerable to disturbances that may collapse their dens before they rouse and emerge. Therefore, surveys shall be conducted for badger dens throughout the year. If badger dens are found on the property during the pre-construction survey, the CDFW wildlife biologist for the area shall be contacted to review current allowable management practices that may include encouraging badgers to move offsite and/or trapping and relocation.

BR-11. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles, Community Development Department (see contact information below) that states that one or a combination of the following three San Joaquin kit fox mitigation measures has been implemented:

- a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of:
  - 34.68 acres for Phase 1
  - 51.6 acres for Phase 2
  - 30.84 acres for Phase 3
  - 19.4 acres for Phase 4
  - 23.88 acres for Phase 5

160.5 acres total for all phases of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Wildlife and the City. This mitigation alternative requires that all aspects of this program must be in place before City permit issuance or initiation of any ground disturbing activities.

- b. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity. Mitigation alternative (b) above can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was established in agreement between the CDFW and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to "The Nature Conservancy," would total:

\$86,700 for Phase 1  
\$129,000 for Phase 2  
\$77,100 acres for Phase 3  
\$48,750 for Phase 4  
\$59,700 for Phase 5, or  
\$401,250 total for all phases.

This fee is calculated based on the current cost-per-unit of \$2500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis

Obispo County; your actual cost may increase depending on the timing of payment. This fee must be paid after the CDFW provides written notification about your mitigation options but prior to City permit issuance and initiation of any ground disturbing activities.

- c. Purchase credits in a CDFW-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity. Mitigation alternative (c) above can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, and would total:

\$86,700 for Phase 1  
\$129,000 for Phase 2  
\$77,100 acres for Phase 3  
\$48,750 for Phase 4  
\$59,700 for Phase 5, or  
\$401,250 total for all phases.

This fee is calculated based on the current cost-per-credit of \$2,500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Your actual cost may increase depending on the timing of payment. Purchase of credits must be completed prior to City permit issuance and initiation of any ground disturbing activities.

BR-12. Prior to issuance of grading and/or construction permits, the applicant shall provide evidence that they have retained a qualified biologist acceptable to the City. The retained biologist shall perform the following monitoring activities:

- i. Prior to issuance of grading and/or construction permits and within 30 days prior to initiation of site disturbance and/or construction, the biologist shall conduct a pre-activity (i.e. preconstruction) survey for known or potential kit fox dens and submit a letter to the City reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.
- ii. The qualified biologist shall conduct weekly site visits during site-disturbance activities (i.e. grading, disking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures. Site disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason. When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the City.
- iii. Prior to or during project activities, if any observations are made of San Joaquin Kit fox, or any known or potential San Joaquin kit fox dens are discovered within the project limits, the qualified biologist shall re-assess the probability of incidental take (e.g. harm



or death) to kit fox. At the time a den is discovered, the qualified biologist shall contact USFWS and the CDFW for guidance on possible additional kit fox protection measures to implement and whether or not a Federal and/or State incidental take permit is needed. If a potential den is encountered during construction, work shall stop until such time the USFWS determines it is appropriate to resume work.

If incidental take of kit fox during project activities is possible, before project activities commence, the applicant must consult with the USFWS. The results of this consultation may require the applicant to obtain a Federal and/or State permit for incidental take during project activities. The applicant should be aware that the presence of kit foxes or known or potential kit fox dens at the project site could result in further delays of project activities.

- iv. In addition, the qualified biologist shall implement the following measures:
1. Within 30 days prior to initiation of site disturbance and/or construction, fenced exclusion zones shall be established around all known and potential kit fox dens. Exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances:
    - Potential kit fox den: 50 feet
    - Known or active kit fox den: 100 feet
    - Kit fox pupping den: 150 feet
  2. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.
  3. If kit foxes or known or potential kit fox dens are found on site, daily monitoring by a qualified biologist shall be required during ground disturbing activities.

BR-13. Prior to issuance of grading and/or construction permits, the applicant shall clearly delineate the following as a note on the project plans: "Speed signs of 25 mph (or lower) shall be posted for all construction traffic to minimize the probability of road mortality of the San Joaquin kit fox". Speed limit signs shall be installed on the project site within 30 days prior to initiation of site disturbance and/or construction.

BR-14. During the site disturbance and/or construction phase, grading and construction activities after dusk shall be prohibited unless coordinated through the City, during which additional kit fox mitigation measures may be required.

BR-15. Prior to issuance of grading and/or construction permit and within 30 days prior to initiation of site disturbance and/or construction, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources (i.e. San Joaquin kit fox). At a minimum, as the program relates to the kit fox, the training shall include the kit fox's life history, all mitigation measures specified by the City, as well as any related biological report(s) prepared for the project. The applicant shall notify the City shortly prior to this meeting. A kit fox fact sheet shall also be developed prior to the training program, and distributed at the training program

to all contractors, employers and other personnel involved with the construction of the project.

- BR-16. During the site-disturbance and/or construction phase, to prevent entrapment of the San Joaquin kit fox, all excavations, steep-walled holes and trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.
- BR-17. During the site-disturbance and/or construction phase, any pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved. If necessary, the pipe may be moved only once to remove it from the path of activity, until the kit fox has escaped.
- BR-18. During the site-disturbance and/or construction phase, all food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of only in closed containers. These containers shall be regularly removed from the site. Food items may attract San Joaquin kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.
- BR-19. Prior to, during and after the site-disturbance and/or construction phase, use of pesticides or herbicides shall be in compliance with all local, State and Federal regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.
- BR-20. During the site-disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant shall immediately notify the USFWS and CDFW by telephone. In addition, formal notification shall be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to CDFW for care, analysis, or disposition.
- BR-21. Prior to final inspection, or occupancy, whichever comes first, should any long internal or perimeter fencing be proposed or installed, the applicant shall do the following to provide for kit fox passage:
- i. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12 inches.
  - ii. If a more solid wire mesh fence is used, 8 by 12 inch openings near the ground shall be provided every 100 yards
  - iii. Upon fence installation, the applicant shall notify the City to verify proper installation. Any fencing constructed after issuance of a final permit shall follow the above guidelines.

# THE CABERNET LINKS & RV RESORT

## PASO ROBLES, CALIFORNIA

### APPLICANT

VINA VISTA, LLC.  
PO BOX 510, PASO ROBLES, CA 93447  
(805) 239-5111

### CONSULTANT TEAM

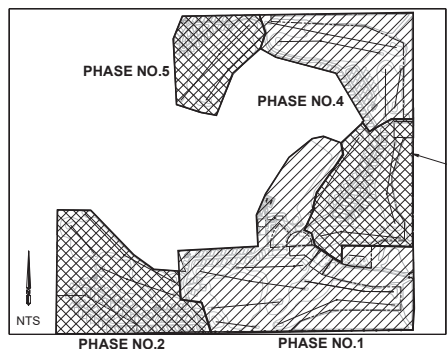
**DEVELOPMENT PLANNING CONSULTANT**  
LANDSITE, INCORPORATED  
P.O. BOX 378, CAYUCOS, CA 93430  
(805) 995-1618

**CIVIL ENGINEER / LANDSCAPE ARCHITECT**  
WALLACE GROUP  
612 CLARION COURT, SAN LUIS OBISPO, CA 93401  
(805) 544-4011

**ARCHITECT**  
KEN M. NAGAHARA  
610 10TH STREET, SUITE A, PASO ROBLES, CA 93446  
(805) 610-7006

**LAND SURVEYOR**  
DAKOS LAND SURVEYS  
7600 MORRO ROAD, ATASCADERO, CA 93442  
(805) 466-2445

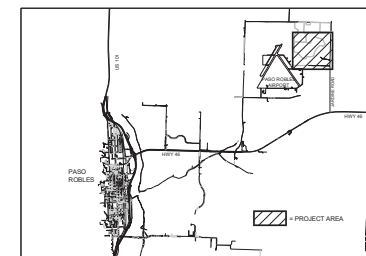
### PHASING PLAN



### CONCEPT SITE PLAN

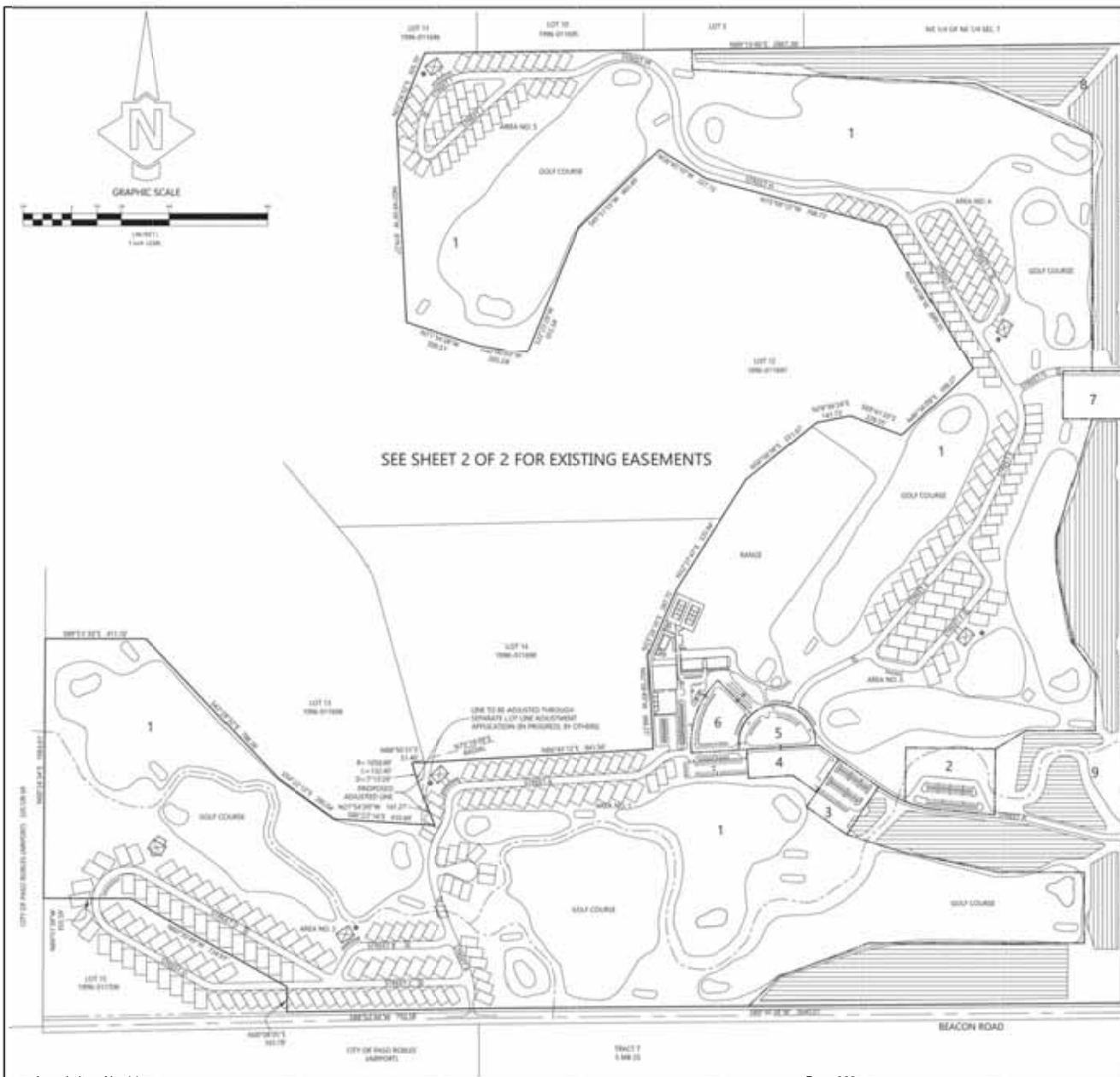


### VICINITY MAP



Sheet Number	Sheet Title
Cover	Cover Sheet
CS1.0	Cover Sheet
Tentative Map	
V1.0	Vesting Tentative Map
V1.1	Vesting Tentative Map
Site Map	
C2.0	Concept Site Plan
C2.1	Facilities & Parking Site Plan
Grading Plan	
C3.1	Conceptual Grading
C3.2	Conceptual Grading
C3.3	Conceptual Grading
C3.4	Conceptual Grading
C3.5	Conceptual Grading
C3.6	Conceptual Grading
C3.7	Conceptual Grading
Utility Plan	
C4.1	Conceptual Utilities
C4.2	Conceptual Utilities
C4.3	Conceptual Utilities
C4.4	Conceptual Utilities
C4.5	Conceptual Utilities
C4.6	Conceptual Utilities
C4.7	Conceptual Utilities
Lighting Plan	
E1.1	LIGHTING PLAN
E1.2	LIGHTING PLAN
E1.3	LIGHTING PLAN
E1.4	LIGHTING PLAN
E1.5	LIGHTING PLAN
E1.6	LIGHTING PLAN
E1.7	LIGHTING PLAN
Landscape	
L1.1	Planting Plan
L1.2	Planting Plan
L1.3	Planting Plan
L1.4	Planting Plan
L1.5	Planting Plan
L1.6	Planting Plan
L1.7	Planting Plan
L1.8	Details
Architecture	
A-1	BLDG 1 & 2 - FLOOR PLAN
A-2	BLDG 1 & 2 - UPPER FLOOR - ELEVATIONS
A-3	BLDG 1 & 2 - ELEVATIONS
A-4	BLDG 3 FLOOR PLAN - ELEVATIONS
A-5	BLDG 3 - ELEVATIONS
A-6	CLUB HOUSE - FLOOR PLAN
A-7	CLUB HOUSE - ELEVATIONS
A-8	CLUB HOUSE - ELEVATIONS
A-9	SHOWER & LAUNDRY - FLOOR PLAN
A-10	SHOWER & LAUNDRY - ELEVATIONS

# Exhibit C-1



**OWNERS' STATEMENT**  
 I HEREBY APPLY FOR THE APPROVAL OF CONVEYANCE OF REAL PROPERTY SHOWN ON THIS TENTATIVE MAP AND STATE THAT I AM THE OWNER OR AN AUTHORIZED AGENT OF THE PROPERTY AND THAT THE INFORMATION HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

**OWNERS**  
 VINO VISTA LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

**APN'S**  
 025-442-021-400-003  
 025-442-021-THROUGH-400  
 025-442-021-THROUGH-074

**GENERAL NOTES**  
 1. All of the commercial lots will be base individual right systems.  
 2. Plans will be provided to each of the commercial lots as a grade water service.  
 3. All of proposed roads will have a 4' strip Public Utility Easement adjacent to their right of way.  
 4. Lot 4 & 5 Public Access & Utility Easements are to be provided over Lot 1 for the benefit of lots 4 & 5.

**ACREAGE**

TRACT 3774	TRACT 3781	TOTAL
<b>EXISTING</b>		
1	1.8657	1.8657
2	2.12	2.12
3	1.1	1.1
4	1.00	1.00
5	1.50	1.50
6	1.10	1.10
7	1.00	1.00
8	1.00	1.00
9	1.00	1.00
<b>TOTAL</b>	<b>12.6857</b>	<b>12.6857</b>

**VESTING TENTATIVE TRACT 3088**

Prepared For: **VINO VISTA LLC**

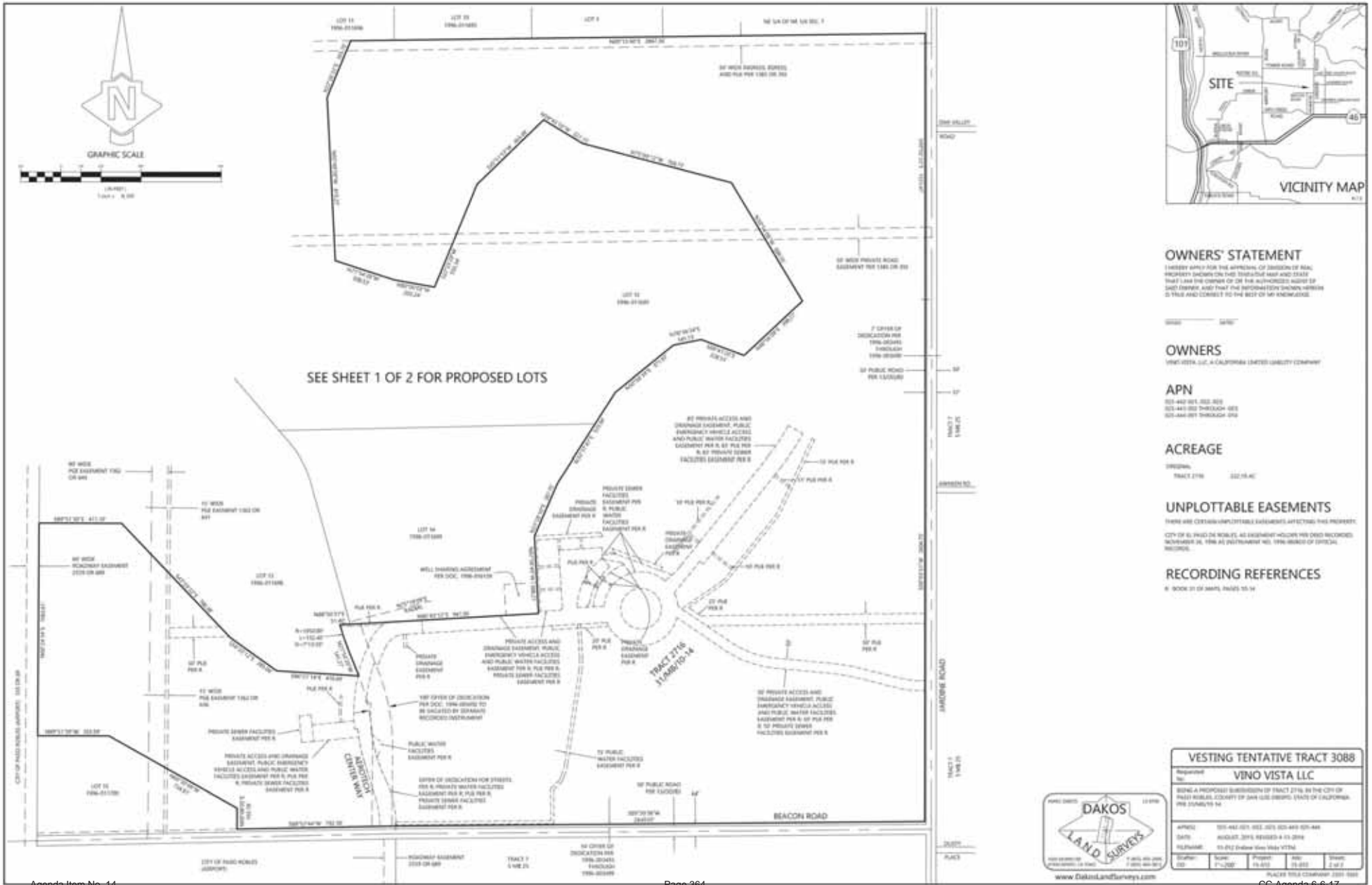
BEING A PROPOSED SUBDIVISION OF TRACT 3774, IN THE CITY OF PALO ALTO, COUNTY OF SAN GABRIEL, STATE OF CALIFORNIA, AREA 15-04-01-14.

APPLIC: 025-442-021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.





# Exhibit C-2



**OWNERS' STATEMENT**  
 I HEREBY APPLY FOR THE APPROVAL OF DIVISION OF REAL PROPERTY ACTIONS ON THIS TENTATIVE MAP AND STATE THAT I AM THE OWNER OF OR THE AUTHORIZED AGENT TO SELL THEREIN, AND THAT THE INFORMATION GIVEN HEREIN IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

**OWNERS**  
 VINO VISTA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

**APN**  
 921-442-001, 002, 003  
 921-441-001 THROUGH 003  
 921-441-001 THROUGH 003

**ACREAGE**  
 ORIGINAL: TRACT 2716 322.76 AC

**UNPLOTTABLE EASEMENTS**  
 THERE ARE CERTAIN UNPLOTTABLE EASEMENTS AFFECTING THIS PROPERTY. CITY OF PALMDALE HOLDING AN EASEMENT HOLDING THE DRYED WOODS MANAGEMENT PLAN, 1986 AS PERMITTED AND 1996 RECORD OF DECISION RECORDS.

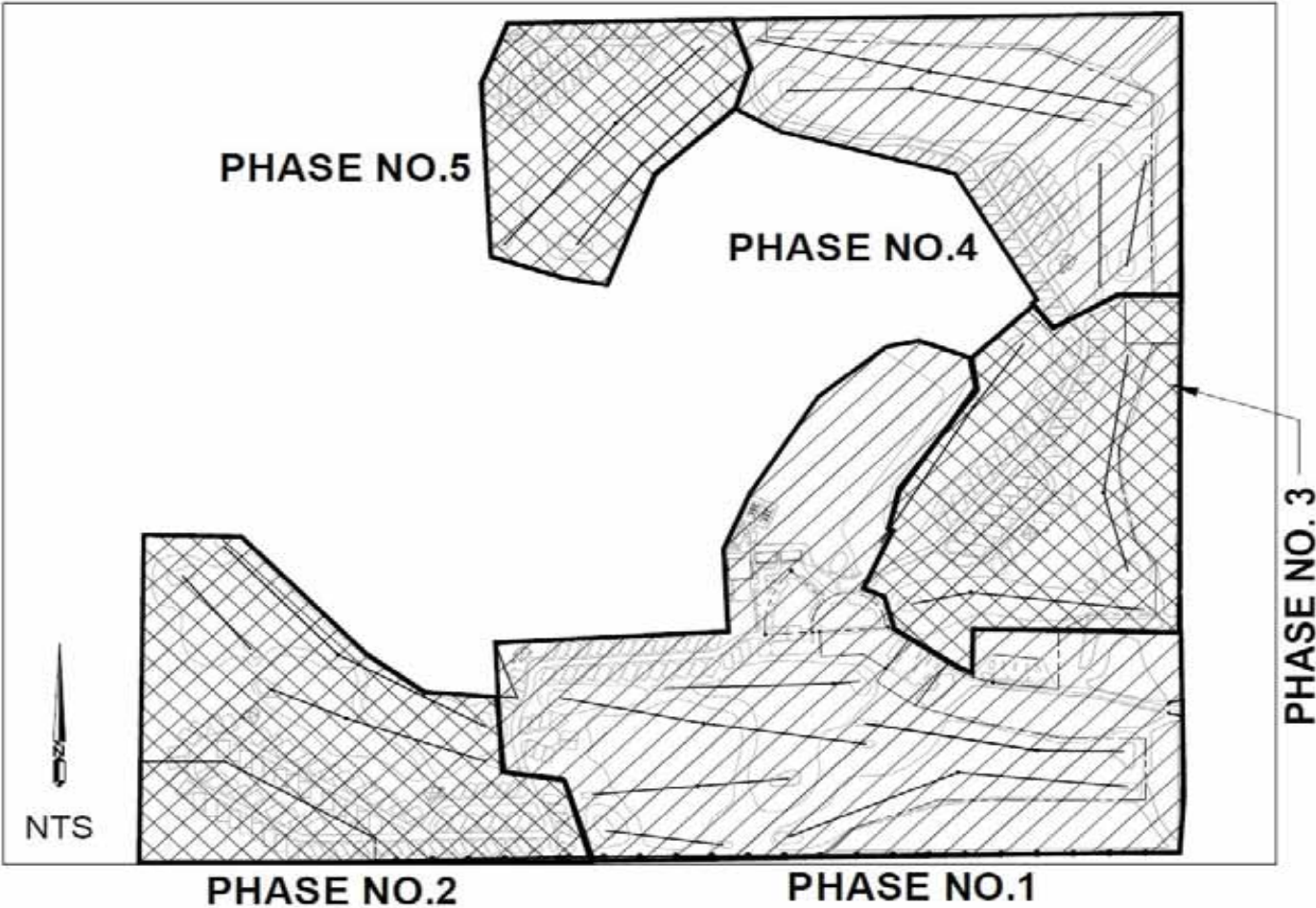
**RECORDING REFERENCES**  
 8 BOOK 31 OF MAPS, PAGES 10-14

VESTING TENTATIVE TRACT 3088	
Prepared by:	VINO VISTA, LLC
BEING A PROPOSED SUBDIVISION OF TRACT 2716, IN THE CITY OF PALMDALE, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA, AND ZONING IS M.	
APPROVED:	921-442-001, 002, 003 921-441-001-003
DATE:	AUGUST 2016 REVISED 4-11-2016
SURVISED:	75,012 Dollars plus 10% VTR
OWNER:	921-442-001, 002, 003 921-441-001-003
DATE:	7-28-2016
PROJECT:	16-011
PLANS:	2 OF 2
PLACER TITLE COMPANY 2011 3088	





# PHASING PLAN



# Exhibit E-1

## LEGEND

- LARGE TREE
- SMALL TREE
- EXISTING VINEYARD
- OVERFLOW PARKING
- PROJECT ENTRANCE
- EMERGENCY INGRESS / EGRESS (JARDINE RD ENTRANCE OPEN TO PUBLIC FOR LOT 7)
- ENTRY MONUMENT
- PRO SHOP / CLUBHOUSE / RESTAURANT
- RV & GOLF CHECK-IN / CLUBHOUSE
- RESORT RECREATION FACILITY (SHOWERS, LOCKERS AND RESTROOMS)
- RESORT POOL AREA
- BANQUET ROOM
- GOLF PRACTICE FACILITY
- DEER FENCE ALONG BEACON RD. - 8' MIN. HIGH
- TENNIS COURTS / PICKLE BALL
- CART STAGING
- INDOOR CART STORAGE
- MAINTENANCE YARD
- PARKING AREA INGRESS - EGRESS
- W/P CLUBHOUSE
- PARKING LOTS (SEE TABLE BELOW)
- HANDICAP PARKING
- OVERFLOW PARKING
- RESORT SPA TUB
- RV RESTROOM / SHOWER / LAUNDRY FACILITY
- EXISTING DRAINAGE WAY
- EXISTING POND
- EXISTING PUMP HOUSE
- GOLF RESTROOMS

## PARCEL ACREAGE CHART

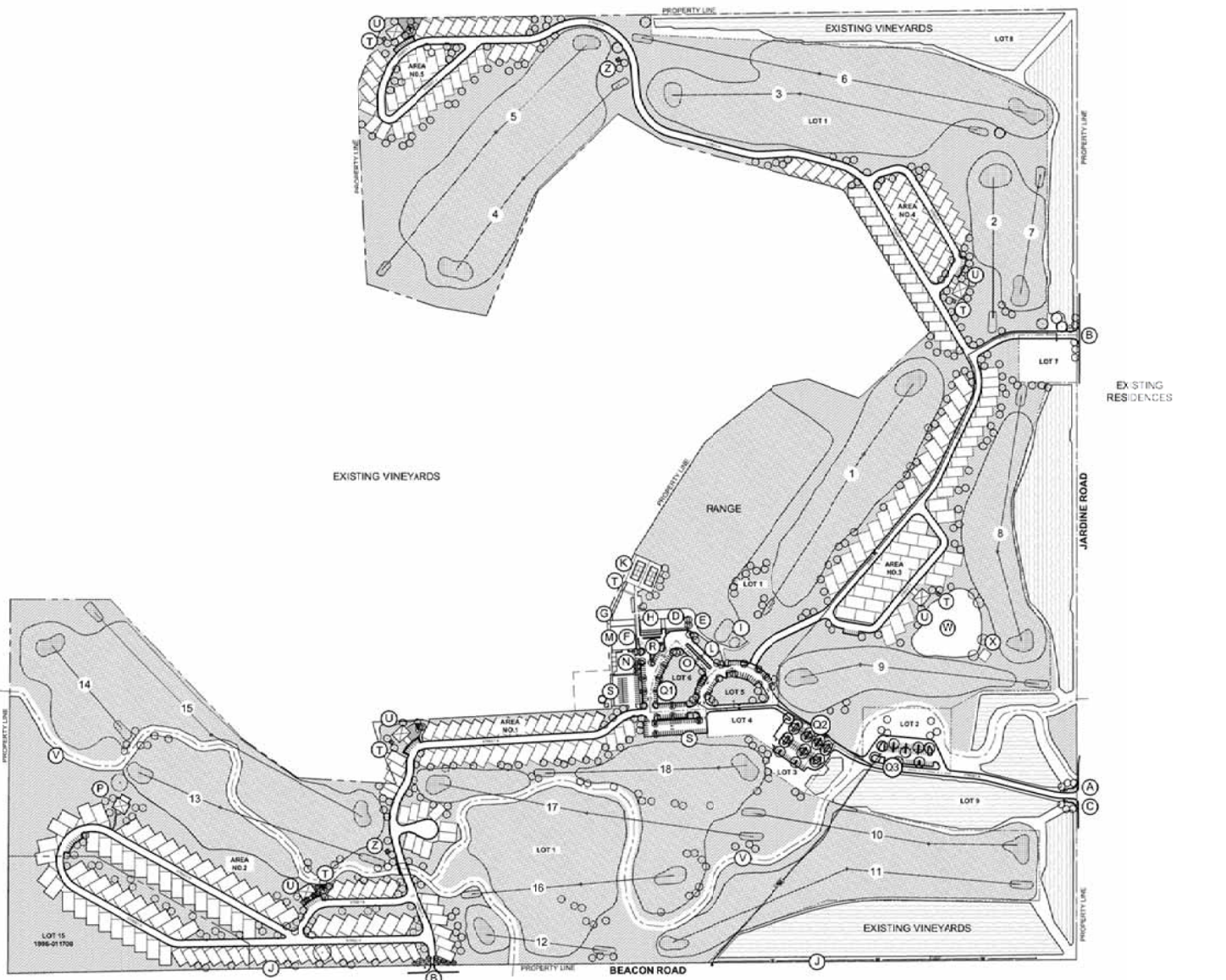
ORIGINAL ACREAGE	TRACT 2716	222.19 AC±	
PROPOSED ACREAGE			
1	180.86 AC±	GOLF RV & GOLF	
2	2.12 AC±	COMMERCIAL	
3	1.10 AC±	COMMERCIAL	
4	1.05 AC±	COMMERCIAL	
5	1.02 AC±	COMMERCIAL	
6	1.12 AC±	COMMERCIAL	
7	1.08 AC±	COMMERCIAL	
8	9.93 AC±	AGRICULTURAL	
9	23.91 AC±	AGRICULTURAL	
<b>TOTAL</b>	<b>222.19 AC±</b>		

## PHASE SCHEDULE

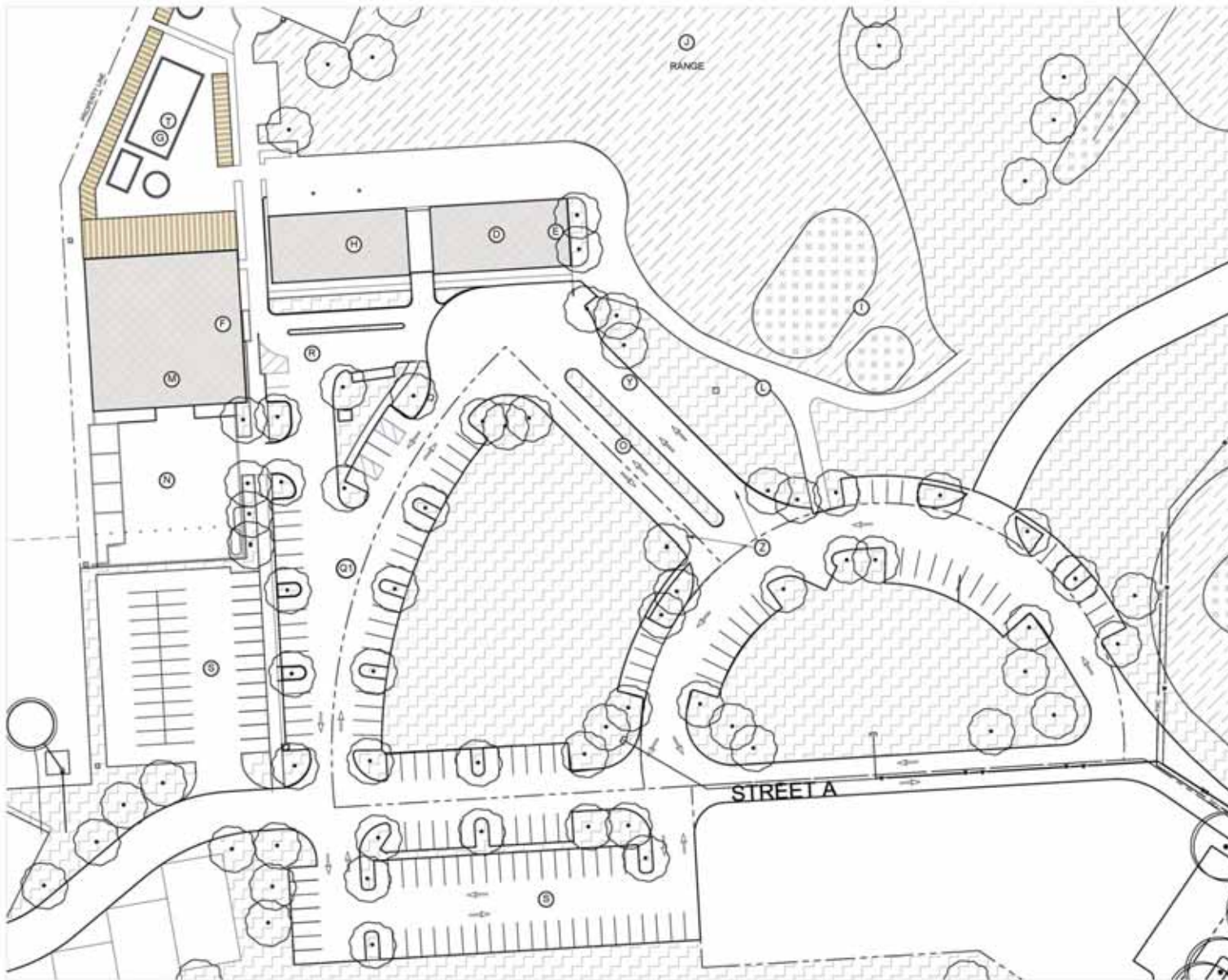
PHASE	AREA	UNITS	RV UNIT COUNT
PHASE 1	AREA NO. 1	47 UNITS	30' X 60' 2 UNITS
	LOT 2, 3, 4, 5, 6		40' X 70' 174 UNITS
			50' X 80' 114 UNITS
PHASE 2	AREA NO. 2	96 UNITS	TOTAL 290 UNITS
PHASE 3	AREA NO. 3 LOT 7	56 UNITS	
PHASE 4	AREA NO. 4	49 UNITS	
PHASE 5	AREA NO. 5	42 UNITS	
	<b>TOTAL</b>	<b>290 UNITS</b>	

## PARKING COUNT

PARKING (Q1)	101 SPACES
PARKING (Q2)	75 SPACES
PARKING (Q3)	57 SPACES
HANDICAP PARKING	5 SPACES
OVERFLOW PARKING	84 SPACES
PARK (RESTROOM/GUEST)	52 SPACES
<b>TOTAL</b>	<b>374 SPACES</b>







LEGEND



- A PROJECT ENTRANCE
- B 15' EMERGENCY INGRESS / EGRESS, BEACON ROAD
- C ENTRY MONUMENT
- D PRO SHOP / CLUBHOUSE / RESTAURANT LOUNGE
- E RV & GOLF CHECK-IN / CLUBHOUSE
- F RESORT RECREATION FACILITY (SHOWERS, LOCKERS, AND RESTROOMS)
- G RESORT POOL AREA
- H BANQUET ROOM
- I GOLF PRACTICE GREENS
- J GOLF DRIVING RANGE
- K TENNIS COURTS / PICKLE BALL
- L CART STAGING
- M INDOOR CART STORAGE
- N MAINTENANCE YARD
- O PARKING AREA INGRESS - EGRESS
- P VIP CLUBHOUSE
- Q PARKING LOTS (SEE TABLE SHEET C2-D)
- R HANDICAP PARKING
- S OVERFLOW PARKING
- T RESORT SPA TUB
- U RV RESTROOM / SHOWER / LAUNDRY FACILITIES
- V EXISTING DRAINAGE WAY
- W EXISTING POND
- X EXISTING PUMP HOUSE
- Y TEMPORARY RV CHECK IN STAGING AREA
- Z GUEST INGRESS / EGRESS



KEY MAP



**Cut/Fill Summary**

Name	Cut Factor	Fill Factor	30 Area	Cut	Fill	Vol
RD # 23 EAST	1.000	1.000	820211.46 Sq. Ft.	13029.48 Cu. Yd.	18289.13 Cu. Yd.	15274.88 Cu. Yd. (45111)A
RD # 23 Westside	1.000	1.000	842211.47 Sq. Ft.	24944.21 Cu. Yd.	29511.84 Cu. Yd.	1144.22 Cu. Yd. (45111)A
<b>Totals</b>			<b>1662329.13 Sq. Ft.</b>	<b>47983.69 Cu. Yd.</b>	<b>58801.17 Cu. Yd.</b>	<b>4680.10 Cu. Yd. (45111)A</b>

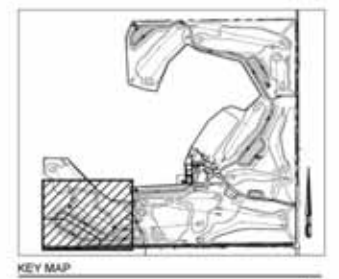
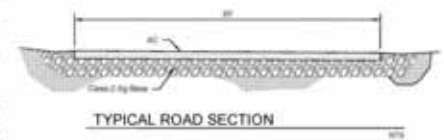
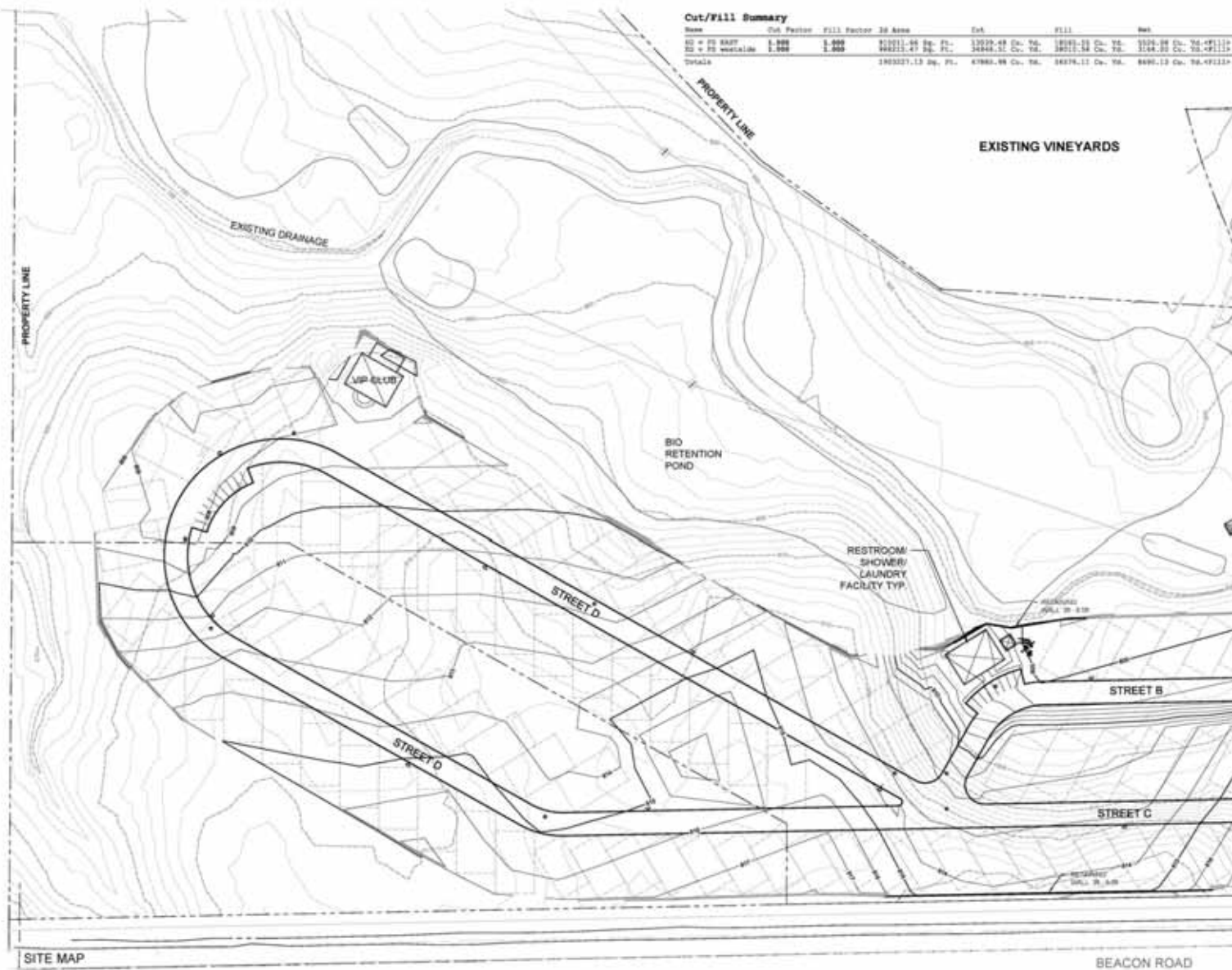




Exhibit F-2

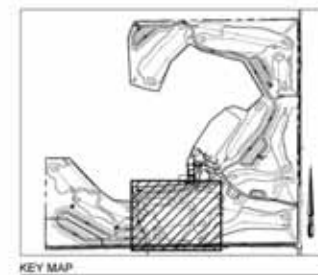
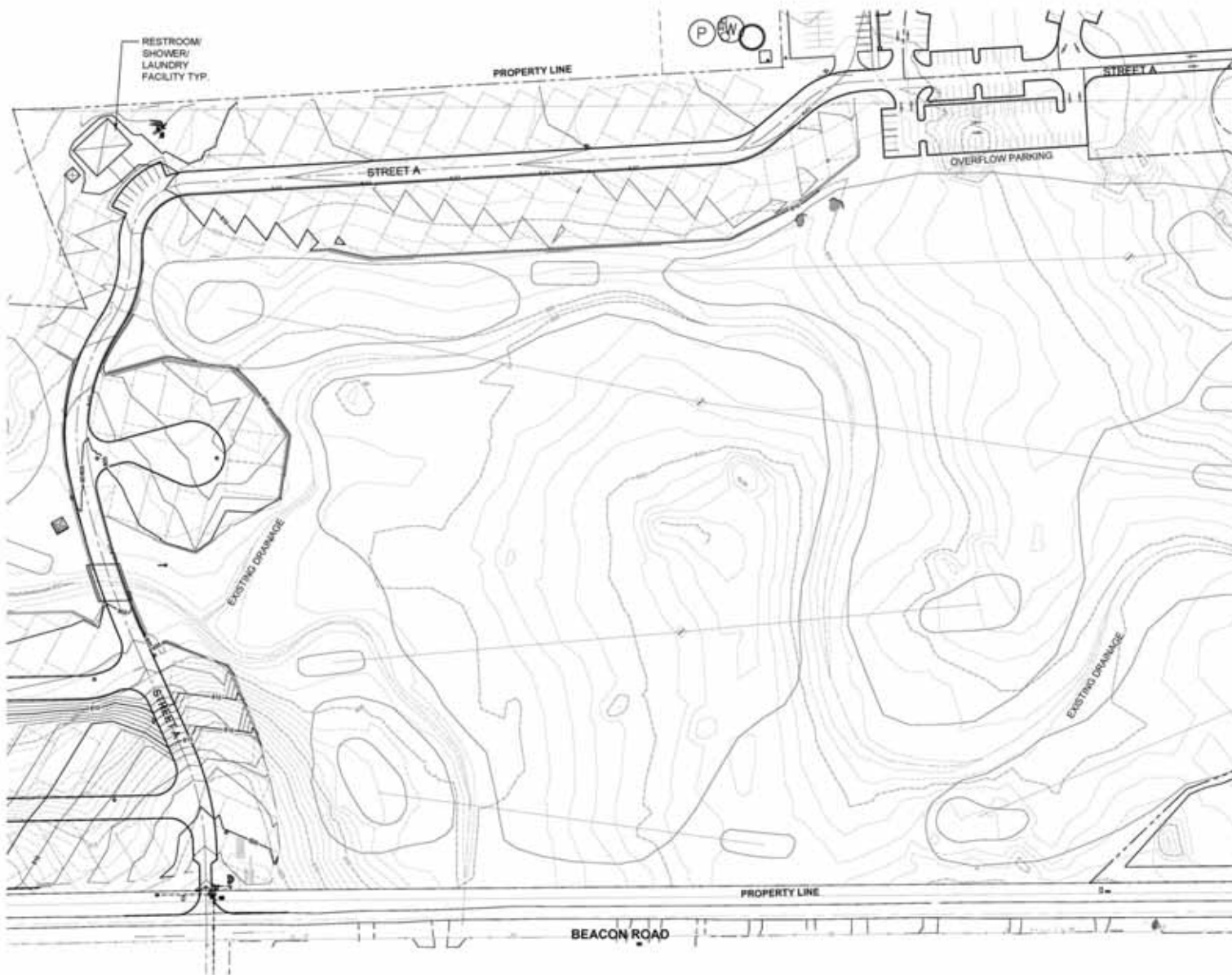




Exhibit F-3

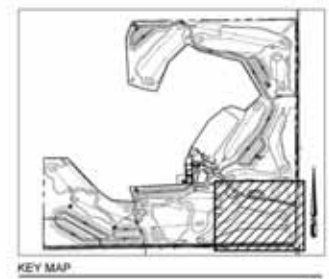
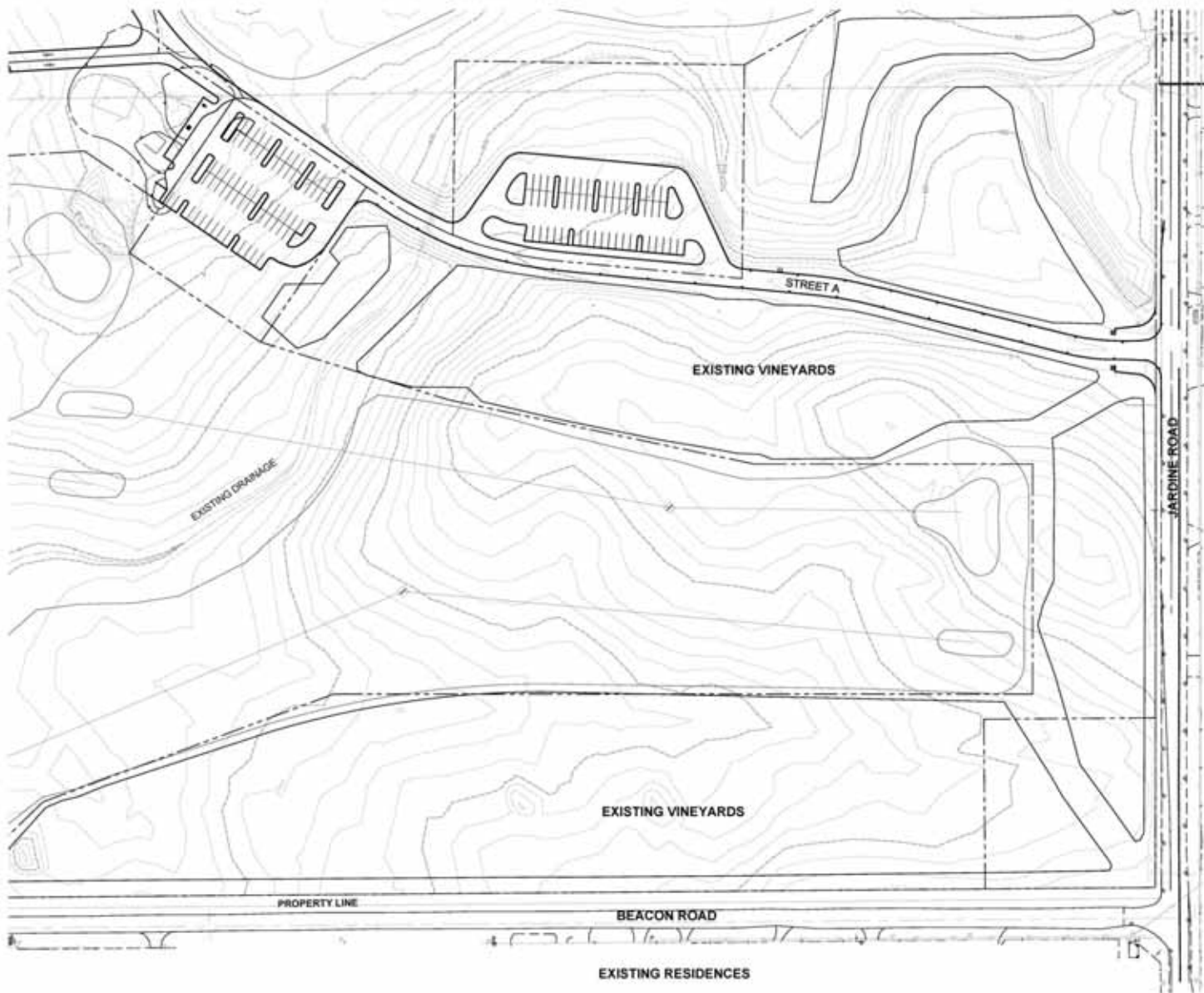


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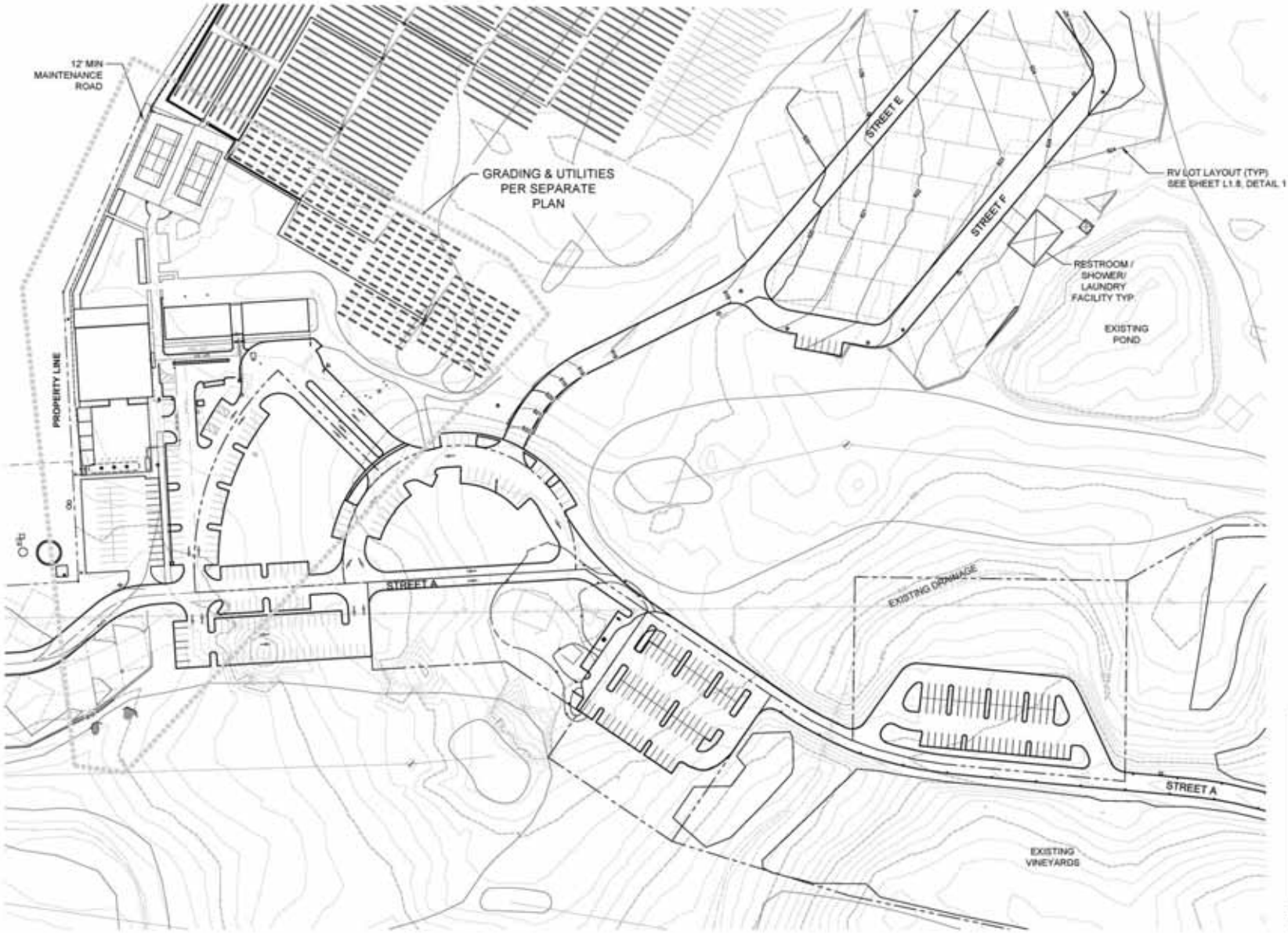




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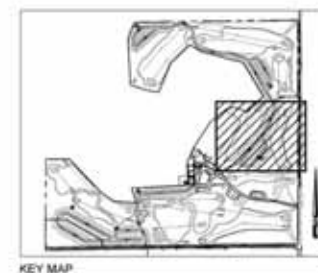
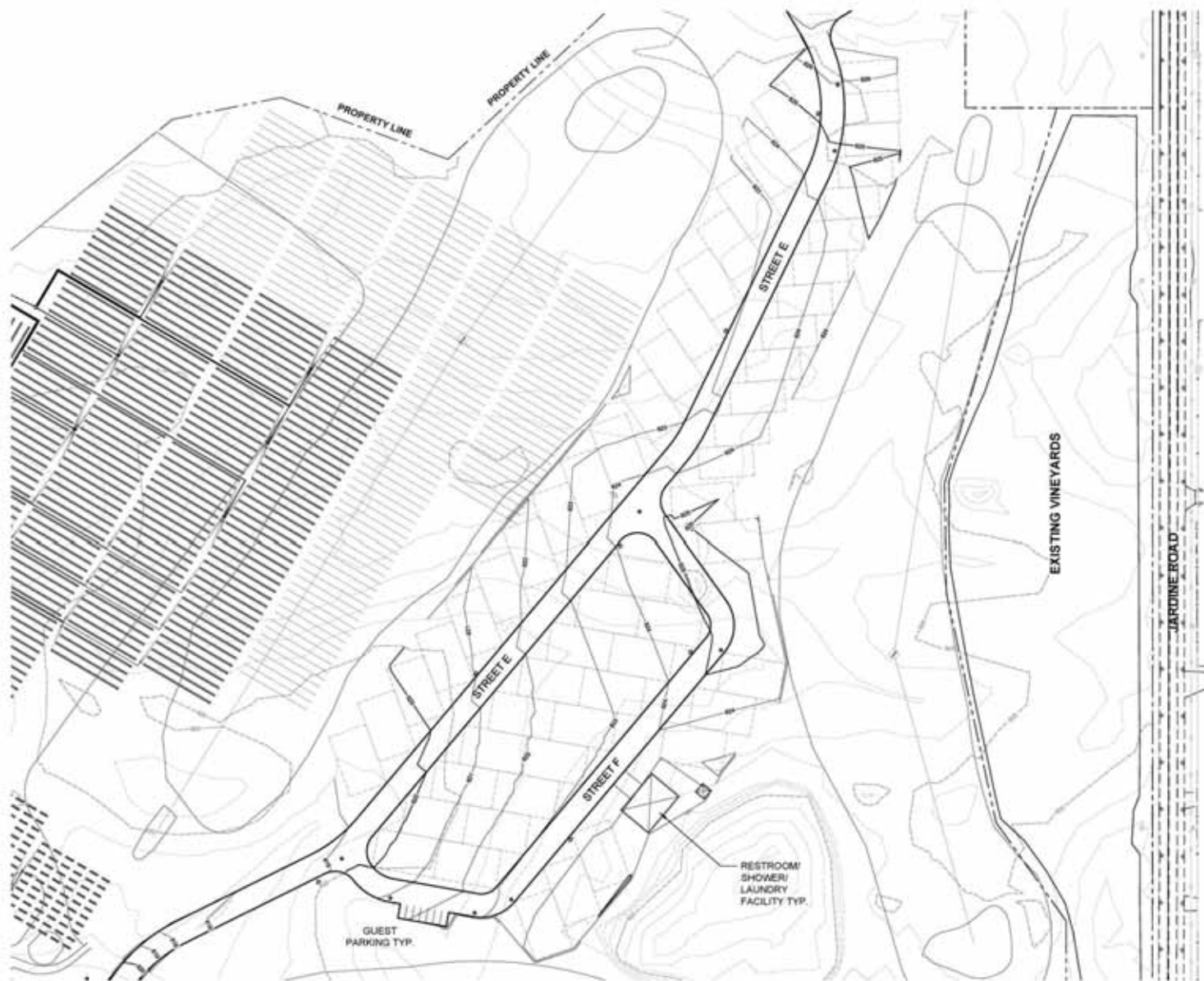


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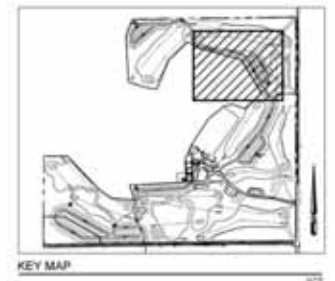
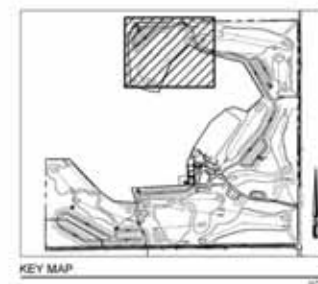
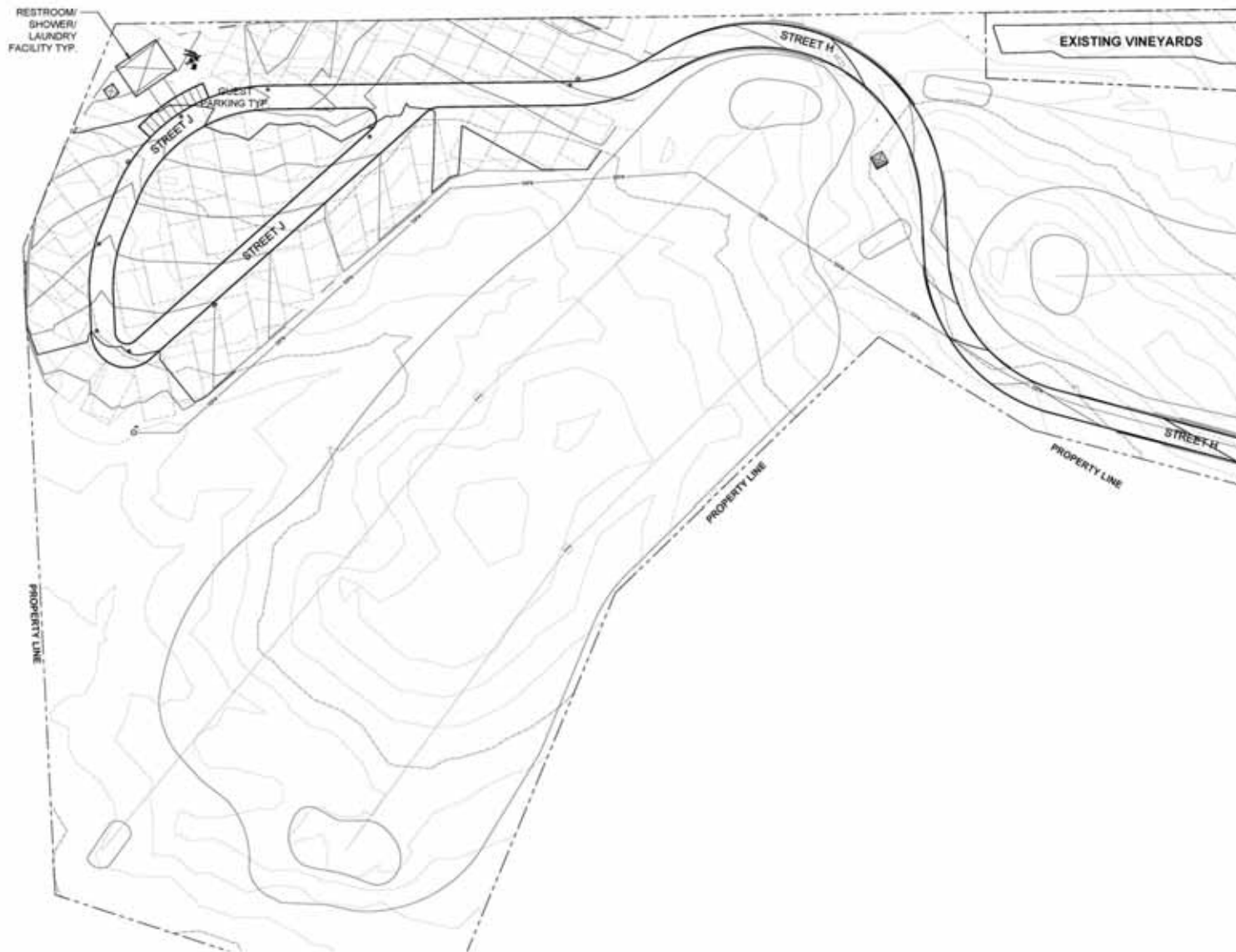
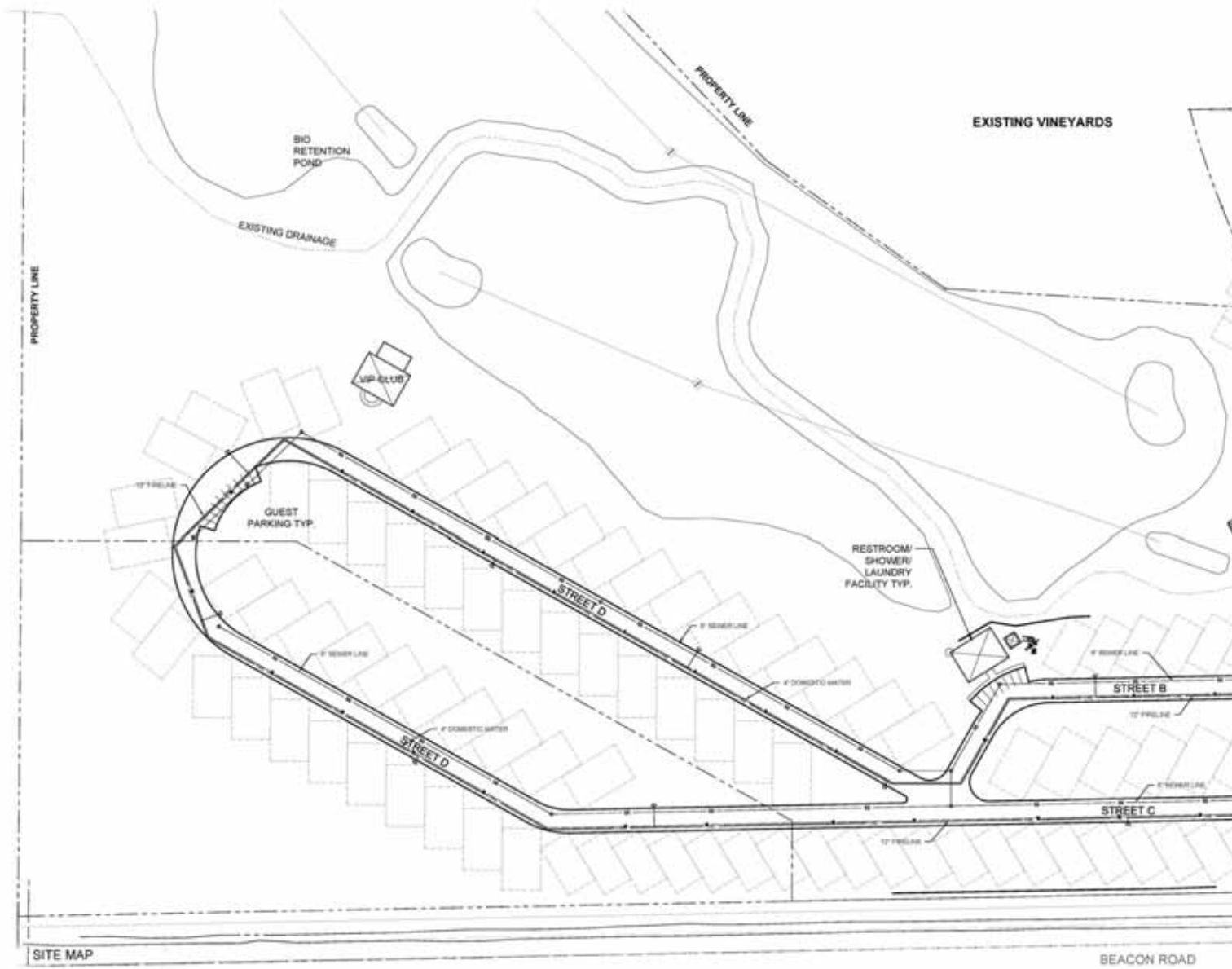


Exhibit F-7





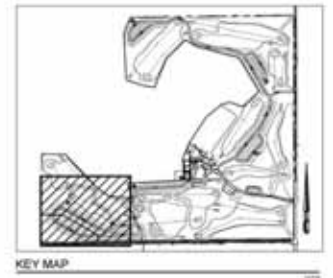
# Exhibit G-1



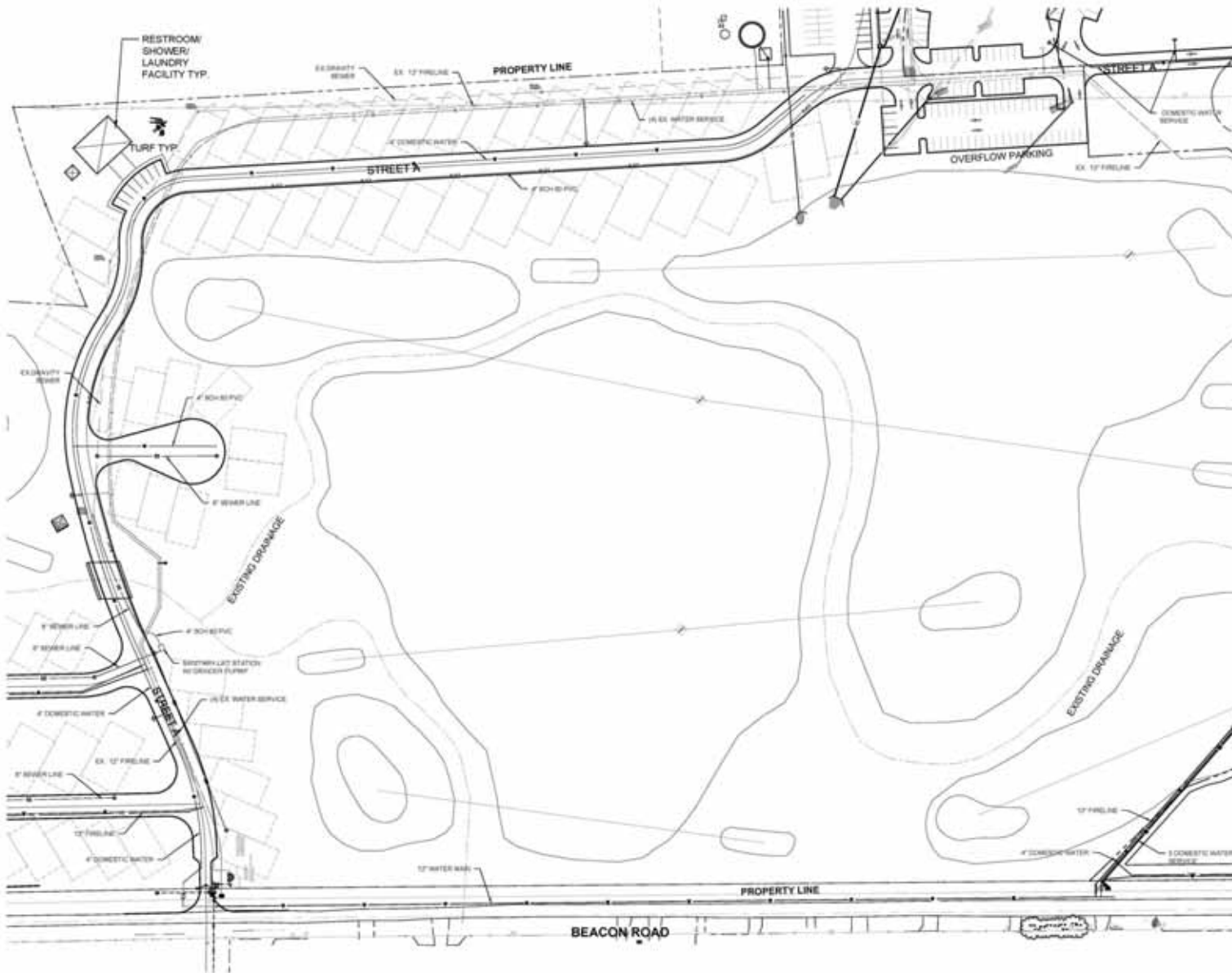
**Legend**

	Waterline
	Fireline
	Sewer
	Storm Drain Pipe
	Sanitary Force Main
	Fire Hydrant
	Manhole

NOTE:  
UTILITY SIZE AND ROUTING ARE  
CONCEPTUAL. FINAL SIZES AND ROUTING TO  
BE DETERMINED DURING DESIGN FOR  
INDIVIDUAL COMMERCIAL LOTS TO BE  
OBTAINED AT THE TIME OF PERMITTING  
AND DEVELOPMENT.



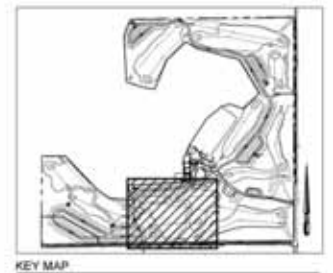
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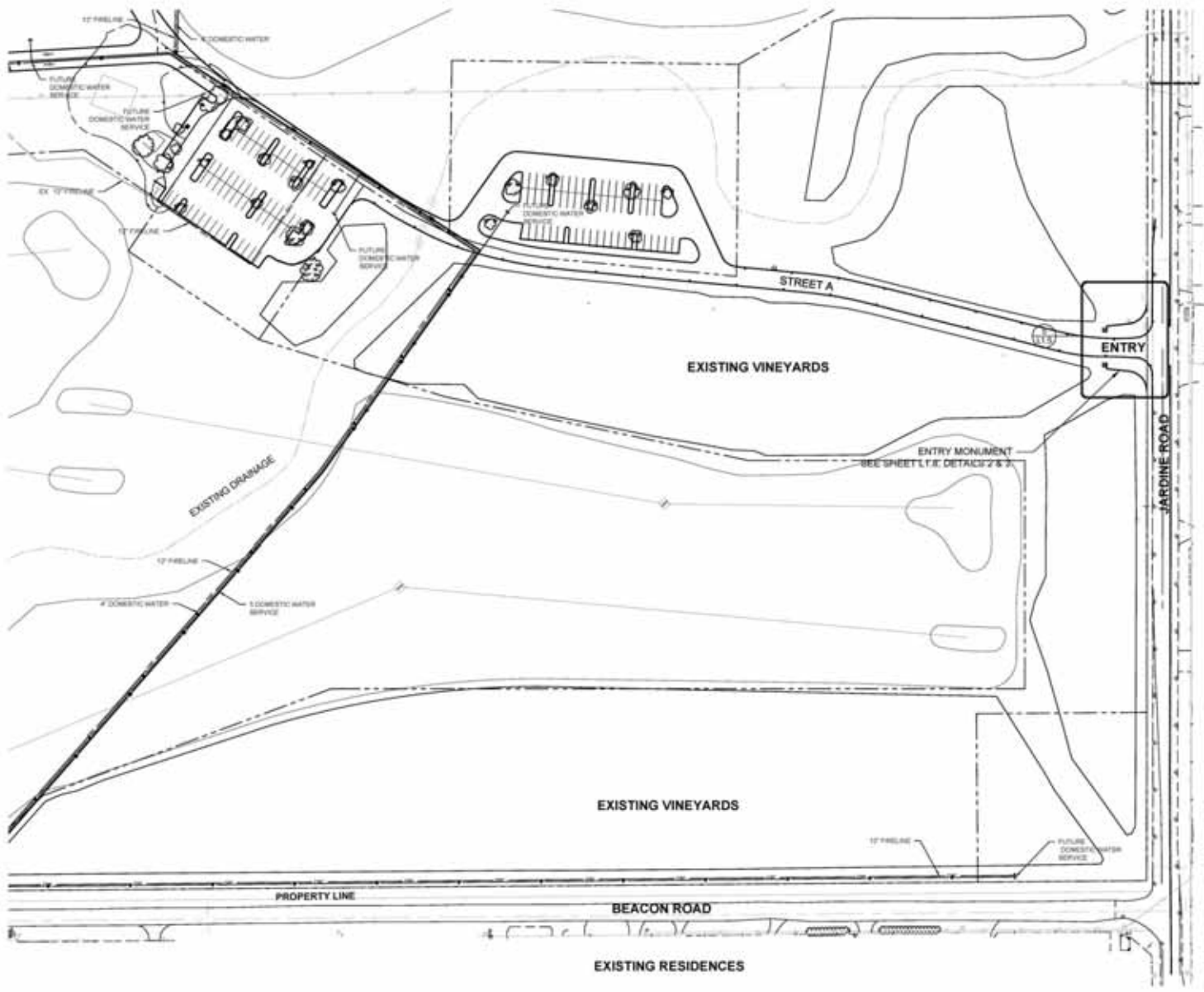
**Legend**

	Waterline
	Fireline
	Sewer
	Storm Drain Pipe
	Sanitary Force Main
	Fire Hydrant
	Manhole

NOTE:  
UTILITY SIZE AND ROUTING ARE  
CONCEPTUAL. FINAL SIZES AND ROUTING TO  
BE DETERMINED. SEEING DESIGN FOR  
INDIVIDUAL COMMERCIAL LOTS TO BE  
PERFORMED AT THE TIME OF PERMITTING  
AND DEVELOPMENT.



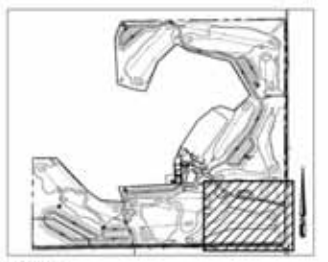
# Exhibit G-3



**Legend**

	Waterline
	Fireline
	Sewer
	Storm Drain Pipe
	Sanitary Force Main
	Fire Hydrant
	Manhole

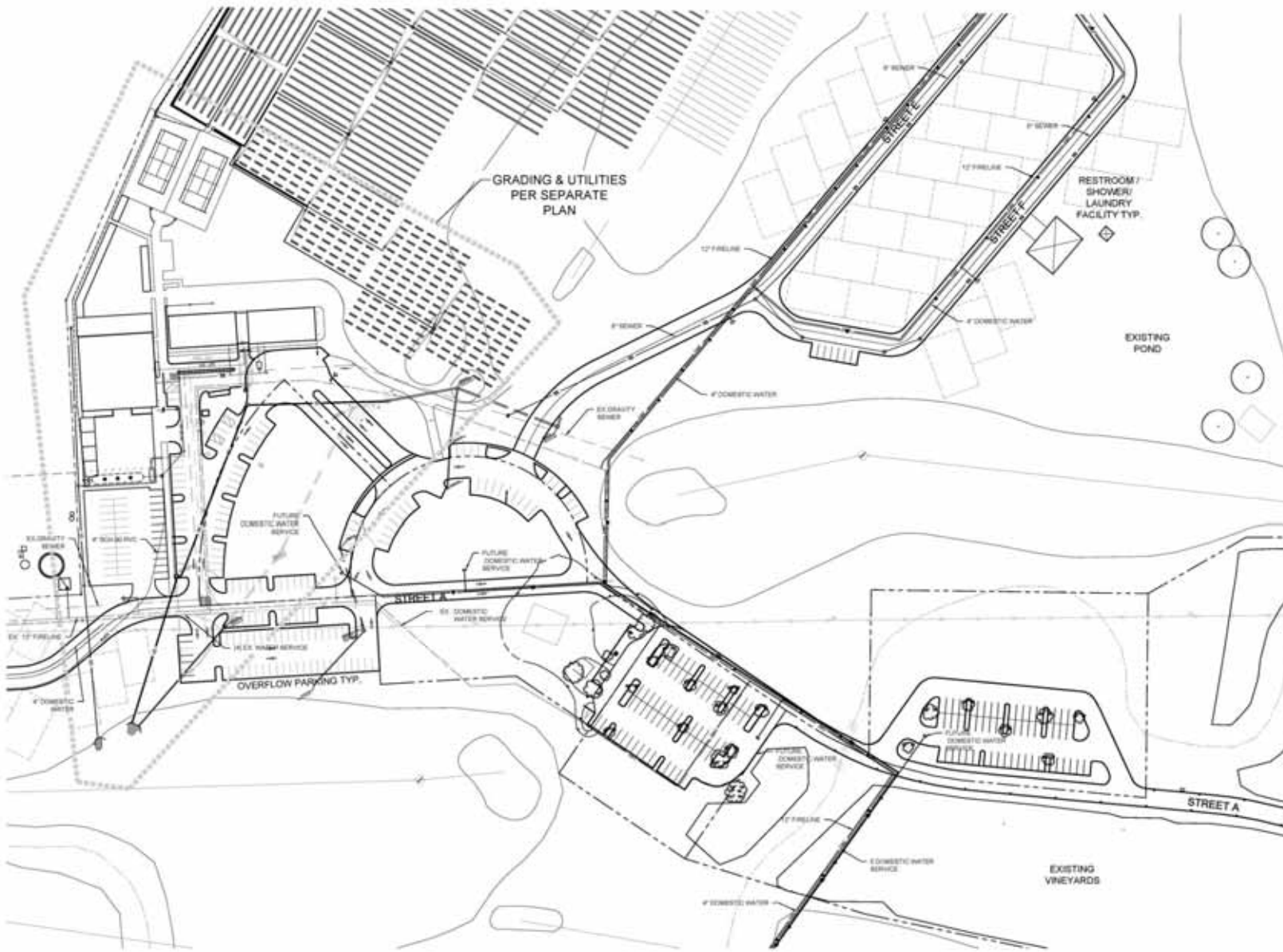
NOTE:  
UTILITY SIZE AND ROUTING ARE  
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INDIVIDUAL COMMERCIAL LOTS TO BE  
PERFORMED AT THE TIME OF PERMITTING  
AND DEVELOPMENT.



KEY MAP



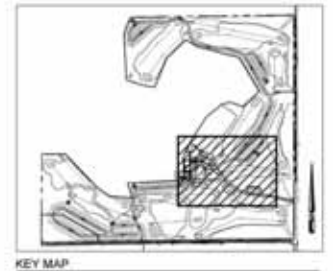
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### Legend

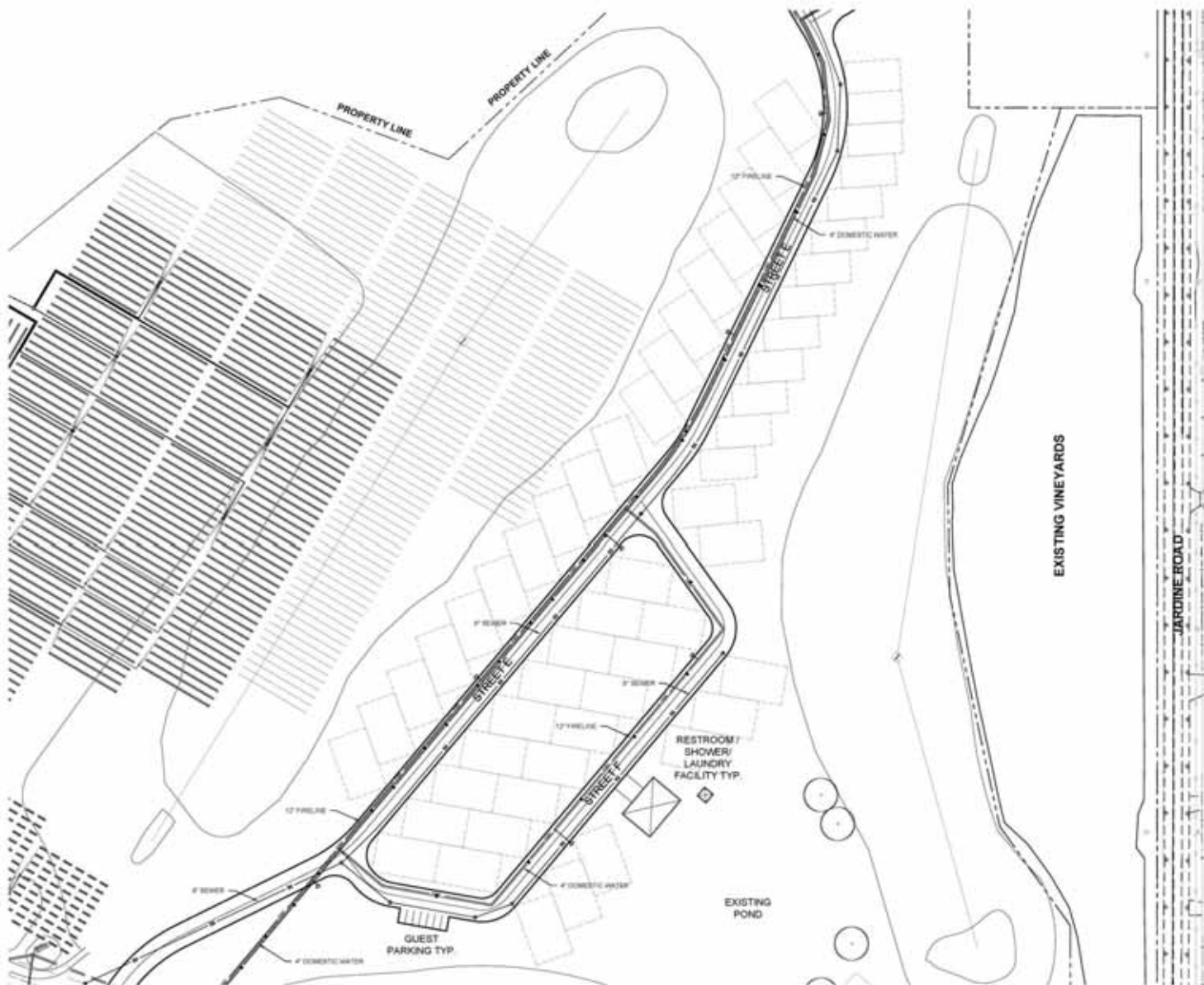
- Waterline
- Fireline
- Sewer
- Storm Drain Pipe
- Sanitary Force Main
- Fire Hydrant
- Manhole

NOTE:  
UTILITY SIZE AND ROUTING ARE  
CONCEPTUAL. FINAL SIZES AND ROUTING TO  
BE DETERMINED PER SITE DESIGN FOR  
INDIVIDUAL COMMERCIAL LOTS TO BE  
OBTAINED AT THE TIME OF PERMITTING  
AND DEVELOPMENT.





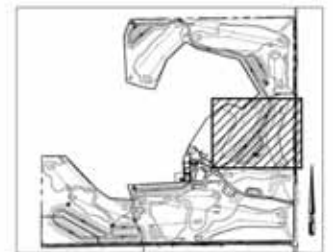
# Exhibit G-5



### Legend

- Waterline
- Fireline
- Sewer
- Storm Drain Pipe
- Sanitary Force Main
- Fire Hydrant
- Manhole

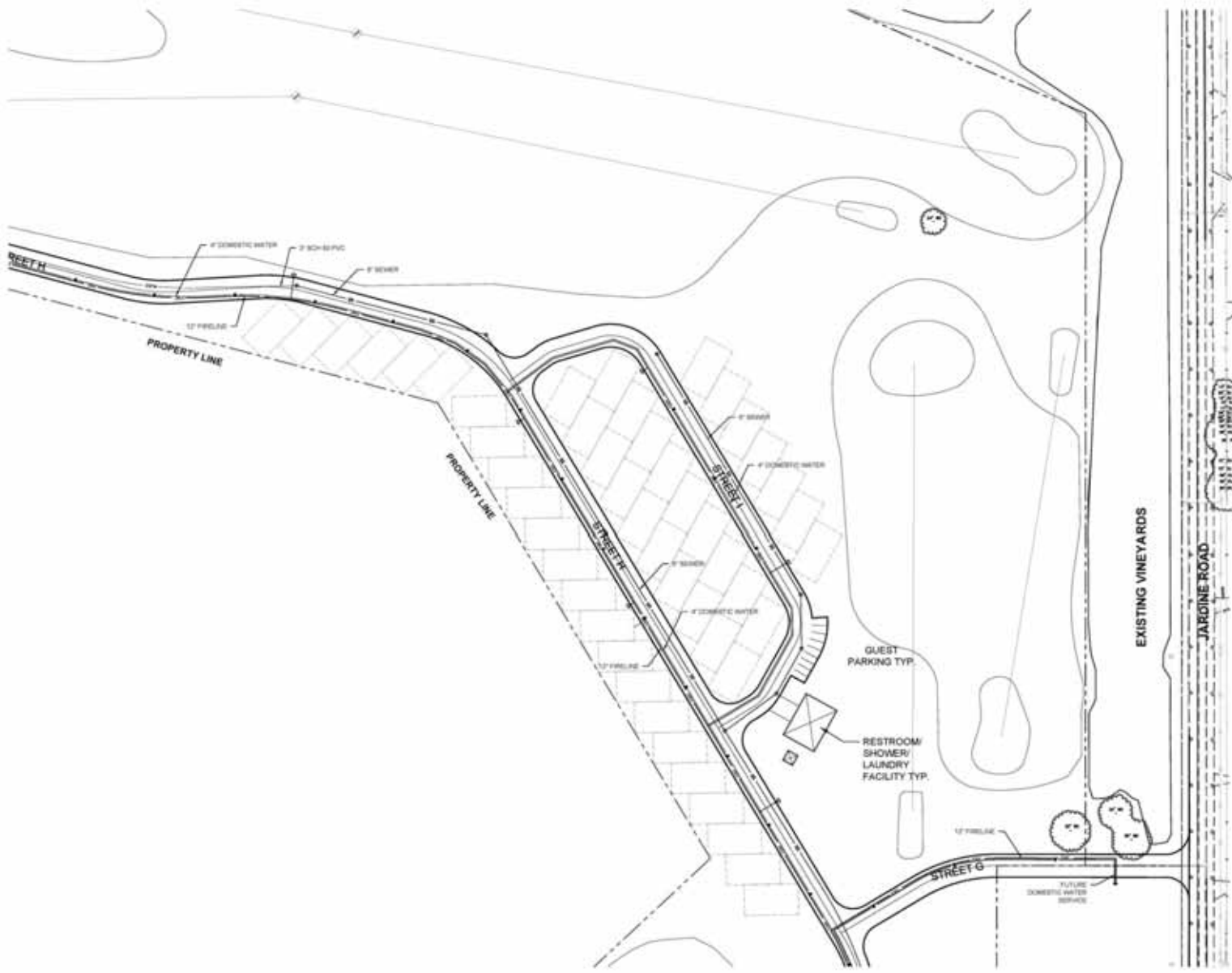
NOTE:  
UTILITY SIZE AND ROUTING ARE  
CONCEPTUAL. FINAL SIZES AND ROUTING TO  
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INDIVIDUAL COMMERCIAL LOTS TO BE  
PERFORMED AT THE TIME OF PERMITTING  
AND DEVELOPMENT.



KEY MAP



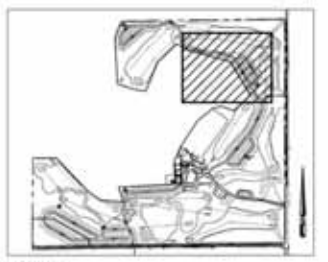
# Exhibit G-6



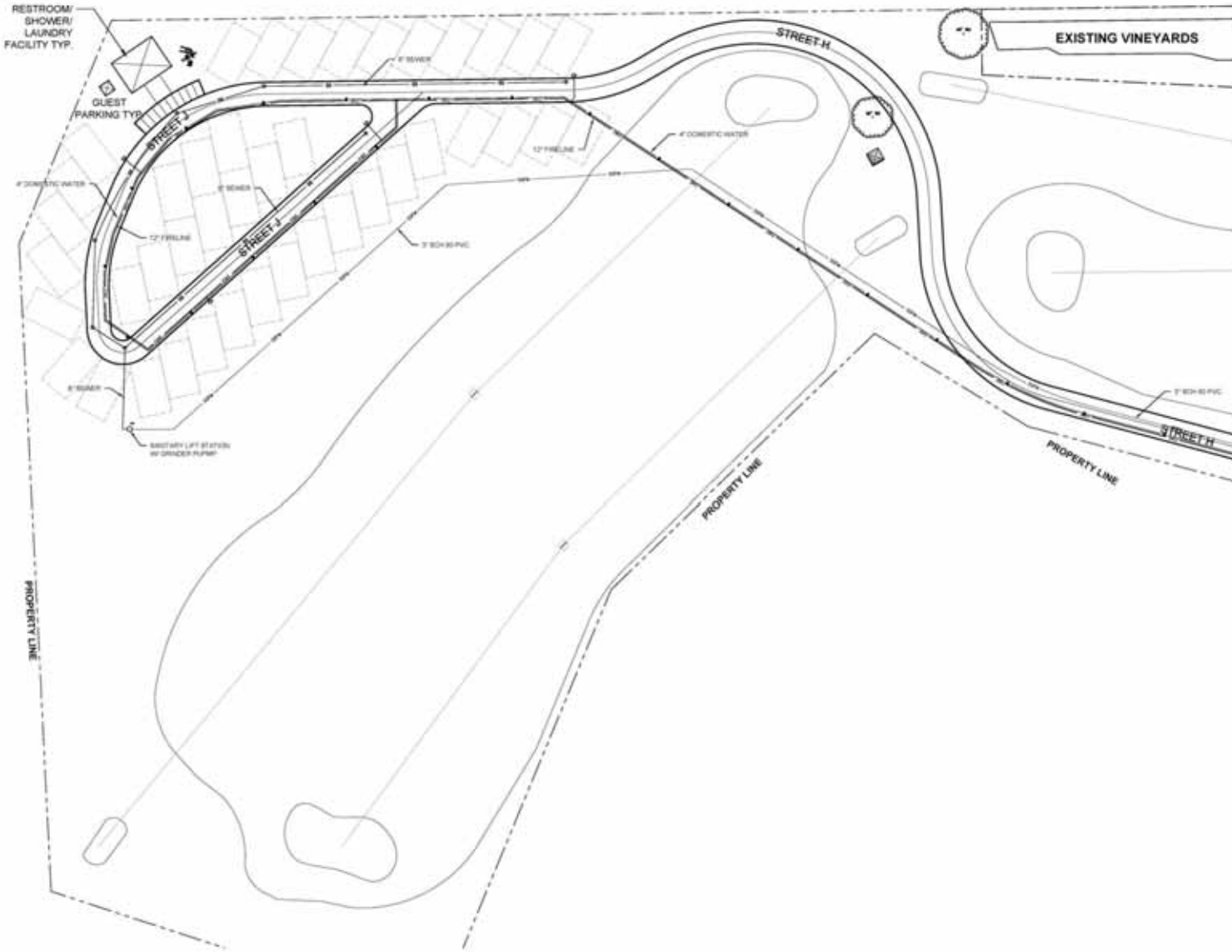
**Legend**

	Waterline
	Fireline
	Sewer
	Storm Drain Pipe
	Sanitary Force Main
	Fire Hydrant
	Manhole








NOTE:  
UTILITY SIZE AND ROUTING ARE  
CONCEPTUAL. FINAL SIZES AND ROUTING TO  
BE DETERMINED. SEPTIC DESIGN FOR  
INDIVIDUAL COMMERCIAL LOTS TO BE  
PERFORMED AT THE TIME OF PERMITTING  
AND DEVELOPMENT.



# Exhibit G-7



### Legend

-  Waterline
-  Fireline
-  Sewer
-  Storm Drain Pipe
-  Sanitary Force Main
-  Fire Hydrant
-  Manhole

NOTE:  
UTILITY SIZE AND ROUTING ARE  
CONCEPTUAL. FINAL SIZES AND ROUTING TO  
BE DETERMINED. SENSITIVE DESIGN FOR  
INDIVIDUAL COMMERCIAL LOTS TO BE  
PERFORMED AT THE TIME OF PERMITTING  
AND DEVELOPMENT.



KEY MAP



# Exhibit H-1

## LIGHTING SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION	QTY	DETAIL
	Robot Light	2	
	Street Light	10	
	Clear Street Light	4	
	Vn Lighting	7	

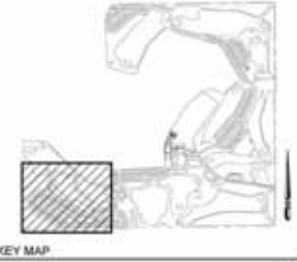
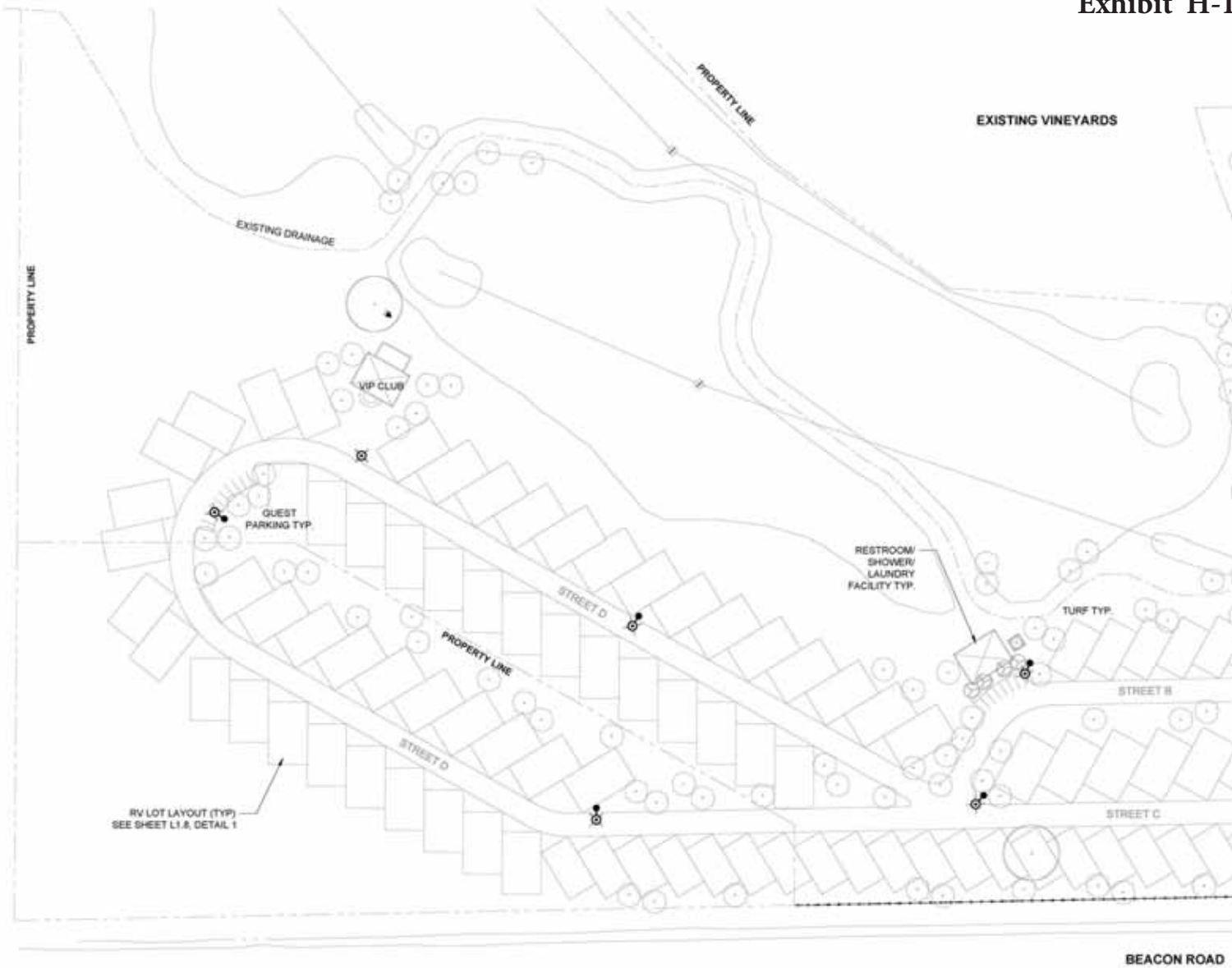
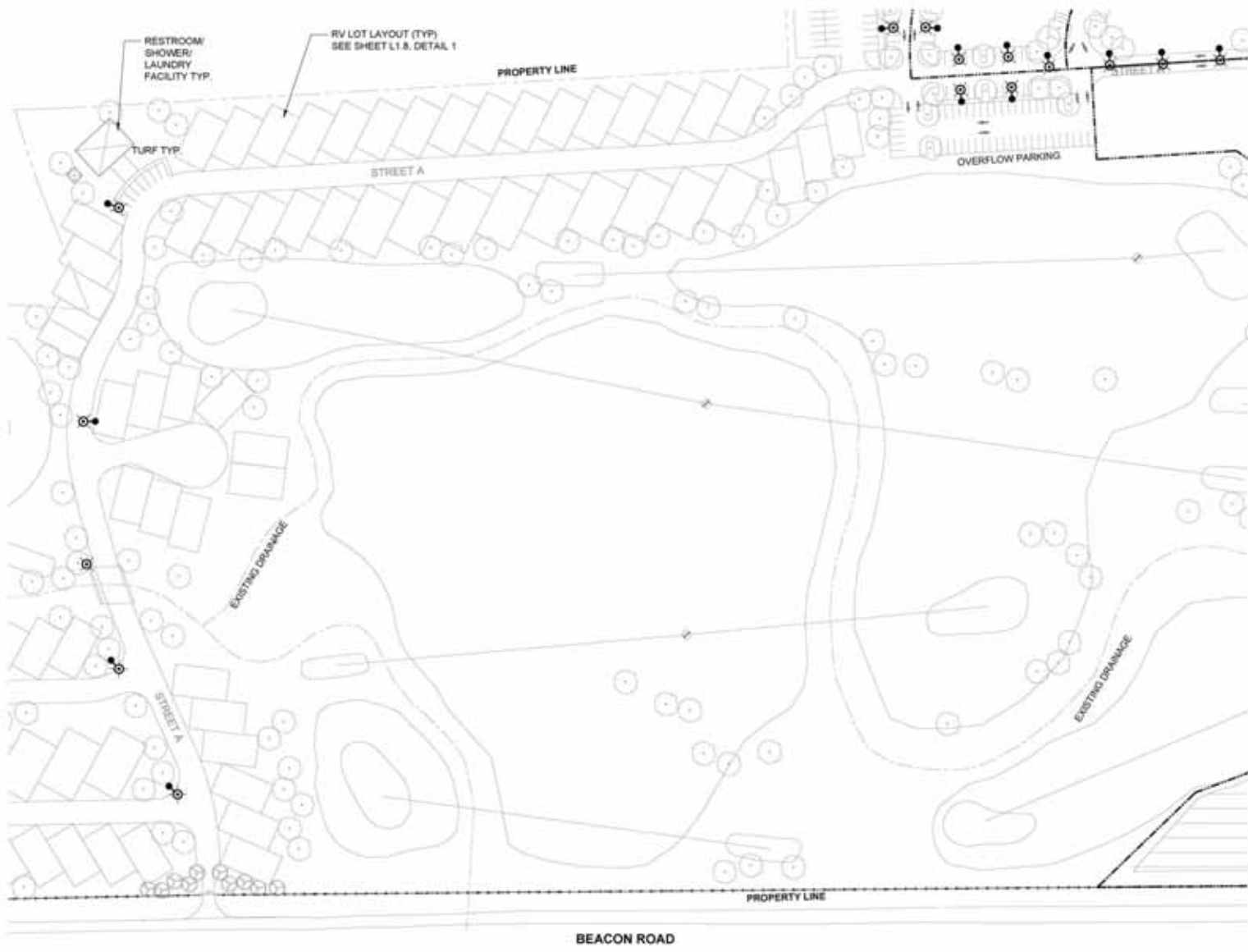
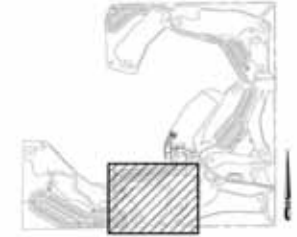




Exhibit H-2

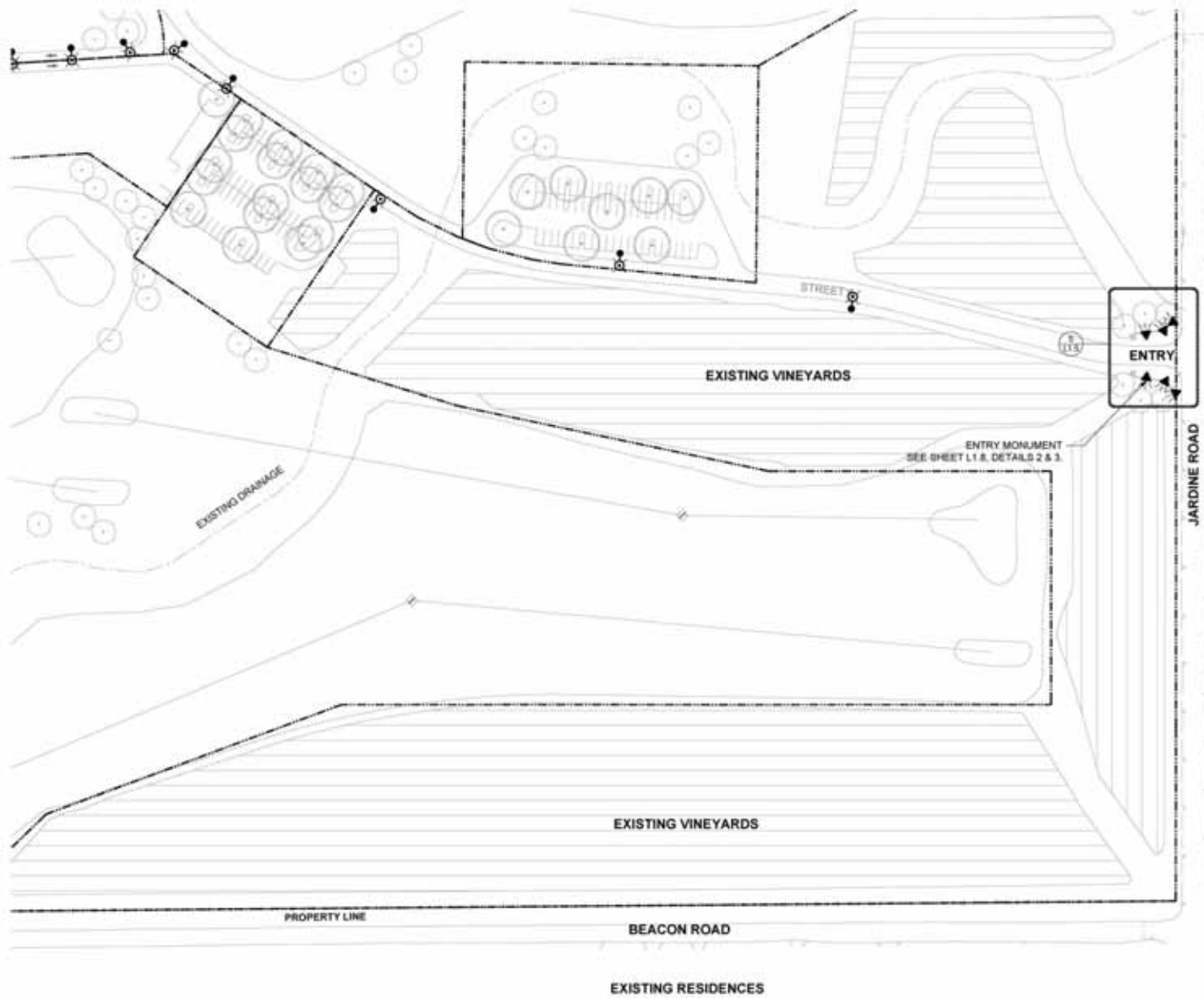


\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES



KEY MAP

Exhibit H-3



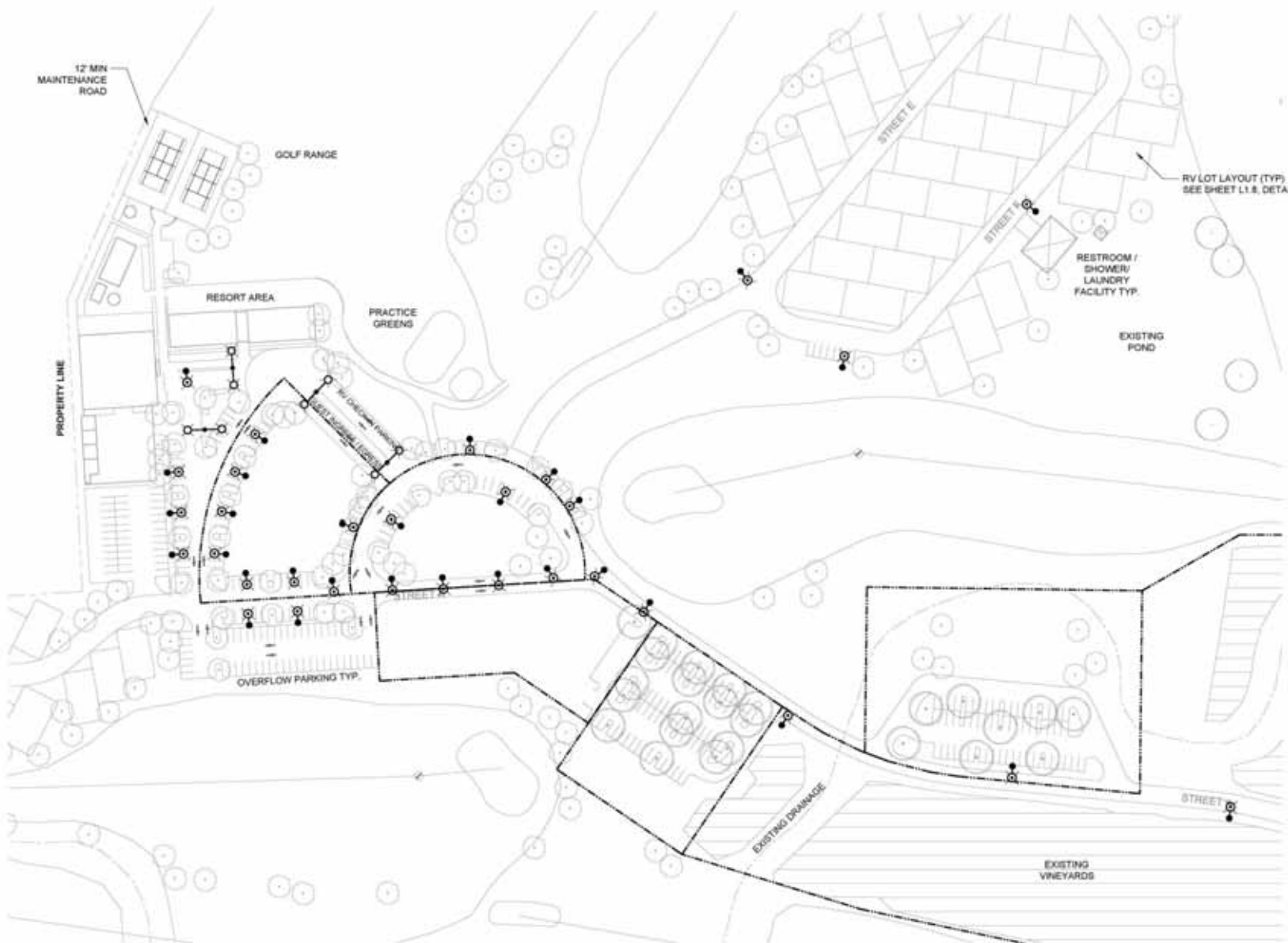
\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES



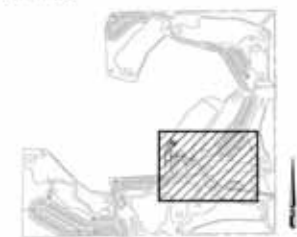
KEY MAP



# Exhibit H-4

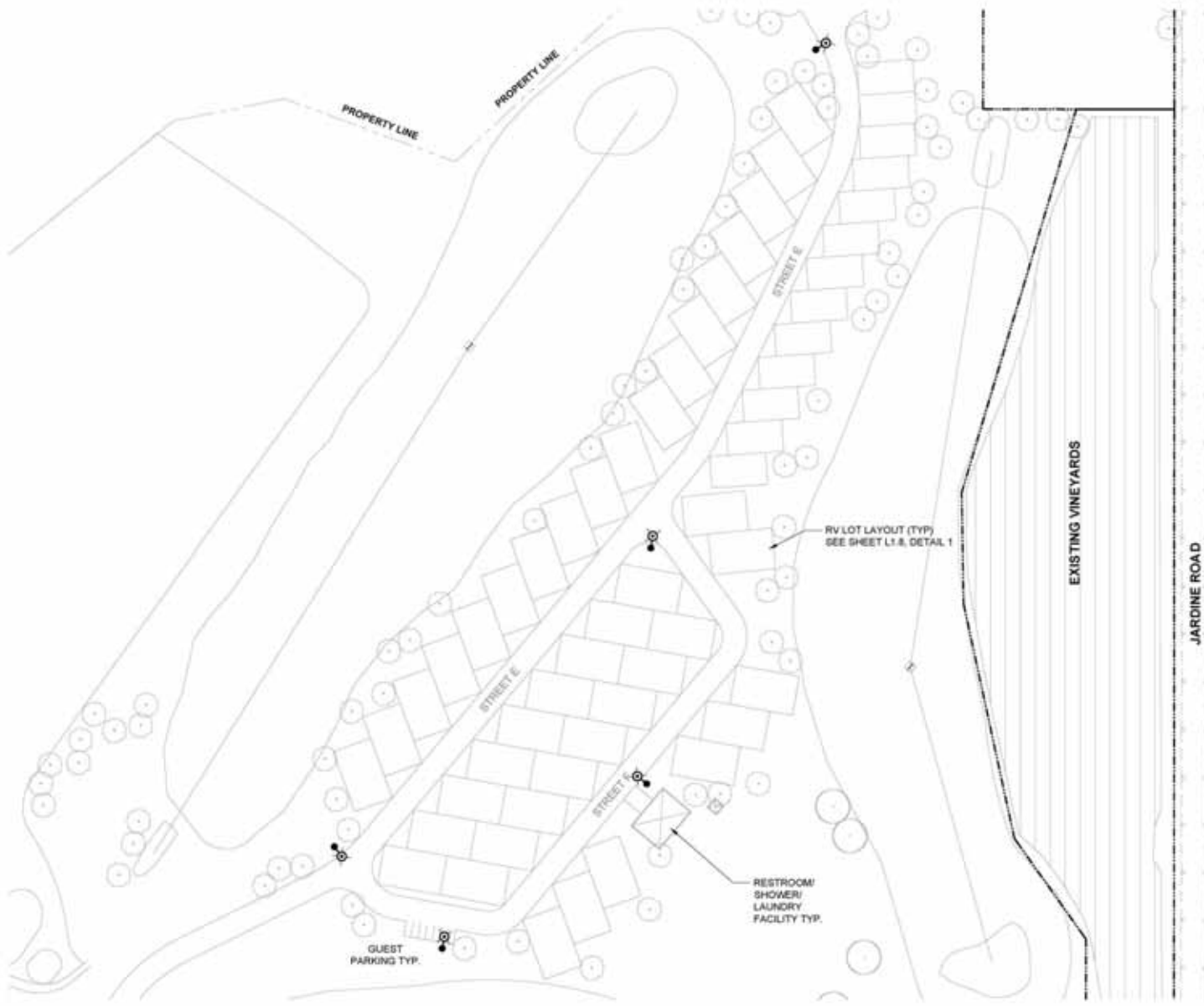


\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES.

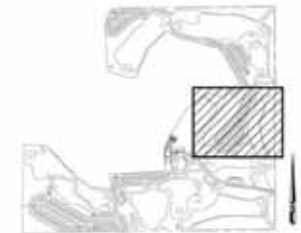


KEY MAP

Exhibit H-5



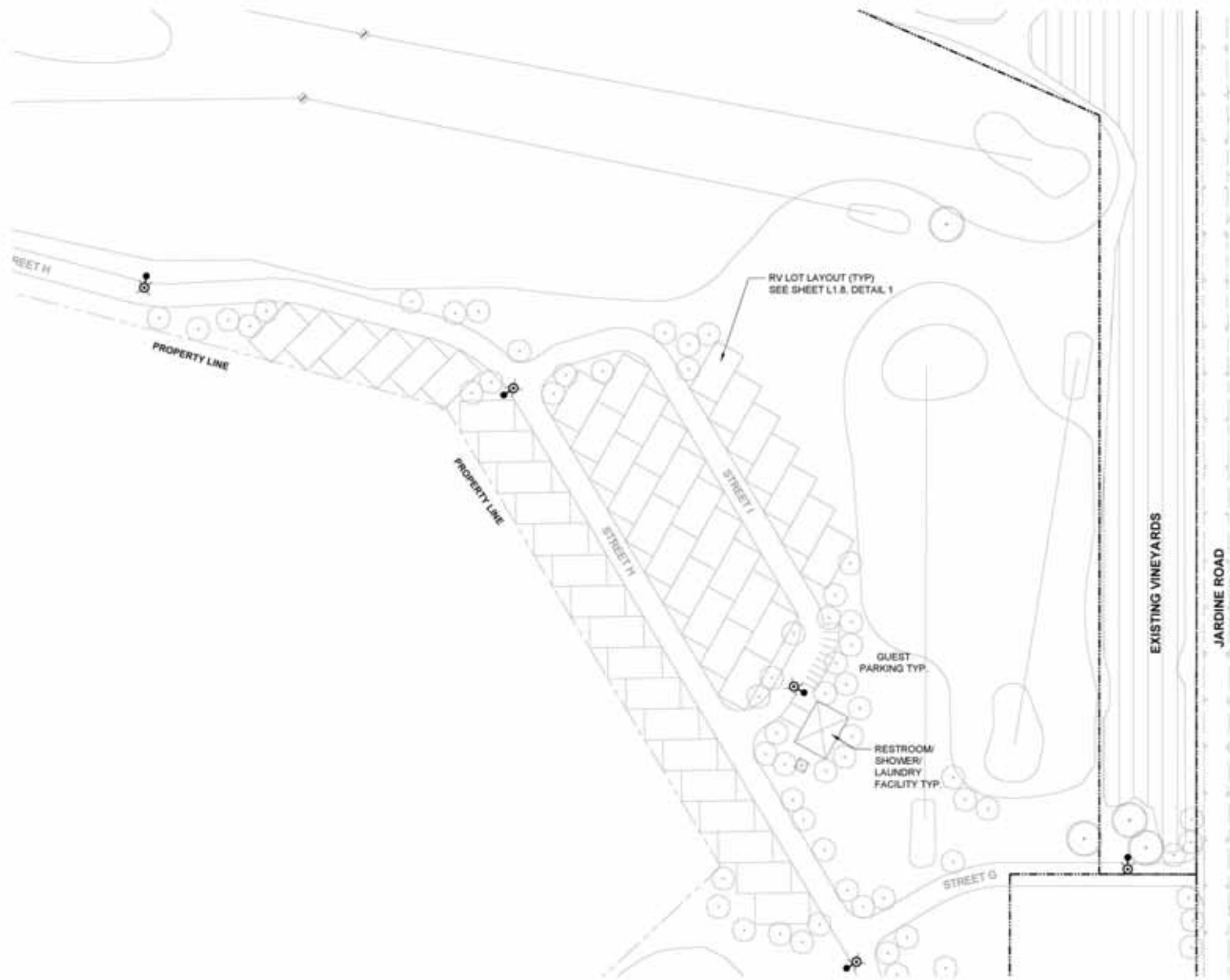
\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES



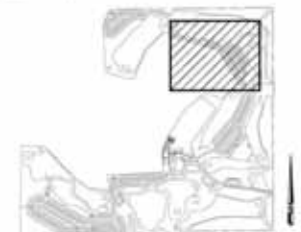
KEY MAP



Exhibit H-6



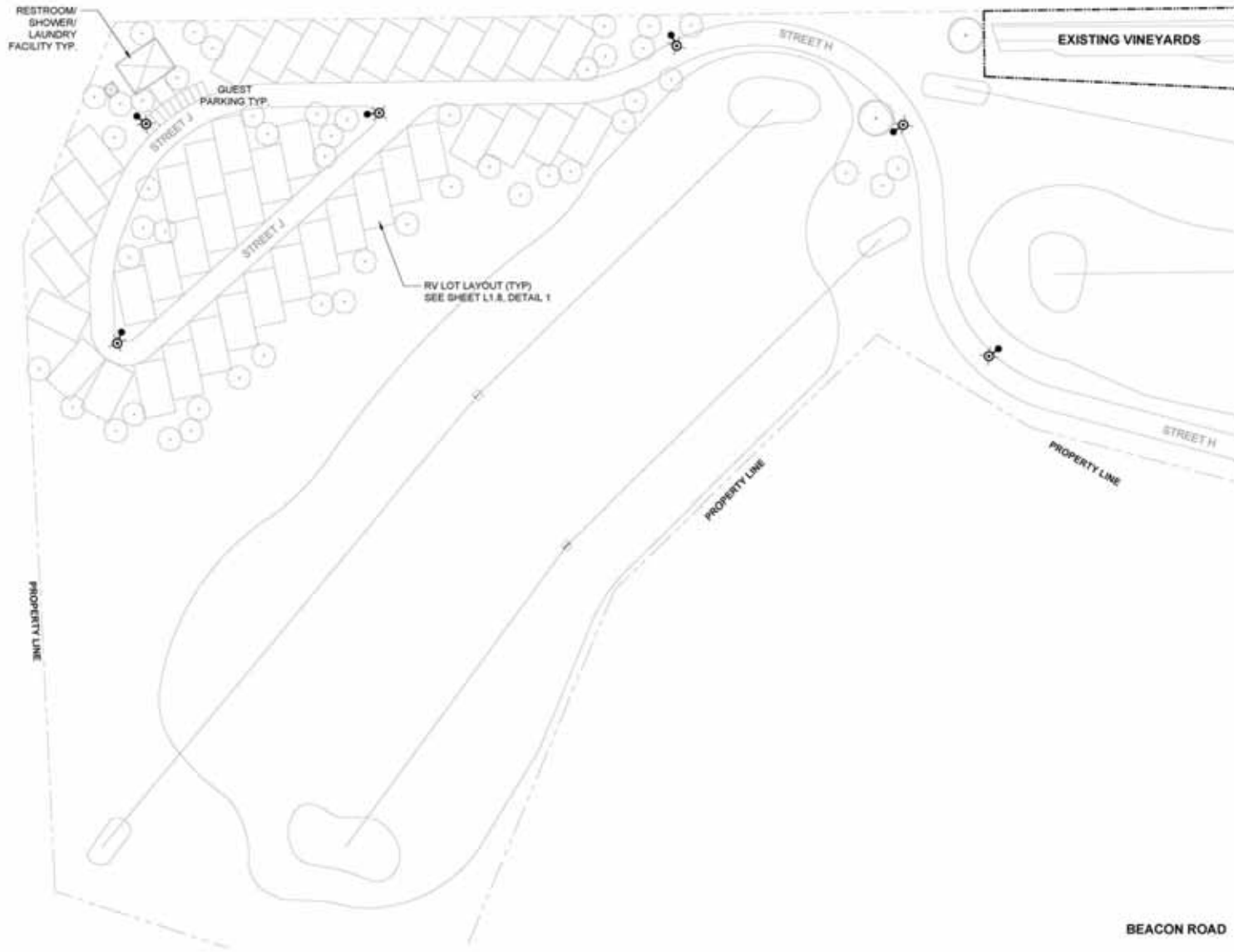
\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES



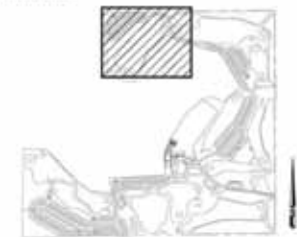
KEY MAP



Exhibit H-7



\*SEE LIGHTING SCHEDULE ON SHEET E1.1 FOR QUANTITIES

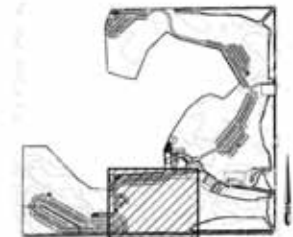
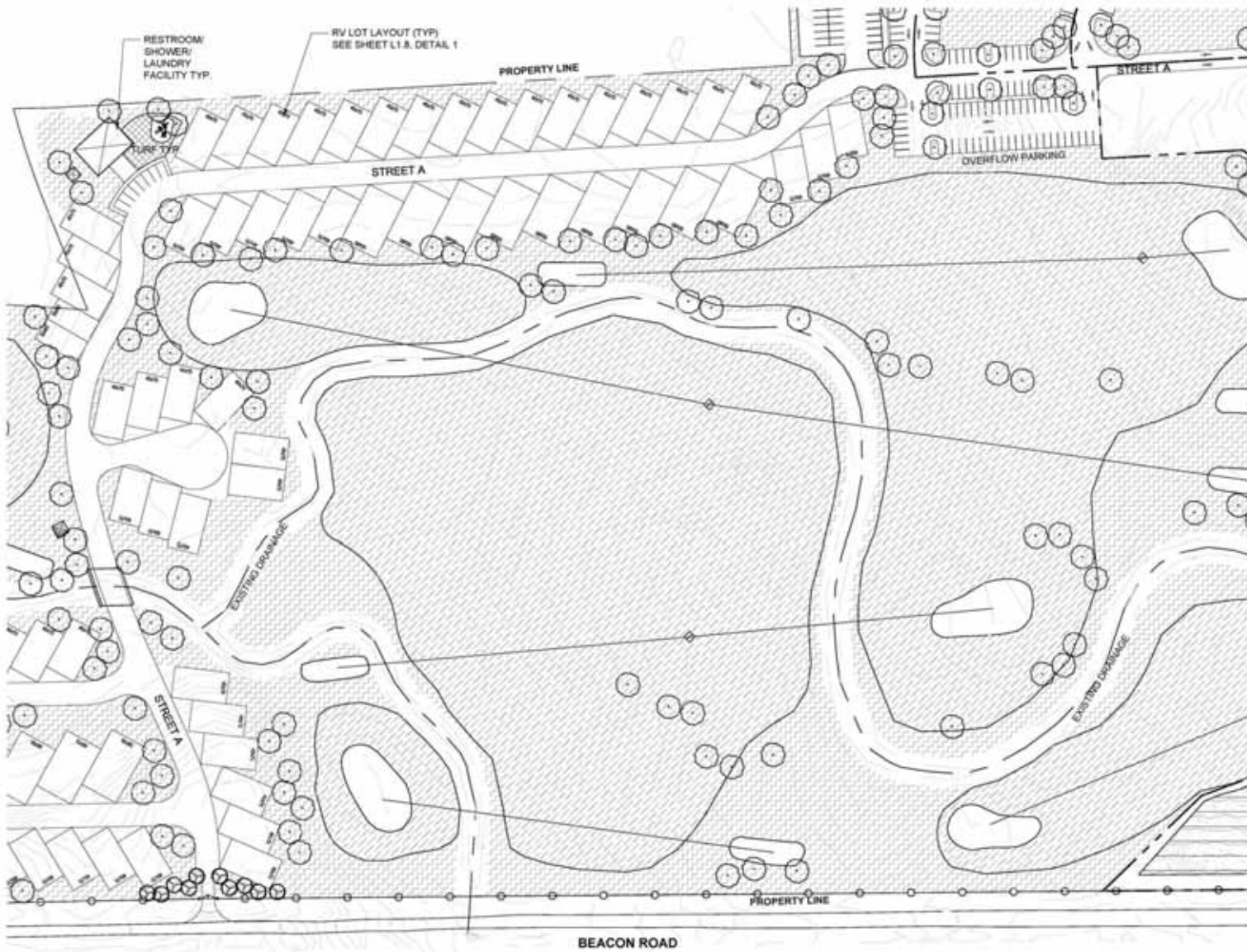


KEY MAP





Exhibit I-2

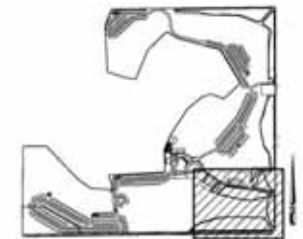
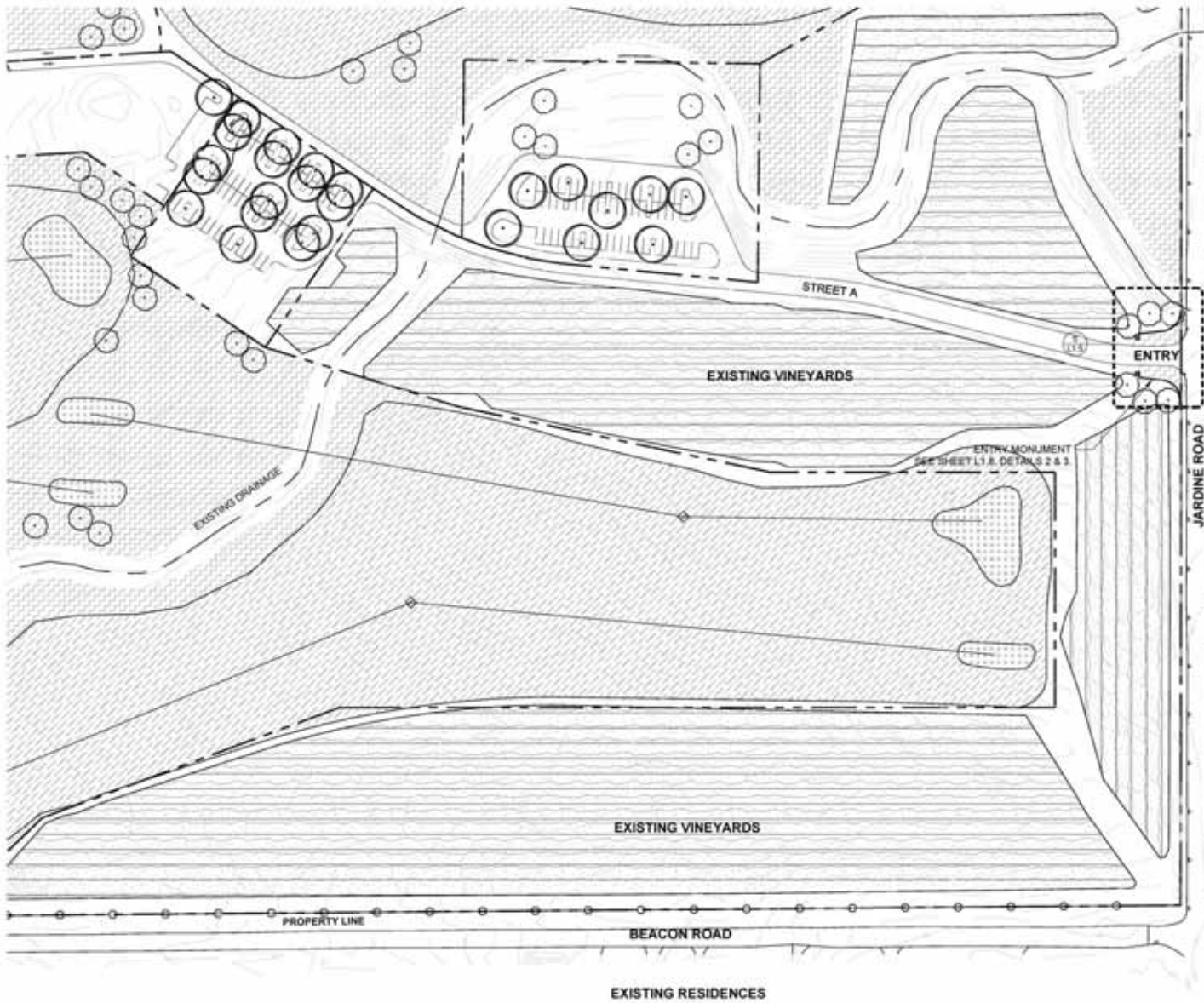


KEY MAP





Exhibit I-3



KEY MAP

Exhibit I-4

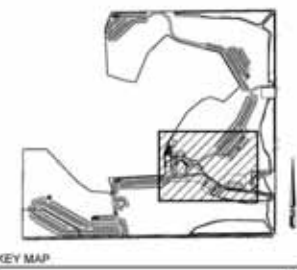
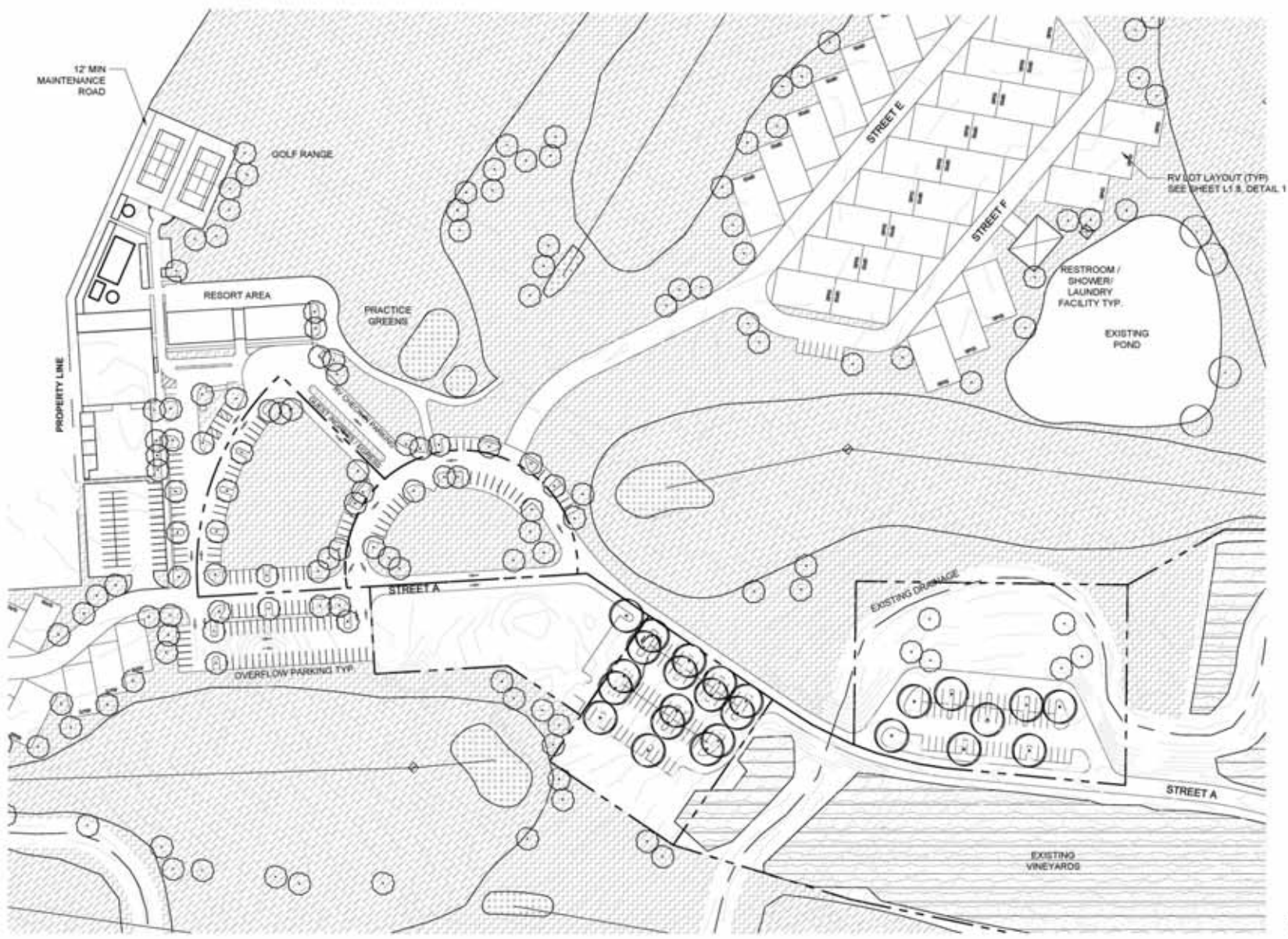
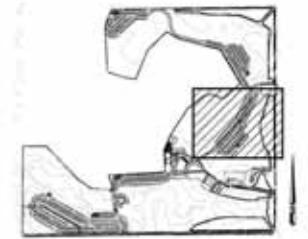
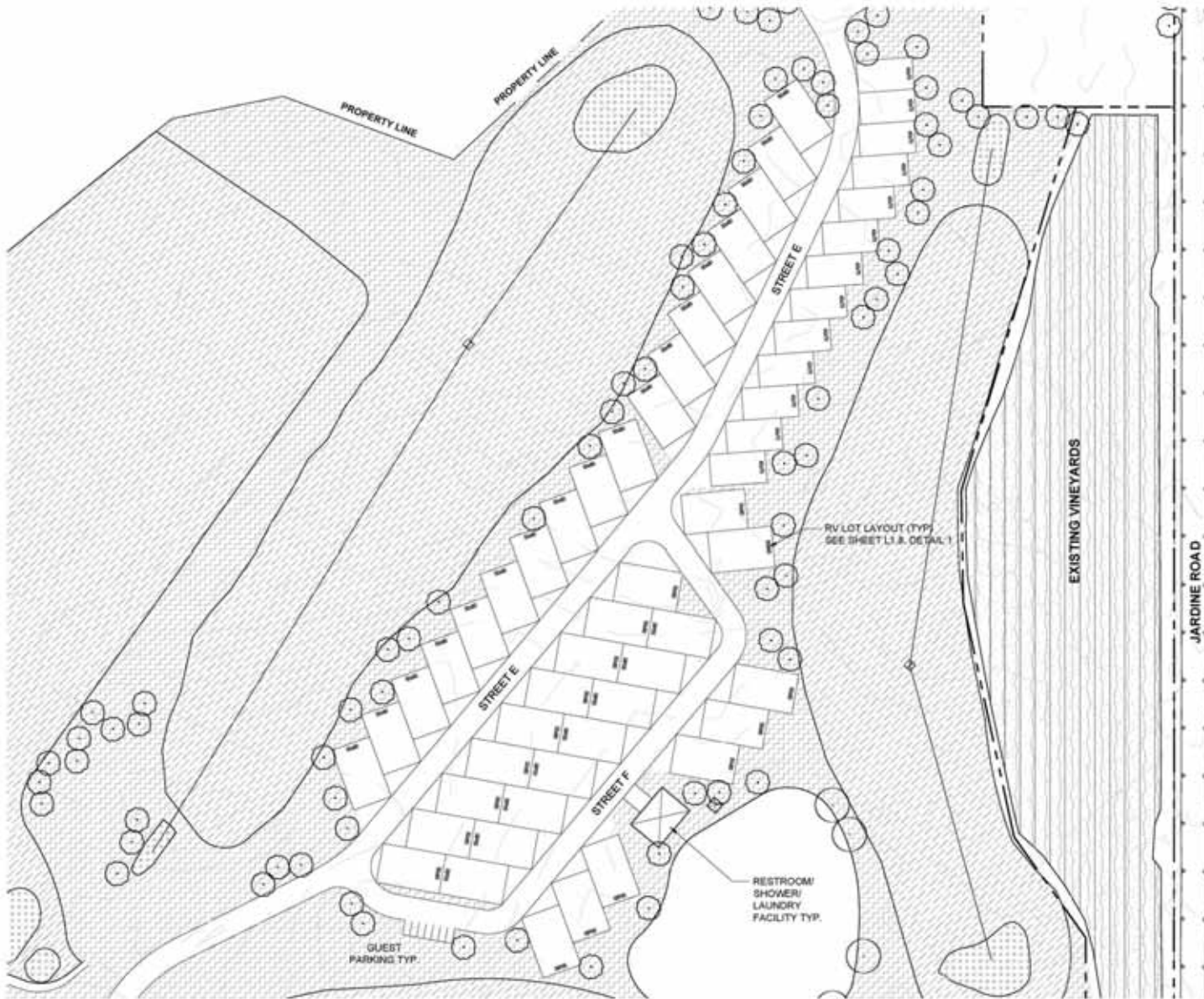




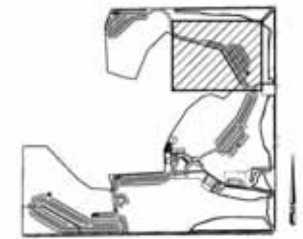
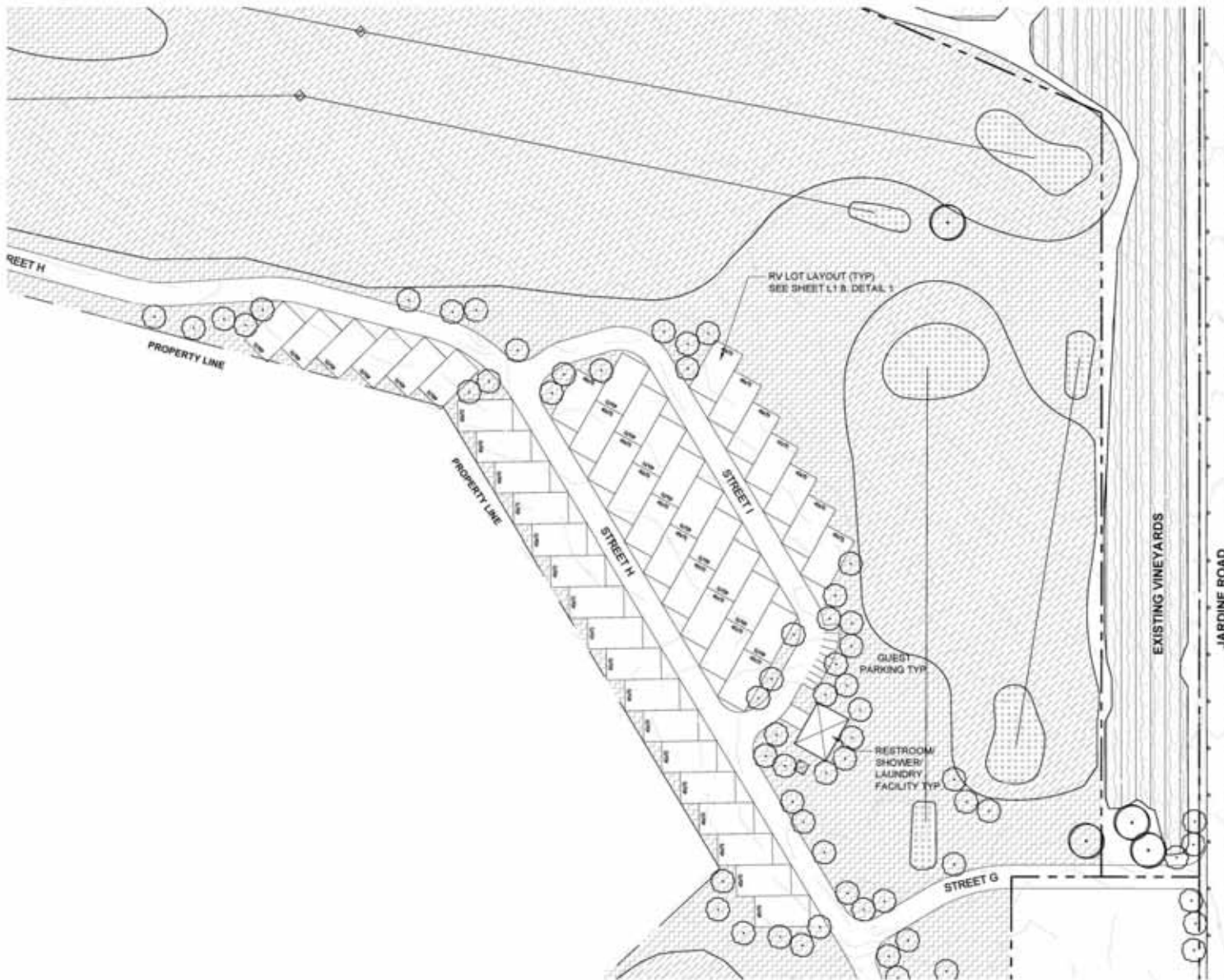
Exhibit I-5



KEY MAP



Exhibit I-6

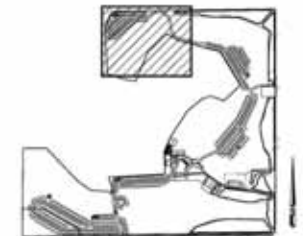
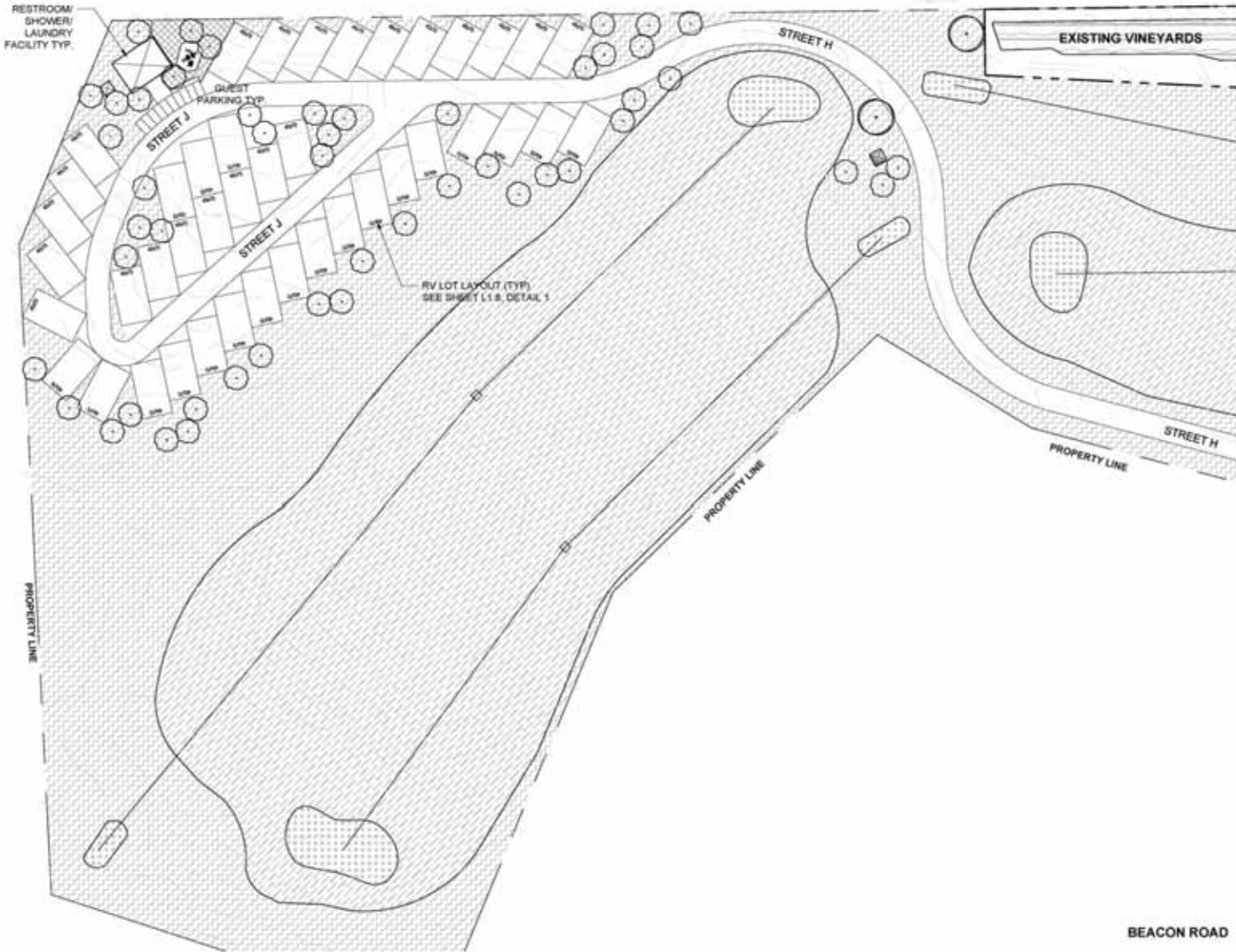


KEY MAP





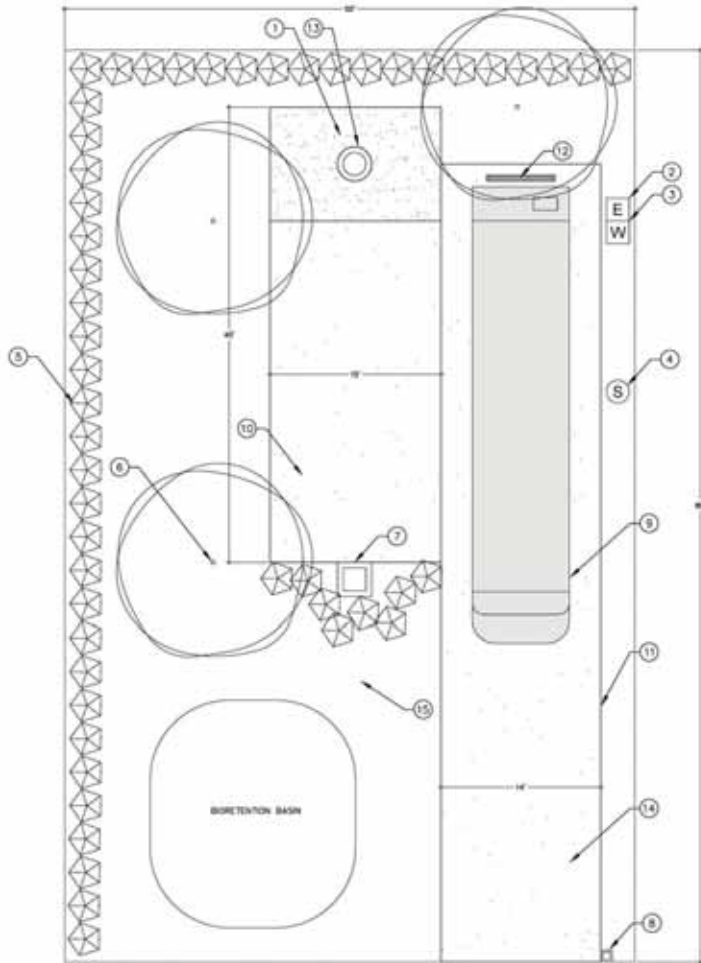
Exhibit I-7



KEY MAP



Exhibit I-8



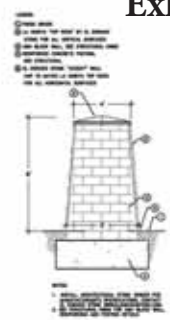
- LEGEND:**
- ① OPTIONAL - DECOMPOSED GRANITE AREA
  - ② ELECTRICAL UTILITY HOOKUP
  - ③ WATER UTILITY HOOKUP
  - ④ SEWER UTILITY HOOKUP
  - ⑤ VEGETATION SCREEN PLANTING TYP.
  - ⑥ SHADE TREE TYP.
  - ⑦ OPTIONAL - 880 FT
  - ⑧ RV SITE BOLLARD MARKER (SEE DETAIL 3, SHEET L1.8)
  - ⑨ RECREATIONAL VEHICLE (SHOWN FOR REFERENCE)
  - ⑩ PAVO PAVING
  - ⑪ RV PAD PAVING
  - ⑫ WHEEL STOP TYP.
  - ⑬ OPTIONAL - FIRE PIT
  - ⑭ VEHICLE & GUEST PARKING
  - ⑮ 3/4" GRAVEL TYP.

**NOTES:**  
 1. TYPICAL SITE PLAN SHOWN FOR BONDING TYPICAL SITE ONLY.

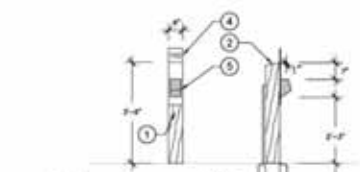
① RV LOT LAYOUT (TYP) Scale 1/2"



② ENTRY MONUMENT Scale 1/4"

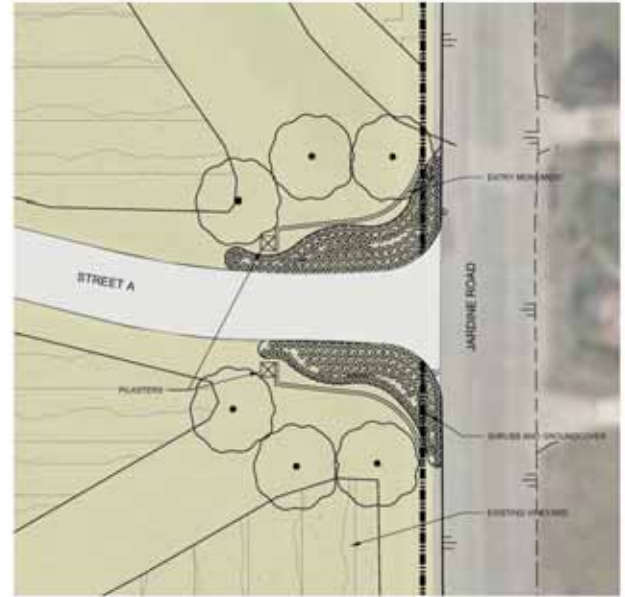


③ ENTRY MONUMENT PILASTER Scale 1/4"



- LEGEND:**
- ① 4" X 4" WOOD POST BROWN PRESURE TREATED DOUGLASS FIR
  - ② WHEELS POST TOP
  - ③ 12" X 36" CONCRETE FOOTING
  - ④ RV LOT NUMBER SIGN (TO BE PROVIDED BY OTHERS)
  - ⑤ BESA LIGHT FIXTURE, NCC 304023

④ RV SITE BOLLARD MARKER & LIGHT Scale 1/2"



⑤ ENTRY ENLARGEMENT Scale 1/20"

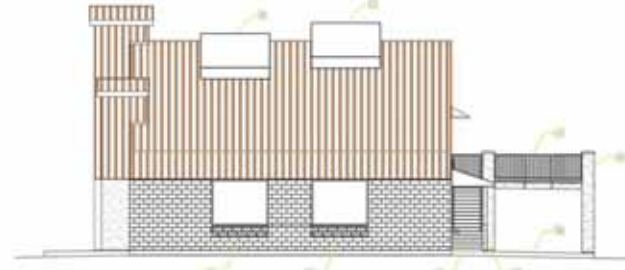
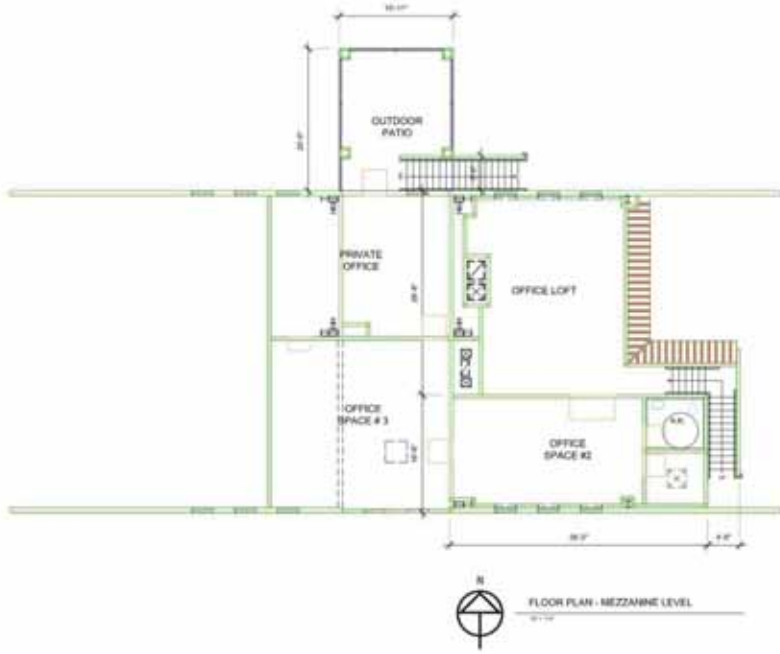
# Exhibit J-1



LOWER LEVEL FLOOR PLAN - BUILDING 1 & 2

PROJECT DATA	
PROJECT NAME:	VINO VISTA, THE LINKS AT PASO ROBLES - TENANT IMPROVEMENTS AND ADDITION
OWNER:	VINO VISTA, LLC
PROJECT LOCATION:	P.O. BOX 510 PASO ROBLES, CA 93247
A.P.N.:	310 JARDINE ROAD, PASO ROBLES, CA 93246
LEGAL DESCRIPTION:	SE - NE - SW - E1/4 - S1/4
LOT SIZE:	10.5 ACRES
PROJECT DESCRIPTION:	TENANT IMPROVEMENT TO THE EXISTING BUILDING, BUILDING 1 & 2, S.S. AND A SET OF ADDITION AND 240 SF COVERED SERVICE AREA TO CONNECT BUILDING #1 AND BUILDING #2. SEE ATTACHED VINO VISTA TENANT IMPROVEMENT PROJECT DESCRIPTION.
PROJECT STATISTICS	
CONSTRUCTION TYPE:	MB
BUILDING HEIGHT:	22' 0" A.F.F.
ALLOWABLE BUILDING HEIGHT (CBC TABLE 1601):	22' 0"
ALLOWABLE BUILDING AREA (CBC TABLE 1601):	8000 SF
SPRINKLES:	YES
OCCUPANCY (CBC CHAPTER 5):	
BUILDING 1:	
• LOWER FLOOR - GOLF RETAIL SHOP:	M
• RESTAURANT/BAR:	A-2
• WOODENDEEP AREA/WAIVER'S STATION:	A-2
• ADDITION - DRY/COLD STORAGE AREA:	S-1
BUILDING 2:	
• BANQUET ROOM/BAR:	A-2
BUILDING 3:	
• OFFICE SPACE:	B
• RESTROOM/SHOWER:	A-2
• CART BARN/MAINTENANCE:	S-1
BUILDING AREA - BUILDING 1 & 2 (ACTUAL AREA):	6000 SQ. FT.
• BUILDING 1 - GOLF RETAIL SHOP, RESTAURANT/BAR:	4000 SQ. FT.
• ADDITION - LOWER LEVEL DRY/COLD STORAGE AREA:	4000 SQ. FT.
• BUILDING 2 - BANQUET ROOM:	4000 SQ. FT.
• TOTAL LOWER LEVEL AREA:	4700 SQ. FT.
• BUILDING 1 - UPPER LEVEL OFFICE SPACES:	1500 SQ. FT.
• ADDITION BUILDING 2 - OFFICE SPACES:	400 SQ. FT.
• ADDITION - UPPER LEVEL BUILDING:	200 SQ. FT.
• TOTAL UPPER FLOOR AREA:	2100 SQ. FT.
• TOTAL BUILDING AREA (BUILDING 1 & 2):	11000 SQ. FT.
• EXTERIOR PATIO AREA:	1000 SQ. FT.
BUILDING AREA - BUILDING 3 (ACTUAL AREA):	400 SQ. FT.
• OFFICE SPACE:	400 SQ. FT.
• RESTROOM/SHOWER/LOCKER:	1400 SQ. FT.
• CART BARN/MAINTENANCE:	200 SQ. FT.
• TOTAL LOWER LEVEL AREA:	1700 SQ. FT.
TOTAL BUILDING AREA FOR ENTIRE PROJECT:	27000 SQ. FT.
BUILDING AREA PER ALLOWABLE AREA CALCULATION PER CBC TABLE 1601, LOWER FLOOR:	
DRIVING/LOADING/STORAGE SPACE (A-2) (8'x10')	8000 SQ. FT.
PER SECTION 108 1'5x8' + 20' x 10' (A-2) (8'x10')	2000 SQ. FT.
A <sub>2</sub> = (8000 + 2000) x 0.5 = 2000 x 0.5 = 1000 SQ. FT.	
TOTAL LOWER FLOOR AREA (A-2) (8'x10') (NO. 27000 SQ. FT. = 20000 SQ. FT. (A-2)	
BUILDING AREA (OCCUPANCY AREA)	
BUILDING 1 (ADDITION - LOWER FLOOR)	
• RETAIL OFFICE:	400 SQ. FT.
• OFFICE AREA:	75 SQ. FT.
• DINING/LOUNGE AREA:	1000 SQ. FT.
• WOODENDEEP AREA/WAIVER'S STATION AREA:	100 SQ. FT.
• FLOOR PREP/STORAGE:	140 SQ. FT.
• BAR SERVICE AREA:	200 SQ. FT.
• RESTROOM:	200 SQ. FT.
• DRY/COLD STORAGE (ADDITION):	200 SQ. FT.
• EXTERIOR PATIO AREA:	2000 SQ. FT.
BUILDING 1 (ADDITION - UPPER FLOOR)	
• OFFICE SPACE:	1400 SQ. FT.
BUILDING 2	
• BANQUET ROOM:	3400 SQ. FT.
• BAR SERVICE AREA:	400 SQ. FT.
BUILDING 3	
• OFFICE SPACE:	400 SQ. FT.
• RESTROOM/SHOWER/LOCKER:	1400 SQ. FT.
• CART BARN/MAINTENANCE:	200 SQ. FT.
PARKING REQUIREMENTS	
PARKING SPACES REQUIRED FOR TENANT IMPROVEMENT BUILDING 1, BUILDING 1 & 2 (1700 SF + 4,510 SF):	
57 ST. SPACES	
BUILDING 3	
• OFFICE & RESTROOM/SHOWER (200 SF x 3) = 600	0.30 SPACES
• CART BARN/MAINTENANCE (200 SF x 1000)	1.01 SPACES
TOTAL MINIMUM PARKING REQUIRED:	
74.41 SPACES	
PARKING REQUIREMENTS FOR THE GOLF COURSE ARE EXISTING. NO CHANGES TO THE NUMBER OF PARKING FOR THE GOLF COURSE.	

# Exhibit J-2



**EAST ELEVATION**  
18' x 17'



**WEST ELEVATION**  
18' x 17'

## ELEVATION CALLOUTS - BUILDING 1 & 2

1. EXISTING METAL ROOFING SHALL REMAIN.
2. EXISTING METAL SIDING SHALL REMAIN.
3. EXISTING CONCRETE SHALL BE REPAIR.
4. EXISTING SLOPE SHALL SLOPE AWAY FROM BUILDING FOR 10'-0" OR MORE AWAY FROM BUILDING TO ON SOLID SURFACE (PATIO/CONCRETE).
5. NEW 1/2" CONCRETE PLASTER SHALL BE INSTALLED OVER APPROVED ANGLE LATH AND BUILDING PAPER WITH COLOR WITH EXISTING CONCRETE SHALL BE ON HORIZONTAL SURFACE USE 1/2" CONCRETE PLASTER OVER APPROVED ANGLE LATH ATTACHED TO FRAMING MEMBER IN AN APPROVED MANNER.
6. CUT OUT AND REMOVE EXISTING METAL SIDING AND FRAMING AS REQUIRED FOR INSTALLATION OF NEW WINDOWS FOR THE UPPER FLOOR LEVEL. OPENING SHALL BE FINISHED WITH APPROVED METAL STUDS AS REQUIRED FOR PROPER INSTALLATION.
7. PROVIDE DECORATIVE CANOPY OVER NEW WINDOWS.
8. PROVIDE DECORATIVE CANOPY OVER EXTERIOR FACE OF SERVICE AREAS. BOTTOM OF CANOPY SHALL BE SET AT 7'-0" ABOVE FINISH FLOOR AND SHALL EXTEND 12" MINIMUM BEYOND THE EDGE OF THE SERVICE COUNTER.
9. NEW CONCRETE METAL ROOF CLAD AS SHALL MATCH EXISTING METAL PANELS AND SHALL BE INSTALLED OVER AN APPROVED 3/4" ROOFING FELT NEW WITH 2" SLOPE AT PARAPET SHALL BE OVER 1/2" TRUSS SECTION BANNER AND SHALL MATCH EXISTING METAL SIDING OF ADJACENT BUILDING.
10. NEW 24" O.C. 1/2" PARAPET CAP WITH DRAIN SHALL BE MANUFACTURED BY METAL BUILDING COMPANY.
11. NEW ROOF MOUNTED HVAC UNITS SHALL BE INSTALLED ON AN APPROVED CURB NOTED FOR MANUFACTURER'S SPECIFICATIONS. PROVIDE APPROVED FLASHING/COUNTER FLASHING AT ROOF CONNECTIONS. SEE STRUCTURAL DRAWINGS FOR SUPPORT OF NEW EQUIPMENT.
12. REMOVE EXISTING STONEFRONT DOOR, WINDOWS, AND FRAME AND REPLACE WITH NEW 10'-0" WIDE x 8'-0" HIGH STONEFRONT WINDOW. PROVIDE NEW CONCRETE CURB TO 24" ABOVE FINISH FLOOR TO MATCH ADJACENT CONCRETE WALL IN THICKNESS AND FINISHES. SEE STRUCTURAL DRAWINGS FOR DETAILS ON CONSTRUCTION AND CONNECTION TO EXISTING BUILDING.
13. DEPENDENT METAL GUARD SHALL BE 42" MINIMUM HIGH ABOVE FINISH FLOOR OF BUILDING UPPER FLOOR. GUARD SHALL BE IN ACCORDANCE WITH CBC 05.1. HEIGHT OF GUARD SHALL BE 42" MINIMUM AND SHALL HAVE METAL OPENINGS WHICH ALLOW PASSAGE OF A SPHERE 4 INCHES IN DIAMETER. USE 2" SQUARE WITH PLATE ATTACHED TO FRAMING MEMBER. TOP OF GUARD SHALL BE LEVEL WITH BOTTOM RAIL. RAIL SHALL SLOPE TO MATCH FINISH FLOOR SLOPE. GUARD SHALL BE CONSTRUCTED OF 2" 30 MMB POST, 1" x 2" TOP AND BOTTOM RAILS, 4" x 2" SIDE POST CONNECTED TO THE PLASTER AND WALL. RAILS SHALL BE 24" SQUARE SET AT 4" O.C.
14. PLASTER ON PATIO SHALL BE 1/2" SQUARE AND 42" ABOVE FINISH FLOOR OF BUILDING UPPER FLOOR. PLASTER SHALL HAVE DECORATIVE 3/4" SQUARE CAP.
15. EXTERIOR CONCRETE SLAB COUNTERTOP AT SERVICE AND FOOD SERVICE AREA SHALL BE SET AT 24" MINIMUM ABOVE FINISH FLOOR AND SHALL EXTEND TO SERVICE WINDOW. COUNTERTOP SHALL BE 10'-0" WIDE AND EXTEND BEYOND EXISTING EXTERIOR WALL 12". COORDINATE COLOR AND FINISH AND COLOR WITH OWNER PRIOR TO CONSTRUCTION OF COUNTERTOP.
16. CUT NEW OPENING IN EXISTING CONCRETE WALL FOR EXTERIOR BALUSTRADE AND FOOD SERVICE WINDOW. OPENING SHALL EXTEND TO EDGE OF SERVICE WINDOW IN WIDTH AND HEIGHT AND SHALL INCLUDE THE THICKNESS OF THE EXTERIOR SERVICE COUNTER.
17. STAIRWAY GUARD SHALL BE CONCRETE PLASTER FINISHED 4" RAIL TO SLAB WITH 42" HIGH MINIMUM ABOVE THE NOSE OF STAIR. PROVIDE FLASHING, COUNTER FLASHING AND WEEP SCREED AS REQUIRED ON STAIR SIDE OF WALL.
18. EXTERIOR STAIRS SHALL BE SOLID SURFACE WITH NON-SLIP TREADS. RISERS SHALL NOT BE LESS THAN 4" NOR SHALL GREATER THAN 7" IN HEIGHT WITH THE GREATEST WEDGE HEIGHT WITHIN ANY FLIGHT OF STAIRS NOT EXCEED THE SHALLEST BY MORE THAN 1/4". MINIMUM TREAD WIDTH SHALL NOT BE LESS THAN 11" IN WIDTH. ON BOTH THE UPPER APPROACH AND LOWER TREAD OF EACH STAIR, A TWO-INCH WIDE STRIP OF CONTRASTING COLOR SHALL BE PLACED PARALLEL TO AND NOT MORE THAN 1 INCH FROM THE STEP NOSE (CBC 10B.6). SEE DETAIL S-102A.
19. REMOVE EXISTING STONEFRONT WINDOWS AT EAST WALL AND PROVIDE NEW IF CONCRETE WALL SHALL TO 4" x 4" AND INSTALL NEW 10" STONEFRONT WINDOWS TO MATCH EXISTING STYLE AND MATERIALS.
20. CUT NEW OPENING FOR BALUSTRADE TUBES AND FRAME. NEW SLIDING BALUSTRADE DOORS SHALL BE MARBLE CLAD ALUMINUM BALUSTRADE DOORS MODEL 25-010-10 (VARIED) OR AN APPROVED EQUAL. PROVIDE REQUIRED REINFORCING FOR MANUFACTURER'S SPECIFICATIONS.
21. NEW CONCRETE PATIO SHALL HAVE A DECORATIVE SURFACE FINISH.



# Exhibit J-3



**SOUTH ELEVATION**

1/8" = 1'-0"



**NORTH ELEVATION**

1/8" = 1'-0"

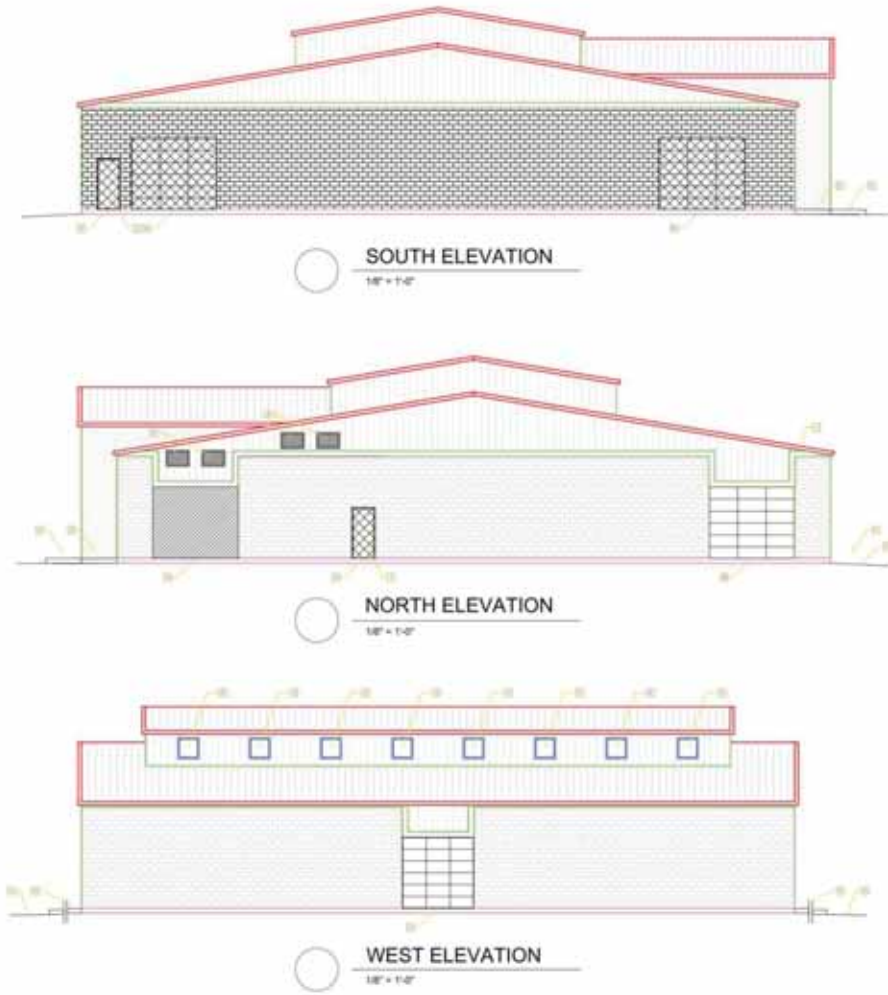
- ELEVATION CALLOUTS - BUILDING 1 & 2**
- EXISTING METAL ROOFING SHALL REMAIN.
  - EXISTING METAL SIDING SHALL REMAIN.
  - EXISTING CONCRETE WALLS SHALL REMAIN.
  - EXISTING GRADES SHALL SLOPE AWAY FROM BUILDING IN PER TO 1/8" PER SLOPE AWAY FROM BUILDING 1/8" ON 1/8" SLOPE FOR EXTERIOR FINISHES.
  - NEW 1/2" CONCRETE PLASTER SHALL BE INSTALLED OVER APPROVED SHEATH AND BUILDING PAPER. MATCH COLOR WITH EXISTING CONCRETE WALLS. FIN HORIZONTAL SURFACE USE OF CONCRETE PLASTER OVER APPROVED 5/8" RIBBED LATH ATTACHED TO FRAMING MEMBER IN AN APPROVED MANNER. CUT OUT AND REMOVE EXISTING METAL SIDING AND FLASHING AS REQUIRED FOR INSTALLATION OF NEW WINDOWS FOR THE UPPER FLOOR LEVEL. OPENING SHALL BE FRAMED WITH APPROVED METAL STUDS AS REQUIRED FOR PROPER INSTALLATION.
  - REMOVE DECORATIVE CANOPY OVER NEW WINDOWS.
  - REMOVE DECORATIVE CANOPY OVER INTERIOR SERVICE AREAS. BOTTOM OF CANOPY SHALL BE SET AT 7" ABOVE FINISH FLOOR AND SHALL EXTEND 12" MINIMUM BEYOND THE EDGE OF THE SERVICE COUNTER. NEW CORRUGATED METAL ROOF CLASS A SHALL MATCH EXISTING METAL PANELS AND SHALL BE INSTALLED OVER AN APPROVED 3/8" ROOFING FELT. NEW METAL SIDING AT PARAPET SHALL BE OVER TOP TRUSS STRUCTURE BARRIER AND SHALL MATCH EXISTING METAL SIDING OF ADJACENT BUILDINGS. NEW 3/4" DIA. U.L. PARAPET CAP WITH DRIP SHALL BE MANUFACTURED BY METAL BUILDING CENTER.
  - NEW ROOF MOUNTED HVAC UNITS SHALL BE INSTALLED ON AN APPROVED CURB MOUNTED NEW MANUFACTURER'S SPECIFICATIONS. PROVIDE APPROVED FLASHING/COUNTER FLASHING AT ROOF CONNECTIONS. SEE STRUCTURAL DRAWINGS FOR SUPPORT OF NEW EQUIPMENT.
  - REMOVE EXISTING STOREFRONT DOOR, WINDOWS, AND FRAME AND REPLACE WITH NEW 1/2" WIDE X 8' HIGH STOREFRONT WINDOW. PROVIDE NEW CONCRETE CURB TO 4" ABOVE FINISH FLOOR TO MATCH ADJACENT CONCRETE WALL IN THICKNESS AND FINISHES. SEE STRUCTURAL DRAWINGS FOR DETAILS ON CONSTRUCTION AND CONNECTION TO EXISTING BUILDING.
  - DECORATIVE METAL GUARD SHALL BE 12" MINIMUM HIGH ABOVE FINISH FLOOR OF BUILDING UPPER FLOOR. GUARD SHALL BE IN ACCORDANCE WITH IBC 1015. HEIGHT OF GUARD SHALL BE 48" MINIMUM AND SHALL HAVE UPWARD BENT FLANGE PARALLEL TO FINISH SURFACE OF A SPHERE 6 INCHES IN DIAMETER. USE 2" SQUARE WITH PLATE ATTACHED TO FINISH MEMBER. TOP OF GUARD SHALL BE LEVEL WITH BOTTOM RAIL OF GUARD SHALL SLOPE TO MATCH RATIO FLOOR SLOPE. GUARD SHALL BE CONSTRUCTED OF 2" DIA. MIN. POST, 1 X 2 TOP AND BOTTOM RAILS, 1 X 2 END POST CONNECTED TO THE PLASTER AND WALL. RAILING SHALL BE 3/4" SQUARE SET AT 4" OC.
  - PLASTER IN PATIO SHALL BE 1/2" THICK AND 1/2" ABOVE FINISH FLOOR OF BUILDING UPPER FLOOR. PLASTER SHALL HAVE DECORATIVE 3/4" SQUARE CAP.
  - EXTERIOR CONCRETE SLAB COUNTERTOP AT BEVERAGE AND FOOD SERVICE AREAS SHALL BE SET AT 36" MAXIMUM ABOVE FINISH FLOOR AND SHALL EXTEND TO SERVICE WINDOW. COUNTERTOP SHALL BE 12" WIDE AND EXTEND BEYOND EXISTING EXTERIOR WALL 12" COUNTERTOP COLOR AND FINISH AND COLOR WITH GRABER FROM TO CONSTRUCTION OF COUNTERTOP. CUT NEW CHANGING IN EXISTING CONCRETE WALL FOR EXTERIOR BEVERAGE AND FOOD SERVICE WINDOW. OPENING SHALL EXTEND TO EDGE OF SERVICE WINDOW IN WIDTH AND HEIGHT AND SHALL INCLUDE THE THICKNESS OF THE EXTERIOR SERVICE COUNTER.
  - STONEWALL GUARD SHALL BE CEMENT PLASTER FINISHED 2 X 8 SHALL TO SLAB WITH 48" HIGH MINIMUM ABOVE THE NOSE OF STAIRS. PROVIDE FLASHING, COUNTER FLASHING AND WEIR SCREENS AS REQUIRED ON STAIR SIDE OF WALL.
  - EXTERIOR STAIRS SHALL BE SOLID SURFACE WITH NICKLE PLATE TREADS. SIDING SHALL NOT BE LESS THAN 1" HIGH SHALL GREATER THAN 7" IN HEIGHT WITH THE GREATEST ROOF HEIGHT WITH ANY FLIGHT OF STAIRS NOT EXCEED THE SMALLEST BY MORE THAN 1/4". MINIMUM TREAD WIDTH SHALL NOT BE LESS THAN 11" IN WIDTH. ON BOTH THE UPPER APPROACH AND LOWER TREADS OF EACH STAIR, A 2" X 4" MIN. WOOD STRIP OF CONTRASTING COLOR SHALL BE PLACED PARALLEL TO AND NOT MORE THAN 1" HIGH FROM THE STEP NOSE. (SEE DETAIL S-1 A-E-F)
  - REMOVE EXISTING STOREFRONT WINDOWS AT EAST WALL AND PROVIDE NEW 8' CONCRETE WALL SHALL TO 4" A.F.F. AND INSTALL NEW 8' HIGH STOREFRONT WINDOW TO MATCH EXISTING STYLE AND MATERIALS.
  - CUT NEW OPENING FOR SLIDING STAIRS DOORS AND FRAME. NEW SLIDING STAIRS DOORS SHALL BE BARRICADE AND ULTIMATE MULTIBLOCK DOORS MODEL 35-40-1-1 (CHECK ON AN APPROVED EQUAL). PROVIDE REQUIRED RIGID OPENING FOR SLIDING STAIRS SPECIFICATIONS.
  - NEW CONCRETE PATIO SHALL HAVE A DECORATIVE SURFACE FINISH.

# Exhibit K-1

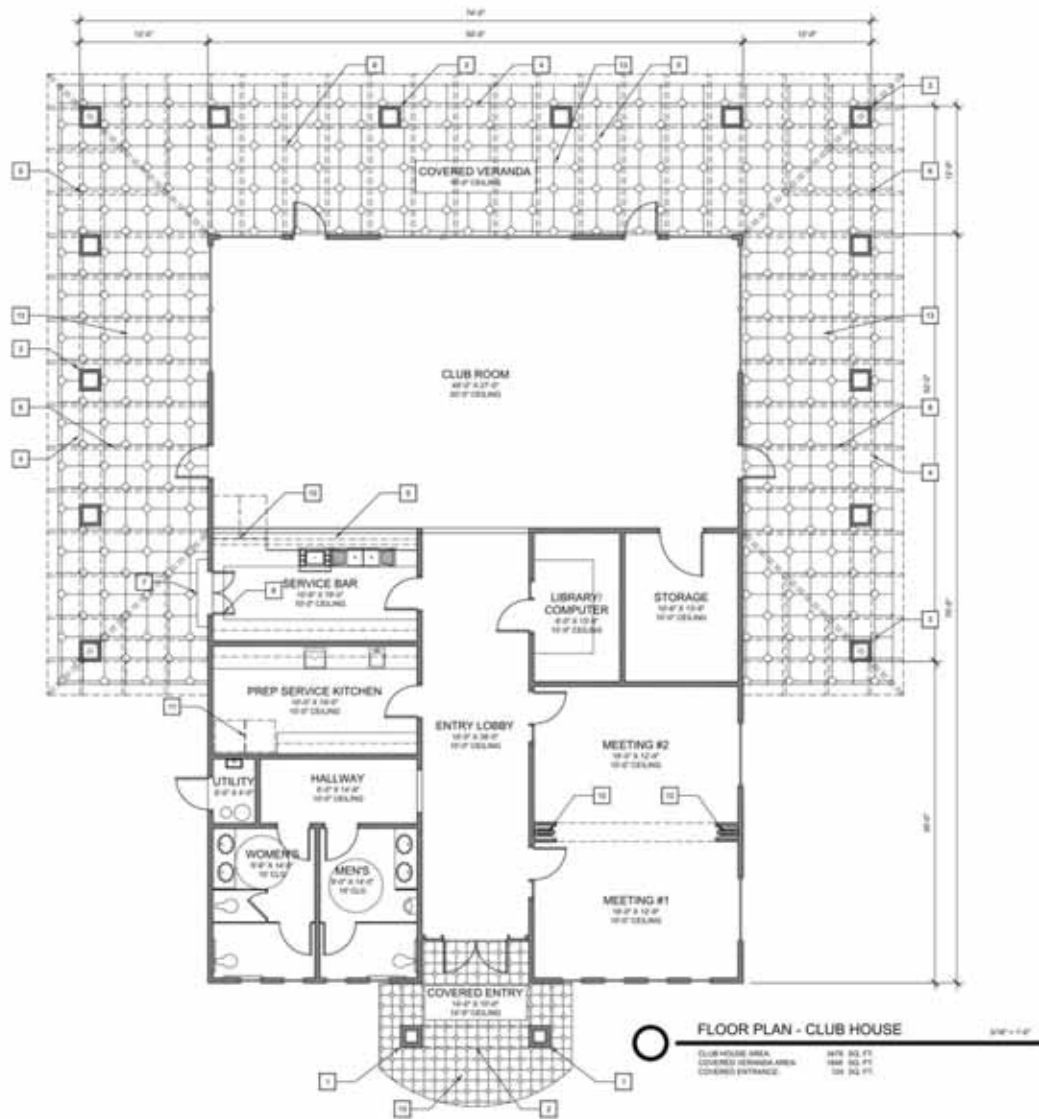


- ELEVATION CALLOUTS - BUILDING 3**
- EXISTING METAL ROOFING SHALL REMAIN
  - EXISTING METAL SIDING SHALL REMAIN
  - EXISTING CONCRETE WALL SHALL REMAIN
  - EXISTING CONCRETE SHALL SLOPE AWAY FROM BUILDING 2% FOR 10' OF DISTANCE
  - NEW CONCRETE PAD SHALL BE LOCATED ON THE NORTH AND SOUTH SIDE OF BUILDING. CONCRETE PAD SHALL BE 4" CONCRETE SLAB W/ #4 @ 12" O.C. EACH WAY OVER 4" CLEAN COMPACTED SAND FILL. SLOPE SURFACE AWAY FROM BUILDING 2% MAXIMUM. PROVIDE 1/2" CONTROL JOINTS @ 8'-0" O.C. IN BOTH DIRECTIONS. PROVIDE 1/4" EXPANSION FELT @ 20' O.C. MAXIMUM.
  - EXISTING CEILING/STORY WINDOWS SHALL REMAIN. CUT OUT OPENING AS EXISTING CONCRETE WALL FOR NEW 30" METAL DOORS AND FRAMES. SEE STRUCTURAL PLANS FOR DETAILS FOR FRAMES CUT OUT OPENING.
  - NEW CONCRETE LANDINGS/STAIRWALK SHALL BE LOCATED ON THE EAST SIDE OF BUILDING. CONCRETE PAD SHALL BE 4" CONCRETE SLAB W/ #4 @ 12" O.C. EACH WAY OVER 4" CLEAN COMPACTED SAND FILL. SLOPE SURFACE AWAY FROM BUILDING 2% MAXIMUM. PROVIDE 1/2" CONTROL JOINTS @ 8'-0" O.C. IN BOTH DIRECTIONS. PROVIDE 1/4" EXPANSION FELT @ 20' O.C. MAXIMUM.
  - EXISTING 44" STORMFRONT WINDOWS SHALL REMAIN
  - BLACK OUT (PAINTED) EXISTING WINDOWS WHERE NEW WALL FRAMING OCCURS AT RESTROOM/SHOWER AREA OR REMOVE EXISTING WINDOWS AND INSTALL FRAMES OPENING WITH 2 X 4 @ 16" O.C. WITH 1/2" CD PLY SHEATHING AND FINISH WITH 1/2" GYPSUM PLASTER OVER APPROVED WIRE LATH AND BUILDING PAPER. COLOR SHALL MATCH EXISTING METAL SIDING.
  - EXISTING SECTIONAL DOORS SHALL REMAIN
  - CUT OUT OPENING IN EXISTING CONCRETE WALL FOR NEW 12'-0" WIDE X 10'-0" HIGH SECTIONAL DOORS. SEE STRUCTURAL PLANS FOR DETAILS FOR FRAMES CUT OUT OPENING.
  - REMOVE EXISTING SECTIONAL DOOR AND INSTALL FRAMES WITH 2 X 4 STUD WALL @ 16" O.C. WITH 1/2" CD PLY SHEATHING AND FINISH WITH 1/2" GYPSUM PLASTER OVER APPROVED WIRE LATH AND BUILDING PAPER.

# Exhibit K-2



- ### ELEVATION CALLOUTS - BUILDING 3
1. EXISTING METAL ROOFING SHALL REMAIN
  2. EXISTING METAL SIDING SHALL REMAIN
  3. EXISTING CONCRETE WALL SHALL REMAIN
  4. EXISTING GUTTER SHALL SLOPE AWAY FROM BUILDING 24 FOR 10'-0" OR SLIPY AWAY FROM BUILDING 24 ON SOLID SURFACE (HYDROPHOBIC). NEW CONCRETE FAS SHALL BE LOCATED ON THE NORTH AND SOUTH SIDE OF BUILDING. CONCRETE FAS SHALL BE 4" CONCRETE SLAB @ 4" @ 18" OC EACH WAY OVER 4" CLEAN COMPACTED SAND FILL. SLOPE SURFACE AWAY FROM BUILDING 24 MAXIMUM. PROVIDE 1/2" CONTROL JOINTS @ 8'-0" OC IN BOTH DIRECTIONS. PROVIDE 1/4" EXPANSION FELT @ 20'-0" OC MAXIMUM
  5. EXISTING CLIMATE CONTROL UNITS SHALL REMAIN
  6. CUT OUT OPENING IN EXISTING CONCRETE WALL FOR NEW 3075 METAL DOORS AND FRAMES. SEE STRUCTURAL PLANS FOR DETAILS FOR FRAME CUT OF OPENING
  7. NEW CONCRETE LANDINGS/DECKWALK SHALL BE LOCATED ON THE EAST SIDE OF BUILDING. CONCRETE PAD SHALL BE 4" CONCRETE SLAB @ 4" @ 18" OC EACH WAY OVER 4" CLEAN COMPACTED SAND FILL. SLOPE SURFACE AWAY FROM BUILDING 24 MAXIMUM. PROVIDE 1/2" CONTROL JOINTS @ 8'-0" OC IN BOTH DIRECTIONS. PROVIDE 1/4" EXPANSION FELT @ 20'-0" OC MAXIMUM
  8. EXISTING 4000 SPECIFIC GRAVITY BRICKS SHALL REMAIN
  9. BLACK OUT PAINTED EXISTING WINDOWS REMOVE NEW WALL FRAMING OCCURS AT RESTROOM/SHOWER AREA OR REMOVE EXISTING WINDOWS AND REFR. FRAME OPENING WITH 2 x 4 @ 16" OC WITH 1/2" CD PLY SHEATHING AND FINISH WITH 1/2" CEMENT PLASTER OVER APPROVED WIRE LATH AND BUILDING PAPER. COLOR SHALL MATCH EXISTING METAL SIDING EXISTING SECTIONAL DOORS SHALL REMAIN
  10. CUT OUT OPENING IN EXISTING CONCRETE WALL FOR NEW 12'-0" WIDE @ 20'-0" HIGH SECTIONAL DOOR. SEE STRUCTURAL PLANS FOR DETAILS FOR FRAME CUT OF OPENING
  11. REMOVE EXISTING SECTIONAL DOOR AND REFR. FRAME WITH 2 x 4 STUD WALL @ 16" OC WITH 1/2" CD PLY SHEATHING AND FINISH WITH 1/2" CEMENT PLASTER OVER APPROVED WIRE LATH AND BUILDING PAPER.



- FLOOR PLAN CALLOUTS**
- CLUB ROOM**
1. ENTRY COLUMN SHALL BE 24" SQUARE WITH STONE VENEER FINISH
  2. ENTRY COLUMN SHALL HAVE ARCHED OPENING IN FRONT
  3. VERANDA COLUMN SHALL BE 18" SQUARE WITH STONE VENEER FINISH
  4. BEAMS BETWEEN COLUMNS SHALL BE 18" WIDE TO MATCH COLUMN AND SHALL HAVE A LIGHT PLASTER FINISH
  5. SOFFIT BEAMS AT PAVED CEILING SHALL BE SLOPPED AND 18" WIDE TO MATCH COLUMN AND SHALL HAVE A CEMENT PLASTER FINISH
  6. DECORATIVE WOOD RAFTER BEAM SHALL BE SET AT UNLT ROOF
  7. DECORATIVE WOOD RAFTER BEAM SHALL BE SET AT 8'0" O.C.
  8. PAVED VERANDA, ENTRANCE, AND GOLF WAY FLOOR SHALL BE DECORATIVE CONCRETE SURFACE
  9. DECORATIVE WOOD ROOF BEAM SHALL BE SET AT UNLT ROOF
  10. DECORATIVE WOOD RAFTER BEAM SHALL BE SET AT 8'0" O.C.
  11. BAR AREA SHALL SERVICE CLUB ROOM AREA
  12. FOOD SERVICE SHALL OPEN INTO CLUB ROOM AREA

Exhibit L-1

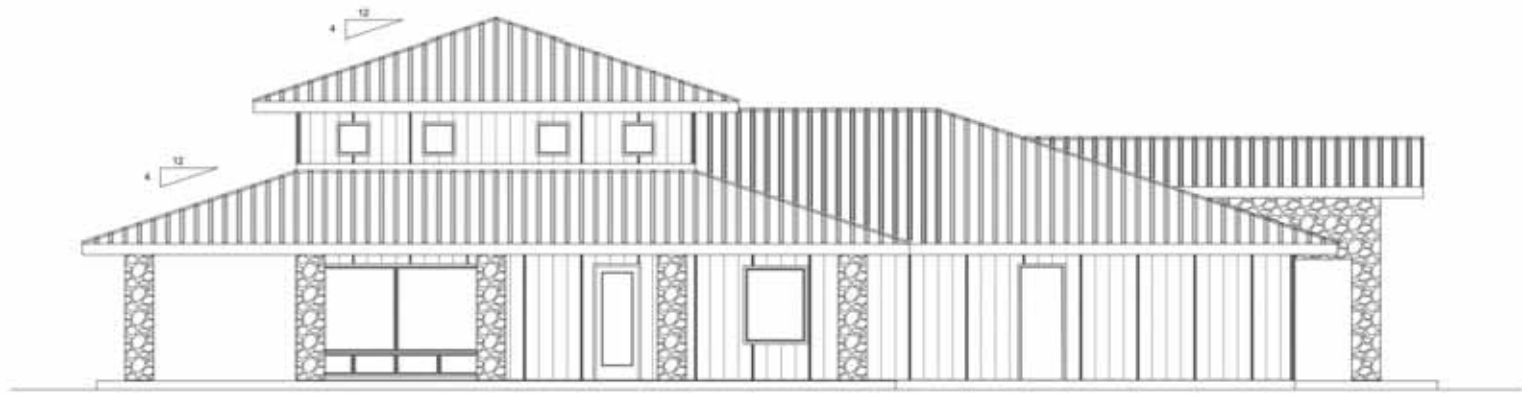




○ FRONT ELEVATION  
1/4" = 1'-0"

ELEVATION CALLOUTS	
<b>CLUB HOUSE</b>	
1.	NEW CORRUGATED METAL ROOFING SHALL MATCH ROOFING OF EXISTING BUILDING.
2.	FASCIA AND EAVES SHALL BE 2 X 10. ALL EDGES SHALL HAVE SOFTFITTED HEMLOCKING SOFT-FINISH.
3.	EXTERIOR SIDING SHALL BE HARD-BRAND PANELS WITH GROOVES AT 4" O.C.
4.	PROVIDE APPROVED HARD TRIM AT ALL PANEL EDGES, CORNERS, AND ALL OPENINGS.
5.	BATTLS SHALL BE 2 X 3 1/2" MIN SET AT 16" O.C.
6.	ENTRANCE COLUMNS SHALL BE 24" SQUARE WITH SPINE VENEER FINISH.
7.	ENTRANCE TOWER SHALL HAVE ARCHED OPENING IN FRONT.
8.	TRAVELER COLUMNS SHALL BE 18" SQUARE WITH STONE VENEER FINISH.
9.	GRADE SHALL BE 4" FROM BUILDING FOR 10'-0"

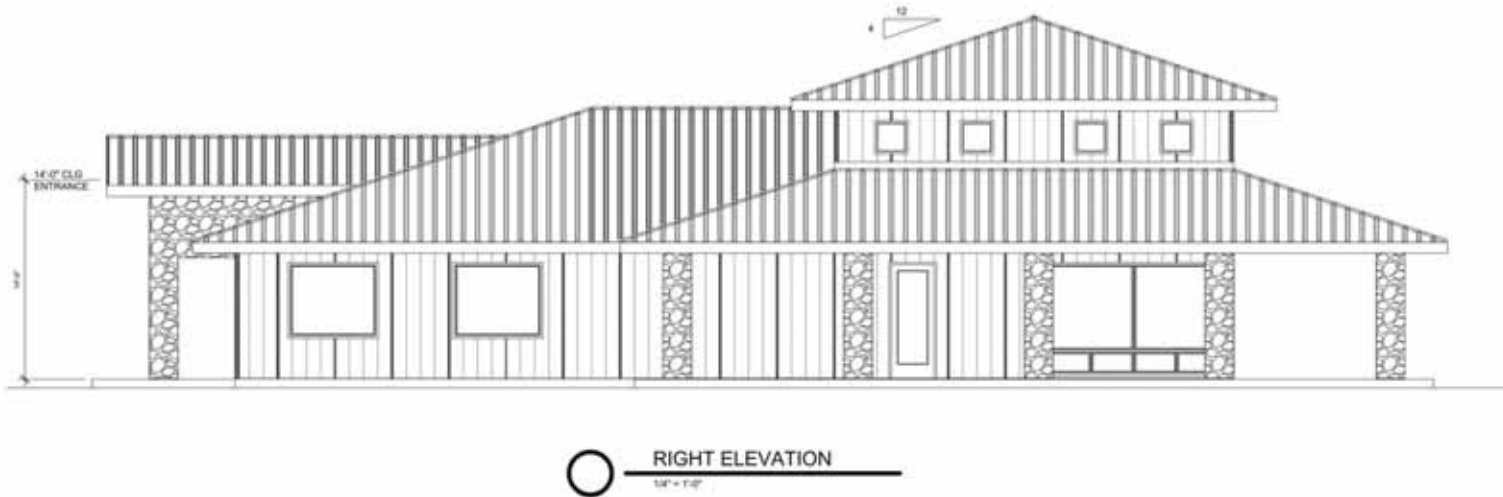
Exhibit L-2



○ LEFT ELEVATION  
1/4" = 1'-0"

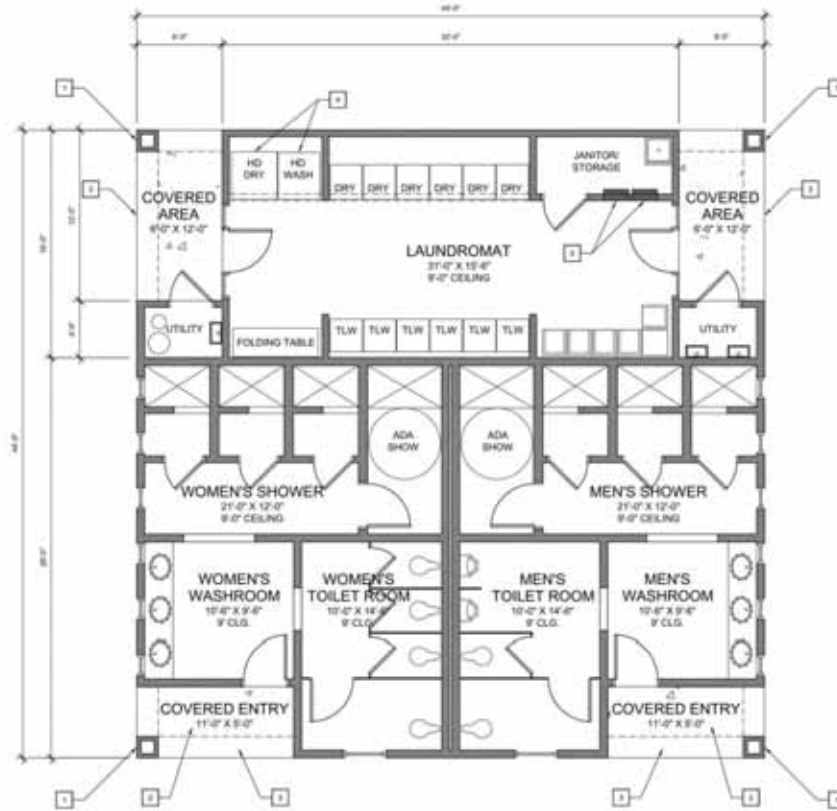
ELEVATION CALLOUTS	
<b>CLUB HOUSE</b>	
1.	NEW CORRUGATED METAL ROOFING SHALL MATCH ROOFING OF EXISTING BUILDING.
2.	PARCH AND EAVES SHALL BE 2 X 10. ALL EAVES SHALL HAVE SOFFITTED UNDER-SIDING SMOOTH FINISH.
3.	EXTERIOR SIDING SHALL BE HARD-BRAND PANELS WITH GROOVES AT Joints.
4.	PROVIDE APPROVED HARD TRIM AT ALL PANEL EDGES, CORNERS, AND ALL OPENINGS.
5.	BATTES SHALL BE 2 X 3 1/2" MIN SET AT 16" O.C.
6.	ENTRANCE COLUMNS SHALL BE 2" SQUARE WITH SPINE VENEER FINISH.
7.	ENTRY PORCH SHALL HAVE ANCHED OPENING IN FRONT.
8.	TRIMMER COLUMNS SHALL BE 2" SQUARE WITH STONE VENEER FINISH.
9.	SLOPE GRADE AWAY FROM BUILDING 2% FOR 10'-0"

Exhibit L-3



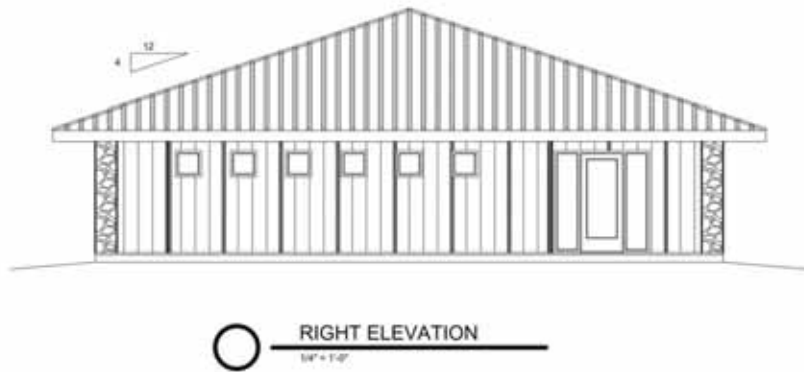
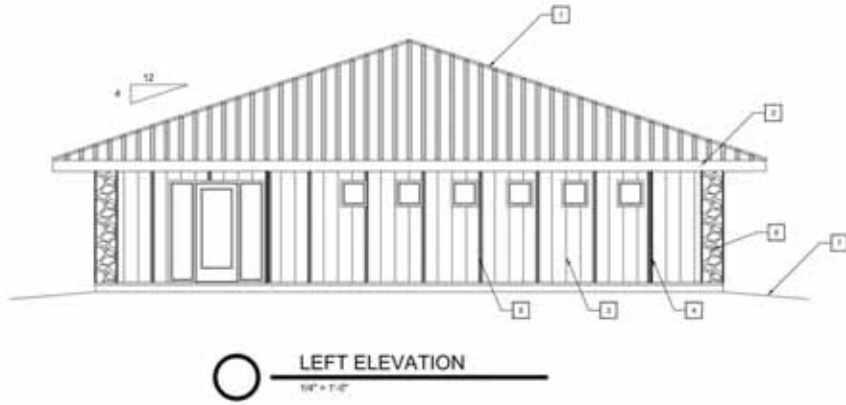
FLOOR PLAN CALLOUTS	
<b>RESTROOM/SHOWER/LAUDROMAT</b>	
1.	ENTRANCE COLUMNS SHALL BE 12" SQUARE WITH CEMENT PLASTER FINISH.
2.	BEAMS BETWEEN COLUMNS SHALL BE 12" WIDE TO MATCH COLUMNING AND SHALL HAVE A CEMENT PLASTER FINISH.
3.	ENTRANCE AND WALK-WAY FLOOR SHALL BE DECORATIVE CONCRETE SURFACE.
4.	ONE PAIR OF HEAVY DUTY RUBBER AND HEAVY DUTY DRY SHALL BE LOCATED IN EACH LAUDROMAT.
5.	SOAP DISPENSER VENDING MACHINE SHALL BE LOCATED IN AN ACCESSIBLE AREA.

Exhibit M-1



**FLOOR PLAN - SHOWER-RESTROOM-LAUDROMAT** 1/8" = 1'-0"

WOMEN'S RESTROOM/SHOWER:	561 SQ. FT.
MEN'S RESTROOM/SHOWER:	561 SQ. FT.
COVERED RESTROOM ENTRANCES (2):	110 SQ. FT.
LAUDROMAT:	660 SQ. FT.
COVERED LAUDROMAT ENTRANCES (2):	144 SQ. FT.



ELEVATION CALLOUTS	
<b>CLUB HOUSE</b>	
1.	NEW CORRUGATED METAL ROOFING SHALL MATCH ROOFING OF EXISTING BUILDING.
2.	PASCA AND SAVERS SHALL BE 2 X 10. ALL SAVERS SHALL HAVE SCOTTED HAND-BOARDED SCOTCH FINISH.
3.	EXTERIOR SIDING SHALL BE HERRING BOARD PANELS WITH GROOVES AT 2' O.C.
4.	FINISHES APPROVED HARDWARE AT ALL PANEL EDGES, CORNERS, AND ALL OPENINGS.
5.	SAFTS SHALL BE 2 X 2 TRIM SET AT 42" O.C.
6.	ENTRANCE COLUMNS SHALL BE 24" SQUARE WITH STONE VENEER FINISH.
7.	ENTRANCE TOWER SHALL HAVE ARCHED OPENING IN FRONT.
8.	VENISIA COLUMNS SHALL BE 24" SQUARE WITH STONE VENEER FINISH.
9.	SLOPE GRASS 30:1 FROM BUILDING TO FOR 12'-0"



# Attachment 9

## Draft Resolution D

### RESOLUTION NO: 17-XXX

**A RESOLUTION OF THE CITY COUNCIL OF THE  
CITY OF EL PASO DE ROBLES  
APPROVING CONDITIONAL USE PERMIT AMENDMENT (CUP 94-005),  
FOR CABERNET LINKS RV RESORT  
5151 JARDINE ROAD, APN: 025-442-021 - 023 & 025-444-001 - 014**

WHEREAS, an application for Planned Development 15-004 and Conditional Use Permit 94-005 Amendment has been filed by Tom Erskine for development of a 290 space Recreational Vehicle (RV) resort within the existing Links Golf Course and ancillary site improvements, as shown in the proposed Site Plan in Exhibit B; and

WHEREAS, in conjunction with PD 15-004 and CUP 94-005 Amendment, Vesting Tentative Tract Map 3088 has been submitted requesting to eliminate 39 existing lots created Tract 2716, and resubdivide the property into 19 lots, that would include the golf course, RV resort, vineyards, and future new resort compatible commercial uses; and

WHEREAS, with the approval of PD 15-004 and CUP 94-005 Amendment (Cabernet Links RV and Golf Resort) the previous entitlements that approved the Vista del Hombre project (PD 06-021) would be eliminated; and

WHEREAS, with the approval of PD 15-004 and CUP 94-005 Amendment (Cabernet Links RV and Golf Resort) the development plan (PD 94-003) originally approved to establish the Links Golf Course would be superseded by PD 15-004; and

WHEREAS, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared for the project; and

WHEREAS, based on the information and analysis contained in the Initial Study, staff determined that the proposed project as designed, and with appropriate mitigation measures added as conditions of approval, will not result in significant environmental impacts, and a Mitigated Negative Declaration was prepared and circulated for public review and comment in full compliance with CEQA; and

WHEREAS, a duly noticed public hearing was conducted by the Planning Commission on February 28, 2017, on this project to accept public testimony on the Mitigated Negative Declaration and the proposed project. Comments were received from Native American Heritage Commission regarding noticing related to AB-52, and the Cultural Resource Study for the project. The cultural resource mitigation measures were modified, and incorporated into the Mitigation Monitoring and Reporting Program and incorporated into the in compliance with CEQA; and

WHEREAS, the subject property is designated in the General Plan, Land Use Element as Business Park with Planned Development /Airport Overlays (BP/PD/AP), and the proposed project is consistent with the intent of the land use designation since the project would provide development of "... transient occupancy uses in close proximity to golf courses and commercial recreation...and provide resorts, lodging and related ancillary land uses..."; and

WHEREAS, based upon the facts and analysis presented in the staff report, public testimony received and subject to the conditions of approval listed below, the Planning commission finds that the establishment, maintenance or operation for the requested-use or building applied for, will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort, convenience and general welfare of the persons residing or working in the neighborhood of such proposed use, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City.

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

**Section 1.** All of the above recitals are true and correct and incorporated herein by reference.

**Section 2 - Findings:** based upon the facts and analysis presented in the staff report, public testimony received and subject to the conditions listed below, the City Council makes the following findings:

1. The goals and policies established by the general plan, since the project would provide transient lodging in proximity to commercial recreation uses such as Barney Schwartz Park, the water park, golf courses, horse park and other amenities.
2. The zoning code, particularly the purpose and intent of the zoning district in which a development project is located since the AP/PD district conditionally permits hotels, and the site will maintain a significant portion of the site with the existing golf course while minimizing disturbance of the natural features on the property.
3. The proposed project complies with all other adopted codes, policies, standards, and plans of the city including the zoning district height limitations, setbacks, and parking requirements, and it would comply with the land uses and applicable density provided for in the Paso Robles Airport Land Use Plan.
4. The proposed development plan will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the person residing or working in the neighborhood, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the city since the property is not located in close proximity to other residents or neighborhoods, and it would not result in significant noise, traffic, light, glare, or other potential effects.
5. The proposed development plan accommodates the aesthetic quality of the city as a whole, especially where development will be visible from gateways to the city and scenic corridors since it proposes to utilize high-quality architectural design with elements of “Winery/Agrarian” architectural style that fits in with and is compatible with the site, and will provide an attractive view as would be seen from surrounding properties and streets.
6. The proposed development plan is compatible with, and is not detrimental to, surrounding land uses and improvements, provides appropriate visual appearance, and contributes to the mitigation of any environmental and social (e.g., privacy) impacts, since it is proposed to be a low-intensity development on the rural landscape, and would mitigate potentially significant environmental impacts.
7. The proposed development plan is compatible with existing scenic and environmental

resources such as hillsides, drainage courses, oak tree woodlands, vistas, and historic buildings, as noted in #5 and #6 above.

8. The proposed development plan contributes to the orderly development of the city as a whole by providing a well-designed project that is suitable for the location where it is proposed and surrounding land uses including agricultural land uses, the golf course, and the existing rural residential in the vicinity.

**Section 3 - Approval:** Conditional Use Permit Amendment 94-005 is approved subject to the following:

<u>EXHIBIT</u>	<u>DESCRIPTION</u>
A	Project Conditions of Approval
A1	Standard Conditions of Approval (Refer to Exhibit A1 of Resolution E - Tract Resolution)
B	Site Plan

PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 6<sup>th</sup> day of June 2017 by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

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Steven W. Martin, Mayor

ATTEST:

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Kristen L. Buxkemper, Deputy City Clerk

Exhibit A – Project Conditions of Approval  
Exhibit A1 – Standard Conditions of Approval  
Exhibit B – Site Plan

# Exhibit A

## Project Conditions of Approval – CUP Amendment 94-005

### Planning Division Conditions:

1. This conditional use permit amendment authorizes the establishment of an 18-hole golf course with driving range, along with the establishment of a 290 space Recreational Vehicle Resort, known as the Cabernet Links and RV Resort. ~~clubhouse with pro shop and coffee shop, maintenance building, cart storage building and mid-course restrooms.~~ Project development and phasing shall comply with the conditions and exhibits established with PD 15-005. ~~The project shall be constructed in four (4) phases as follows:~~

~~Phase 1 – Improve existing on-site drainage swales, remove and clean debris from existing culverts under Beacon and Jardine Roads and seed the area with ryegrass for dust and erosion control.~~

~~Phase 2 – Grade and construct the 18-hole golf course, driving range, parking lot, entry road, temporary club house (approximately 1500 square feet), temporary maintenance tent and temporary restrooms on the course.~~

~~Phase 3 – Construct permanent maintenance building, cart barn and on-course restrooms.~~

~~Phase 4 – Construct permanent clubhouse and underground existing on-site overhead utilities. In order to insure that undergrounding of utilities is completed, Phase 4 shall be completed by October 10, 1999 or prior to occupancy of Phase 4 (permanent clubhouse building), whichever occurs first.~~

~~Failure to underground on-site utilities in the prescribed timeline, could result in a public hearing to consider revocation for failure to comply with conditions of approval.~~

2. The applicant shall comply with all conditions of approval of Planned Development 94003 15-005 in a manner acceptable to the City of Paso Robles.
3. Events associated with the resort such as golf tournaments, RV related events, shall be conducted indoors, or within a temporary tent structure as approved by the City. Events not related to golf or RV, or exceeded 450 attendees are subject to a Temporary Use Permit. All events shall end no later than 10 pm. Amplified music associated with the event shall be kept in doors and play no later than 10 pm.
4. The site shall be kept in a neat manner at all times and the landscaping shall be continuously maintained in a healthy and thriving condition.
5. Any site specific condition imposed by the Planning Commission/City Council in approving this project may be modified or eliminated, or new conditions may be added, provided that the Planning Commission shall first conduct a public hearing in the same manner as required for the approval of this project. No such modification shall be made unless the Commission finds that such modification is necessary to protect the public interest and/or neighboring properties, or, in the case of deletion of an existing condition, that such action is necessary to permit reasonable operation and use for this approval.
6. All parkways, open areas, and landscaping shall be permanently maintained by the property owner, or other means acceptable to the City.
7. The golf course operations shall comply at all times with the city's performance standards.



~~8. This conditional use permit shall expire on April 10, 1995 unless a time extension is submitted to the Community Development Department prior to expiration.~~

EXHIBIT A1

CITY OF EL PASO DE ROBLES  
STANDARD DEVELOPMENT CONDITIONS

Planned Development \_\_\_\_\_  Conditional Use Permit \_\_\_\_\_  
 Tentative Parcel Map \_\_\_\_\_  Tentative Tract Map \_\_\_\_\_  
Approval Body: Planning Commission Date of Approval: October 11, 2016  
Applicant: Destino Paso Resort Location: 3350 Airport Road  
APN: 025-436-029 & 025-346-030

The following conditions that have been checked are standard conditions of approval for the above referenced project. The checked conditions shall be complied with in their entirety before the project can be finalized, unless otherwise specifically indicated. In addition, there may be site specific conditions of approval that apply to this project in the resolution.

**COMMUNITY DEVELOPMENT DEPARTMENT - The applicant shall contact the Community Development Department, (805) 237-3970, for compliance with the following conditions:**

**A. GENERAL CONDITIONS – PD/CUP:**

- 1. This project approval shall expire on October 11, 2018 unless a time extension request is filed with the Community Development Department, or a State mandated automatic time extension is applied prior to expiration.
- 2. The site shall be developed and maintained in accordance with the approved plans and unless specifically provided for through the Planned Development process shall not waive compliance with any sections of the Zoning Code, all other applicable City Ordinances, and applicable Specific Plans.
- 3. To the extent allowable by law, Owner agrees to hold City harmless from costs and expenses, including attorney's fees, incurred by City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal court challenging the City's actions with respect to the project. Owner understands and acknowledges that City is under no obligation to defend any legal actions challenging the City's actions with respect to the project.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

- 4. Any site specific condition imposed by the Planning Commission in approving this project (**Conditional Use Permit**) may be modified or eliminated, or new conditions may be added, provided that the Planning Commission shall first conduct a public hearing in the same manner as required for the approval of this project. No such modification shall be made unless the Commission finds that such modification is necessary to protect the public interest and/or neighboring properties, or, in the case of deletion of an existing condition, that such action is necessary to permit reasonable operation and use for this approval.
- 5. The site shall be kept in a neat manner at all times and the landscaping shall be continuously maintained in a healthy and thriving condition.
- 6. All signs shall be subject to review and approval as required by Municipal Code Section 21.19 and shall require a separate application and approval prior to installation of any sign.
- 7. All walls/fences and exposed retaining walls shall be constructed of decorative materials which include but are not limited to splitface block, slumpstone, stuccoed block, brick, wood, crib walls or other similar materials as determined by the Development Review Committee, but specifically excluding precision block.
- 8. Prior to the issuance of a Building Permit a landscape and irrigation plan consistent with the Landscape and Irrigation Ordinance, shall be submitted for City review and approval. The plan needs to be designed in a manner that utilizes drought tolerant plants, trees and ground covers and minimizes, if not eliminates the use of turf. The irrigation plan shall utilize drip irrigation and limit the use of spray irrigation. All existing and/or new landscaping shall be installed with automatic irrigation systems.
- 9. A reciprocal parking and access easement and agreement for site access, parking, and maintenance of all project entrances, parking areas, landscaping, hardscape, common open space, areas and site lighting standards and fixtures, shall be recorded prior to or in conjunction with the Final Map. Said easement and agreement shall apply to all properties, and be referenced in the site Covenants, Conditions and Restrictions (CC&Rs).
- 10. All outdoor storage shall be screened from public view by landscaping and walls or fences per Section 21.21.110 of the Municipal Code.
- 11. For commercial, industrial, office or multi-family projects, all refuse enclosures are required to provide adequate space for recycling bins. The enclosure shall be architecturally compatible with the primary building. Gates shall be view obscuring and constructed of durable materials. Check with Paso Robles Waste Disposal to determine the adequate size of enclosure based on the number and size of containers to be stored in the enclosure.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

- 12. For commercial, industrial, office or multi-family projects, all existing and/or new ground-mounted appurtenances such as air-conditioning condensers, electrical transformers, backflow devices etc., shall be screened from public view through the use of decorative walls and/or landscaping subject to approval by the Community Development Director or his designee. Details shall be included in the building plans.
- 13. All existing and/or new roof appurtenances such as air-conditioning units, grease hoods, etc. shall be screened from public view. The screening shall be architecturally integrated with the building design and constructed of compatible materials to the satisfaction of the Community Development Director or his designee. Details shall be included in the building plans.
- 14. All existing and/or new lighting shall be shielded so as to be directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Community Development Director or his designee.
- 15. It is the property owner's responsibility to insure that all construction of private property improvements occur on private property. It is the owner's responsibility to identify the property lines and insure compliance by the owner's agents.
- 16. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No.835 N.S., Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to removal.
- 17. No storage of trash cans or recycling bins shall be permitted within the public right-of-way.
- 18. Prior to recordation of the map or prior to occupancy of a project, all conditions of approval shall be completed to the satisfaction of the City Engineer and Community Developer Director or his designee.
- 19. Two sets of the revised Planning Commission approved plans incorporating all Conditions of Approval, standard and site specific, shall be submitted to the Community Development Department prior to the issuance of building permits.
- 20. Prior to the issuance of building permits, the
  - Development Review Committee shall approve the following:
  - Planning Division Staff shall approve the following:

(Adopted by Planning Commission Resolution \_\_\_\_\_)



- a. A detailed site plan indicating the location of all structures, parking layout, outdoor storage areas, walls, fences and trash enclosures;
- b. A detailed landscape plan;
- c. Detailed building elevations of all structures indicating materials, colors, and architectural treatments;
- d. Other: grading plan review

**B. GENERAL CONDITIONS – TRACT/PARCEL MAP:**

- 1. In accordance with Government Section 66474.9, the subdivider shall defend, indemnify and hold harmless the City, or its agent, officers and employees, from any claim, action or proceeding brought within the time period provided for in Government Code section 66499.37, against the City, or its agents, officers, or employees, to attack, set aside, void, annul the City's approval of this subdivision. The City will promptly notify subdivider of any such claim or action and will cooperate fully in the defense thereof.
- 2. The Covenants, Conditions, and Restrictions (CC&Rs) and/or Articles Affecting Real Property Interests are subject to the review and approval of the Community Development Department, the Public Works Department and/or the City Attorney. They shall be recorded concurrently with the Final Map or prior to the issuance of building permits, whichever occurs first. A recorded copy shall be provided to the affected City Departments.
- 3. The owner shall petition to annex residential Tract (or Parcel Map)\_\_\_\_\_ into the City of Paso Robles Community Facilities District No. 2005-1 for the purposes of mitigation of impacts on the City's Police and Emergency Services Departments.
- 4. Street names shall be submitted for review and approval by the Planning Commission, prior to approval of the final map.
- 5. The following areas shall be permanently maintained by the property owner, Homeowners' Association, or other means acceptable to the City:

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**ENGINEERING DIVISION- The applicant shall contact the Engineering Division, (805) 237-3860, for compliance with the following conditions:**

All conditions marked are applicable to the above referenced project for the phase indicated.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

**C. PRIOR TO ANY PLAN CHECK:**

- 1. The applicant shall enter into an Engineering Plan Check and Inspection Services Agreement with the City.

**D. PRIOR TO ISSUANCE OF A GRADING PERMIT:**

- 1. Prior to approval of a grading plan, the developer shall apply through the City, to FEMA and receive a Letter of Map Amendment (LOMA) issued from FEMA. The developer's engineer shall provide the required supporting data to justify the application.
- 2. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No. 553, Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to its removal.
- 3. A complete grading and drainage plan shall be prepared for the project by a registered civil engineer and subject to approval by the City Engineer. The project shall conform to the City's Storm Water Discharge Ordinance.
- 4. A Preliminary Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer.
- 5. A Storm Water Pollution Prevention Plan per the State General Permit for Storm Water Discharges Associated with Construction Activity shall be provided for any site that disturbs greater than or equal to one acre, including projects that are less than one acre that are part of a larger plan of development or sale that would disturb more than one acre.

**E. PRIOR TO ISSUANCE OF A BUILDING PERMIT:**

- 1. All off-site public improvement plans shall be prepared by a registered civil engineer and shall be submitted to the City Engineer for review and approval. The improvements shall be designed and placed to the Public Works Department Standards and Specifications.
- 2. The applicant shall submit a composite utility plan signed as approved by a representative of each public utility.
- 3. Landscape and irrigation plans for the public right-of-way shall be incorporated into the improvement plans and shall require approval by the Streets Division Supervisor and the Community Development Department.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

- 4. In a special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM) the owner shall provide an Elevation Certificate in accordance with the National Flood Insurance program. This form must be completed by a land surveyor or civil engineer licensed in the State of California.

**F. PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY OR RECORDATION OF THE FINAL MAP:**

**The Planning Commission has made a finding that the fulfillment of the construction requirements listed below are a necessary prerequisite to the orderly development of the surrounding area.**

- 1. The applicant shall pay any current and outstanding fees for Engineering Plan Checking and Construction Inspection services.
- 2. All public improvements are completed and approved by the City Engineer, and accepted by the City Council for maintenance.
- 3. The owner shall offer to dedicate and improve the following street(s) to the standard indicated:

Street Name	City Standard	Standard Drawing No.
-------------	---------------	----------------------

- 4. If, at the time of approval of the final map, any required public improvements have not been completed and accepted by the City the owner shall be required to enter into a Subdivision Agreement with the City in accordance with the Subdivision Map Act.

Bonds required and the amount shall be as follows:  
 Performance Bond.....100% of improvement costs.  
 Labor and Materials Bond.....50% of performance bond.

- 5. If the existing City street adjacent to the frontage of the project is inadequate for the traffic generated by the project, or will be severely damaged by the construction, the applicant shall excavate the entire structural section and replace it with a standard half-width street plus a 12' wide travel lane and 8' wide graded shoulder adequate to provide for two-way traffic.
- 6. If the existing pavement and structural section of the City street adjacent to the frontage of the project is adequate, the applicant shall provide a new structural section from the proposed curb to the edge of pavement and shall overlay the existing paving to centerline for a smooth transition.
- 7. Due to the number of utility trenches required for this project, the City Council

(Adopted by Planning Commission Resolution \_\_\_\_\_)

adopted Pavement Management Program requires a pavement overlay on Airport Road along the frontage of the project.

- 8. The applicant shall install all utilities. Street lights shall be installed at locations as required by the City Engineer. All existing overhead utilities adjacent to or within the project shall be relocated underground except for electrical lines 77 kilovolts or greater. All utilities shall be extended to the boundaries of the project.
  
- 9. The owner shall offer to dedicate to the City the following easement(s). The location and alignment of the easement(s) shall be to the description and satisfaction of the City Engineer:
  - a. Public Utilities Easement;
  - b. Water Line Easement;
  - c. Sewer Facilities Easement;
  - d. Landscape Easement;
  - e. Storm Drain Easement.
  
- 10. The developer shall annex to the City's Landscape and Lighting District for payment of the operating and maintenance costs of the following:
  - a. Street lights;
  - b. Parkway/open space landscaping;
  - c. Wall maintenance in conjunction with landscaping;
  - d. Graffiti abatement;
  - e. Maintenance of open space areas.
  
- 11. For a building with a Special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM), the developer shall provide an Elevation Certificate in accordance with the National Flood Insurance Program. This form must be completed by a lands surveyor or civil engineer licensed in the State of California.
  
- 12. All final property corners shall be installed.
  
- 13. All areas of the project shall be protected against erosion by hydro seeding or landscaping.
  
- 14. All construction refuse shall be separated (i.e. concrete, asphalt concrete, wood gypsum board, etc.) and removed from the project in accordance with the City's Source Reduction and Recycling Element.
  
- 15. Clear blackline mylars and paper prints of record drawings, signed by the engineer of record, shall be provided to the City Engineer prior to the final inspection. An electronic autocad drawing file registered to the California State Plane – Zone 5 / NAD83 projected coordinate system, units in survey feet, shall be provided.

(Adopted by Planning Commission Resolution \_\_\_\_\_)



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**PASO ROBLES DEPARTMENT OF EMERGENCY SERVICES-** The applicant shall contact the Department of Emergency Services, (805) 227-7560, for compliance with the following conditions:

**G. GENERAL CONDITIONS**

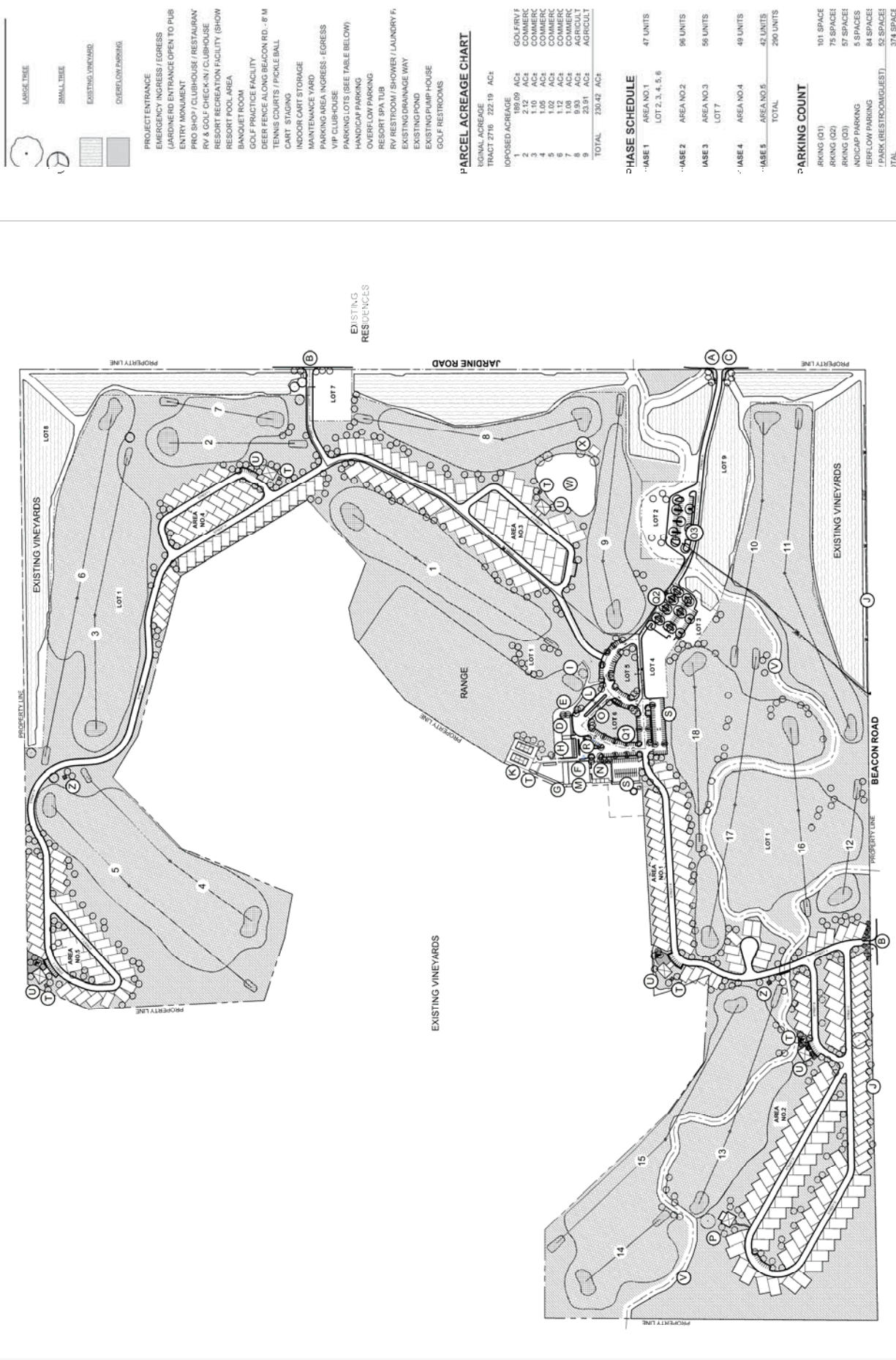
1.  Prior to the start of construction:
  - Plans shall be reviewed, approved and permits issued by Emergency Services for underground fire lines.
  - Applicant shall provide documentation to Emergency Services that required fire flows can be provided to meet project demands.
  - Fire hydrants shall be installed and operative to current, adopted edition of the California Fire Code.
  - A based access road sufficient to support the department's fire apparatus (HS-20 truck loading) shall be constructed and maintained for the duration of the construction phase of the project.
  - Access road shall be at least twenty (20) feet in width with at least thirteen (13) feet, six (6) inches of vertical clearance.
  
2.  Provide central station monitored fire sprinkler system for all residential, commercial and industrial buildings that require fire sprinklers in current, adopted edition of the California Building Code, California Fire Code and Paso Robles Municipal Code.
  - Plans shall be reviewed, approved and permits issued by Emergency Services for the installation of fire sprinkler systems.
  
3.  Provide central station monitored fire alarm system for all residential, commercial and industrial buildings that require fire alarm system in current, adopted edition of the California Building Code, California Fire Code and Paso Robles Municipal Code.
  
4.  If required by the Fire Chief, provide on the address side of the building if applicable:
  - Fire alarm annunciator panel in weatherproof case.
  - Knox box key entry box or system.
  - Fire department connection to fire sprinkler system.
  
5.  Provide temporary turn-around to current City Engineering Standard for phased construction streets that exceed 150 feet in length.
  
6.  Project shall comply with all requirements in current, adopted edition of California Fire Code and Paso Robles Municipal Code.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

7.  Prior to the issuance of Certificate of Occupancy:
- Final inspections shall be completed on all underground fire lines, fire sprinkler systems, fire alarm systems and chemical hood fire suppression systems.
  - Final inspections shall be completed on all buildings.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

# Exhibit B



## LEGEND

- LARGE TREE
- SMALL TREE
- EXISTING VINEYARD
- OVERFLOW PARKING

- PROJECT ENTRANCE
- EMERGENCY INGRESS / EGRESS
- LANDSCAPED ENTRANCE OPEN TO PUB
- ENTRY MONUMENT
- PRO SHOP / CLUBHOUSE / RESTAURANT
- RV & GOLF CHECK-IN / CLUBHOUSE
- RESORT RECREATION FACILITY (SHOW RESORT POOL AREA)
- BANQUET ROOM
- GOLF PRACTICE FACILITY
- DEER FENCE ALONG BEACON RD. - # M
- TENNIS COURTS / PICKLE BALL
- CART STAGING
- INDOOR CART STORAGE
- MAINTENANCE YARD
- PARKING AREA INGRESS - EGRESS
- VIP CLUBHOUSE
- PARKING LOTS (SEE TABLE BELOW)
- HANDICAP PARKING
- OVERFLOW PARKING
- RESORT SPA TUB
- RV RESTROOM / SHOWER / LAUNDRY F.
- EXISTING DRAINAGE WAY
- EXISTING POND
- EXISTING PUMP HOUSE
- GOLF RESTROOMS

## PARCEL ACREAGE CHART

ORIGINAL ACREAGE	TRACT 2716 222.19 AC	PROPOSED ACREAGE	USE
1	189.09 AC	189.09 AC	GOLF/FRV / COMMERC
2	1.10 AC	1.10 AC	COMMERC
3	1.05 AC	1.05 AC	COMMERC
4	1.02 AC	1.02 AC	COMMERC
5	1.08 AC	1.08 AC	COMMERC
6	1.08 AC	1.08 AC	COMMERC
7	1.08 AC	1.08 AC	COMMERC
8	9.93 AC	9.93 AC	AGRICULT
9	23.91 AC	23.91 AC	AGRICULT
TOTAL	230.42 AC		

## RV UNIT COUNT

PHASE SCHEDULE	RV UNIT COUNT
PHASE 1	47 UNITS
PHASE 2	96 UNITS
PHASE 3	56 UNITS
PHASE 4	49 UNITS
PHASE 5	42 UNITS
TOTAL	290 UNITS

## PARKING COUNT

PARKING (O1)	101 SPACES
PARKING (O2)	75 SPACES
PARKING (O3)	57 SPACES
INDICAP PARKING	5 SPACES
OVERFLOW PARKING	84 SPACES
PARK (RESTROOM/GUEST)	52 SPACES
TOTAL	374 SPACES

# Attachment 10

## Draft Resolution E

### RESOLUTION NO: 17-XXX

**A RESOLUTION OF  
THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES  
APPROVING CABERNET LINKS RV RESORT AND GOLF COURSE  
VESTING TENTATIVE TRACT MAP 3088  
5151 JARDINE ROAD, APN: 025-442-021 - 023 & 025-444-001 - 014  
APPLICANT – TOM ERSKINE**

**WHEREAS**, in conjunction with applications filed for Planned Development 15-004 and Conditional Use Permit 94-005 Amendment for development of a 290 space RV resort, Vesting Tentative Tract Map (VTTM) 3088 has been filed by Tom Erskine requesting to eliminate 39 existing lots created Tract 2716, and resubdivide the property into 19 lots, that would include the golf course, RV resort, vineyards, and future new resort compatible commercial uses as follows:

Lot 1:	188 acres	(Golf Course / RV Resort)
Lot 2-7:	1 to 2 acres	(Commercial Lots)
Lot 8:	9.93 acres	(Vineyard Lot)
Lot 9:	1.05 acres	(Vineyard Lot)

**WHEREAS**, the subject property is designated in the General Plan, Land Use Element as Business Park with Planned Development /Airport Overlays (BP/PD/AP), and the proposed project is consistent with the intent of the land use designation since the project would provide development of "... transient occupancy uses in close proximity to golf courses and commercial recreation...and provide resorts, lodging and related ancillary land uses..."; and

**WHEREAS**, the proposed Vesting Tentative Tract Map 3088 is consistent with applicable new lot development standards in the Airport zoning district with Planned Development (AP/PD), and includes access to each parcel proposed for development and maintains access to the existing golf course buildings, as identified in Exhibit B; and

**WHEREAS**, pursuant to the Statutes and Guidelines of the California Environmental Quality Act (CEQA), and the City's Procedures for Implementing CEQA, an Initial Study was prepared for the project; and

**WHEREAS**, based on the information and analysis contained in the Initial Study, staff determined that the proposed project as designed, and with appropriate mitigation measures added as conditions of approval, will not result in significant environmental impacts, and a Mitigated Negative Declaration was prepared and circulated for public review and comment in full compliance with CEQA; and

**WHEREAS**, a duly noticed public hearing was conducted by the Planning Commission on February 28, 2017 on this project to accept public testimony on the Mitigated Negative Declaration and the proposed project; and

**WHEREAS**, a public hearing was conducted by the Planning Commission on February 28, 2017 to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, Vesting Tentative Tract Map, Oak Tree Removal, and



environmental determination, and at the close of this public hearing, the Planning Commission adopted the MND and approval of the proposed project; and

**WHEREAS**, an appeal of the Planning Commission's decision to approve the project on February 28, 2017 was submitted by Jeremy and Courtney Howard on April 12, 2017; and

**WHEREAS**, a public hearing was conducted by the City Council on June 6, 2017 to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, Vesting Tentative Tract Map, Oak Tree Removal, and environmental determination; and

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

**Section 1.** All of the above recitals are true and correct and incorporated herein by reference.

**Section 2 - Findings:** based upon the facts and analysis presented in the staff report, public testimony received and subject to the conditions listed below, the City Council makes the following findings as required by Government Code Section 66474:

1. As conditioned, the proposed tentative subdivision map is consistent with the adopted General Plan for the City of El Paso de Robles by providing areas for commercial recreation and tourism related development.
2. As conditioned, the design of lots, streets, open space, drainage, sewers, water and other improvements is consistent with the General Plan and Zoning Ordinance.
3. The site is physically suitable for the type and density of development proposed.
4. The design of the subdivision is not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.
5. The design of the subdivision and types of improvements proposed are not likely to cause serious public health problems.
6. The design of the subdivision and the type of improvements proposed will not conflict with easements acquired by the public at large, for access through or use of, property within the proposed subdivision.

**Section 3 – Approval:** the City Council of the City of El Paso de Robles does hereby approve VTTM 3088 subject to the following:

1. VTTM 3088 eliminates 39 existing lots created by Tract 2716, and resubdivides the property into 19 lots, that would include the golf course, RV resort, vineyards, and future new resort compatible commercial uses as shown in Exhibits B - C.
2. The project shall be constructed in substantial conformance with the Conditions of Approval established by this Resolution and it shall be constructed in substantial conformance with the following Exhibits:

<b>EXHIBIT</b>	<b>DESCRIPTION</b>
A	Project Conditions of Approval
A1.	Standard Conditions of Approval
B.	Vesting Tentative Tract Map 3088
C 1- C7.	Preliminary Grading and Drainage

PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 6<sup>th</sup> day of June 2017 by the following vote:

AYES:  
 NOES:  
 ABSENT:  
 ABSTAIN:

\_\_\_\_\_  
 Steven W. Martin, Mayor

ATTEST:

\_\_\_\_\_  
 Kristen L. Buxkemper, Deputy City Clerk

# **Exhibit A**

## **Project Conditions of Approval – Tract 3088**

### **STANDARD CONDITIONS:**

1. The applicant/developer shall comply with those standard conditions which are indicated as applicable in "Exhibit A1" to this resolution. When future applications are submitted to the City for development of the newly created lots, additional site specific conditions will apply. Note: All checked standard conditions shall apply unless superseded by a site specific condition.

### **COMMUNITY DEVELOPMENT SITE SPECIFIC CONDITIONS:**

NOTE: In the event of conflict or duplication between standard and site specific conditions, the site specific condition shall supersede the standard condition.

2. Vesting Tentative Tract Map 3088 authorizes the subdivision of approximately 230 acres into nine (9) lots ranging in size as follows: Lot 1 – 188 acres, Lot 9 – 23.9 acres, Lot 8 – 9.93 acres, Lot 2 – 2.12 acres, and Lots 3-7 are approximately 1 acre.
3. The Final Subdivision Map shall be in substantial compliance with the tentative subdivision map, and preliminary grading plan (Exhibits B & C), reductions attached; full size copies are on file in the Community Development Department) and as amended by site specific and standard conditions contained in this resolution.
4. Grading of the tract shall be consistent with City's applicable Grading Regulations.
5. Prior to recordation of the final map, interest in private easements (Aerotech Center Way extension) encumbering the property must be resolved as well as alternative access to land-locked parcels within the adjacent vineyards. If the easement cannot be adjusted, the project master plan shall be redesigned to accommodate the existing easement alignment, subject to approval by the Development Review Committee.

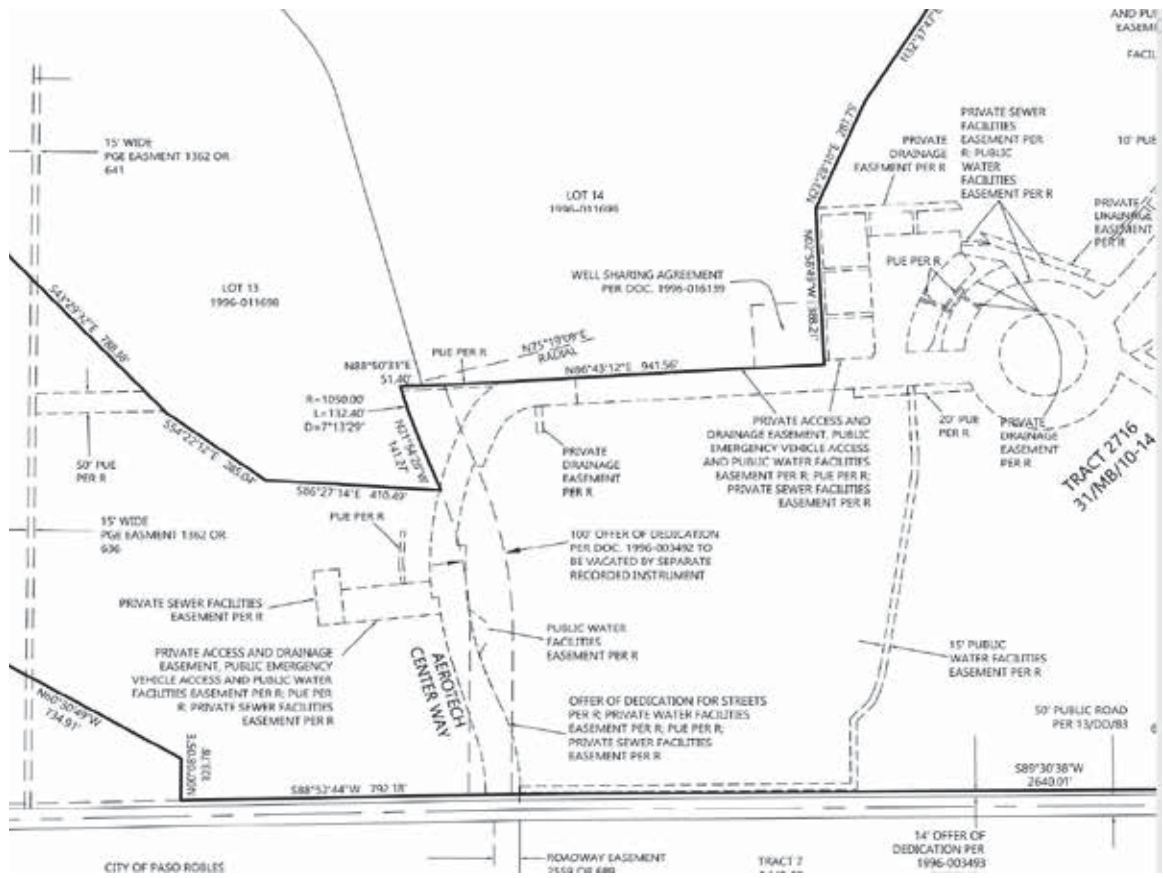




EXHIBIT A.1 OF RESOLUTION  
CITY OF EL PASO DE ROBLES  
STANDARD DEVELOPMENT CONDITIONS

Planned Development  Conditional Use Permit

Tentative Tract Map

Approval Body: Planning Commission Date of Approval: February 28, 2017

Applicant: Cabernet RV/Golf Location: 5151 Jardine Road

APN: 025-442-021 - 023 & 025-444-001 - 014

The following conditions that have been checked are standard conditions of approval for the above referenced project. The checked conditions shall be complied with in their entirety before the project can be finalized, unless otherwise specifically indicated. In addition, there may be site specific conditions of approval that apply to this project in the resolution.

**COMMUNITY DEVELOPMENT DEPARTMENT - The applicant shall contact the Community Development Department, (805) 237-3970, for compliance with the following conditions:**

**A. GENERAL CONDITIONS – PD/CUP:**

- 1. This project approval shall expire on February 28, 2018 unless a time extension request is filed with the Community Development Department, or a State mandated automatic time extension is applied prior to expiration.
- 2. The site shall be developed and maintained in accordance with the approved plans and unless specifically provided for through the Planned Development process shall not waive compliance with any sections of the Zoning Code, all other applicable City Ordinances, and applicable Specific Plans.
- 3. To the extent allowable by law, Owner agrees to hold City harmless from costs and expenses, including attorney's fees, incurred by City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal court challenging the City's actions with respect to the project. Owner understands and acknowledges that City is under no obligation to defend any legal actions challenging the City's actions with respect to the project.
- 4. Any site specific condition imposed by the Planning Commission in approving this project (**Conditional Use Permit**) may be modified or eliminated, or new conditions may be added, provided that the Planning Commission shall first

(Adopted by Planning Commission Resolution \_\_\_\_\_)

conduct a public hearing in the same manner as required for the approval of this project. No such modification shall be made unless the Commission finds that such modification is necessary to protect the public interest and/or neighboring properties, or, in the case of deletion of an existing condition, that such action is necessary to permit reasonable operation and use for this approval.

- 5. The site shall be kept in a neat manner at all times and the landscaping shall be continuously maintained in a healthy and thriving condition.
- 6. All signs shall be subject to review and approval as required by Municipal Code Section 21.19 and shall require a separate application and approval prior to installation of any sign.
- 7. All walls/fences and exposed retaining walls shall be constructed of decorative materials which include but are not limited to splitface block, slumpstone, stuccoed block, brick, wood, crib walls or other similar materials as determined by the Development Review Committee, but specifically excluding precision block.
- 8. Prior to the issuance of a Building Permit a landscape and irrigation plan consistent with the Landscape and Irrigation Ordinance, shall be submitted for City review and approval. The plan needs to be designed in a manner that utilizes drought tolerant plants, trees and ground covers and minimizes, if not eliminates the use of turf. The irrigation plan shall utilize drip irrigation and limit the use of spray irrigation. All existing and/or new landscaping shall be installed with automatic irrigation systems.
- 9. A reciprocal parking and access easement and agreement for site access, parking, and maintenance of all project entrances, parking areas, landscaping, hardscape, common open space, areas and site lighting standards and fixtures, shall be recorded prior to or in conjunction with the Final Map. Said easement and agreement shall apply to all properties, and be referenced in the site Covenants, Conditions and Restrictions (CC&Rs).
- 10. All outdoor storage shall be screened from public view by landscaping and walls or fences per Section 21.21.110 of the Municipal Code.
- 11. For commercial, industrial, office or multi-family projects, all refuse enclosures are required to provide adequate space for recycling bins. The enclosure shall be architecturally compatible with the primary building. Gates shall be view obscuring and constructed of durable materials. Check with Paso Robles Waste Disposal to determine the adequate size of enclosure based on the number and size of containers to be stored in the enclosure.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

- 12. For commercial, industrial, office or multi-family projects, all existing and/or new ground-mounted appurtenances such as air-conditioning condensers, electrical transformers, backflow devices etc., shall be screened from public view through the use of decorative walls and/or landscaping subject to approval by the Community Development Director or his designee. Details shall be included in the building plans.
- 13. All existing and/or new roof appurtenances such as air-conditioning units, grease hoods, etc. shall be screened from public view. The screening shall be architecturally integrated with the building design and constructed of compatible materials to the satisfaction of the Community Development Director or his designee. Details shall be included in the building plans.
- 14. All existing and/or new lighting shall be shielded so as to be directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Community Development Director or his designee.
- 15. It is the property owner's responsibility to insure that all construction of private property improvements occur on private property. It is the owner's responsibility to identify the property lines and insure compliance by the owner's agents.
- 16. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No.835 N.S., Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to removal.
- 17. No storage of trash cans or recycling bins shall be permitted within the public right-of-way.
- 18. Prior to recordation of the map or prior to occupancy of a project, all conditions of approval shall be completed to the satisfaction of the City Engineer and Community Developer Director or his designee.
- 19. Two sets of the revised Planning Commission approved plans incorporating all Conditions of Approval, standard and site specific, shall be submitted to the Community Development Department prior to the issuance of building permits.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

- 20. Prior to the issuance of building permits, the
  - Development Review Committee shall approve the following:
  - Planning Division Staff shall approve the following:
    - a. A detailed site plan indicating the location of all structures, parking layout, outdoor storage areas, walls, fences and trash enclosures;
    - b. A detailed landscape plan;
    - c. Detailed building elevations of all structures indicating materials, colors, and architectural treatments;
    - d. Other: grading plan review

**B. GENERAL CONDITIONS – TRACT/PARCEL MAP:**

- 1. In accordance with Government Section 66474.9, the subdivider shall defend, indemnify and hold harmless the City, or its agent, officers and employees, from any claim, action or proceeding brought within the time period provided for in Government Code section 66499.37, against the City, or its agents, officers, or employees, to attack, set aside, void, annul the City's approval of this subdivision. The City will promptly notify subdivider of any such claim or action and will cooperate fully in the defense thereof.
- 2. The Covenants, Conditions, and Restrictions (CC&Rs) and/or Articles Affecting Real Property Interests are subject to the review and approval of the Community Development Department, the Public Works Department and/or the City Attorney. They shall be recorded concurrently with the Final Map or prior to the issuance of building permits, whichever occurs first. A recorded copy shall be provided to the affected City Departments.
- 3. The owner shall petition to annex residential Tract (or Parcel Map)\_\_\_\_\_ into the City of Paso Robles Community Facilities District No. 2005-1 for the purposes of mitigation of impacts on the City's Police and Emergency Services Departments.
- 4. Street names shall be submitted for review and approval by the Planning Commission, prior to approval of the final map.
- 5. The following areas shall be permanently maintained by the property owner, Homeowners' Association, or other means acceptable to the City:

(Adopted by Planning Commission Resolution \_\_\_\_\_)



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**ENGINEERING DIVISION- The applicant shall contact the Engineering Division, (805) 237-3860, for compliance with the following conditions:**

All conditions marked are applicable to the above referenced project for the phase indicated.

**C. PRIOR TO ANY PLAN CHECK:**

- 1. The applicant shall enter into an Engineering Plan Check and Inspection Services Agreement with the City.

**D. PRIOR TO ISSUANCE OF A GRADING PERMIT:**

- 1. Prior to approval of a grading plan, the developer shall apply through the City, to FEMA and receive a Letter of Map Amendment (LOMA) issued from FEMA. The developer's engineer shall provide the required supporting data to justify the application.
- 2. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No. 553, Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to its removal.
- 3. A complete grading and drainage plan shall be prepared for the project by a registered civil engineer and subject to approval by the City Engineer. The project shall conform to the City's Storm Water Discharge Ordinance.
- 4. A Preliminary Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer.
- 5. A Storm Water Pollution Prevention Plan per the State General Permit for Storm Water Discharges Associated with Construction Activity shall be provided for any site that disturbs greater than or equal to one acre, including projects that are less than one acre that are part of a larger plan of development or sale that would disturb more than one acre.

**E. PRIOR TO ISSUANCE OF A BUILDING PERMIT:**

- 1. All off-site public improvement plans shall be prepared by a registered civil engineer and shall be submitted to the City Engineer for review and approval. The improvements shall be designed and placed to the Public Works Department Standards and Specifications.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

- 2. The applicant shall submit a composite utility plan signed as approved by a representative of each public utility.
- 3. Landscape and irrigation plans for the public right-of-way shall be incorporated into the improvement plans and shall require approval by the Streets Division Supervisor and the Community Development Department.
- 4. In a special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM) the owner shall provide an Elevation Certificate in accordance with the National Flood Insurance program. This form must be completed by a land surveyor or civil engineer licensed in the State of California.

**F. PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY OR RECORDATION OF THE FINAL MAP:**

**The Planning Commission has made a finding that the fulfillment of the construction requirements listed below are a necessary prerequisite to the orderly development of the surrounding area.**

- 1. The applicant shall pay any current and outstanding fees for Engineering Plan Checking and Construction Inspection services.
- 2. All public improvements are completed and approved by the City Engineer, and accepted by the City Council for maintenance.
- 3. The owner shall offer to dedicate and improve the following street(s) to the standard indicated:

Street Name	City Standard	Standard Drawing No.
Jardine Road		

- 4. If, at the time of approval of the final map, any required public improvements have not been completed and accepted by the City the owner shall be required to enter into a Subdivision Agreement with the City in accordance with the Subdivision Map Act.

Bonds required and the amount shall be as follows:  
 Performance Bond.....100% of improvement costs.  
 Labor and Materials Bond.....50% of performance bond.

- 5. If the existing City street adjacent to the frontage of the project is inadequate for the traffic generated by the project, or will be severely damaged by the construction, the applicant shall excavate the entire structural section and replace it with a standard half-width street plus a 12' wide travel lane and 8' wide graded shoulder adequate to provide for two-way traffic.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

- 6. If the existing pavement and structural section of the City street adjacent to the frontage of the project is adequate, the applicant shall provide a new structural section from the proposed curb to the edge of pavement and shall overlay the existing paving to centerline for a smooth transition.
- 7. Due to the number of utility trenches required for this project, the City Council adopted Pavement Management Program requires a pavement overlay on Airport Road along the frontage of the project.
- 8. The applicant shall install all utilities. Street lights shall be installed at locations as required by the City Engineer. All existing overhead utilities adjacent to or within the project shall be relocated underground except for electrical lines 77 kilovolts or greater. All utilities shall be extended to the boundaries of the project.
- 9. The owner shall offer to dedicate to the City the following easement(s). The location and alignment of the easement(s) shall be to the description and satisfaction of the City Engineer:
  - a. Public Utilities Easement;
  - b. Water Line Easement;
  - c. Sewer Facilities Easement;
  - d. Landscape Easement;
  - e. Storm Drain Easement.
- 10. The developer shall annex to the City's Landscape and Lighting District for payment of the operating and maintenance costs of the following:
  - a. Street lights;
  - b. Parkway/open space landscaping;
  - c. Wall maintenance in conjunction with landscaping;
  - d. Graffiti abatement;
  - e. Maintenance of open space areas.
- 11. For a building with a Special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM), the developer shall provide an Elevation Certificate in accordance with the National Flood Insurance Program. This form must be completed by a lands surveyor or civil engineer licensed in the State of California.
- 12. All final property corners shall be installed.
- 13. All areas of the project shall be protected against erosion by hydro seeding or landscaping.
- 14. All construction refuse shall be separated (i.e. concrete, asphalt concrete, wood gypsum board, etc.) and removed from the project in accordance with the City's Source Reduction and Recycling Element.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

- 15. Clear blackline mylars and paper prints of record drawings, signed by the engineer of record, shall be provided to the City Engineer prior to the final inspection. An electronic autocad drawing file registered to the California State Plane – Zone 5 / NAD83 projected coordinate system, units in survey feet, shall be provided.

\*\*\*\*\*

**PASO ROBLES DEPARTMENT OF EMERGENCY SERVICES- The applicant shall contact the Department of Emergency Services, (805) 227-7560, for compliance with the following conditions:**

**G. GENERAL CONDITIONS**

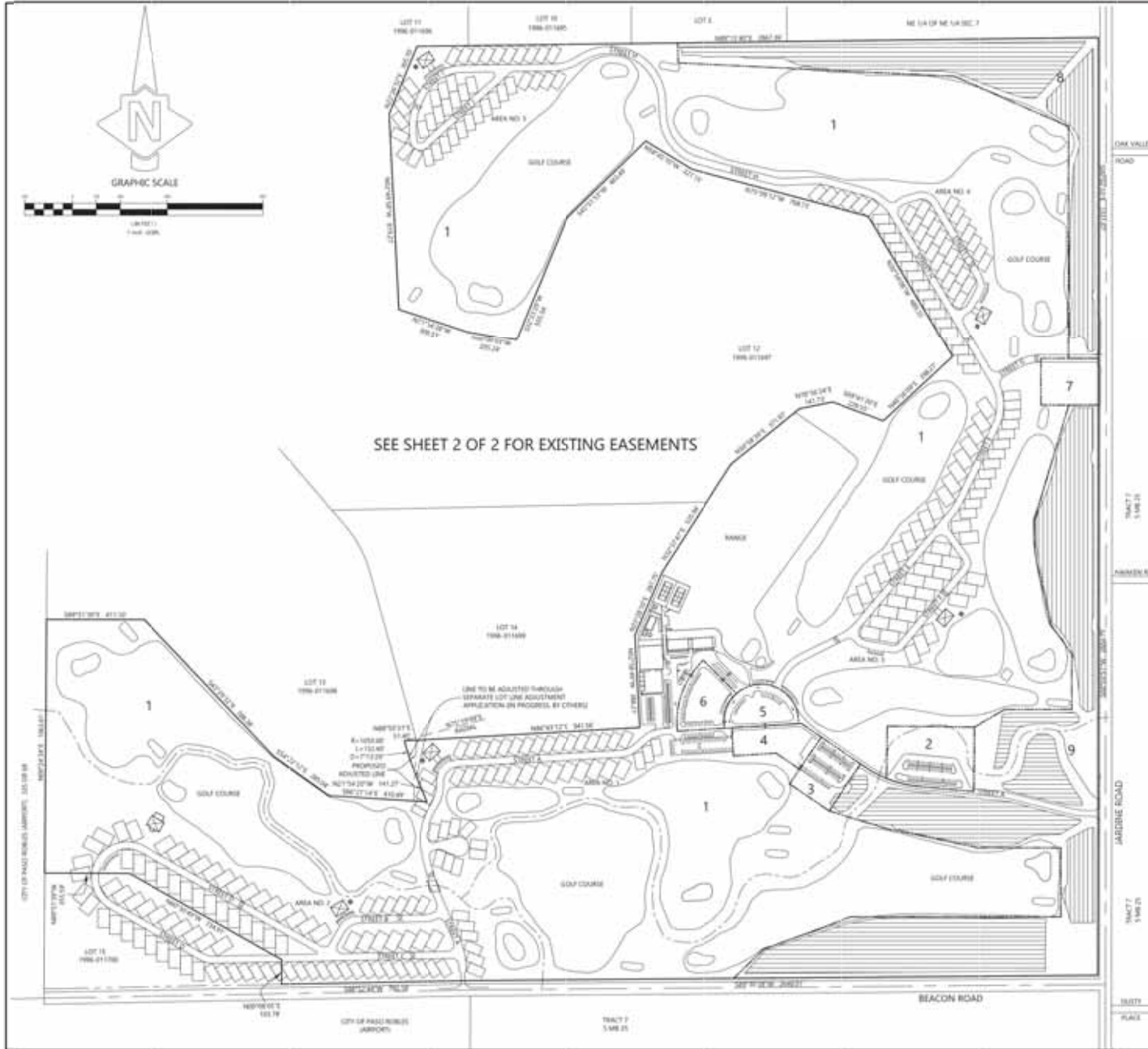
- 1.  Prior to the start of construction:
  - Plans shall be reviewed, approved and permits issued by Emergency Services for underground fire lines.
  - Applicant shall provide documentation to Emergency Services that required fire flows can be provided to meet project demands.
  - Fire hydrants shall be installed and operative to current, adopted edition of the California Fire Code.
  - A based access road sufficient to support the department’s fire apparatus (HS-20 truck loading) shall be constructed and maintained for the duration of the construction phase of the project.
  - Access road shall be at least twenty (20) feet in width with at least thirteen (13) feet, six (6) inches of vertical clearance.
  
- 2.  Provide central station monitored fire sprinkler system for all residential, commercial and industrial buildings that require fire sprinklers in current, adopted edition of the California Building Code, California Fire Code and Paso Robles Municipal Code.
  - Plans shall be reviewed, approved and permits issued by Emergency Services for the installation of fire sprinkler systems.
  
- 3.  Provide central station monitored fire alarm system for all residential, commercial and industrial buildings that require fire alarm system in current, adopted edition of the California Building Code, California Fire Code and Paso Robles Municipal Code.
  
- 4.  If required by the Fire Chief, provide on the address side of the building if applicable:
  - Fire alarm annunciator panel in weatherproof case.
  - Knox box key entry box or system.
  - Fire department connection to fire sprinkler system.
  
- 5.  Provide temporary turn-around to current City Engineering Standard for phased construction streets that exceed 150 feet in length.

(Adopted by Planning Commission Resolution \_\_\_\_\_)

6.  Project shall comply with all requirements in current, adopted edition of California Fire Code and Paso Robles Municipal Code.
7.  Prior to the issuance of Certificate of Occupancy:
  - Final inspections shall be completed on all underground fire lines, fire sprinkler systems, fire alarm systems and chemical hood fire suppression systems.
  - Final inspections shall be completed on all buildings.

(Adopted by Planning Commission Resolution \_\_\_\_\_)





**OWNERS' STATEMENT**

I HEREBY APPLY FOR THE APPROVAL OF SUBDIVISION OF REAL PROPERTY SHOWN ON THIS TENTATIVE MAP AND STATE THAT I AM THE OWNER OF OR THE AUTHORIZED AGENT OF SAID OWNER, AND THAT THE INFORMATION THEREON HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

**OWNERS**

VINO VISTA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY

**APN'S**

825-444-001, 002, 003  
825-444-004 THROUGH 020  
825-444-021 THROUGH 024

**GENERAL NOTES**

- 1. All of the commercial lots will be base individual septic systems.
- 2. Water will be provided for each of the commercial lots via a private water service.
- 3. F.U.E. (Fire Easement) All 20' proposed roads will have a 5' strip Public Utility Easement adjacent to their right of way.
- 4. LOTS 4-6 Public Access & Utility Easements are to be provided over Lot 1 for the benefit of Lots 4-6.

**ACREAGE**

EXISTING	
TRACT 3716	322.19 AC.
DECREASED	
1. SOLIDARY RESORT	186.07 AC.
2. COMMERCIAL LOT	2.57 AC.
3. COMMERCIAL LOT	1.1 AC.
4. COMMERCIAL LOT	1.05 AC.
5. COMMERCIAL LOT	1.02 AC.
6. COMMERCIAL LOT	1.11 AC.
7. COMMERCIAL LOT	1.08 AC.
8. ADJUT.	3.95 AC.
9. ADJUT.	2.19 AC.
<b>TOTAL</b>	<b>322.19 AC.</b>

**VESTING TENTATIVE TRACT 3088**

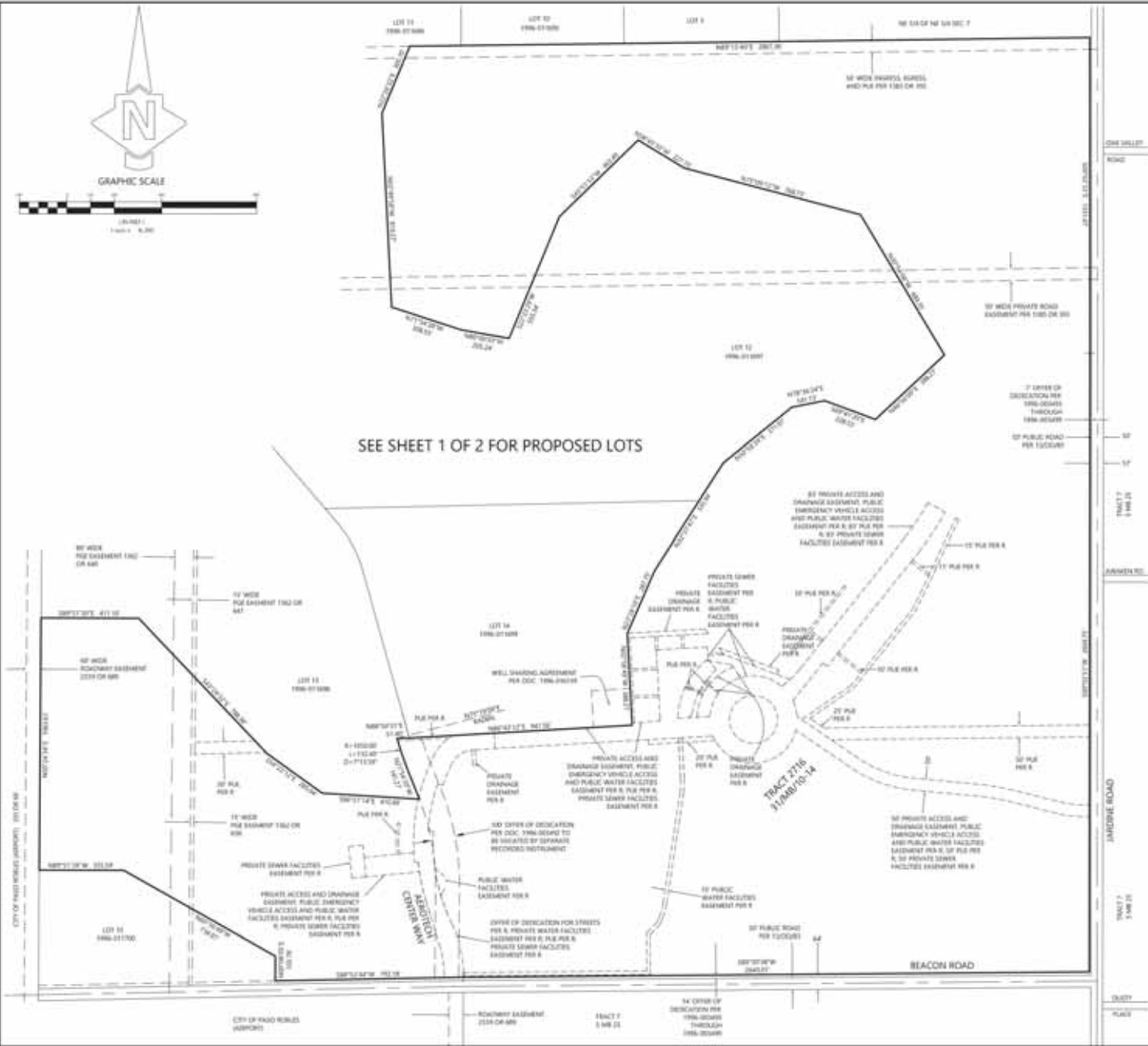
Prepared by: **VINO VISTA LLC**

BEING A PROPOSED SUBDIVISION OF TRACT 3716, IN THE CITY OF PASADENA, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA PER PLANS 15-0010 TO 15-0014

APPROVED: 825-442-021, 002, 003, 004, 005, 006, 007, 008, 009, 010, 011, 012, 013, 014, 015, 016, 017, 018, 019, 020, 021, 022, 023, 024, 025, 026, 027, 028, 029, 030, 031, 032, 033, 034, 035, 036, 037, 038, 039, 040, 041, 042, 043, 044, 045, 046, 047, 048, 049, 050, 051, 052, 053, 054, 055, 056, 057, 058, 059, 060, 061, 062, 063, 064, 065, 066, 067, 068, 069, 070, 071, 072, 073, 074, 075, 076, 077, 078, 079, 080, 081, 082, 083, 084, 085, 086, 087, 088, 089, 090, 091, 092, 093, 094, 095, 096, 097, 098, 099, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 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997, 998, 999, 1000.



Exhibit C-2



OWNERS' STATEMENT

I HEREBY APPLY FOR THE APPROVAL OF DESIGN OF THIS PROPERTY SHOWN ON THIS TENTATIVE MAP AND STATE THAT I AM THE OWNER OF OR THE AUTHORIZED AGENT OF SAID OWNER, AND THAT THE INFORMATION CONTAINED HEREON IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE.

OWNERS

VINO VISTA, L.L.C. A CALIFORNIA LIMITED LIABILITY COMPANY

APN

001-440-021-402-405, 001-440-002 THROUGH 001-440-003 THROUGH 014

ACREAGE

ORIGINAL: TRACT 2716 122.18 AC

UNPLOTTABLE EASEMENTS

THERE ARE CERTAIN UNPLOTTABLE EASEMENTS AFFECTING THIS PROPERTY. CITY OF SAN JOSE, AS EASEMENT HOLDER HAS FILED RECORDING NUMBER 24, 106 AS INSTRUMENT NO. 196-00085 OF OFFICIAL RECORDS.

RECORDING REFERENCES

8 BOOK 31 OF MAPS PAGES 10-14

VESTING TENTATIVE TRACT 3088	
Prepared by:	VINO VISTA LLC
FOR:	SHOW-A PROPOSED SUBDIVISION OF TRACT 2716, IN THE CITY OF SAN JOSE, COUNTY OF SAN JUAN, STATE OF CALIFORNIA PER PARAGRAPHS 14
APPROVED:	001-440-021-002-003-004-005-006-007
DATE:	AUGUST 2013 REVISED 4-11-2016
BY:	10-012 (Initial Date) (City) (Title)
BY:	1-1-2009 15-012 15-002 2 of 2
BY:	15-012 15-002 2 of 2



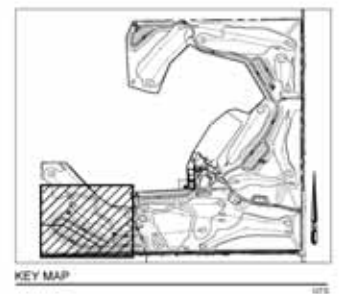
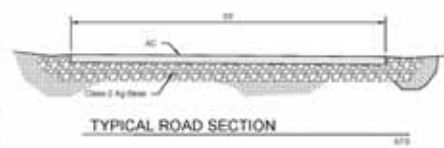
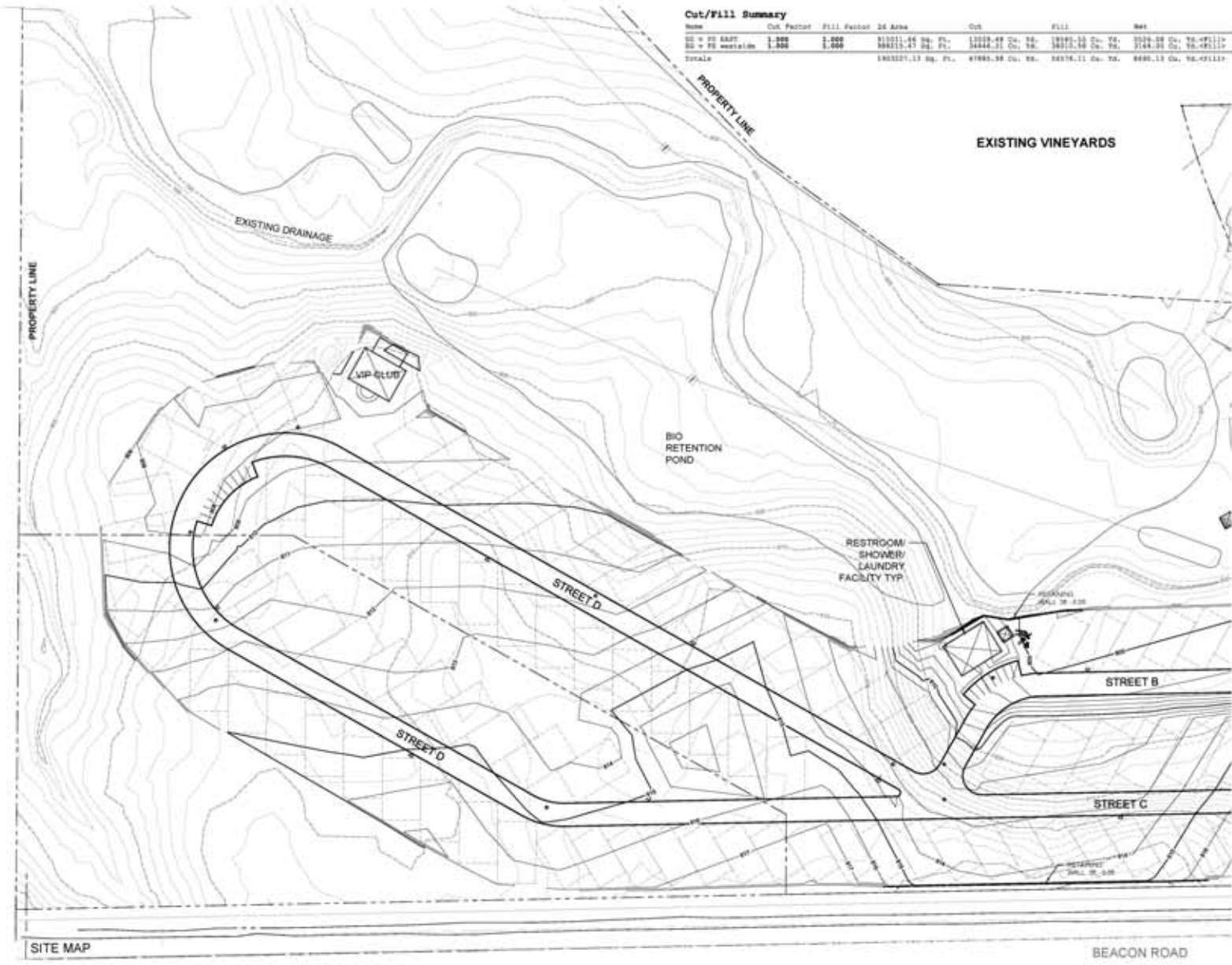




Exhibit C-2

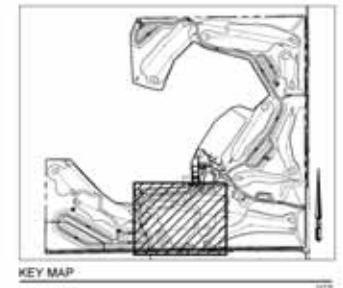
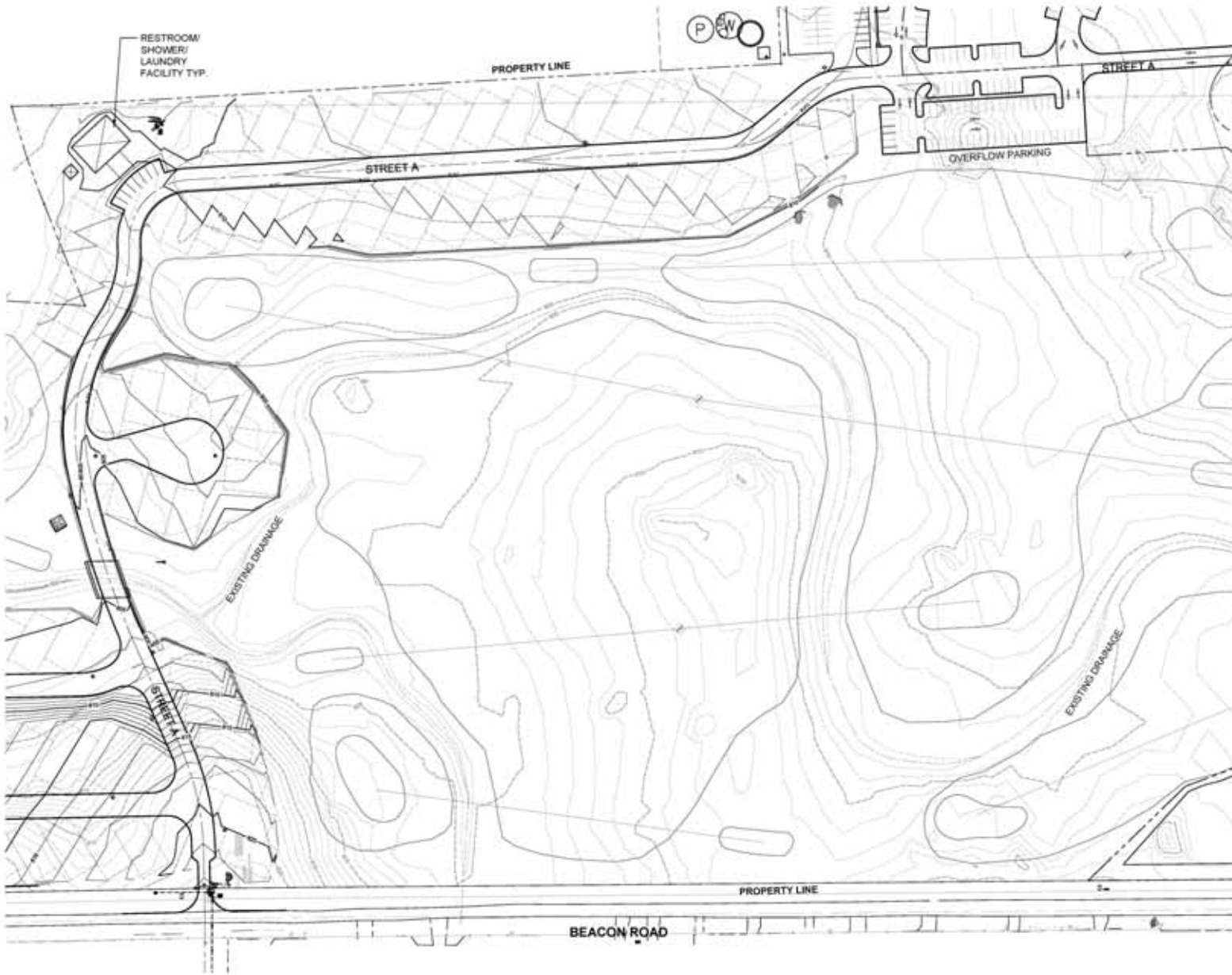


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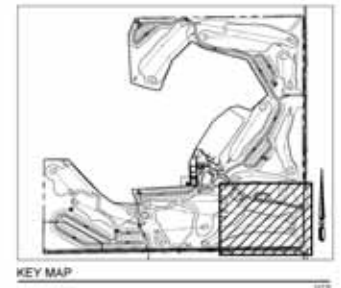
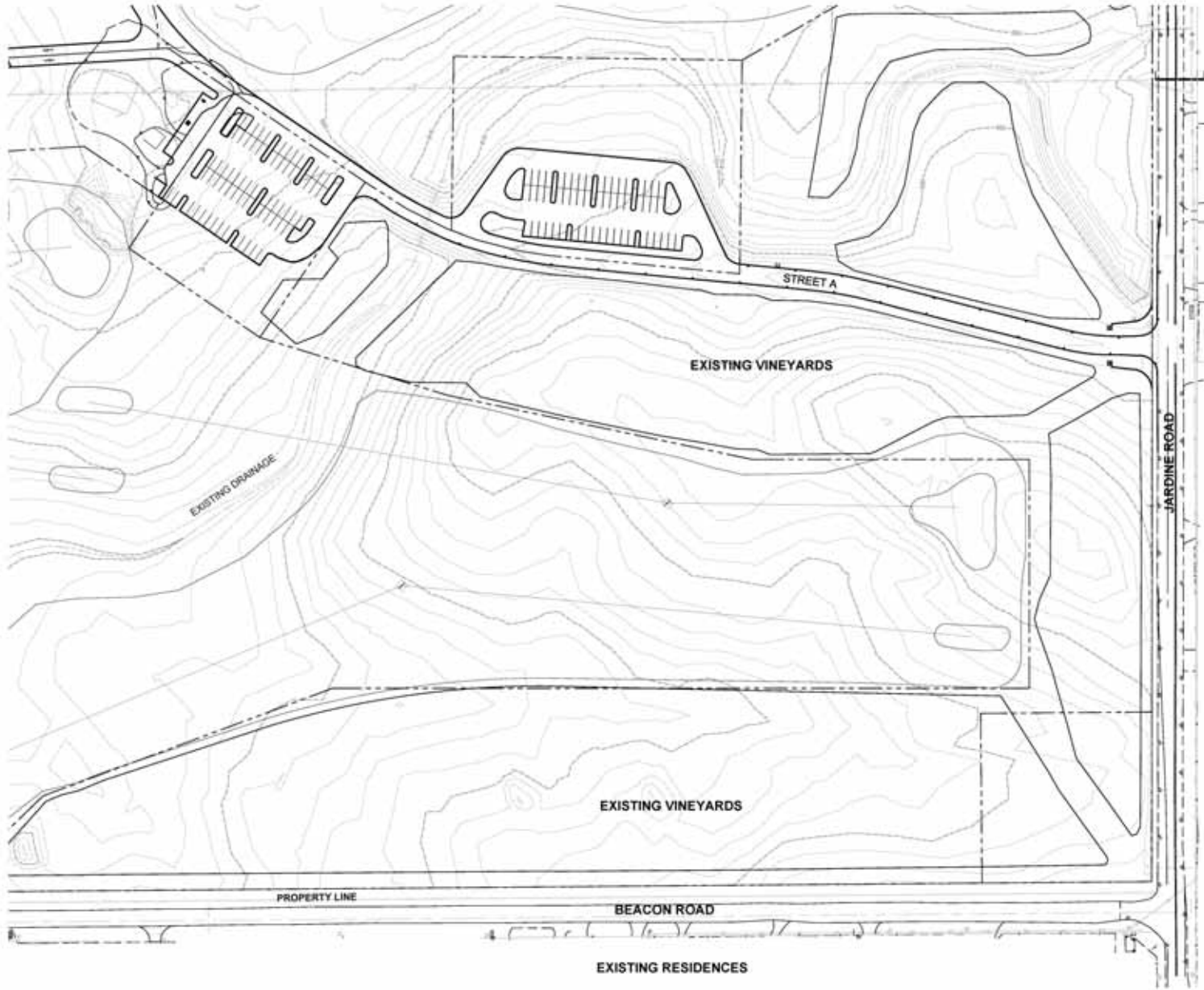




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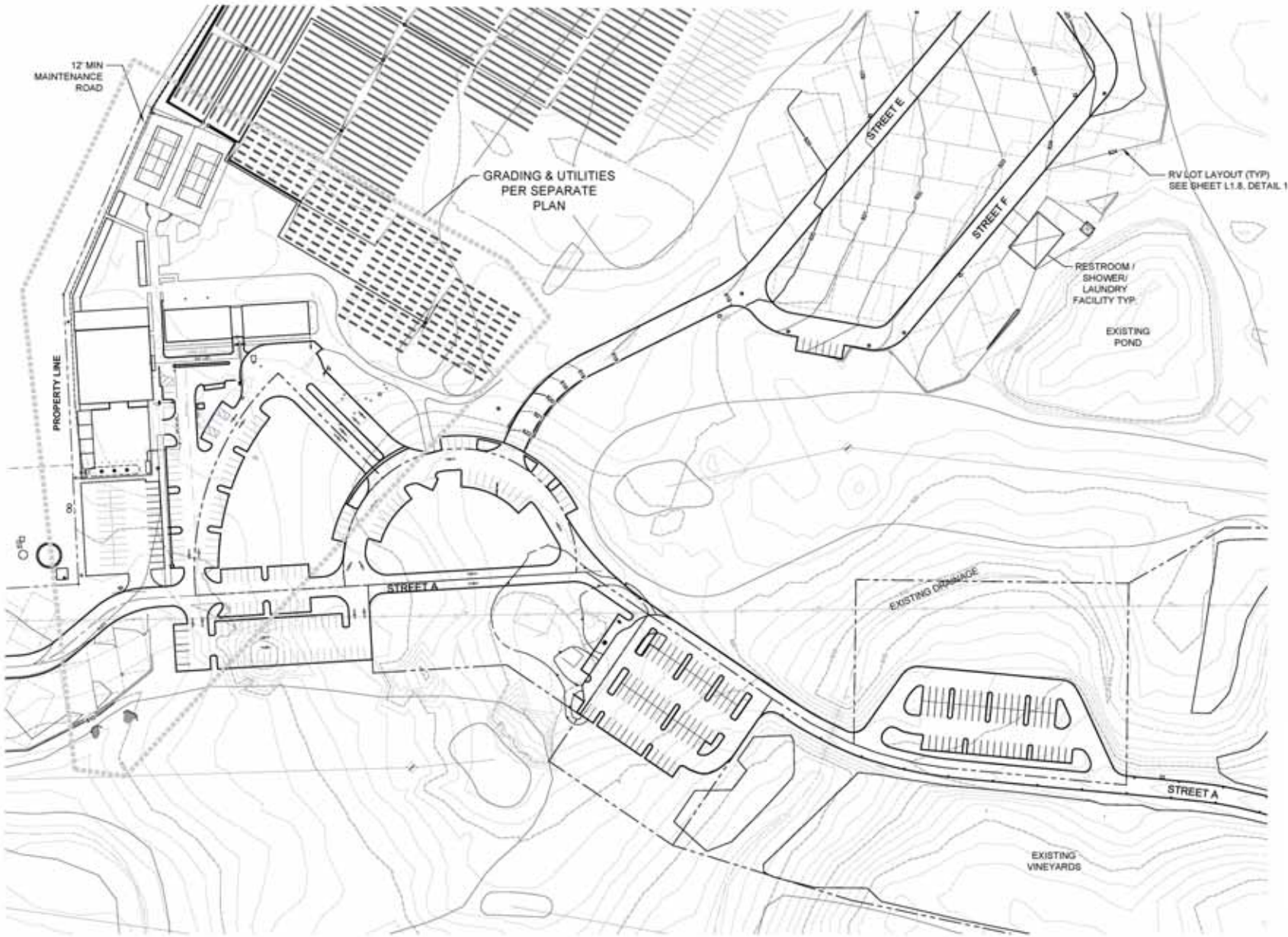


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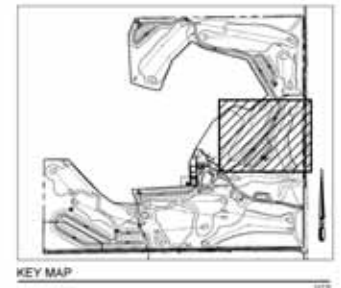
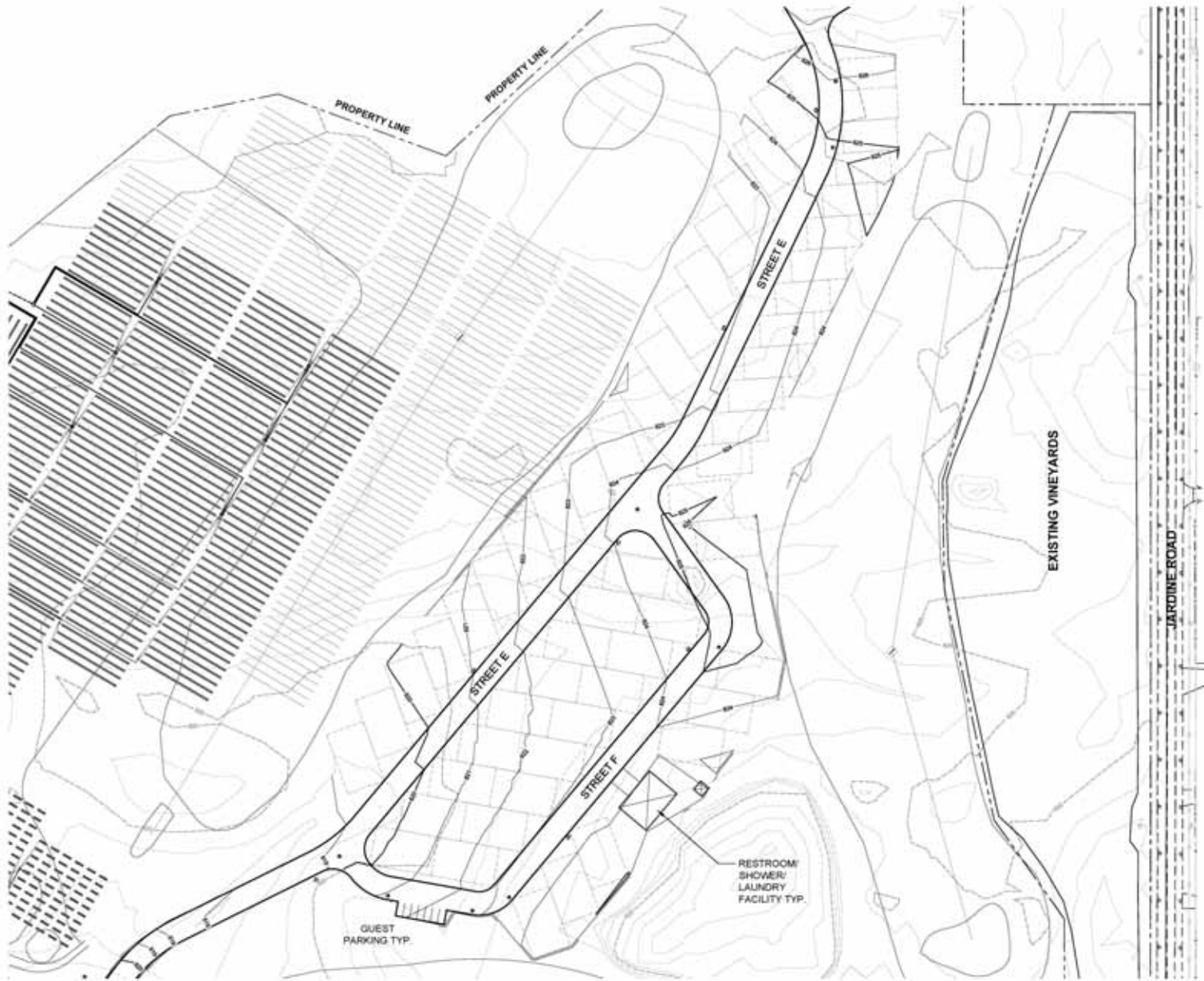
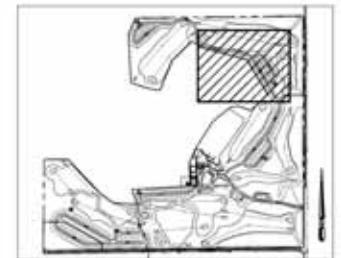


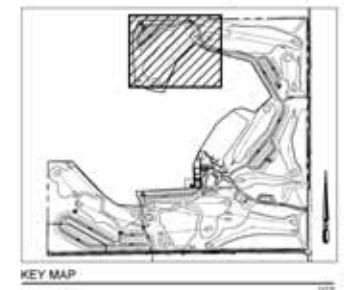
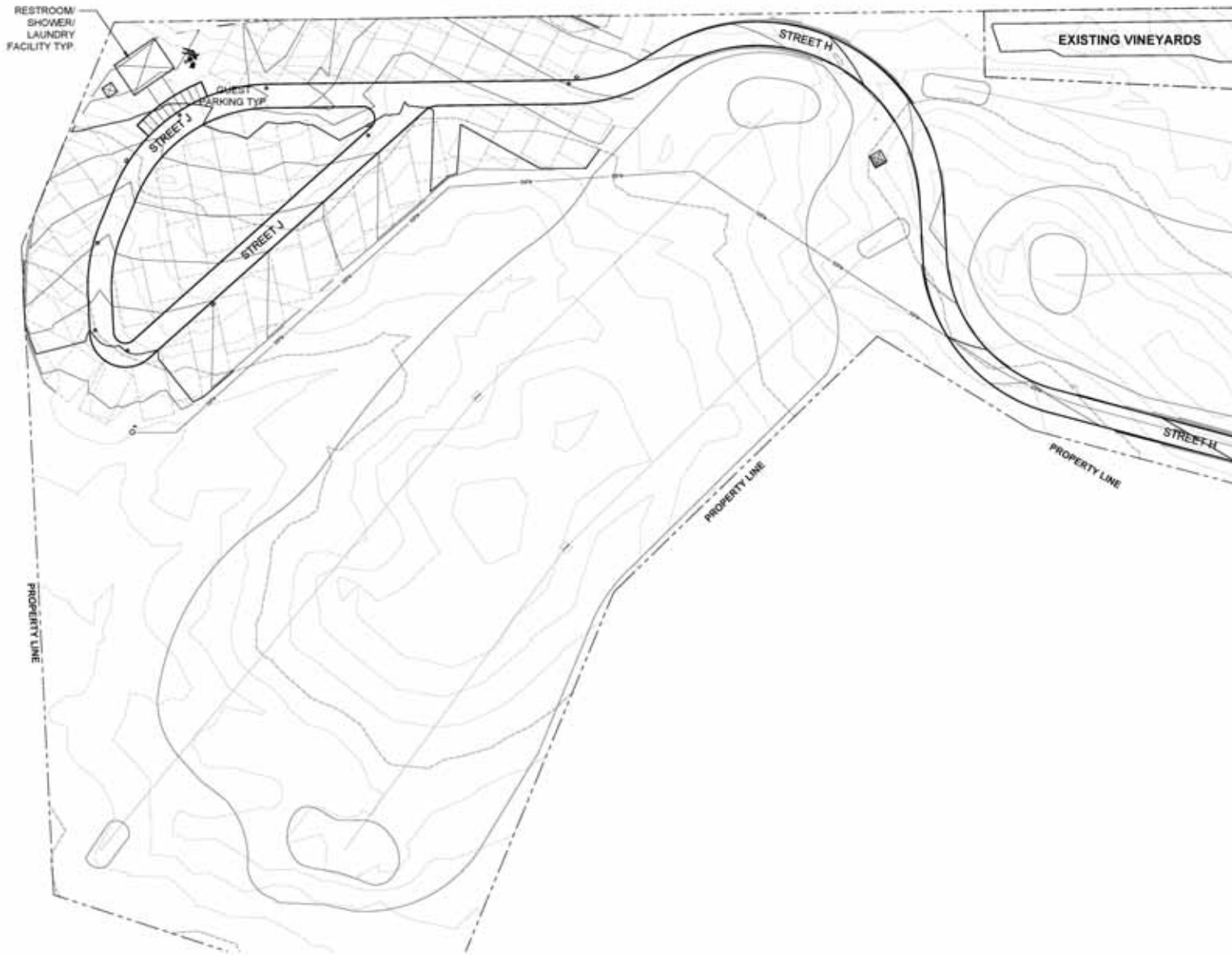


Exhibit C-6



KEY MAP

# Exhibit C-7



# Attachment 11

## Draft Resolution F

### RESOLUTION NO. 17-XXX

#### A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES AUTHORIZING USE OF A SEPTIC SYSTEM AT PROPERTY LOCATED 5151 JARDINE ROAD – CABERNET LINKS GOLF AND RV RESORT (Erskine)

---

WHEREAS, an application for Planned Development 15-004 and Conditional Use Permit 94-005 Amendment has been filed by Tom Erskine for development of a 290 space Recreational Vehicle (RV) resort within the existing Links Golf Course at 5151 Jardine Road; and

WHEREAS, in conjunction with the project, Mr. Erskine is requesting that the City Council allow for the use of a private wastewater disposal system for the development of the Cabernet Links Golf and RV Resort; and

WHEREAS, Code Section 14.08.230 provides for City Council approval of permits for private wastewater disposal systems where City sewers are not reasonably available; and

WHEREAS, the nearest sewer system is more two miles from Jardine Road, located near the intersection of Airport and Dry Creek Roads; and

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

**Section 1.** All of the above recitals are true and correct and incorporated herein by reference.

**Section 2. Approval of Private Wastewater Disposal System.** That the City Council approves continued use of a private wastewater disposal system at 5151 Jardine Road (APN 025-442-021 - 023 & 025-444-001 - 014).

**Section 3. Conditions of Permit.** That the applicant complies with “Conditions of permit” as stated in Municipal Code Section 14.08.240 as follows:

- a. Consent to future formation of an assessment district if said district is established by the City Council for the purpose of constructing sewers to serve said property.
- b. Connect said property to the city sewer system, obtain appropriate permits and pay connection fees and special fees as applicable, when available and directed to do so by the Director of Public Works. Such connection shall be completed within six months of the date of receipt of said notification.
- c. Construct septic tank and appurtenances in accordance with requirements of the California Water Quality Control Board, Central Coast Basin, County Health Department, California Plumbing Code as modified within Title 17 of this code, and City’s Standard Details and Specifications.



- d. Operate and maintain the private sewage disposal system and facilities in a sanitary manner at all times, at no expense to the city.
- e. Grant to the city authority to enter premises for periodic inspection to ensure proper operation and maintenance. Said authority shall be conveyed in writing by the owner of the property and shall be binding upon all future owners, heirs, lessees, or occupants.
- f. Grant the city authority to enter premises in the event of an emergency involving the system or a nuisance created by the system, which, in the sole opinion of the City, County Health Department or California Water Quality Control Board creates a hazard that threatens the health and safety of the citizens. The owner shall follow the instructions of the city, and any service rendered pursuant to such instructions shall be paid for by the owner. When a health hazard or nuisance is determined to exist or water quality is threatened, the City may revoke certificates of occupancy for buildings utilizing the private system.
- g. Upon connection to the City sewer, abandon the septic tank and leach field per Code requirements when an order to do so has been issued by the City Council or its designated representative, and within the time set forth in such order.
- h. When a sewer main is available and owner is directed to connect to said main, the owner shall reimburse City, or the installer through the City reimbursement account, for a prorated share of the cost of the installation of sewer mains, which provide service to the applicant's property, as directed by City. City shall determine the rate of proration shares of reimbursement.
- i. For private septic systems that are approved for use for five years or longer, dual leach fields shall be installed with initial construction. A diverter valve shall be installed to control drainage into either or both leach fields. Each leach field shall be designed to handle one hundred percent of the design flow. For private wastewater disposal systems where use can be reasonably demonstrated to be five years or less, only one leach field may be required. However, an additional area shall be designated, tested for adequacy as a leach field for use and maintained free from any installation which could inhibit the potential use of said area as a leach field should the first leach field installed be determined by the state, county, or city to have failed or be inadequate in any way.

**Section 4. Successors.** The obligations and covenants of the applicant shall run with the land and shall be binding on the successors and assigns of the applicant and shall inure to the benefit of the City of Paso Robles, its successors and assigns.

BE IT FURTHER RESOLVED that the City Clerk of the City of Paso Robles cause a certified copy of this Resolution to be recorded in the Office of the County Recorder of the County of San Luis Obispo, State of California.

PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 6th day of June 2017 by the following vote:

AYES:  
 NOES:  
 ABSENT:  
 ABSTAIN:

---

Steven W. Martin, Mayor

ATTEST:

---

Kristen L. Buxkemper, Deputy City Clerk

# Attachment 12

## Draft Resolution G

### DRAFT RESOLUTION 17-XXX

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL PASO  
DE ROBLES GRANTING THE APPEAL OF THE PLANNING  
COMMISSION'S APPROVAL OF THE CABERNET LINKS RV RESORT  
AND GOLF COURSE AND DENYING  
VARIANCE (VR 17-001), PLANNED DEVELOPMENT (PD 15-004),  
CONDITIONAL USE PERMIT AMENDMENT (CUP 94-005) AND  
VESTING TENTATIVE TRACT MAP 2962 (TR 3088)**

5151 JARDINE ROAD, APN: 025-442-021 - 023 & 025-444-001 - 014  
APPLICANT – TOM ERSKINE

WHEREAS, a public hearing was conducted by the Planning Commission on February 28, 2017 to consider the Cabernet Links Golf and RV Resort, which included an Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, Vesting Tentative Tract Map, Oak Tree Removal, and environmental determination, and at the close of this public hearing, the Planning Commission adopted the MND and approval of the proposed project; and

WHEREAS, an appeal of the Planning Commission's decision to approve the project on February 28, 2017 was submitted by Jeremy and Courtney Howard on April 12, 2017; and

WHEREAS, a public hearing was conducted by the City Council on June 6, 2017 to consider the Initial Study and the draft MND prepared for the proposed project, and to accept public testimony on the Variance (VR 17-001), Planned Development (PD 15-004), Conditional Use Permit Amendment (Cup 94-005) And Vesting Tentative Tract Map 2962 (TR 3088); and

WHEREAS, based upon the facts and analysis presented in the staff report, public testimony received and subject to the conditions of approval listed below, the City Council makes the following findings as required by Government Code Section 66474:

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

**Section 1.** All of the above recitals are true and correct and incorporated herein by reference.

**Section 2 - Findings:** based upon the facts and analysis presented in the staff report, public testimony received and subject to the conditions listed below, the City Council makes the following findings **(City Council to specify one of more findings of denial in motion):**

1. The project **is inconsistent** with the adopted codes, policies, standards and plans of the City; and
2. The proposed development plan **will be detrimental** to the health, safety, morals, comfort, convenience and general welfare of the residents and or businesses in the surrounding area, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City; and
3. The proposed development plan **violates** the aesthetic quality of the City as a whole, especially where development will be visible from the gateways to the City, scenic corridors; and the public

right-of-way; since the tank and pipe bridge is equipment related to the brewery use and is similar to existing tanks and equipment on the brewery site, and

4. The proposed development plan **is incompatible** with, and **is detrimental** to, surrounding land uses and improvements, provides an appropriate visual appearance, and contributes to the mitigation of any environmental and social impacts, since the tank and pipe bridge is equipment related to the brewery use and is similar to existing tanks and equipment on the brewery site; and
5. The proposed development plan **is incompatible** with existing scenic and environmental resources such as hillsides, oak trees, vistas, etc.; and
6. The proposed development plan **is contrary** to the orderly development of the City as a whole; and
7. The proposed development plan **would not** meet the intent of the General Plan and Zoning Ordinance by providing the opportunity for clean attractive business to be located in the Business Park/Planned Industrial designated areas of the City; and

**Section 3 – Grant of Appeal and Denial of Project:** the City Council of the City of El Paso de Robles does hereby grant the appeal of the Planning Commission’s approval of the Cabernet Links RV Resort and Golf Course and **denies** Variance (VR 17-001), Planned Development (PD 15-004), Conditional Use Permit Amendment (CUP 94-005) and Vesting Tentative Tract Map 2962 (TR 3088) as shown in Exhibit A:

PASSED AND ADOPTED by the City Council of the City of El Paso de Robles this 6<sup>th</sup> day of June 2017 by the following vote:

AYES:  
NOES:  
ABSENT:  
ABSTAIN:

---

Steven W. Martin, Mayor

ATTEST:

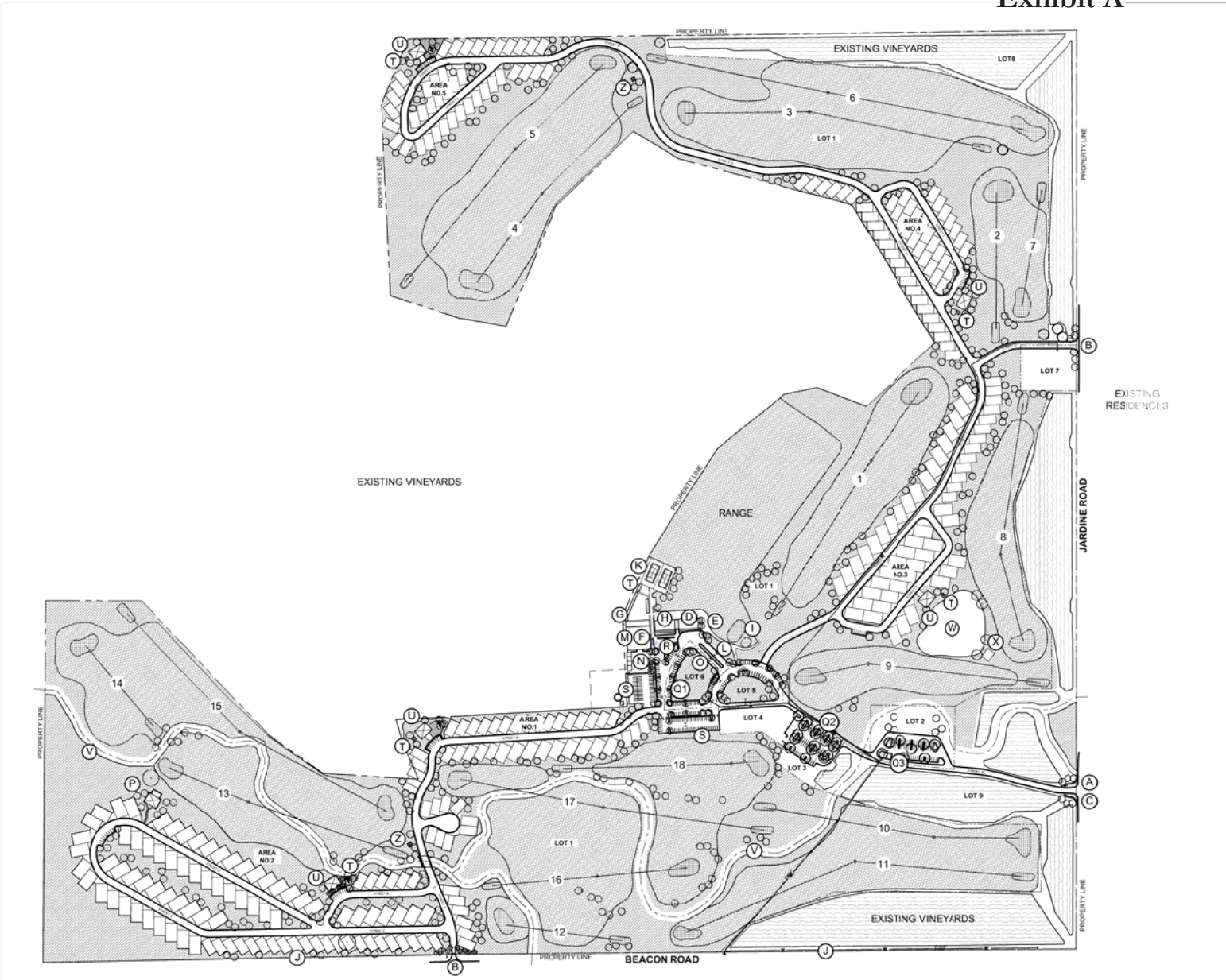
---

Kristen L. Buxkemper, Deputy City Clerk

Exhibit A – Site Plan



# Exhibit A



## LEGEND



- PROJECT ENTRANCE
- EMERGENCY INGRESS / EGRESS
- (JARDINERD ENTRANCE OPEN TO PUB ENTRY MONUMENT R (LOT 7))
- PRO SHOP / CLUBHOUSE / RESTAURANT
- RV & GOLF CHECK-IN / CLUBHOUSE
- RESORT RECREATION FACILITY (SHOW AND RESTROOMS)
- RESORT POOL AREA
- BANQUET ROOM
- GOLF PRACTICE FACILITY
- DEER FENCE ALONG BEACON RD. - 8' M
- TENNIS COURTS / PICKLE BALL
- CART STAGING
- INDOOR CART STORAGE
- MAINTENANCE YARD
- PARKING AREA INGRESS - EGRESS
- VIP CLUBHOUSE
- PARKING LOTS (SEE TABLE BELOW)
- HANDICAP PARKING
- OVERFLOW PARKING
- RESORT SPA TUB
- RV RESTROOM / SHOWER / LAUNDRY R.
- EXISTING DRAINAGE WAY
- EXISTING POND
- EXISTING PUMP HOUSE
- GOLF RESTROOMS

## PARCEL ACREAGE CHART

ORIGINAL ACREAGE	
TRACT 2716	222.19 AC±
PROPOSED ACREAGE	
1	189.09 AC± GOLF/RV F
2	2.12 AC± COMMERC
3	1.10 AC± COMMERC
4	1.05 AC± COMMERC
5	1.02 AC± COMMERC
6	1.12 AC± COMMERC
7	1.08 AC± COMMERC
8	9.93 AC± AGRICULT
9	23.91 AC± AGRICULT
<b>TOTAL</b>	<b>230.42 AC±</b>

## PHASE SCHEDULE

PHASE	AREA	RV UNIT COUNT
PHASE 1	AREA NO. 1	47 UNITS
	LOT 2, 3, 4, 5, 6	174 UNITS
PHASE 2	AREA NO. 2	96 UNITS
PHASE 3	AREA NO. 3	58 UNITS
PHASE 4	AREA NO. 4	49 UNITS
PHASE 5	AREA NO. 5	42 UNITS
<b>TOTAL</b>		<b>290 UNITS</b>

## PARKING COUNT

WORKING (Q1)	101 SPACES
WORKING (Q2)	75 SPACES
WORKING (Q3)	57 SPACES
HANDICAP PARKING	5 SPACES
OVERFLOW PARKING	84 SPACES
PARK (RESTROOM/GUEST)	52 SPACES
TOTAL	374 SPACES





✓

**AFFIDAVIT**  
**OF MAIL NOTICES**  
**PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING**

I, Monica Hollenbeck, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for Planned Development 15-004, Vesting Tentative Map 3088 and Conditional Use Permit 94-005 Amendment, on this 30<sup>th</sup> day of January, 2017.

City of El Paso de Robles  
Community Development Department  
Planning Division

Signed: Monica C Hollenbeck  
Monica Hollenbeck



**AFFIDAVIT  
OF MAIL NOTICES  
PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING**

I, Monica Hollenbeck, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for Variance 17-001, on this 16<sup>th</sup> day of February, 2017.

City of El Paso de Robles  
Community Development Department  
Planning Division

Signed: Monica C Hollenbeck  
Monica Hollenbeck



**THE TRIBUNE** Newspaper of the Central Coast

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 # 2896096  
CITY OF PASO ROBLES

STATE OF CALIFORNIA  
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 27, 2017 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 27, 2017  
AD COST: \$341.22

RECEIVED  
JAN 30 2017  
City of Paso Robles  
Community Development Dept

**CITY OF EL PASO DE ROBLES  
NOTICE OF INTENT TO ADOPT  
A MITIGATED NEGATIVE DECLARATION  
NOTICE OF PUBLIC HEARING  
VESTING TENTATIVE TRACT 3088 PLANNED DEVELOPMENT  
15-004 & CONDITIONAL USE PERMIT 94-005 AMENDMENT  
(Cabernet Links Golf and RV Resort)**

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will consider making a recommendation to the City Council to adopt a Mitigated Negative Declaration in accordance with the California Environmental Quality Act and approval of the following project:

**Project Title:** Vesting Tentative Tract 3088, Planned Development 15-004, and CUP 94-005 Amendment (Cabernet Links Golf and RV Resort)  
**Applicant:** Tom Erskine / Vino Vista, LLC  
**Project Location:** 5151 Jardine Road, northwest corner of Jardine Road and Beacon Road, Paso Robles, CA  
APNs: 025-442-021 thru 023; 025-443-002 thru 023; 025-444-001 thru 014.

**Project Description:** **Planned Development 15-004:** a request to develop a 290-space RV park within and around the existing Links Golf Course to be developed in 5 phases;  
**Vesting Tentative Map 3088:** elimination of the 39 lots created with Tract 2716 (Gearhart Vista del Hombre project), and resubdivide the property into 9 lots to accommodate PD 15-004;  
**CUP 94-005 Amendment:** amend existing Conditional Use Permit for the existing golf course for consistency with the proposed new Cabernet Links RV Resort Development Plan.

The Public Review Period for the proposed Mitigated Negative Declaration will commence on January 30, 2017, and end on February 28, 2017. A public hearing before the Planning Commission, is scheduled to take place on Tuesday, February 28, 2017, at the hour of 6:30 pm in the Conference Center (First Floor) at the Paso Robles Library/City Hall, 1000 Spring Street, Paso Robles, California. All interested parties may appear and be heard at this hearing.

**FINDING**

The City of Paso Robles has reviewed the above project in accordance with the City of Paso Robles' Rules and Procedures for the Implementation of the California Environmental Quality Act and has determined that an Environmental Impact Report need not be prepared because:

- Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures have been added to the project as a part of a Mitigated Negative Declaration.

The Initial Study which provides the basis for this determination is available at the City of Paso Robles, Community Development Department, 1000 Spring Street, Paso Robles, CA 93446.

**NOTICE**

The public is invited to provide written comment on the Draft Mitigated Negative Declaration and/or to provide oral comment at the public hearing noted above. The appropriateness of the Draft Negative Declaration will be reconsidered in light of the comments received.

Questions about and comments on the proposed project and Mitigated Negative Declaration may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446 or e-mailed to CDdirector@prcity.com provided that any comments are received prior to the time of the Planning Commission hearing. Should you have any questions about this project, please call Darren Nash at (805) 237-3970 or send email to [dnash@prcity.com](mailto:dnash@prcity.com).

January 27, 2017  
Darren Nash, Associate Planner  
January 27, 2017

✓  
changed

# Attachment 11

## THE Newspaper of the Central Coast TRIBUNE

RECEIVED  
FEB 21 2017  
City of Paso Robles  
Community Development Dept.

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 # 2930146  
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; FEBRUARY 17, 2017 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)

DATE: FEBRUARY 17, 2017

AD COST: \$205.70

### NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission will hold a Public Hearing to consider the following project:

**APPLICATION:** Variance (VAR 17-001), a request for the Planning Commission to approve a variance from the requirement to **underground** the existing overhead utilities associated with the Cabernet Links RV Resort and Golf Course.

**APPLICANT:** Vino Vista, LLC – Tom Erskine

**LOCATION:** 5151 Jardine Road; Assessor's Parcel Number 025-442-021 thru 023; 025-443-002 thru 023; 025-444-001 thru 014.

**ENVIRONMENTAL DETERMINATION:** Mitigated Negative Declaration (MND) is being processed for the Cabernet Links RV Resort and Golf Course (PD 15-004, CUP 94-005 Amendment, and Vesting Tentative Tract 3088): An MND is a **determination** that potentially significant environmental impacts can be mitigated to a **less than significant level**. The Public Review Period for the proposed MND will commence on **January 30, 2017**, and end on **February 28, 2017**.

**HEARING:** The Planning Commission will hold a Public Hearing on Tuesday, **February 28, 2017**, at 6:30 p.m. at the Library Conference Center, 1000 Spring Street, **Paso Robles, California**.

Questions about this application may be directed to the Community Development Department at (805) 237-3970 or via email at [planning@prcity.com](mailto:planning@prcity.com). Comments on the proposed application may be mailed to the Community Development Department, or emailed to [planning@prcity.com](mailto:planning@prcity.com) provided that such comments are received prior to the time of the hearings.

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

Copies of the staff report pertaining to this project will be available for review at the Community Development Department on the Thursday preceding each hearing (copies are available for purchase for the cost of reproduction). If you have any questions, please contact the Community Development Department at (805) 237-3970.

Darren Nash  
Associate Planner  
February 17, 2017 2930146





**Please Refer to Attachment Document:**

**Agenda Item No. 14  
California Environmental Quality Act Initial Study  
Public Review Period: Recirculated May 8, 2017  
Cabernet Links & RV Resort**

<http://www.prcity.com/government/departments/commdev/index.asp>

CC Agenda 6-6-17