

RESOLUTION NO. 91-152

A RESOLUTION OF THE CITY COUNCIL  
OF THE CITY OF EL PASO DE ROBLES  
TO GRANT TENTATIVE MAP APPROVAL FOR  
TRACT 2005 (DALE KRASKEY)

WHEREAS, Tract 2005 has been filed by Dale Kraskey for the subdivision of approximately 10 acres of land generally located on the north side of Experimental Station Road, east of Buena Vista Road, into 8 buildable single family residential lots, and

WHEREAS, a public hearing was conducted by the Planning Commission on August 27, 1991, and by the City Council on September 17, 1991 and October 23, 1991, 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, the project is located within the boundaries of the Borkey Area Specific Plan where Specific Plan fees will be collected prior to issuance of each individual building permit, 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;

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 2005 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, 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.

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 (or noted under a site specific condition) 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 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 as required by the Planned Development conditions of approval.

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. A reduced copy (i.e. 1-inch = 100 feet) of the composite utility plan shall be provided to update the City's Master 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-drafting 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 street lights.

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.

36. Wood and gypsum board construction materials, generated within this project, shall be separated and disposed of to the City Landfill, all at the expense of the developer.

37. The developer's engineer shall provide the City with a 100-scale "Composite Utility Plan".

38. A 6 foot public utility easement and 15 foot street tree easement shall be shown on the final map adjacent to all street rights of way.

COMMUNITY DEVELOPMENT DEPARTMENT

39. All required landscaping (including street trees) shall be installed with automatic irrigation systems. The system design and water meters shall be located at the cost of the developer.

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

FINANCE

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

42. 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

43. 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

44. 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.

45. 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.

46. 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.

47. The Final Subdivision Map shall be in substantial compliance with the tentative subdivision map (Exhibit A - reduction attached; full size copy is on file in the Community Development Department).

48. Any phasing of the project shall require additional consideration by the Planning Commission and City Council after conducting additional public hearings.

49. One foot non-access easements shall be recorded along the "A" Street frontage of lots 2 and 5.

50. The applicant shall construct appropriate gating at the public rights of way ("B" Street and Experimental Station Road) to the required emergency access road in a manner as set forth in condition no. 9 of the resolution approving PD 90025.

51. The applicant shall dedicate a 25 foot easement for a future 24 foot wide all weather emergency access road to Experimental Station Road from "B" Street, through lots 3 and 4, as approved by the City Engineer. However, the applicant shall be required to redesign the alignment of the access road easement from its current depiction on the tentative map in order to preserve the maximum number of oak trees. Extraordinary design measures shall be taken to avoid impact to the oak trees. The details of this requirement are outlined in condition no. 6 of the resolution approving PD 90025. Only after complying with said condition and receiving explicit City Council approval, shall any person constructing the road be permitted to remove any oak trees.

52. The applicant shall record avigation easements (easements which grant the right of air travel above the property) with the recording of the final map in a form approved by the City Attorney.

53. All conditions and improvement requirements set forth in the resolution approving Planned Development 90025 shall be complied with in a manner subject to the approval of the City of Paso Robles.

54. The applicant and/or individual lot owner shall pay all applicable development impact fees of the Borkey Specific plan, Citywide Impact, Airport Sewer Main Reimbursements and all other fees as may relate to connections to sewer and water facilities within the city. These fees shall be paid as required at the time of final map recordation, building permit issuance, and building occupancy as in effect at the respective point of fee collection.

55. Applicant shall dedicate and construct all street improvements to the Borkey Specific Plan standards. "A" st. (Ronan Avenue) shall be the Urban Standard Collector Street, with substitution of an asphalt berm for concrete berm, and "B" st. shall be the Rural Standard Local Street.

56. For that portion of "A" Street (Ronan Avenue), being constructed to a "Urban Standard Collector Street" (with substitution of an asphalt berm for concrete berm) within the tract boundaries, a Class I Bike Path shall be constructed as a single detached 8 ft. wide asphalt path located in the northerly 20 ft. wide parkway. At the northerly project boundary, said bike path shall be transitioned to join with either the existing pathway constructed within Tract 2018, or temporarily transition into the off site pavement of Ronan Avenue.

The construction of the 8 foot bikeway shall consist of a minimum of 2-inches of asphalt over base as specified by the City Engineer. The final location shall be subject to the City Engineers' and City Planner's approval.

57. Street lights shall be provided along the north side of Ronan Avenue ("A" Street) as required by the City Engineer.

58. The applicant shall construct "A" st.(Ronan Avenue) off site (east to Golden Hill Road and west to Buena Vista Road) per City standards with 24 feet of traveled way and 5 foot base shoulders. All drainage facilities shall be installed as approved by the City Engineer.

59. The applicant shall provide an engineered drainage study to the satisfaction of the City Engineer with emphasis on the low areas of the development that may be subject to inundation.

60. If the applicant is unable to provide a second source of water in a manner acceptable to the City Engineer, then the applicant shall dedicate land and construct a well to city standards as a second source of water as required by the City Engineer. The applicant shall provide all necessary access easements to that well site.

61. The applicant shall apply for a revised tentative map should the property boundaries be significantly different from those shown on the tentative map or should the net lot areas fall below one acre.

62. The applicant shall pay reimbursement fees for connection or use of the Airport sewer line as shall be determined by the City.



63. In order to avoid having vehicles backing out onto "A" St. (Ronan Avenue), all lots taking access from said street Avenue), shall be constructed with circular driveways or provide on-site turn-around areas, all to the satisfaction of the City Engineer.

64. All record easements are to be shown on the final map and resolution of easements must be made to the satisfaction of the City Engineer prior to recordation.

65. All utilities shall be brought to each lot in the subdivision underground at the sole cost of the applicant from sources as approved by the City Engineer and in conformance with the Borkey Specific Plan.

PASSED AND ADOPTED THIS 23rd day of October, 1991 by the following Roll Call Vote:

AYES: Martin, Picanco, Reneau, Russell and Iversen

NOES: None

ABSENT: None

  
\_\_\_\_\_  
MAYOR CHRISTIAN E. IVERSEN

ATTEST:

  
\_\_\_\_\_  
CITY CLERK , DEPUTY

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"

## TRACT 2005/PD 90025

APPROXIMATE 12,190 SQ FT

**DEVELOPMENT PLAN**

SIERRA PACIFIC ENGINEERING  
2100 S. HIGHWAY 99, SUITE 100  
AVILA BEACH, CA 93424

PROJECT NO. 2005-110  
DATE: 08/11/05

OWNER: CHILDREN LAND CORPORATION  
PO BOX 719  
AVILA BEACH, CA 93424

SCALE: 1" = 100'

DATE: 08/11/05

BY: [Signature]

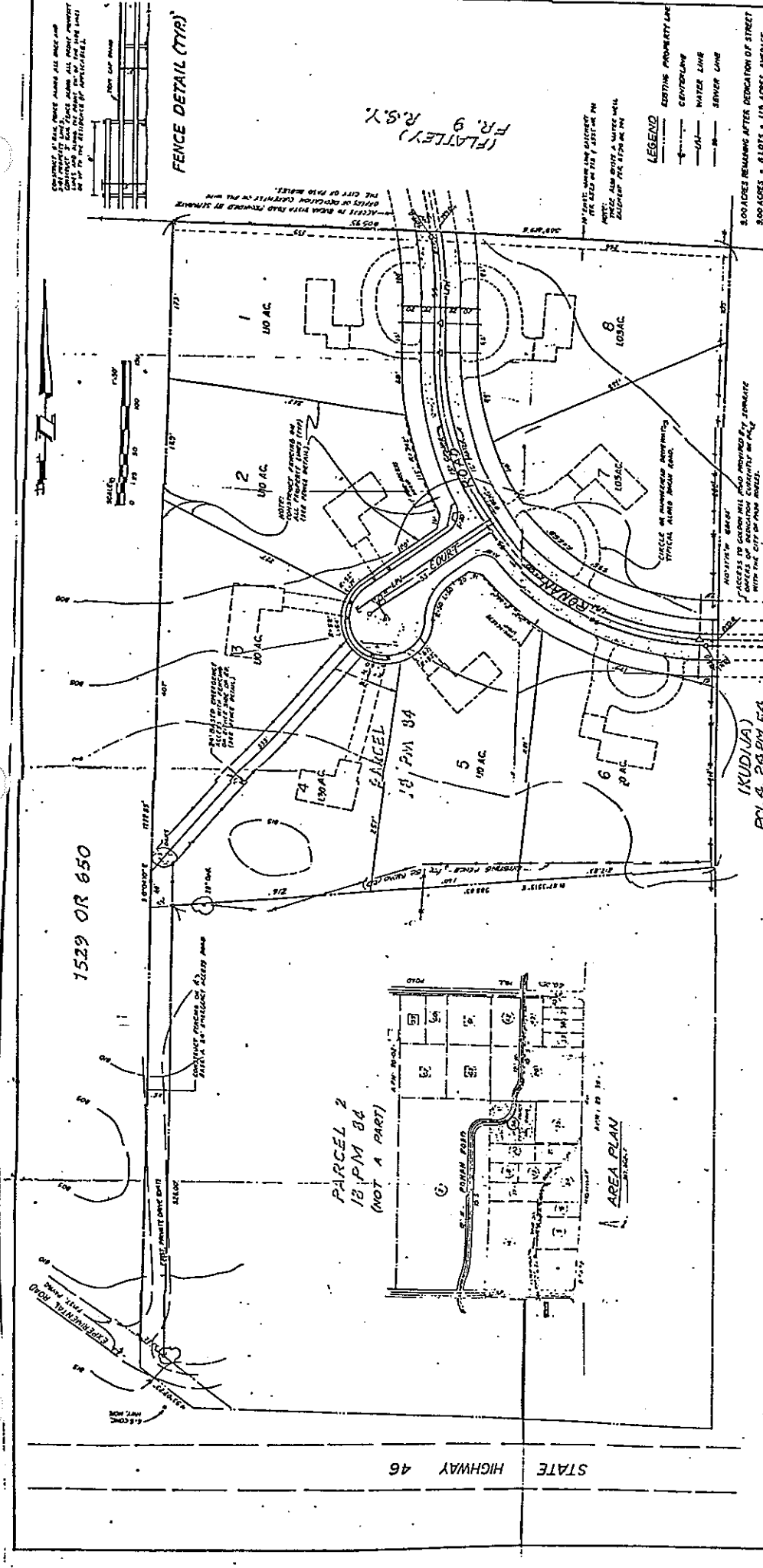
REVISIONS:

No.	Date	Description
1	08/11/05	ISSUED FOR PERMITTING

**LEGEND**

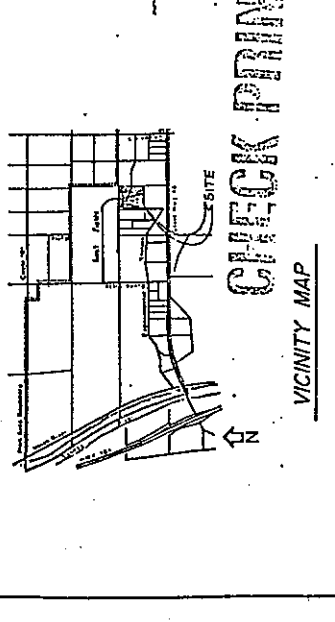
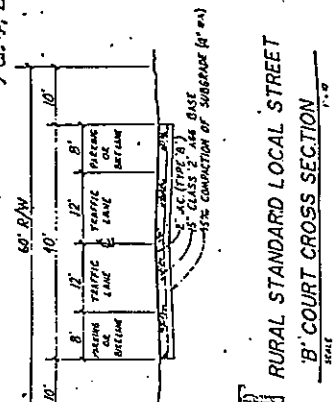
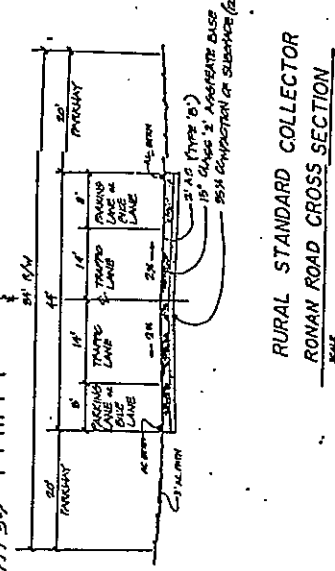
--- EXISTING PROPERTY LINE  
--- CENTERLINE  
--- WATER LINE  
--- SEWER LINE

2.00 ACRES REMAINING AFTER DEDICATION OF STREET  
3.00 ACRES = 2 LOTS x 1.5 ACRES AVERAGE



(FLETCHER)  
P.R. 9  
R.S.Y.

FENCE DETAIL (TYP.)



PARCEL 2  
18, P.M. 84  
(NOT A PART)

AREA PLAN

CHECK PRINT

VICINITY MAP

RURAL STANDARD LOCAL STREET

RURAL STANDARD COLLECTOR

RURAL STREET CROSS SECTION

RURAL ROAD CROSS SECTION

(KUDJUA)  
POL 4, 28, 31, 54

2.00 ACRES REMAINING AFTER DEDICATION OF STREET  
3.00 ACRES = 2 LOTS x 1.5 ACRES AVERAGE

ACCESS TO BEA WITH ROAD PROVIDED BY STRIKING THE CITY OF PALO ALTO.

NOTICE: OWNER HAS ADVISED THAT THE SIZE OF THE PROPERTY IS APPROXIMATELY 1.5 ACRES.

CONTRACTOR TO BE RESPONSIBLE FOR ALL PERMITS AND FEES. THE CITY OF PALO ALTO HAS REVIEWED THIS PLAN AND HAS APPROVED IT FOR THE CITY OF PALO ALTO.