

City of El Paso de Robles

RESOLUTION NO. 90-104

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL PASO DE ROBLES TO GRANT TENTATIVE MAP APPROVAL FOR TRACT 1771 (COKER ELLSWORTH)

WHEREAS, Tract 1771 has been filed by Coker Ellsworth for the subdivision of 91 acres of land generally located on the north side of Charolais Road, between South River Road and Rambouillet Road, into 195 buildable single family residential lots and one open space lot, and

WHEREAS, a public hearing was conducted by the Planning Commission on March 27, 1990, and by the City Council on April 17, 1990, May 1, 1990 and June 19, 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 initial study and staff report prepared for this subdivision, the City Council found that there was no substantial evidence that the proposed subdivision would have a significant effect on the environment, and adopted a resolution granting a Negative Declaration 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 1771 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. Prior to recordation of the tract map, a computer-aided-program containing the digitized map (Auto Cad or equal) for the subdivision map in a format acceptable to the City Engineer, shall be submitted to the Engineering Division.

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

34. 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. Wall maintenance in conjunction with landscaping;
- d. Detention basin landscaping.

35. 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

36. 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.

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

38. 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.

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

40. 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 and preliminary grading plan (Exhibits A-1 through A-6 - reductions attached; full size copies are 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. Conditions, Covenants, and Restrictions (CC&R's) or equivalent constructive notice shall be prepared and shall contain a notice to inform buyers of the following restrictions for tract development:

a. Minimum standards for side and rear building elevation treatment for those corner lots shall be clearly established. The intent is that all elevations which are visible from a public street shall have architectural detail which is of the same quality as the front building elevations.

b. Individual lot grading and development standards shall be established which clearly define the need to develop lots, which slope in excess of 10 percent, utilizing construction techniques which conform to the terrain such as a split level homes, and combinations of benching and stem wall construction.

c. Building height limitations along the northern and western project perimeters shall be established which will limit

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residences to a one story elevation as measured from the street side grade (and as illustrated in the attached Exhibit D).

d. Notice of the City's development review process (Architectural Review Committee review prior to issuance of building permits) and the parameters of the City's Oak Tree Preservation Ordinance (necessity during design and development to preserve the existing oak trees within this subdivision) shall be provided.

e. Minimum standards and design criteria for interior privacy fencing shall be established to ensure consistent quality of construction throughout the tract.

f. Requirement for the planting of two (2) irrigated rear yard trees at the time of building construction.

The CC&R's and/or equivalent notice shall be approved by the City Planner and City Attorney prior to final map approval.

48. The lot sizes abutting Charolais Road shall be maintained at a minimum of 12,000 square feet in area.

49. Lots 102 through 104 within Phase IV shall be redesigned to eliminate the "bump-out" in street design.

50. Lots 28 through 32 of Phase I shall be redesign in so as to widen and deepen these lots through shortening the cul-de-sac bulb.

51. The property owner shall offer to dedicate at a minimum 40 feet for public road purposes of the southerly boundary on Charolais Road to obtain a total of 100 feet. The dedication shall be on a 45 mph design speed alignment acceptable to the City Engineer.

52. The applicant shall improve Charolais Road to the following standards with the development of Phase I:

Tract frontage:

Charolais Road shall be improved to a minimum 45 mph design speed to its full ultimate width in conformance with the adopted City standards modified to delete the south side sidewalk and the provision of bike lane(s) in a manner to be approved by the City Engineer (as shown in the attached Exhibit F). Curb, gutter, sidewalk, street lights and left turn pockets shall be installed along the tract frontage of Charolais Road in manner subject to the approval of the City Engineer; and

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West of the tract boundary to South River Road:

Charolais Road shall be constructed all the way to River Road with a minimum width of 28 feet A.C. on an adequate structural section, 4 feet of shoulder and adequate drainage facilities within the existing right-of-way.

53. The property owner shall offer for dedication the rights-of-ways for interior streets, to a minimum 60 feet in width and corner cut-offs at all intersections, slope easements, public utility easement, and sanitary drains as approved by the City Engineer.

54. "E" Court shall be improved to a modified hillside standard street section to aide in the preservation of oak trees and minimization of site grading. Street improvement shall include an upgrade to concrete curbs on both sides of the street and concrete sidewalk on one side (as shown on Exhibit E).

A non access easement shall be recorded along the northern edge of this right-of-way where the road abuts the property to the north and across those portions of right-of-way which abut the open space easements.

55. The landscape medians shown on the tentative map shall be constructed in conjunction with all other tract improvements for that respective tract phase. The right-of-way and paved width shall be increased accordingly, including transitions to median, in order to accommodate these medians.

56. Temporary cul-de-sac (A.C paved on Class II Aggregate Base) dedication and improvements shall be provided where road terminates into future phases in a manner to be approved by the City Engineer.

57. A temporary secondary access road shall be constructed in conjunction with Phase I to provide a second access source to this phase. This temporary access shall connect "C" Street to Otero Lane and shall be improved within a recorded easement to a minimum of 24 feet wide with Class II all weather base in a manner to be approved by the City Engineer and Fire Chief.

58. The applicant shall, in the event the City Council adopts such an approved standard, construct interior roads with detached sidewalks which would provide a 5 foot parkway between the curb and sidewalk to be planted by the developer and maintained under the benefit maintenance district. In the event that no such standard is approved by the City Council, then standard local street standards shall be adhered to.

59. The applicant shall, prior to recording a final map for phase I, pay a 25 percent contribution to a future signal at the

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corner of South River Road and Charolais Road in a manner subject to the approval of the City Engineer. These fees shall be in addition to standard signalization fees paid at the time of building permit.

60. With the development of Phase I, Rambouillet Road embankment shall be constructed from Tract 1425 improvements through to Charolais Road for water main installation if necessary to provide the second source.

61. Street "B" Stub to the north shall be realigned to be compatible with the future extension to the north to connect with future Street "A" in tentative Tract 1852.

62. The applicant shall extend a water main from South River road and provide a second source of water to serve the tract. The size of the main shall be in accordance with future update of the Water Master Plan, from Rambouillet Road prior to the completion of the first phase.

63. The applicant shall construct a sewer main in Charolais Road from South River Road in accordance with the sewer master plan.

64. The property owner shall offer to dedicate future sanitary easements and drainage easements as required.

65. Sanitary sewer and water facilities shall be designed and installed to be compatible with the ultimate upstream development as determined by the Master Plans.

66. Construction of storm drainage improvements shall be completed with each phase in a manner subject to the approval of the City Engineer. In the event that a detailed drainage study reveals that on-site retention is necessary, the applicant shall be required to return to Planning Commission and City Council with a redesign of the project indicating how on-site detention can be designed.

The open drainage swales shown along the southern tract boundary (behind lots 81 through 96) shall be constructed with undergrounding drainage culverts, with appropriate easements, in a manner acceptable to the City Engineer. The fill grading necessary for the undergrounding shall be reviewed and approved by the City Planning staff to assure contouring which blends with the natural topography.

67. All easements intended for access for maintenance shall be a minimum of 15 feet in width, and shall not be divided by a fence and/or property lines.

68. Tract grading shall be designed by a registered civil engineer in accordance with City Standards, and all grading shall

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be done in accordance with Chapter 70 of the Uniform Building code, "Engineered Grading Requirements".

69. The applicant shall construct a decorative (such as slumpstone, split-faced block or stucco coated precision block and/or incorporation of decorative wrought iron) masonry wall along the Charolais Road frontage with the development of each phase length. Where this wall will be located at or above building pad elevations, a solid (but articulated) sound-type wall shall be constructed; where the wall is located above street grade as with phase I, the wall may be an open-type style wall with decorative iron as a possible alternative.

The wall shall extend (wrap) along the full side and rear yards of those lots located on the interior entrance streets. This wall shall be jogged at places, rather than being completely linear and shall step down in height as necessary to maintain adequate sight distance and adhere to setback requirements.

Plans for this wall, to include materials, height and location, shall be approved by the Architectural Review Committee. This wall shall be installed by the developer and approved by the City at the same time as all public improvements. The applicant shall install decorative block retaining walls, in a manner to be approved by the Architectural Review Committee, in areas where the applicant cannot obtain slope easements.

70. The applicant shall install the following landscaping with automatic irrigation systems:

- o Street trees planted every 30 feet in parkways (within the right-of-way) along Charolais Road;
- o Shrubs, trees and groundcover in Charolais Road parkways as well as slope easement areas (both sides);
- o Two street trees in each rear yard of lots abutting Charolais Road, which shall be off-set with right-of-way tree planting to create a multi-level screen effect and shall be on the same irrigation system as the right-of-way street trees;
- o Median landscaping within Charolais Road and interior streets;
- o Parkway landscaping for interior streets (only if detached sidewalks are used) which would include two street trees per lot in addition to durable, low maintenance ground cover and/or decorative paving;
- o Landscaping along bike and pedestrian pathway and open space areas.

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The irrigation system design and water meter shall be located 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. Access easements for landscaping maintenance shall be provided in a form subject to approval by the Director of Community Services and Public Works.

Landscaping and irrigation systems shall be installed by the developer at the same time as all other public improvements for a respective phase and shall be the applicant's responsibility for maintenance for a period of 1 year following approval. City acceptance following the 1 year maintenance period shall be subject to the approval of the Director of Community Services.

71. 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.

72. The applicant shall be permitted to remove those oak trees identified for removal within the oak tree inventory dated March 19, 1990. The applicant shall be responsible for replacing each oak tree removed at a ratio of two every one approved for removal.

An oak tree replacement plan shall be submitted to the City as part of the master landscaping design indicating where oak trees shall be replaced. In the event it is not possible or appropriate to replant all replacement oaks within this tract, the developer can, as approved by the Director of Community Services, contribute these living oaks for use and planting elsewhere in the City.

73. The applicant shall dedicate, with Phase I, the open space lot 71 in fee simple to the City. Prior to dedication and acceptance, the open space shall be improved as required by the Fire Department's standard conditions for open space improvement.

Open space easements across the rear yards of lots 31 through 45 shall be recorded along with the final map for Phase I.

74. The applicant shall redesign the access to the open space lot 37 to provide two points of access in a manner subject to the approval of the Architectural Review Committee (ARC). The ARC

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shall have the discretion to review and approve the location and configuration design (width and shape) of the public access points and pathway system. The ARC shall have the ability to require an increase in width of these access points as necessary to maximize security, visibility and value as public open space.

The bike and pedestrian pathway areas shall be dedicated in fee simple to the City. The bikeways shall be improved to a minimum of an 8 foot wide A.C. path (with adequate structural section) to City Standards, to connect Phase V (and possibly III) with the pathway system within Tract 1420 and 1754 and through to public ways which would eventually connect with the Pat Butler Elementary School.

A detailed exhibit of the location of adjacent pathways and the relationship of this pathway to off-site destinations such as the school, shall be provided for review and approval by the City Public Work and Community Development Departments prior to ARC review. The pathway shall be constructed off-site in a manner to be approved by these Departments.

The developer shall construct a decorative iron fence along the sides of the bike/pedestrian paths which shall wrap around the rear of the respective adjacent residential lots. Irrigated landscape screen planting along the pathway shall also be installed by the developer. The precise details and location of this fence and landscaping shall be subject to the review and approval of the Architectural Review Committee.

In the event that Phase II of Tract 1754 has not been improved by the time that Phase I of this tract commences, the applicant shall submit an alternative pathway plan which would connect between Charolais Road and the open space areas to the north of this tract in a manner subject to the approval of the Community Development and Public Works Department staff.

75. The applicant shall construct perimeter fencing along the north, east and west sides of the tract boundaries. This fencing shall be designed so as to be as unobtrusive as possible (eg open wood rail framing with non-climb wire mesh) in those areas adjacent to sloping terrain or open space areas. The detailed design and precise location of this fence shall be reviewed and approved by the Architectural Review Committee. The fencing shall be installed along with all other tract improvements on a phase by phase basis.

76. Street lights to be installed within this subdivision shall have shields that contain the glare to the streets.

77. An archaeologist shall monitor grading occurring in conjunction with project development in accordance with the recommendations of the Archaeological Survey conducted by Charles

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Dills, dated November 9, 1988. The developer shall pay for the archaeologist's services. Grading shall be halted in the event that significant archaeological resources are discovered. Grading may be resumed upon determination and implementation of appropriate mitigation measures as recommended by the archeologist and approved by the City Engineer.

78. Charolais Road shall be designated as a no parking area for the full tract frontage.

79. Construction of "J" Street shall be optional and if not constructed, the street area shall be added to adjacent lots with no increase in number of residential lots.

PASSED AND ADOPTED THIS 19th day of June, 1990 by the following Roll Call Vote:

AYES: Conway, Reneau and Martin
NOES: Cousins and Russell
ABSENT: None



MAYOR STEVEN W. MARTIN

ATTEST:

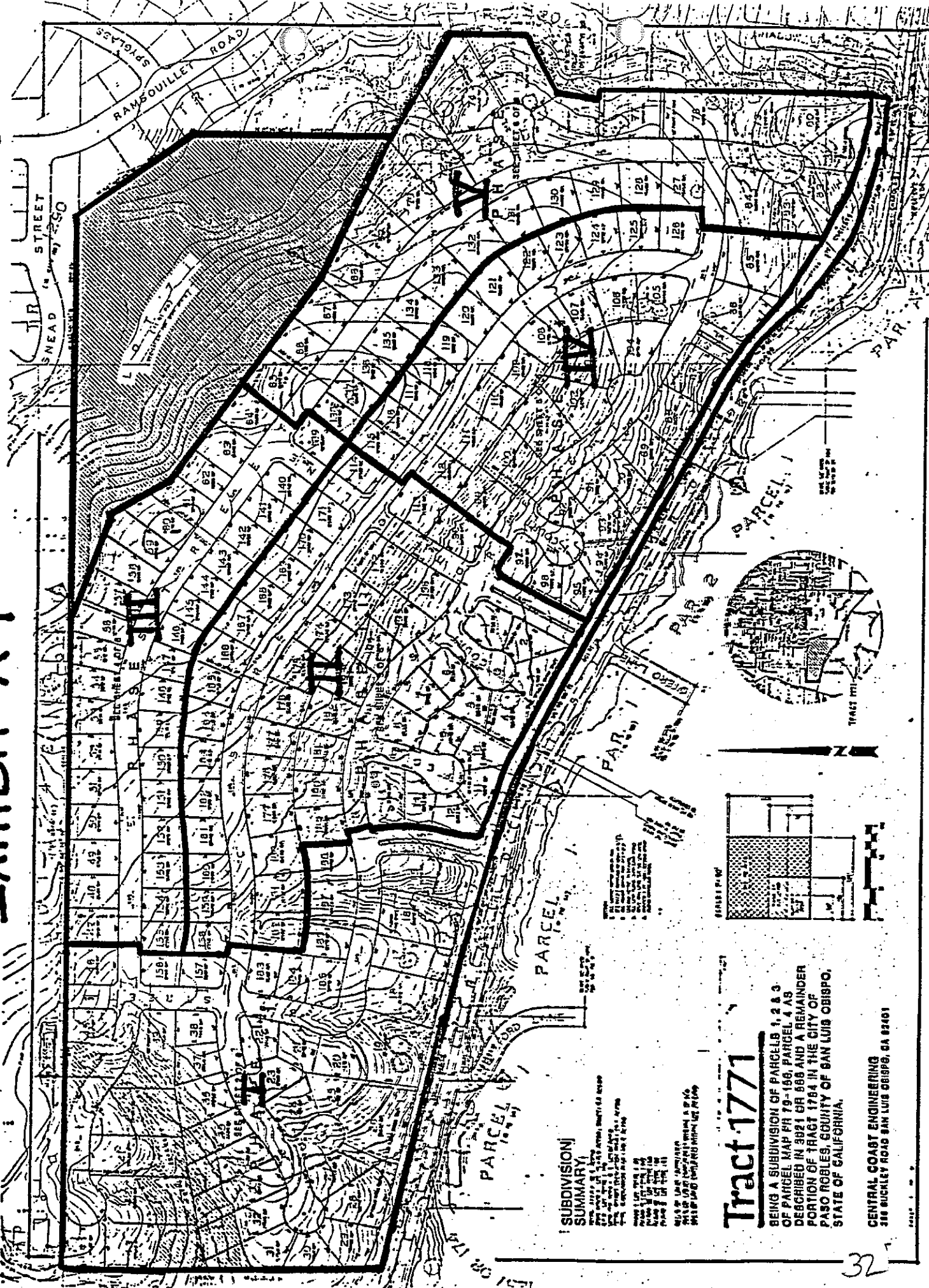


JERRY BANKSTON, CITY CLERK

NOTE: Any judicial review of this decision must be made within the time set forth in Code of Civil Procedure Section 1094.6.

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EXHIBIT A-1



SUBDIVISION SUMMARY
 THIS MAP SHOWS THE SUBDIVISION OF TRACT 1771 INTO 1000 PARCELS. THE TOTAL AREA OF TRACT 1771 IS 100 ACRES. THE PARCELS ARE NUMBERED 1 THROUGH 1000. THE MAP IS BASED ON A SURVEY MADE BY J. W. BROWN AND COMPANY, SAN FRANCISCO, CALIFORNIA, IN 1910. THE MAP IS SUBJECT TO THE RECORDS OF THE COUNTY OF SAN LUIS OBISPO, CALIFORNIA.

Tract 1771

BEING A SUBDIVISION OF PARCELS 1, 2 & 3 OF PARCEL MAP PR 79-156, PARCEL 4 AS DESCRIBED IN 3821 GR 688 AND A REMAINDER PORTION OF TRACT 1784 IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA.

CENTRAL COAST ENGINEERING
 216 BUCKLEY ROAD SAN LUIS OBISPO, CA 95401

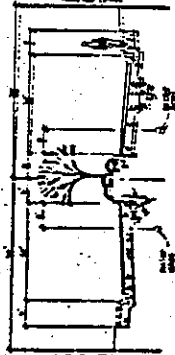
EXHIBIT A-2

PHASE I

Tract 1771

BEING A SUBDIVISION OF PARCELS 1, 2 & 3 OF PARCEL MAP PR 79-156, PARCEL 4 AS DESCRIBED IN 3021 OR 588 AND A REMAINDER PORTION OF TRACT 1754 IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA.

CENTRAL COAST ENGINEERING
308 BUCKLEY ROAD SAN LUIS OBISPO, CA 93401



TYP. 70 FT. ENTRANCE SECT. A - A

SCALE: 1" = 50'

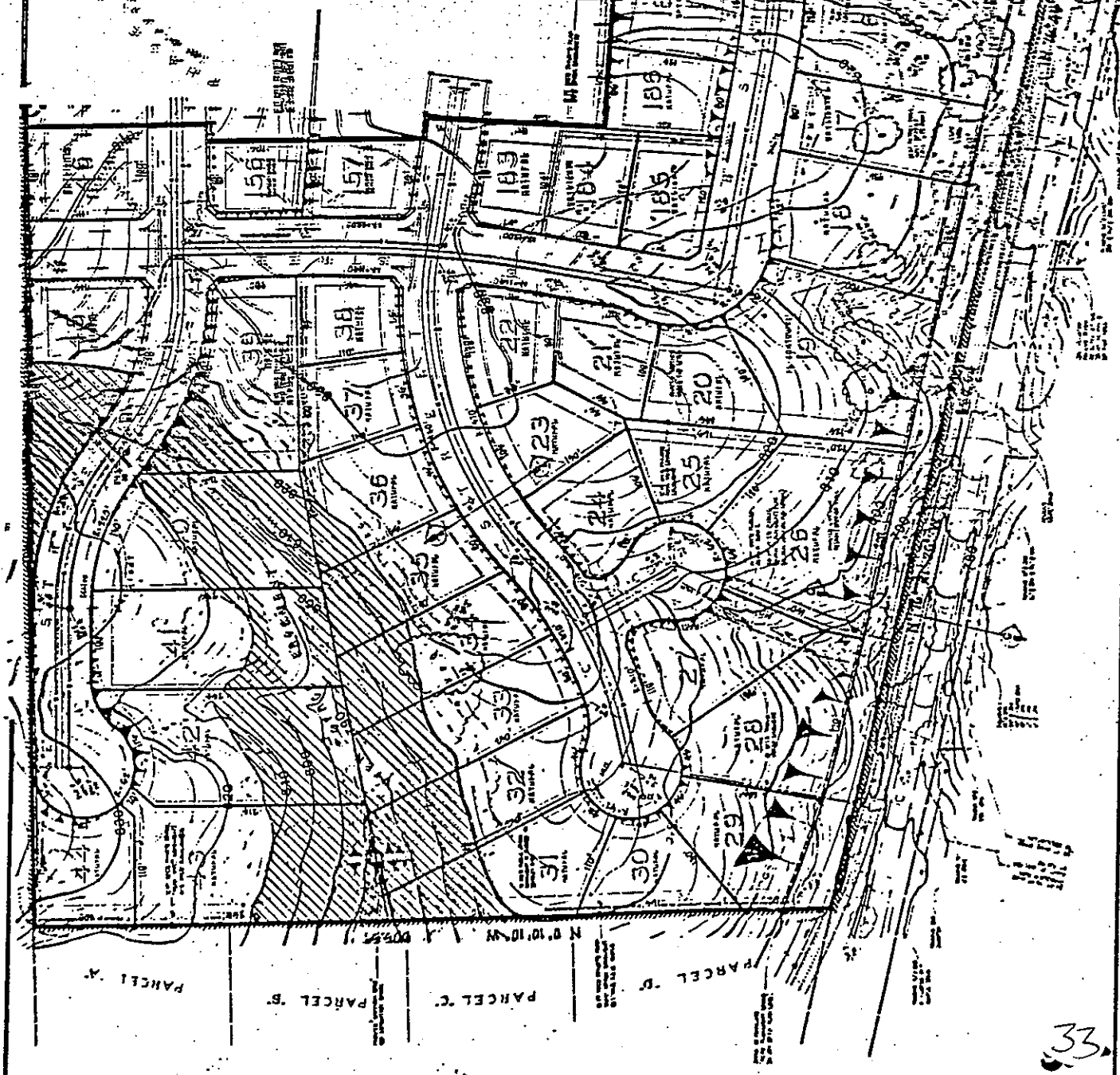


EXHIBIT A-3

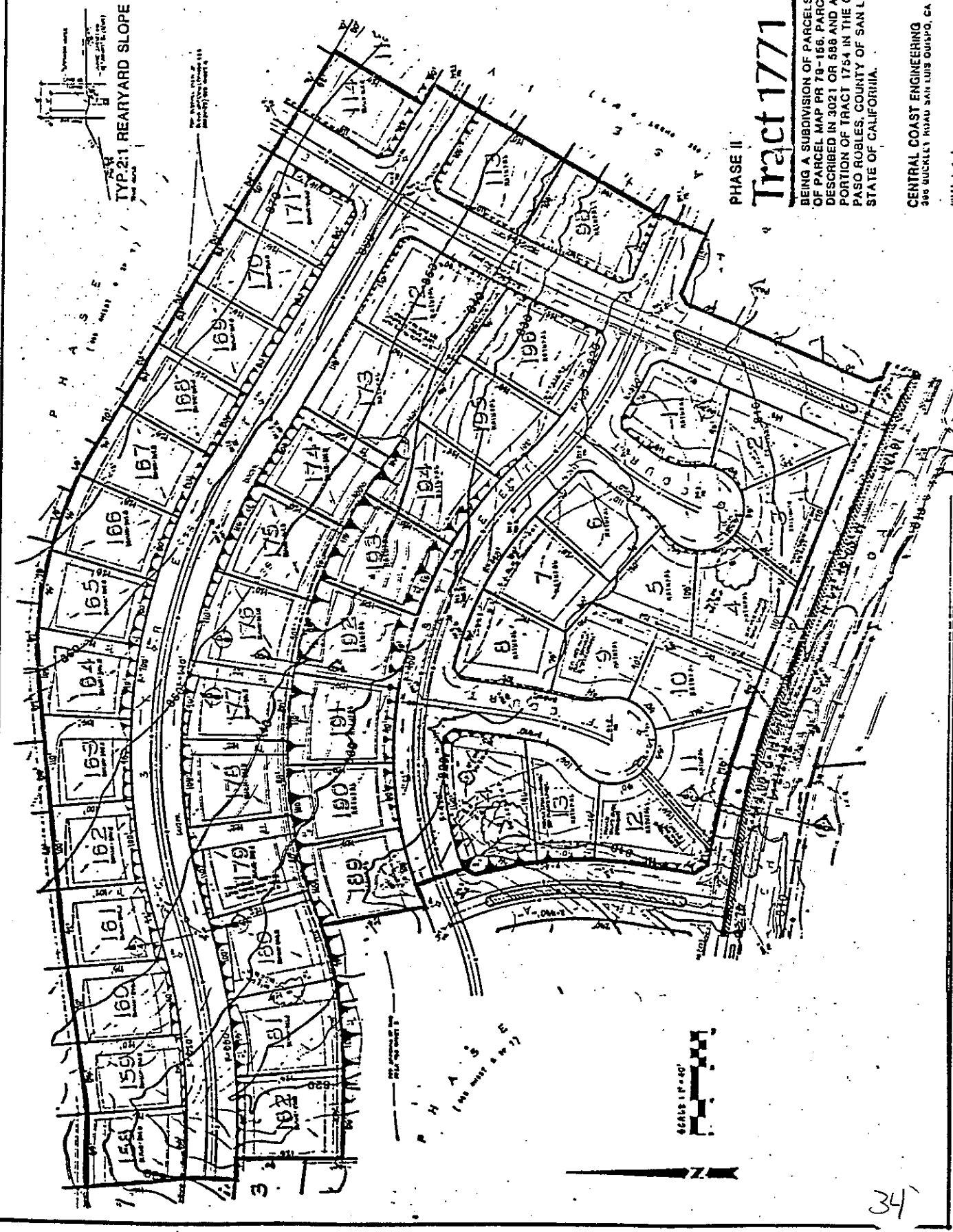
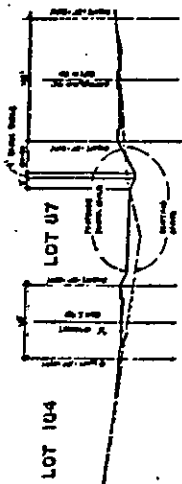


EXHIBIT 3-4

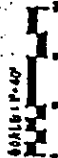
PHASE III Tract 1771

BEING A SUBDIVISION OF PARCELS 1, 2 & 3 OF PARCEL MAP PR 79-186, PARCEL 4 AS DESCRIBED IN 3021 OR 588 AND A REMAINDER PORTION OF TRACT 1784 IN THE CITY OF PAGO PAGO, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA.

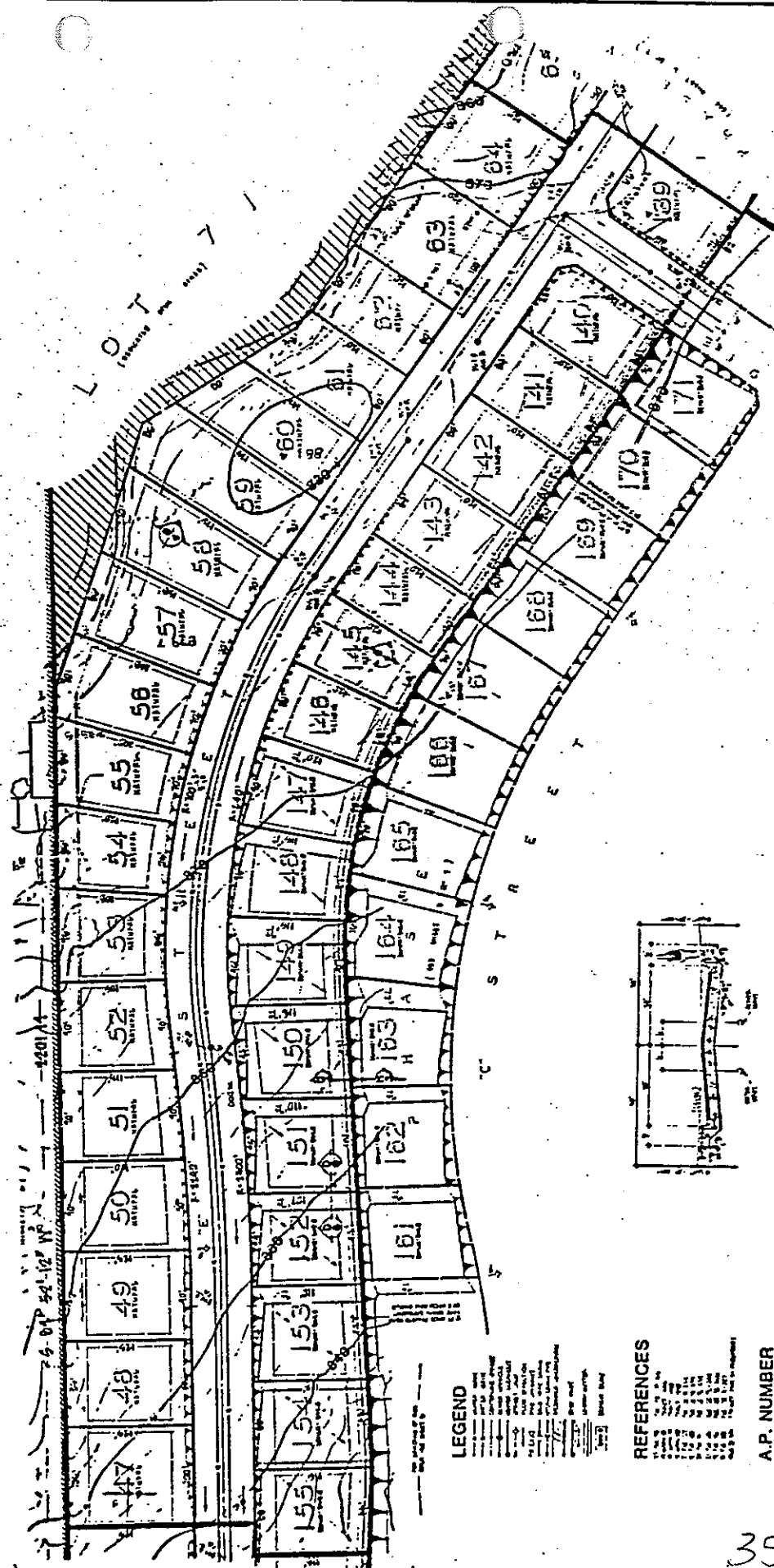
CENTRAL COAST ENGINEERING
388 BUCKLEY ROAD SAN LUIS OBISPO, CA 93401



TYP. DRAINAGE SWALE SECTION F - F



LOT 42
LOT 44
LOT 46
LOT 48
LOT 50
LOT 52
LOT 54
LOT 56
LOT 58



LEGEND

- 1" = 10' (General)
- 1" = 20' (Detail)
- 1" = 40' (Plan)
- 1" = 80' (Elevation)
- 1" = 160' (Section)
- 1" = 320' (Plan)
- 1" = 640' (Elevation)
- 1" = 1280' (Section)

REFERENCES

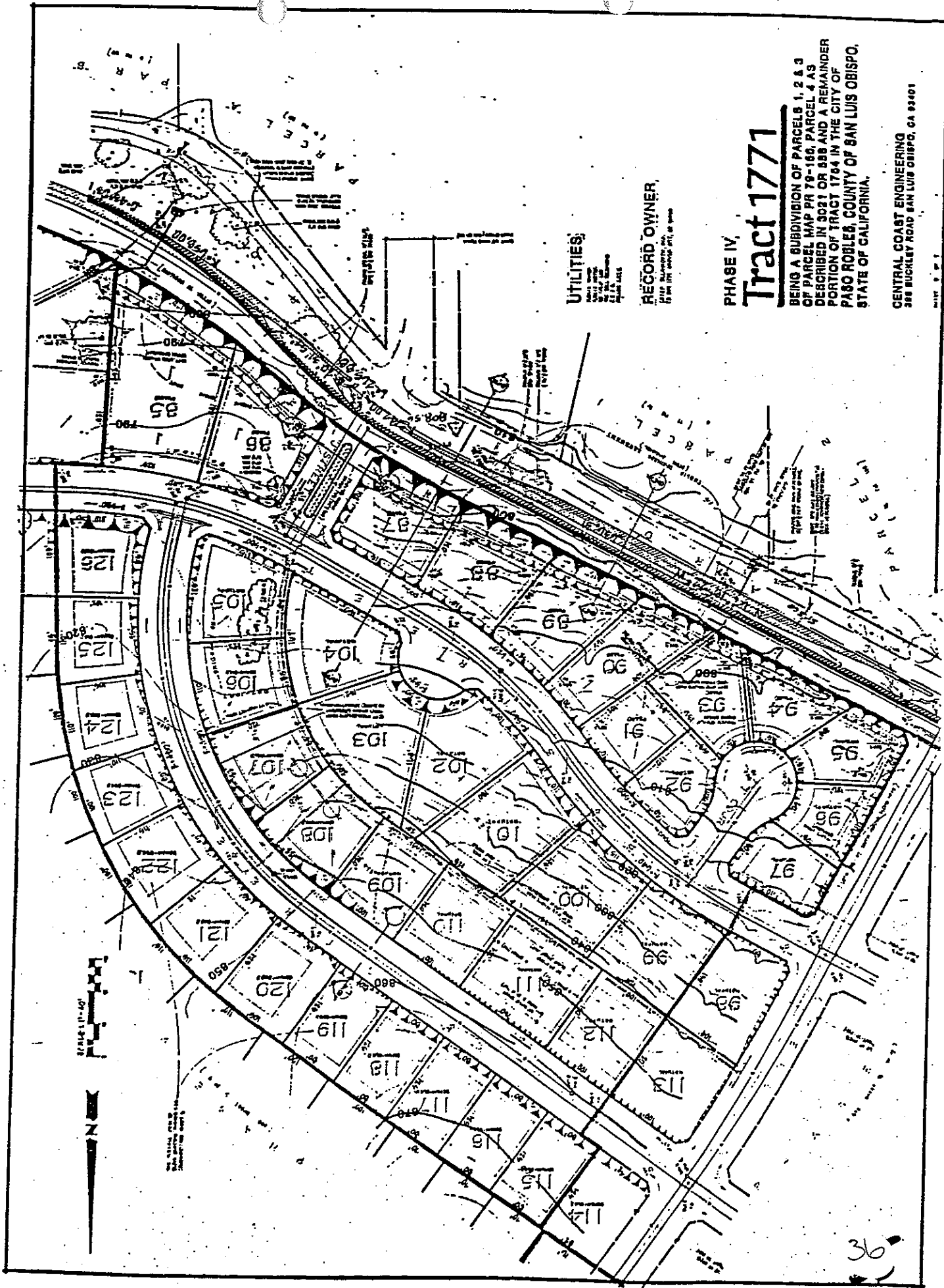
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- 32. 2019
- 33. 2020
- 34. 2021
- 35. 2022
- 36. 2023
- 37. 2024
- 38. 2025

A.P. NUMBER

1" = 60 FT. LOCAL STREET SECT. II - B

35

EXHIBIT A-5



UTILITIES:

WATER
GAS
ELECTRIC

RECORD OWNER:

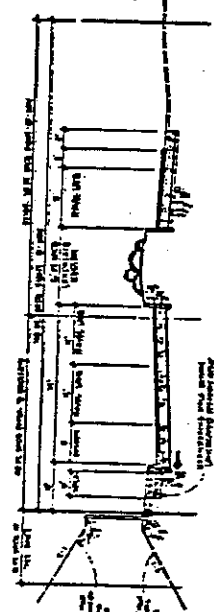
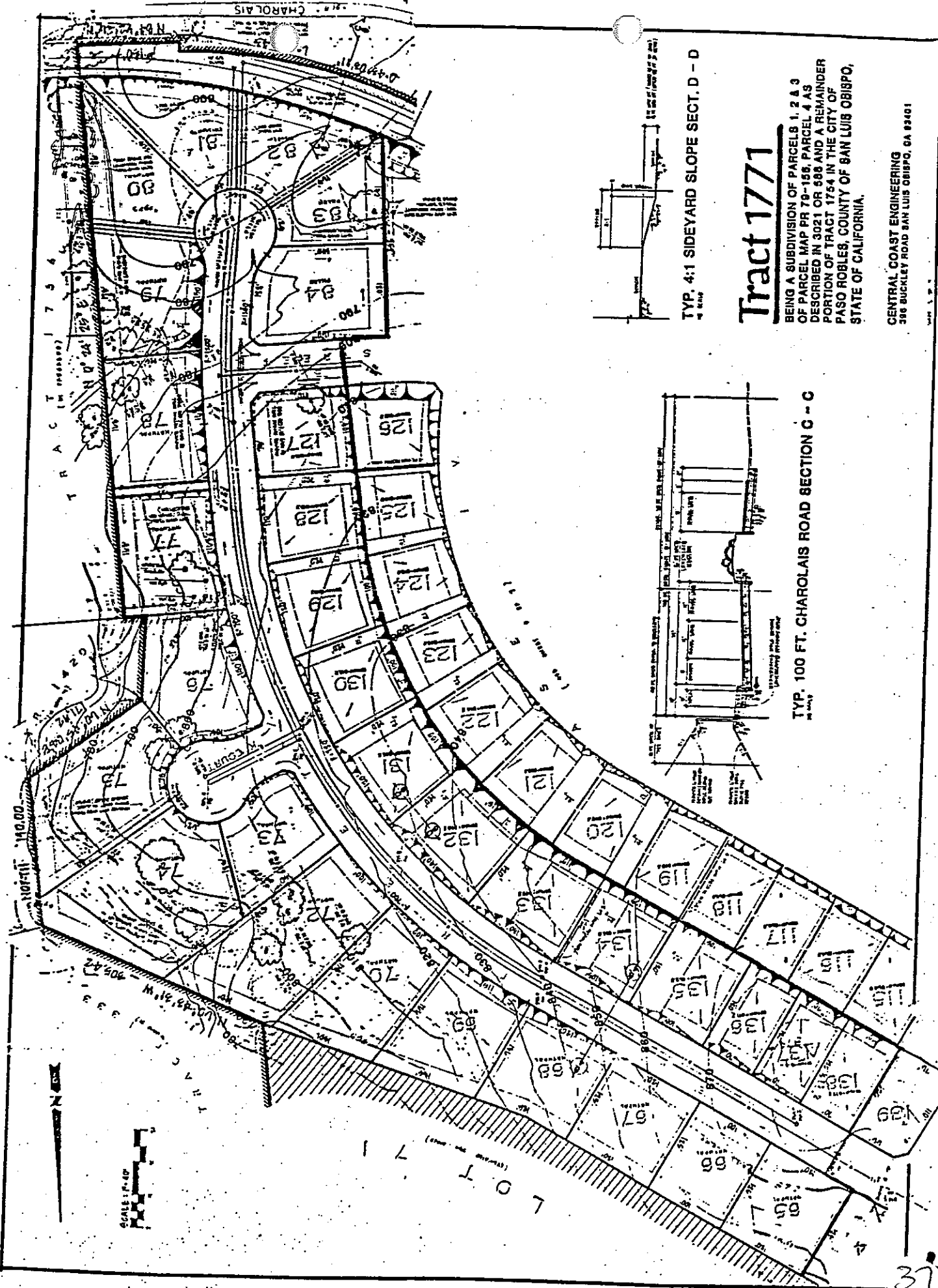
1980
1980
1980

PHASE IV, Tract 1771

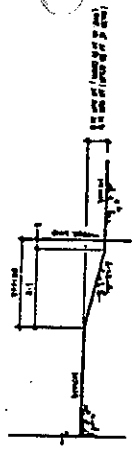
BEING A SUBDIVISION OF PARCELS 1, 2 & 3
OF PARCEL MAP PR 79-186, PARCEL 4 AS
DESCRIBED IN 3021 OR 358 AND A REMAINDER
PORTION OF TRACT 1794 IN THE CITY OF
PASO ROBLES, COUNTY OF SAN LUIS OBISPO,
STATE OF CALIFORNIA.

CENTRAL COAST ENGINEERING
388 BUCKLEY ROAD SAN LUIS OBISPO, CA 95001

EXHIBIT A-6



TYP. 100 FT. CHAROLAIS ROAD SECTION C - C



TYP. 4:1 SIDYARD SLOPE SECT. D - D

Tract 1771

BEING A SUBDIVISION OF PARCELS 1, 2 & 3 OF PARCEL MAP PR 79-156, PARCEL 4 AS DESCRIBED IN 3021 OR 508 AND A REMAINDER PORTION OF TRACT 1754 IN THE CITY OF PASO ROBLES, COUNTY OF SAN LUIS OBISPO, STATE OF CALIFORNIA.

CENTRAL COAST ENGINEERING
356 BUCKLEY ROAD SAN LUIS OBISPO, CA 93101

Tract 1771

100

15525 SF

SEE **101**

17805 SF

102

20680 SF

103

20185 SF

104

15050 SF

EXHIBIT B

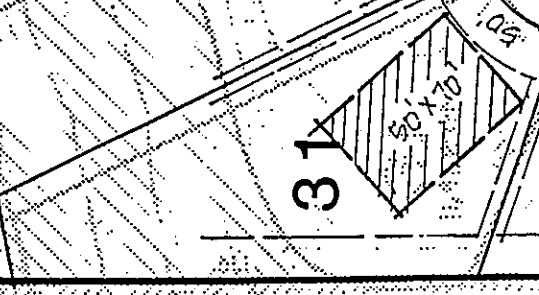
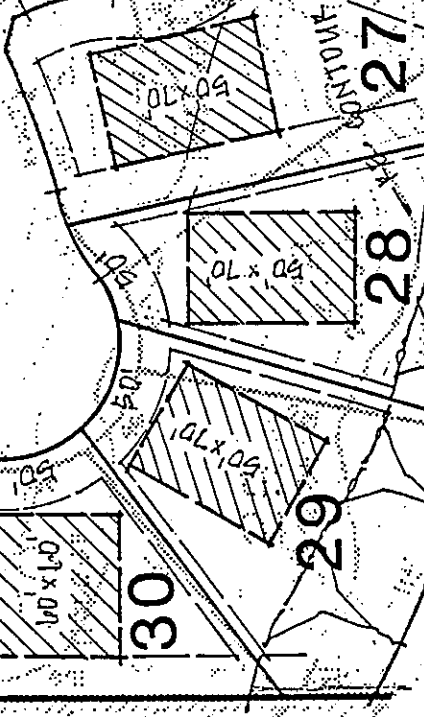
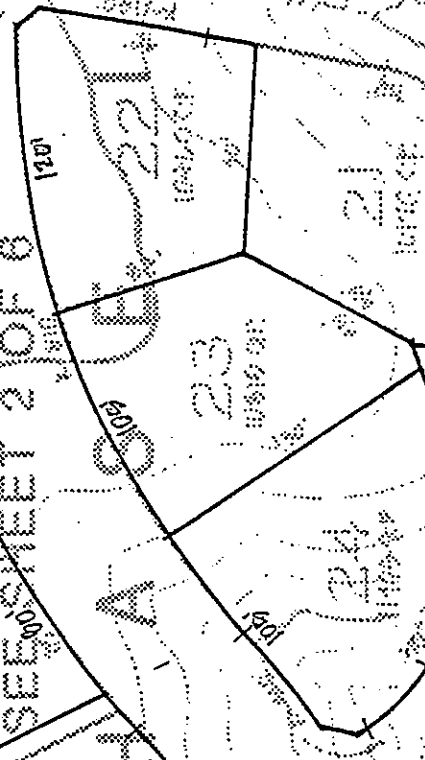
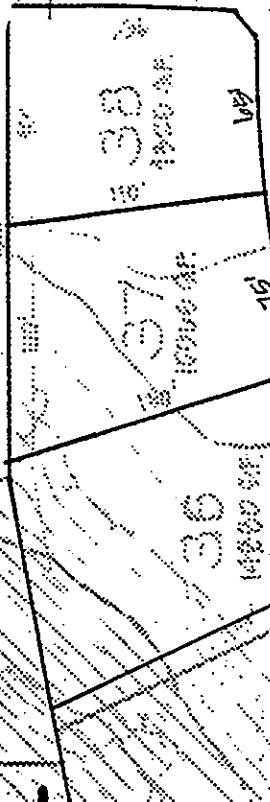
38

E-148

Tract 1771

EXHIBIT C

SEE SHEET 2 OF 6



Tract 1771

EXHIBIT D

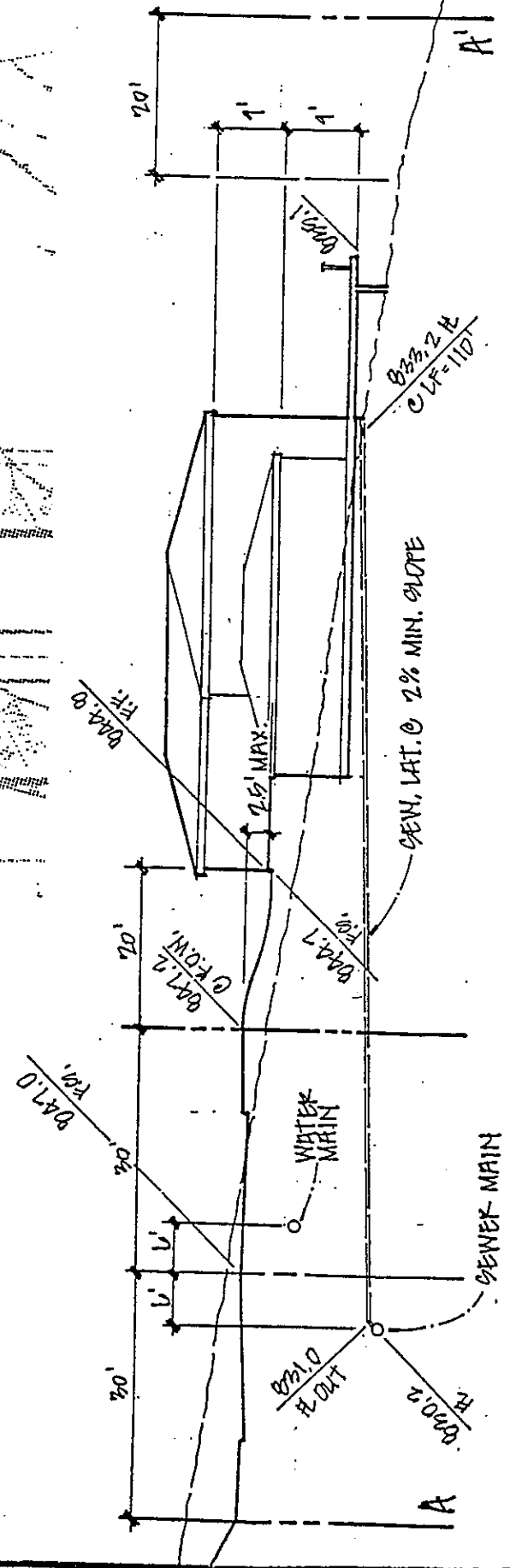
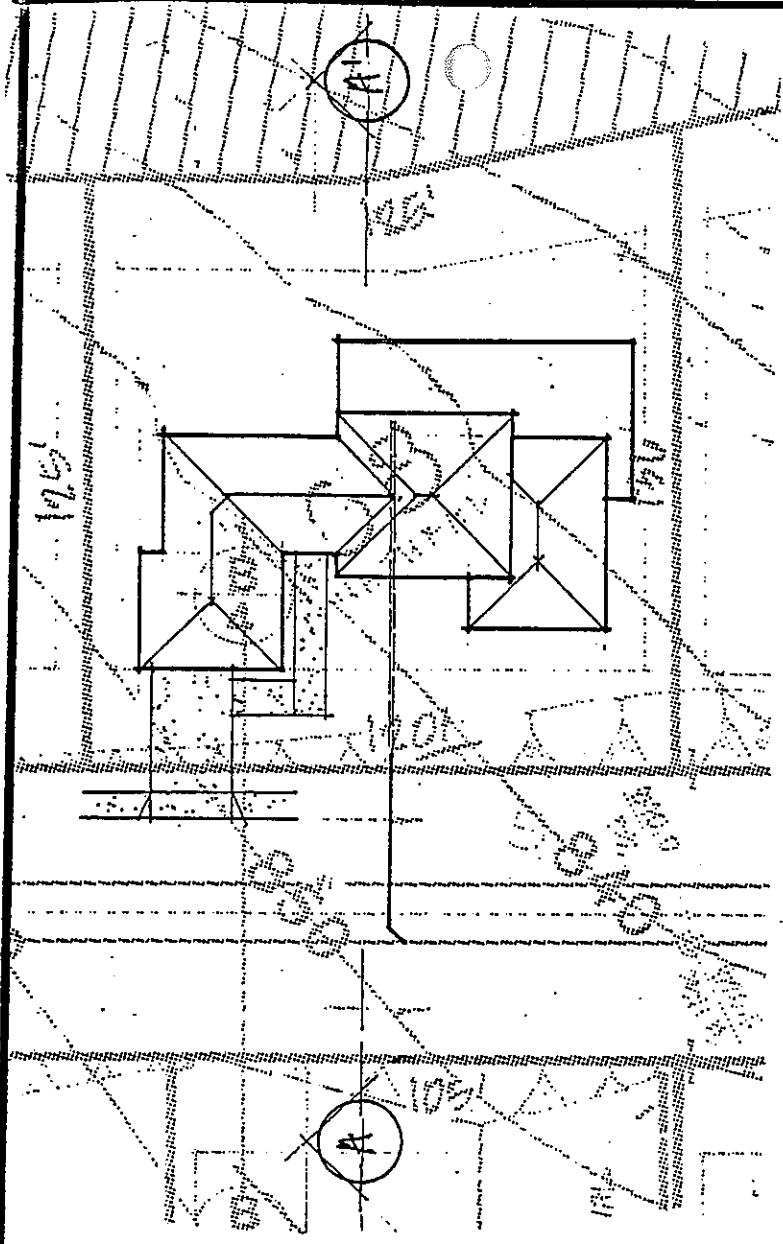
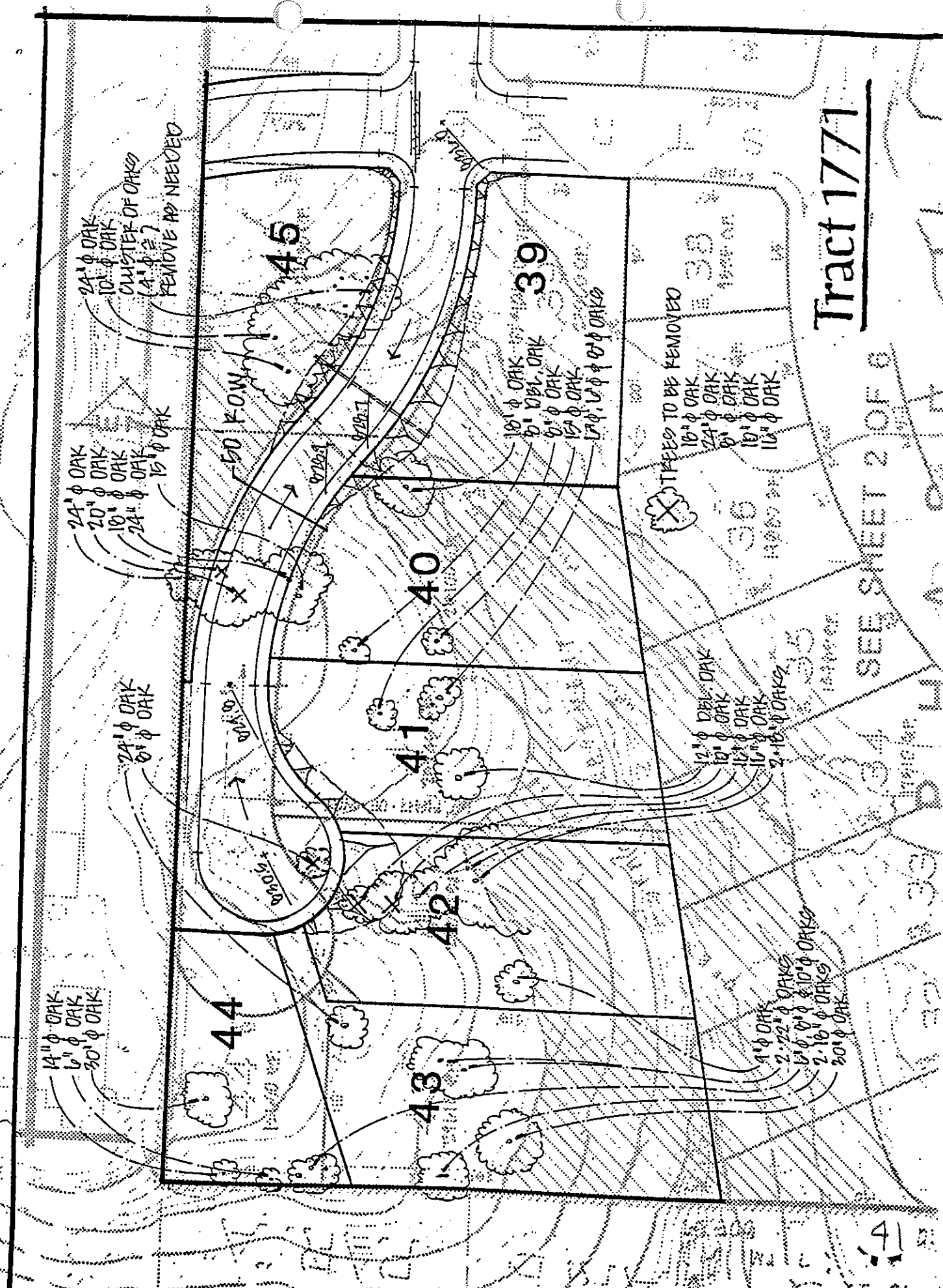


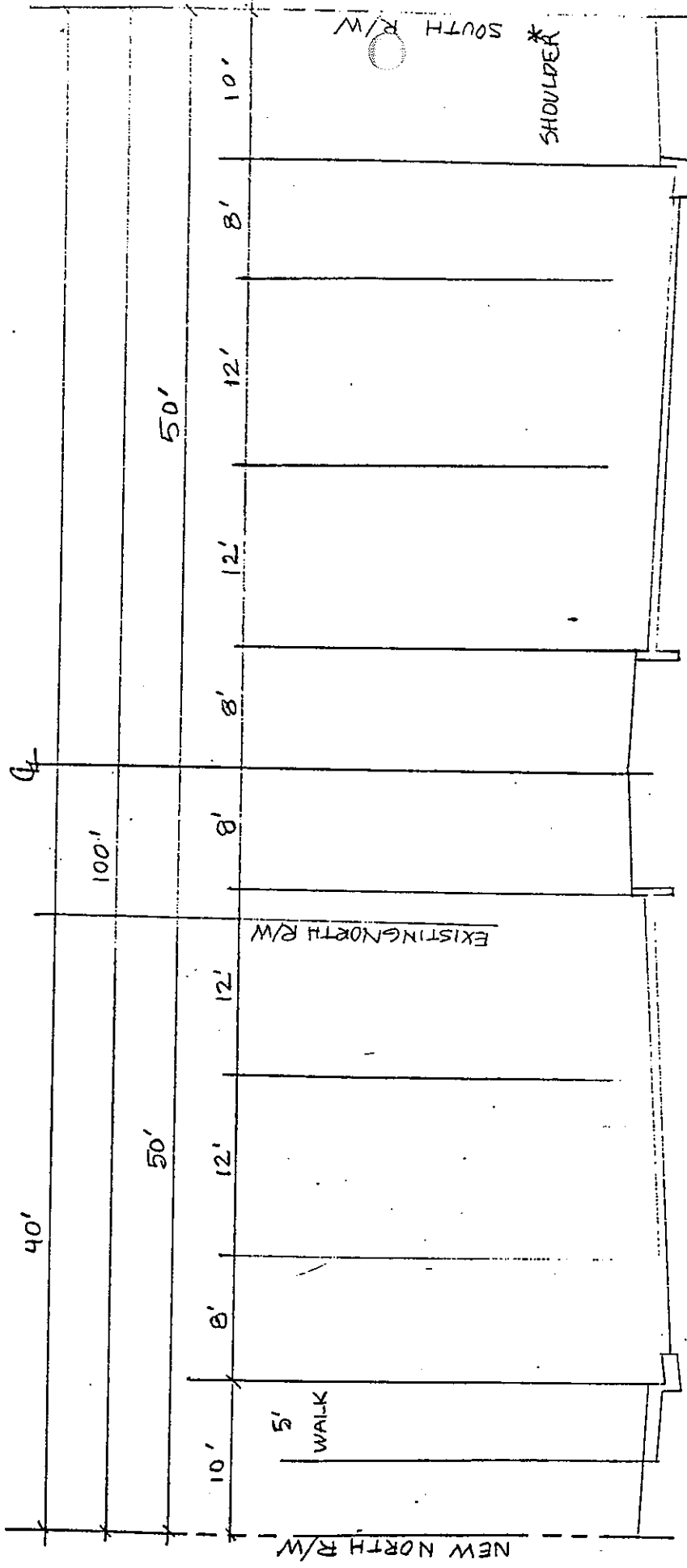
EXHIBIT E



Tract 1771

SEE SHEET 2 OF 8

41



* Note: Bike lanes to be installed in a manner subject to the City Engineer's approval.

Note: Further revisions to this street section may be necessary in order to provide bike lanes in a manner to be approved by the City Engineer.

Recommended Charolais Road Section

EXHIBIT "F"