

# City of El Paso de Robles

## RESOLUTION NO. 90-66

### A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES TO GRANT TENTATIVE MAP APPROVAL FOR TRACT 1895 (FRENCH BROTHERS INVESTMENTS)

WHEREAS, Tract 1895 has been filed by French Brothers Investments for the subdivision of approximately 41 acres of land generally located on the northwest corner of Buena Vista Road and Experimental Station Road, into 128 buildable single family residential lots, and

WHEREAS, a public hearing was conducted by the Planning Commission on April 10, 1990, and by the City Council on May 1, 1990, to consider facts as presented in the staff report prepared for this subdivision map application, and to accept public testimony regarding the proposed subdivision, and

WHEREAS, based on the information contained in the staff report prepared for this subdivision, the City Council found that the project was consistent with the Borkey Area Specific Plan and the Environmental Impact Report which was prepared for that project, and adopted a resolution finding that additional environmental review was not necessary in accordance with the California Environmental Quality Act; and

WHEREAS, 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 Sections 66474:

1. The proposed tentative subdivision map is consistent with the adopted General Plan for the City of El Paso De Robles;
2. The design of lots, streets, open space, drainage, sewers, water and other improvements would be consistent with the General Plan and Zoning Ordinance;
3. The site would be physically suitable for the type of development proposed;
4. The site would be physically suitable for the proposed density of development;
5. The design of the subdivision is not likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat;

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6. The design of the subdivision and types of improvements proposed are not likely to cause serious public health problems when and if the required facilities are provided;

7. 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;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of El Paso De Robles, does hereby grant tentative map approval to Tract 1895 subject to the following conditions:

## STANDARD CONDITIONS OF APPROVAL:

### ENGINEERING DEPARTMENT

1. The applicant shall pay for the following fees prior to final map approval: drainage, recreation, subdivision map and improvement plan checking, subdivision improvement construction inspection, any outstanding annexation fees for public safety impact and bridge development, and street trees.

2. All subdivision improvement plans shall be prepared by a Registered Civil Engineer and shall be submitted to the City Engineer for approval. The improvements shall be designed and installed in accordance with the City of Paso Robles standards and specifications.

3. A Preliminary Soils Report shall be prepared for the property to determine the presence of expansive soil or other soil problems and shall make recommendations regarding grading of the proposed site. A final soils report shall be submitted prior to the final inspection and shall certify that all grading was inspected and approved and that all work done will be in accordance with the plans, preliminary report, and Chapter 70 of the Uniform Building Code.

4. The applicant shall submit a composite utility plan signed and approved by a representative for each public utility company, together with the improvement plans.

5. The applicant shall install all utilities (sewer, water, gas, electric, cable TV and telephone) underground. Street lights shall be installed at locations as required by the City Engineer. Fire hydrants shall be installed at locations as required by the City Engineer and Fire Chief. All existing overhead utilities adjacent to or within the subdivision shall be relocated underground unless the Planning Commission and the City Council determine that such under-grounding is not economically feasible.

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6. Water meters must be installed at developer's expense prior to final of subdivision improvements.

7. All utilities shall be extended to the boundaries of the project, unless the City Engineer determines that no need for future extension exists.

8. All sewer mains and manholes not within the street or paved area shall be within an easement and accessible by an all-water road.

9. Prior to paving any street, the water and sewer systems shall successfully pass a pressure test. The sewer system shall also be tested by means of a mandrel and televised inspection, with a copy of the video tape provided to the City.

10. Building permits shall not be issued until the water system, including hydrants, has been completed and approved, and a based access road installed sufficient to support the City's fire trucks (HS-20 truck loading). Fire access roads shall be kept clear to minimum width of 24 feet.

11. Each tract or phase shall provide two sources of water and two points of access, unless the City Engineer and Fire Chief determine this not to be feasible.

12. All underground construction shall be completed and approved by the City and the public utility companies, and the subgrade shall be scarified and compacted before paving the streets.

13. Any cost reimbursement for oversizing and extensions of water and sewer mains shall be included in the subdivision agreement prior to any work undertaken.

14. The existing Oak trees located on the project site shall be protected and preserved as required in Municipal Code Chapter 10.01 ("Oak Tree Preservation"), unless specifically shown for removal on the approved tentative map 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.

15. If the adjoining existing City street is inadequate for the traffic generated by the subdivision, or will be severely damaged by the tract construction, the applicant shall remove the entire roadway along the tract frontage and replace it with a full half-width street plus a 12' wide travel lane and 8' graded shoulder adequate to provide for two-way traffic.

16. If the development includes a phased street construction along the tract boundary for future completion by the adjacent property owner, the applicant shall provide a half-width street

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plus a 12' travel lane and 4' graded shoulder adequate for two-way traffic.

17. When the subdivision fronts an existing street, the applicant shall pave-out from the proposed curb to the edge of pavement if the existing pavement section is adequate, and shall feather the new paving out to the centerline for a smooth transition. If the existing pavement is inadequate, the roadway shall be replaced to centerline and the remaining pavement shall be overlaid.

18. Any utility trenching in existing streets shall be overlaid to restore a smooth riding surface as required by the City Engineer. Boring rather than trenching may be required on newly constructed or heavily traveled City streets.

19. All property corners shall be monumented for construction control and shall be promptly replaced if disturbed. All final property corners and street monument shall be installed before acceptance of the public improvements. Benchmarks shall be placed for vertical at approximately 1000' intervals on U.S.G.S. datum as required by the City Engineer.

20. A complete Grading and Drainage Plan by a civil engineer shall be included with the Improvement Plans. Drainage calculations shall be submitted with provisions made for on-site retention if adequate disposal facilities are not available.

21. The proposed structures and tract grading shall not encroach into the 100-year floodway as specified in Municipal Code Chapter 21.14 "Flood Damage Prevention Regulations."

22. All top soil removed shall be stockpiled and evenly distributed over all lots and slopes upon completion of rough grading to support hydroseeding and landscaping. All slope areas shall be protected by hydroseeding or landscaping.

23. Any grading during the rainy season will require the approval of a construction zone drainage and erosion control plan to prevent damage to adjacent property.

24. No buildings shall be occupied until all improvements are completed and accepted by the City Engineer, and accepted by the City Council for maintenance.

25. The applicant shall plant approved street trees throughout the subdivision within the easement provided. One tree shall be planted on each interior lot; two trees shall be planted on each corner lot (one on each street).

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26. Any construction within an existing street shall require a traffic control plan. The plan shall include any necessary detours, flagging, signing, or road closures requested.

27. The applicant shall install all necessary street name and traffic signs as well as all necessary traffic striping.

28. A blackline clear Mylar (0.4 MIL) copy of a blue line print of the tract map shall be provided to the City Engineer upon recordation.

29. A Mylar copy and a blue line print of as-built improvement plans, signed by the registered engineer who prepared said plans, shall be provided to the City Engineer prior to the Final Inspection. A certification shall be included that all survey monuments have been set as shown on the tract map.

30. The applicant's engineer shall furnish a reproducible Mylar of the tentative map stamped with the date of approval by the City Council to the City Engineer.

31. The subdivider shall pay any outstanding assessment or provide evidence that the assessment has been reapportioned.

32. The street monuments and property corners listed in the closure calculations for the tract map shall be tied into the California Coordinate System.

33. Prior to recording a final map, the developer shall annex to the City's Benefit Maintenance District for payment of the operating and maintenance costs of the following:

- a. Street lights;
- b. Parkway landscaping;
- c. 30 foot landscape buffer and entrance;
- d. Wall and fence maintenance in conjunction with landscaping;
- e. Detention basin landscaping (if applicable)

The City Council may option to contract with the Home Owner's Association, if one is formed, for maintenance of the above noted items.

34. When retaining walls are shown on the Grading Plan, all such walls shall be completed before approval of the rough grade and prior to issuance of any building permits, unless waived by the Building Official and the City Engineer.

## COMMUNITY DEVELOPMENT DEPARTMENT

35. All required landscaping shall be installed with automatic irrigation systems. The system design and water meter shall be

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located at the cost of the developer in a manner subject to approval by the Director of Community Services.

Responsibility for funding of landscaping maintenance shall be under a Benefit Maintenance District.

Landscaping and irrigation systems shall be installed by the developer at the same time as all other public improvements and shall be the applicant's responsibility for maintenance for a period of 6 months following approval. City acceptance on behalf of the benefit maintenance district following the 6 month maintenance period shall be subject to the approval of the Director of Community Services.

36. The applicant shall install decorative walls/fencing and landscaping along arterials in a manner subject to the approval of the Architectural Review Committee.

37. The applicant shall provide a 1 foot non-access easement along the rear/side of all lots that back up/side against a collector or arterial.

38. All residential development accessing off a collector or arterial shall provide circular or hammer-head driveway design.

39. The developer shall provide constructive notice to future buyers that residences shall be required to be equipped with trash compactor units.

## FINANCE

40. The developer shall provide constructive notice to buyers that all homes are required to utilize 90 gallon automated trash containers as provided by the City's franchisee for solid waste collection.

## POLICE DEPARTMENT

41. The applicant shall meet with the City's Community Service Officer prior to Final Map approval or Building Permit issuance, whichever comes first, for recommendations on security measures to be incorporated into the design of any structures to be built in this subdivision.

## FIRE DEPARTMENT

42. If the development includes phased street construction, then temporary turnarounds shall be provided at the end of these streets. The temporary turnaround shall meet the city's requirements as set forth in the Engineering Department's standards.

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43. All open space areas that are to be dedicated to the city will be inspected by the Fire Department prior to acceptance and a report will be submitted recommending action needed regarding debris and weed removal, tree trimming and brush removal. The developer shall clean out debris, dead limbs, and trash from areas to be recorded as open area prior to acceptance on behalf of a benefit maintenance district.

44. Prior to issuance of any building permit on any lot within this tract, a graded and based all-weather emergency access road shall be extended to each lot. This road shall be capable of supporting a 40,000 pound vehicle.

## 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.

45. The Final Subdivision Map shall be in substantial compliance with the tentative subdivision map (Exhibits A-1 through A-5 - reductions attached; full size copies are on file in the Community Development Department) and preliminary grading plan (Exhibits B-1 through B-5 on file in the Community Development Department).

46. Any significant amendments to the phasing plan (as determined by the City Engineering, Fire and Planning staff) shall be subject to Planning Commission and City Council consideration and approval. Prior to granting approval of any amendment to phasing, the City may impose additional conditions upon this subdivision relative to phasing which are necessary to protect the public health, safety and welfare and orderly development of the City.

47. The applicant shall submit a topography map of the project, including contours and structures, their designation and disposition.

48. The applicant shall submit a plan which shows character and location of all utilities and proposed points of connection.

49. The applicant shall submit a request for approval to the State of California Department of Health Services for the public water supply proposed. Two sources shall be provided for each tract phase.

50. The property owner shall offer to dedicate to the city of Paso Robles, for public road purposes the following:

- A. Public streets shown on the final map with a minimum width of 60'.

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- B. Urban collector road minimum width 84', including the off-site extension to North River Road.
- C. Municipal water well site. (dedicated in "fee simple").
- D. Experimental Station Road 1/2 street dedication, and full street width for the tee intersection.
- E. Linear park along urban collector street.
- F. Salinas River area (all of Sub Area F within the City). This dedication shall be consented to but not accepted at this time. Offer is irrevocable.

51. The subdivider shall reconstruct Experimental Station Road from Buena Vista to the urban collector road on an alignment acceptable to the City Engineer (The City Engineer shall have the ability to consider an alignment acceptable for preservation of the existing oak trees). The street shall be constructed to a local rural street standard as specific within the Borkey Area Specific Plan, to include a minimum 1/2 street section and 12' beyond centerline with 4' based shoulder and road side drainage. The realignment section within the developer's remainder parcel shall be constructed to full City Standards. A three foot asphalt pathway shall be constructed along the northern side of Experimental Station Road.

52. The urban collector road (West Collector) shall be constructed to 48' curb to curb width within the tract boundary. The portion within the remainder parcel shall be constructed to a rural 32' A.C. pavement width with 4' aggregate base shoulders.

53. The subdivider shall construct a minimum 8' wide concrete paved public bicycle/pedestrian path, with pathway illumination/security lighting within the linear park along the urban collector. The location shall be subject to the City Engineers' approval.

54. The subdivider shall construct a municipal water well in accordance with City Standards. Design and installation shall be subject to review and approval by the City Engineer. The design shall include standby power suitable to operate the well in case of power outage.

A landscape screening and fencing plan shall be submitted to the Architectural Review Committee for their review and approval and appropriate screening shall be installed at the time that the water well is improved for the tract.

55. The subdivider shall install a minimum 12" transition water main from the existing terminus in North River Road to the municipal water well to be installed by this development. Water



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main installation shall be compatible for the ultimate development of the area as determined by the City Engineer.

56. The developer shall reconstruct the holding pond/retention basin on the remainder parcel so that side slopes excluding rim face shall not exceed 4:1 slopes. Pond outlet facilities shall be designed for design frequency of 100 years.

57. The subdivider shall pay for a share of the cost of the installation of the Airport Sewer Main within the tract. The exact amount due will be determined by the City Engineer based upon actual construction costs, in accordance with the Municipal Code.

58. The applicant shall provide sewer service to all lots (including the six rural lots) and provide adequate stub outs for future connection of surrounding properties as required by the City Engineer.

59. The subdivider shall construct Buena Vista Road to a two lane rural road with a landscaped median in a form to be approved by the City Engineer, including a landscape design which shall be subject to review and approval by the Architectural Review Committee. A Class I bike path shall be installed along the western right-of-way which shall consist of 2-inches of asphalt over 4-inches of base with an asphalt berm, in a manner to be approved by the City Engineer. Both the landscaped medians and the bike paths shall be maintained under a Benefit Maintenance District.

60. Where oak trees are located in proximity to the right-of-way, so that trenching for utility line and public improvements construction would occur within the dripline of the trees, such trenching shall be either:

a. Planned to be constructed on the opposite side of the street so as not to affect the tree wherever possible; or

b. Done manually (no large machinery) under the supervision of a certified arborist.

All oak trees within and adjacent to the project are to be preserved during and after project construction.

61. An archaeological survey shall be conducted and submitted in conjunction with the detailed grading and drainage plan for the project. The findings and recommendations of that survey shall be adhered to in a manner subject to the approval of the City Engineer. The developer shall pay for the archaeologist's services. During construction, grading shall be halted in the event that significant archaeological resources are discovered. Grading may be resumed upon determination and implementation of

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appropriate mitigation measures as recommended by the archeologist and approved by the City Engineer.

62. The out buildings located on and around lot D which are either located across proposed property lines or within set back lines shall be removed prior to recordation of the final map for each respective phase.

63. The applicant shall reserve easements on either side of the West Collector for the purpose of future bus turn out and transit stops in a manner subject to the approval of the City Engineer and Community Development Director.

64. All conditions and improvement requirements set forth in the resolution approving Planned Development 90004 shall be complied with in a manner subject to the approval of the City of Paso Robles.

65. With the development of Phase 1, the subdivider shall eliminate lots as necessary, and dedicate a connecting street from cul-de-sac "A" to cul-de-sac "B" in accordance with City Standards if the City Council has not first revised the City development standard cul-de-sac length requirements, which this development must conform with, or unless modified through the Planned Development approval.

PASSED AND ADOPTED THIS 1st day of May, 1990 by the following Roll Call Vote:

AYES: Russell, Cousins, Conway and Martin

NOES: None

ABSENT: Reneau

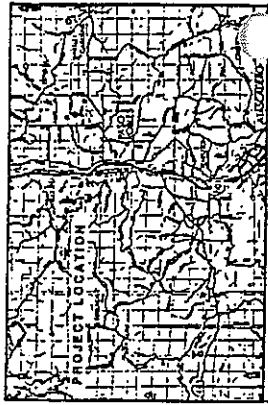
  
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MAYOR STEVEN W. MARTIN

ATTEST:

  
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JERRY BANKSTON, CITY CLERK

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- LEGEND (PROPOSED INSTALLATION)**
- SANITARY SEWER MANHOLE
  - ⊕ FIRE HYDRANT
  - SANITARY SEWER MAIN
  - WATER MAIN
  - ⊙ WELL LOCATION
  - ⊠ SQUARE FEET
  - DIRECTION OF STREET DRAINAGE



**PROJECT AREA:**  
25.63 ACRES (LESS ROADWAY DEDICATIONS)

**OWNER/DEVELOPER**  
FRENCH BROTHERS INVESTMENTS  
P.O. BOX 1796  
SAN LUIS OBISPO, CA 93406

**TENTATIVE MAP**  
**TRACT No. 1895**  
**"BUENA VISTA ESTATES"**

BEING A SUBDIVISION OF PARCEL 1, C.O. 81-54 RECORDED IN BOOK 36 P.M. PAGE 27 AND PARCEL A, BOOK 570 O.R., PAGE 28; LOCATED IN THE CITY OF ATASCADERO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIF.

PARCEL 3, P.M. C.D. 81-54  
PAUL K. BORKEY

S 88°39'41" E  
2629.26

PARCEL 1, P.M. C.D. 81-54

SEE SHEET 4 of 5

PHASE ONE

PHASE TWO

PORTION PARCEL A,  
BK. 570 D.R. PG. 28

SEE SHEET 5 of 5

PARCEL 2, C.D. 74-102  
JERRY L. & KIM I. FELGENHAUER

PARCEL 1, C.D. 74-102  
SANG C. & CHONG S. AN

PARCEL 2, C.D. 74-102  
JERRY L. & KIM I. FELGENHAUER

SEE SHEET 2 of 5

SEE SHEET 3 of 5

SEE SHEET 4 of 5

SEE SHEET 5 of 5

SEE SHEET 6 of 5

SEE SHEET 7 of 5

SEE SHEET 8 of 5

SEE SHEET 9 of 5

SEE SHEET 10 of 5

PARCEL 2, P.M. C.D. 81-54  
PAUL K. BORKEY

S 88°37'48" E  
2029.46

N 37°23'07" W  
1123.77

SALINAS RIVER

N 25°20'54" W  
1386.00'

N 88°22'31" W  
3734.92'

N 88°38'06" W  
501.03'

N 88°38'06" W  
30.08'

N 75°05'42" W  
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- NOTES:**
- 1) ALL RETURNS AT RIGHT-OF-WAY INTERSECTIONS ARE 20' UNLESS OTHERWISE NOTED.
  - 2) INFORMATION FOR THIS MAP IS COMPILED FROM DATA BASED ON THE RECORD MAP FILED IN BOOK 59 OF LICENSED SURVEYS AT PAGE 2.
  - 3) ALL PROPOSED SANITARY SEWER AND WATER MAIN OFFSETS ARE 6' EITHER SIDE OF CENTERLINE R/W UNLESS OTHERWISE NOTED.



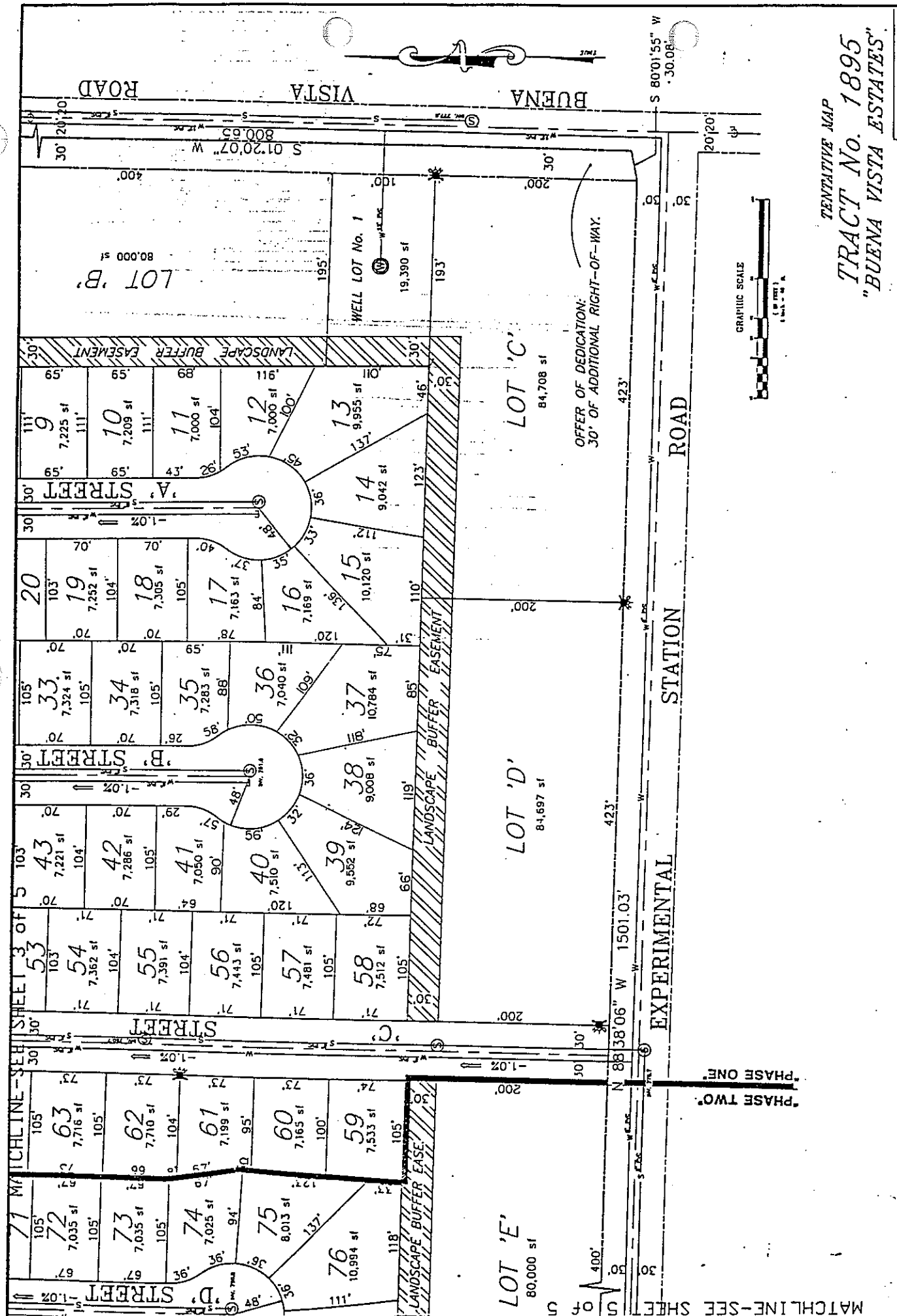
**EXHIBIT "A1"**

# EXHIBIT "A2"

TENTATIVE MAP  
TRACT No. 1895  
"BUENA VISTA ESTATES"

SHEET 2 of 5

NOV. 1980  
REVISED-JAN. 01, 1981



TENTATIVE MAP

# TRACT No. 1895 "BUENA VISTA ESTATES"

GRAPHIC SCALE



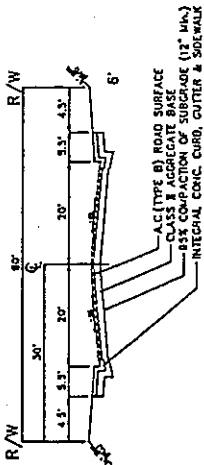
S 88°39'53" E  
39.69'

ADJOINING PROPERTY OWNED BY DEVELOPER

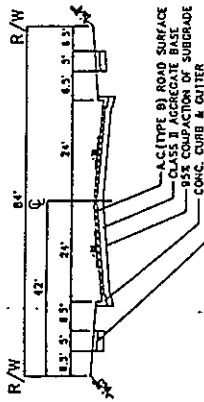
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L=343.39'

PHASE ONE  
PHASE TWO

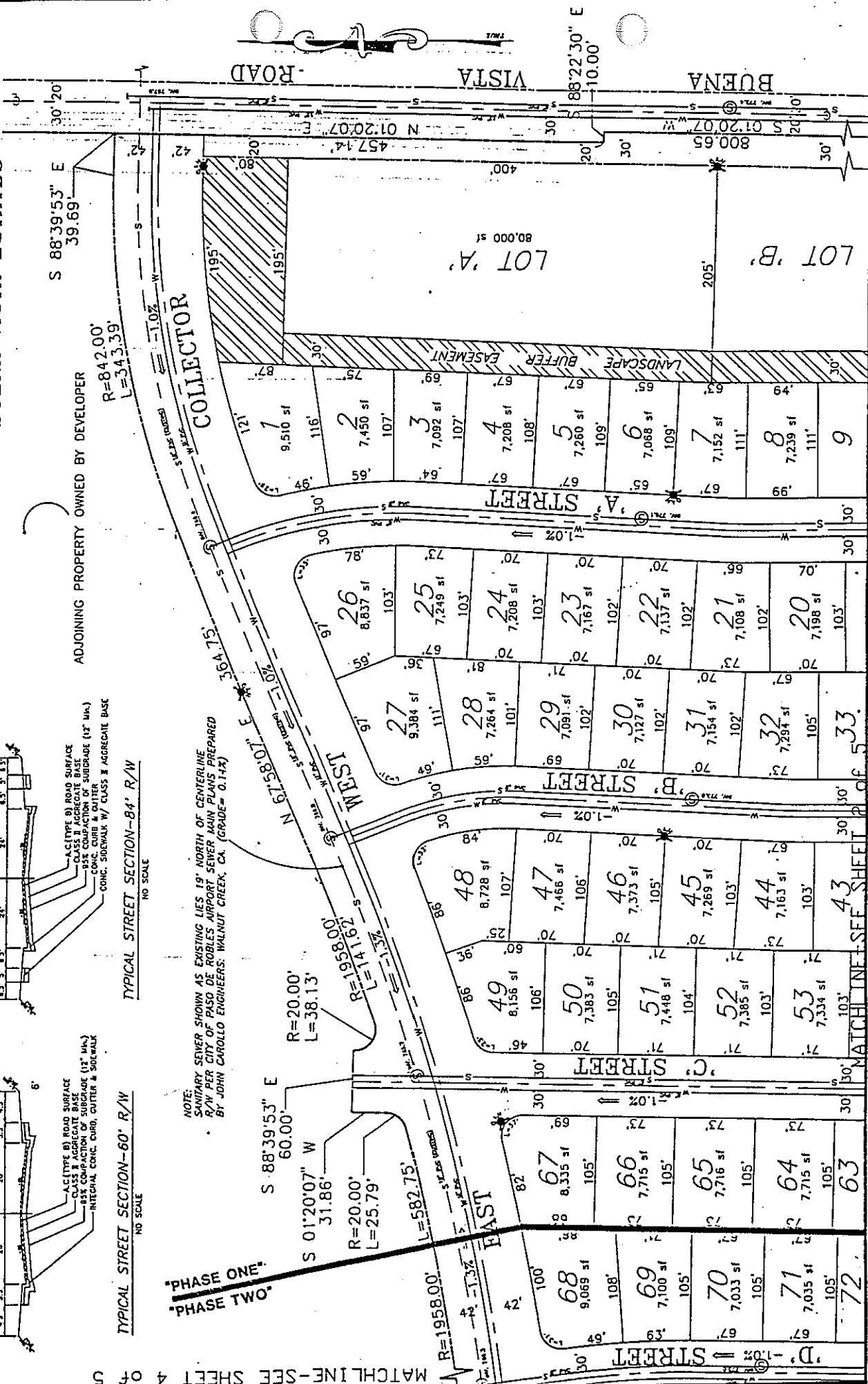
NOTE:  
SANITARY SEWER SHOWN AS EXISTING LIES 19' NORTH OF CENTERLINE  
R/W PER CITY OF PASO DE ROBLES AIRPORT SEWER MAIN PLANS PREPARED  
BY JOHN CAROLLO ENGINEERS, WALNUT CREEK, CA. (GRADE = 0.14%)



TYPICAL STREET SECTION--60' R/W  
NO SCALE



TYPICAL STREET SECTION--84' R/W  
NO SCALE

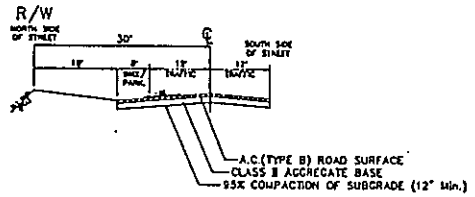


MATCHLINE-SEE SHEET 4 OF 5

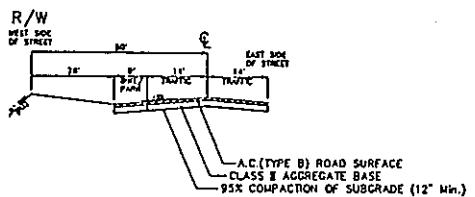
MATCHLINE-SEE SHEET 2 OF 5

# EXHIBIT "A3"

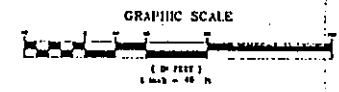
TENTATIVE MAP  
TRACT No. 1895  
"BUENA VISTA ESTATES"



TYPICAL STREET SECTION  
EXPERIMENTAL STATION ROAD  
NO SCALE



TYPICAL STREET SECTION  
BUENA VISTA ROAD  
NO SCALE



ADJOINING PROPERTY OWNED BY DEVELOPER

NOTE:  
SANITARY SEWER SHOWN AS EXISTING LIES 19' NORTH OF CENTERLINE  
R/W PER CITY OF PASO DE ROBLES AIRPORT SEWER MAIN PLANS PREPARED  
BY JOHN CAROLLO ENGINEERS: WALNUT CREEK, CA (GRADE = 0.14%)

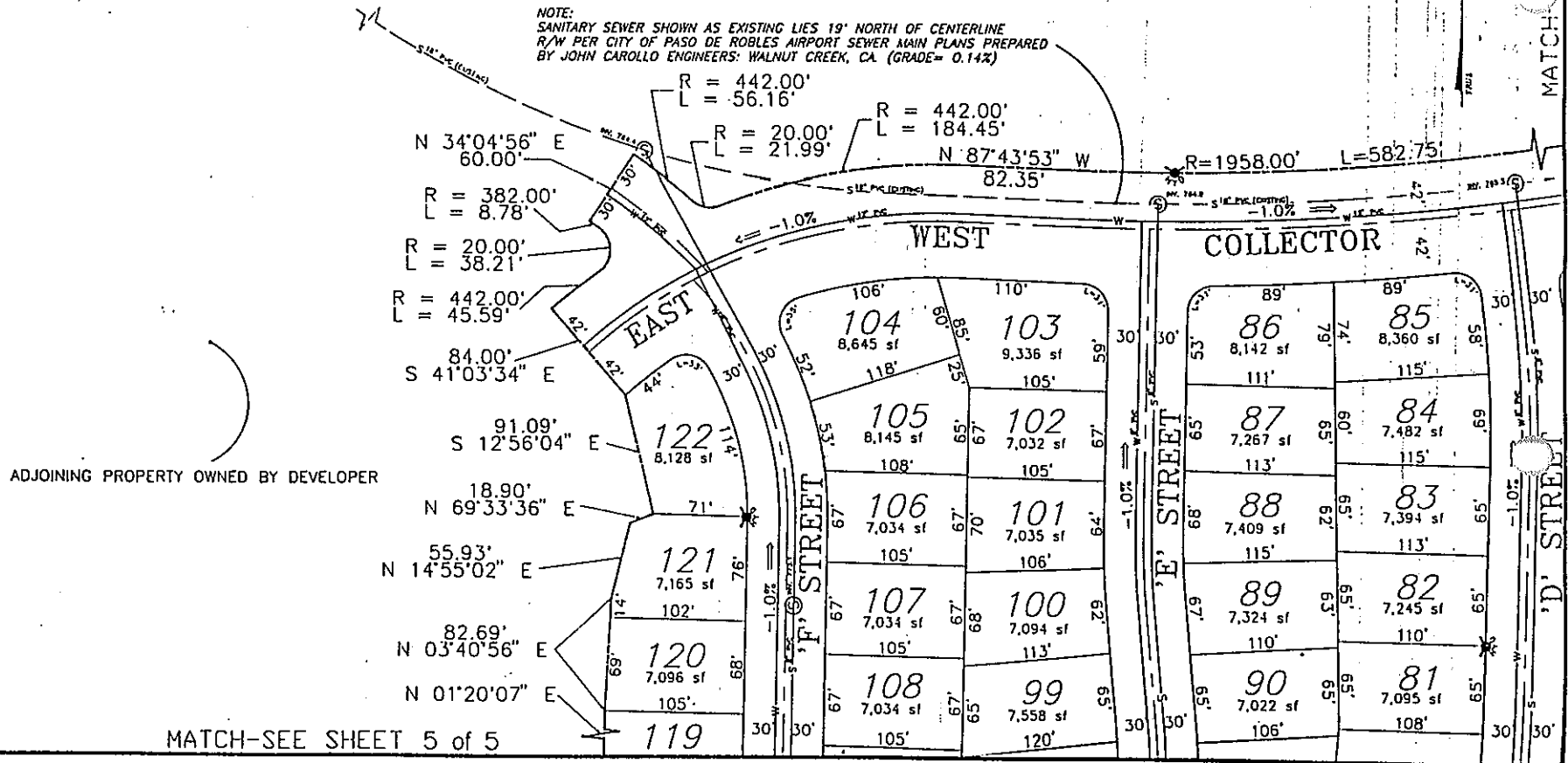


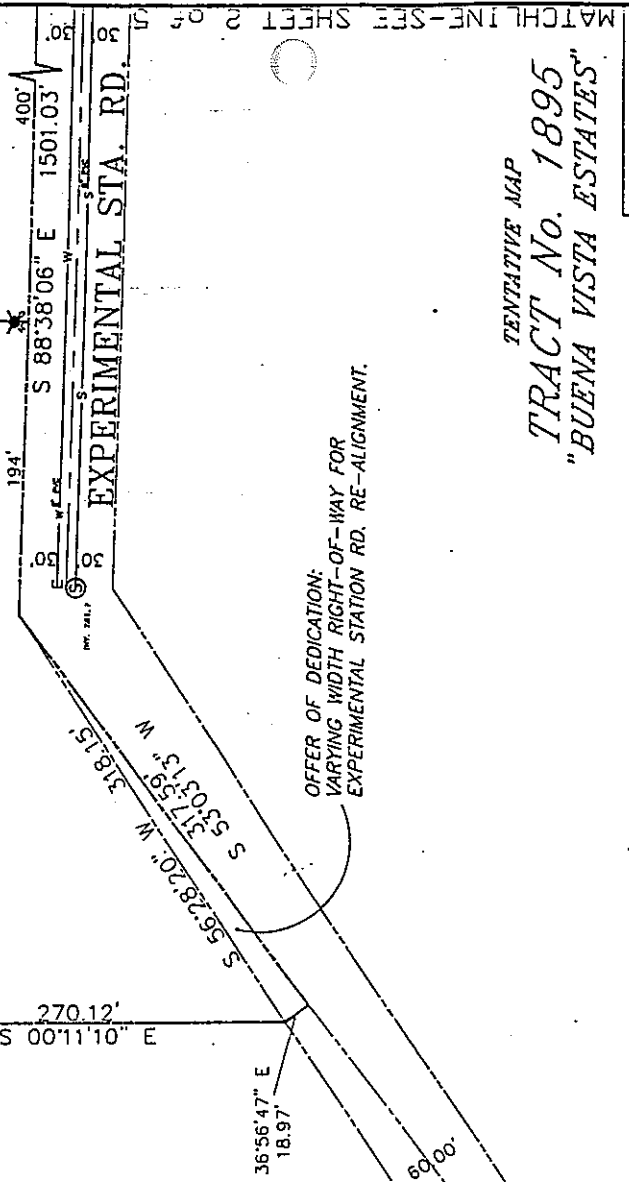
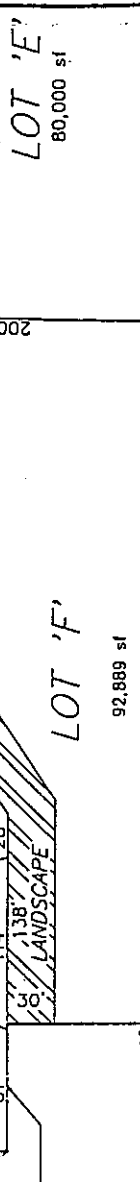
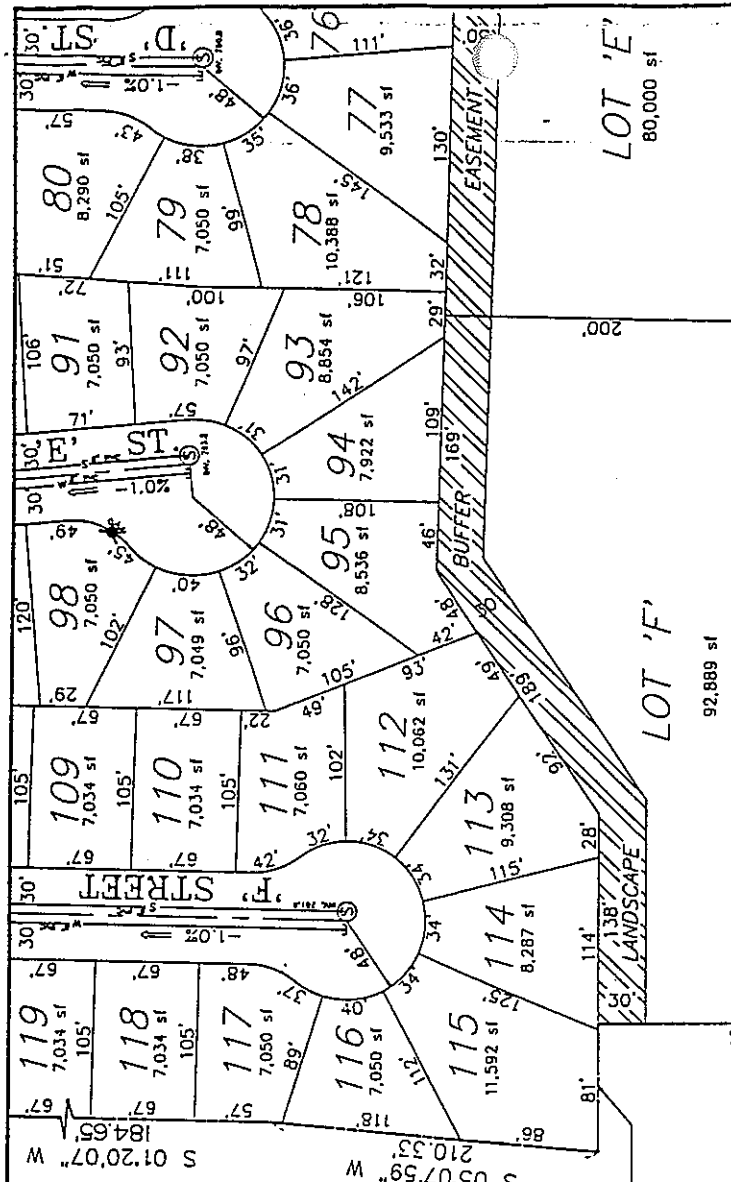
EXHIBIT "A4"

MATCH-SEE SHEET 3 of 5

MATCHLINE-SEE SHEET 4 OF 5



ADJOINING PROPERTY OWNED BY DEVELOPER



OFFER OF DEDICATION:  
VARYING WIDTH RIGHT-OF-WAY FOR  
EXPERIMENTAL STATION RD. RE-ALIGNMENT.

TENTATIVE MAP  
 TRACT No. 1895  
 "BUENA VISTA ESTATES"

EXHIBIT "A.5"

EXHIBIT B-1 through B-5 (GRADING AND DRAINAGE PLANS)  
are on file in the Community Development Department