

**TO: HONORABLE CHAIRMAN AND PLANNING COMMISSION**

**FROM: RON WHISENAND, COMMUNITY DEVELOPMENT DIRECTOR**

**SUBJECT: GENERAL PLAN AMENDMENT 07-001(a), REZONE 06-006, AND BORKEY SPECIFIC PLAN AMENDMENT 07-001 FOR PROPERTY LOCATED AT THE INTERSECTION OF BUENA VISTA AND EXPERIMENTAL STATION ROADS, APN 025-391-014 APPLICANT – DAN LLOYD, BUENA VISTA PLACE, LLC**

**DATE: APRIL 10, 2007**

**Needs:** For the Planning Commission to consider a General Plan Amendment, Specific Plan Amendment, and Rezone application to rezone and re-designate the land use category for this property to Residential Multiple Family.

**Facts:**

1. The project site is an undeveloped 20.88 acre parcel located in northeast Paso Robles, at the northeast corner of Buena Vista Drive and Experimental Station Road, in Subarea D of the Borkey Area Specific Plan, near the intersection of Buena Vista Drive and Highway 46 (refer to Attachment 1, Vicinity Map).
2. The City Council adopted a General Plan update in December 2003 which includes a Land Use Element and accompanying Land Use Map identifying locations for various land use designations. The current zoning of the property is R-1, B-4 with Resort Lodging (RL) Overlay. The General Plan Land Use Designation is Residential Single Family (RSF-1) with Resort Lodging (RL) and Borkey Specific Plan (SP) Overlays.
3. The applicant proposes to amend the land use designation to Residential Multiple Family, 8 units per acre (RMF 8) with Planned Development, Resort/Lodging, and Specific Plan overlays; to change the zoning district to Multiple-Family Residential, 8 units per acre (R-2) with R/L Overlay; and to amend the Borkey Area Specific Plan to reflect the proposed changes in the General Plan and Zoning designations of the subject project site.
4. The Planning Commission and City Council approved a Conditional Use Permit (CUP 02-025), Planned Development (PD 02-014), Tentative Tract Map (Tract 2504), Specific Plan amendment (02-004), Zone Change (02-007), Oak Tree Removal Permit, and Negative Declaration for the Bastide Village Project on the subject parcel in December 2002. The approved project includes development of a French village resort with an 80-room, 93,003 square foot destination resort/spa hotel and 38,400 square feet of ancillary/related land uses (including 25 units of caretaker housing) surrounded by 17 single-family residential parcels on half acre and one-acre sites (with a minimum lot size of 20,000 square feet). The entitlements associated with the project have received three one-year time extensions, and the current extension will expire in December 2007. All original conditions remain in full force and effect.
5. Per the California Environmental Quality Act (CEQA), an Initial Study was conducted. No significant environmental impacts that could not be mitigated were identified as result of this request to amend the land use designation and zoning of this property, and a Draft Mitigated Negative Declaration was prepared.

6. Penfield and Smith prepared a Traffic Impact Study (TIS) in November 2006 for the Buena Vista Place property based implementation of the proposed MFR land use and zoning designation and a conceptual development plan for 136 multi-family units on the project site. The study projected trip generation at 917 average daily trips (ADT) and identified that the proposed land use and zoning change would generate 262 ADT additional trips, when compared to the projected trip generation for the previously approved Bastide Village on the project site. The study determined that the proposed land use and zoning designations as implemented by the conceptual development plan would result in a Future Plus Project Level of Service F for the Highway 46 and Buena Vista Drive intersection. The mitigated negative declaration (see Initial Study, Attachment 3) includes a protocol for future mitigation measures that would apply to the future development project since these amendments will not directly impact traffic. In summary, those mitigation measures include payment of Borkey Specific Plan fees and AB 1600 fees to address current transportation improvement projects identified in the City's Capital Improvement Plan and General Plan EIR, and project related road and frontage improvements. Caltrans is developing a Highway 46 Corridor Study, which will identify future highway improvements that future development will be required to participate in to address cumulative traffic impacts.
7. Staff contacted the Native American Heritage Commission in compliance with Senate Bill 18 for the proposed General Plan and Zoning Amendments, regarding the consultation process for Native American Sacred Places. The Commission referred four tribes to the City to contact. The City contacted the tribes, and no tribes expressed an interest in a formal consultation regarding sacred places on this property.

**Analysis:**

General Plan Considerations

The applicant is requesting the General Plan and Borkey Specific Plan amendments and rezoning to allow for future development of denser and more compact residential development than the General Plan and Zoning Ordinance permit in the Single Family Residential land use category (RSF-1) and zone. The proposed project is a policy and map change and does not include site development as part of this application. Although the applicant has prepared conceptual development plans for use in technical studies, the applicant has not submitted an application for a development plan on the site.

The proposed land use and zoning designations do not fundamentally change the underlying residential land use designation; however, the proposed modifications would allow for an increase in residential density on the site. The R-2 district allows maximum densities of 3-8 units per acre depending on the average slope of the developable area of a lot as defined in the Zoning Ordinance. General plan policy provides that densities decrease as the underlying natural slope increases. The topography of the project site varies from relatively flat to areas steeper than 25-35 percent. Site-specific density would be determined upon submittal of development plan application, though density for the project site could not exceed 160 units.

Designation of the project site as Multiple Family Residential would be consistent with the intent of the General Plan to provide housing in close proximity to schools and shopping, provide an appropriate transition zone from the rural residential neighborhoods east of the project to more intense commercial and multi-family uses located to the west of the project site. In addition, the proposed project would allow infill development in the City's urban area as encouraged by the City's Economic Strategy.

The proposed land use re-designation and re-zoning would allow residential and resort/lodging uses that are compatible with surrounding land uses in the project vicinity. Existing and approved surrounding land uses include public-institutional (Cuesta Community College) to the north, multi-family residential to the northwest, neighborhood commercial and residential to the west, resort/lodging to the south, a winery to the southwest, and single-family, rural residential to the east.

#### *Affordable Housing*

Approval of the previously referenced Bastide Village Project includes the provision of 25 caretaker units on the project site (Planning Commission Resolution 02-078 and City Council Resolution 02-254). During the 2003 General Plan Update, the 25 caretaker units were reflected in the 2003 Housing Element update as employee dwellings and included in City's Future Housing targets (refer to Housing Element, Table H-1a) and General Plan Compliance with Regional Housing Needs Projections (refer to Housing Element, Table H-1b). The 25 caretaker units or employee dwellings are in the Very Low Income Group as defined in the Housing Element and reflected in Table H-19, Quantified Objectives for New Construction.

The applicant intends to include "workforce" housing as a component of the housing mix with the subsequent development plan to be submitted. The proposed amendments and rezone would not preclude development of employee or affordable housing however, given the site amenities the applicant intends to propose with the future development project, he indicates that it would not be financially feasible to offer homes at below market rates.

#### *General Plan Population Capacity*

The 2003 General Plan Update established a maximum population capacity of 44,000 persons. This was based on the development potential of the various land use categories and the applicable densities. Since then it has been recognized by the City Council that the basis of determining land use densities and persons per household has changed. The expected yield of units is lower than the maximum potential due to factors including: topography, oak trees, developer choice and City discretion. Therefore, properties with particular densities established have not all yielded the maximum development potential. Additionally, the State Department of Finance has recognized that the average household size has decreased from the household size used by the US Census, 2000. The household size has changed from an average of 2.7 to 2.663 persons per household. The result of these two factors is that build-out of the General Plan would result in a population of 43,508. The build-out capacity (44,000 persons) less current maximum yield (43,508 persons) results in an additional 492 persons extra capacity.

The proposed General Plan amendment would result in a net increase of 373 persons (160 units potential, less 20 units under existing RSF-1, = 140 units increase x 2.663 = 373 persons). This General Plan amendment would not exceed the maximum unit yield, and would result in an excess population capacity of 19 persons (492 - 373 = 19 persons), and would therefore be consistent with the General Plan.

#### Native American Heritage Referral

As part of the review process for General Plan, Specific Plan and Zoning Map Amendments, the City is required to implement SB 18. This Senate Bill requires all cities to refer all legislative amendments to the Native American Heritage Commission

(NAHC). The NAHC then provides the cities with a list of Native American tribes that are required to be contacted to determine if they would like the opportunity to have a formal consultation regarding potential changes in land uses that may impact tribal sacred places. Staff contacted the NAHC and solicited input from the four tribes referred to the City for this property for formal consultation. The tribes had 90 days to determine if they would like to initiate consultation. None of the four tribes indicated they wish to have a formal consultation regarding the proposed amendments.

California Environmental Quality Act (CEQA)

An Initial Study was prepared in accordance with the California Environmental Quality Act (CEQA), which was required because this project is a legislative act. Staff determined that no significant environmental impacts would result from this project, and prepared a Mitigated Negative Declaration for consideration. Mitigations establish the protocol for mitigating potential impacts related to traffic at the intersection of Highway 46 East and Buena Vista Drive.

**Reference:** Paso Robles General Plan and EIR, Paso Robles Zoning Ordinance, Borkey Area Specific Plan, 2006 Economic Strategy, and CEQA.

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

a. By separate motions:

(1) Recommend that the City Council adopt the attached resolution for a Mitigated Negative Declaration for General Plan and Borkey Area Specific Plan Amendment 07-001 and Rezone 07-001; (2) Recommend the City Council adopt the attached resolution approving General Plan Amendment and Borkey Area Specific Plan Amendment 07-001; (3) Recommend the City Council adopt the attached ordinance approving Rezone 07-001.

b. Amend, modify, or reject the above-listed action.

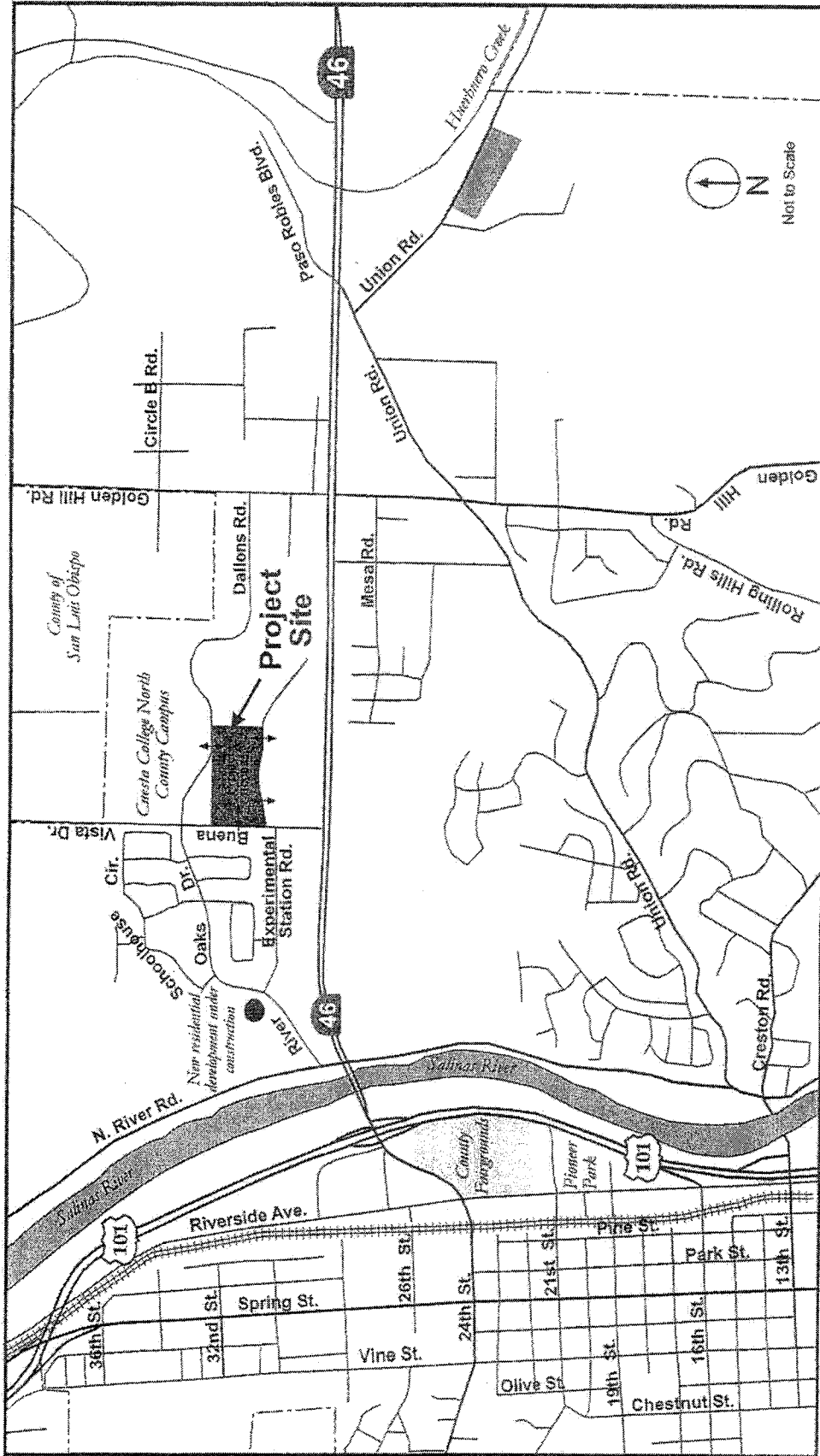
c. Request additional information and analysis.

**Staff Report Prepared By:** Tammy Seale, PMC Consultants  
Susan DeCarli, AICP, City Planner

**Attachments:**

1. Vicinity Map
2. Existing General Plan Land Use Map of Surrounding Properties
3. Environmental Review - Initial Study
4. Resolution – Mitigated Negative Declaration
5. Ordinance Amending the City's Zoning Map for Rezone 06-006
6. Resolution - General Plan Amendment 07-001(a) and Borkey Area Specific Plan Amendment 07-001
7. Newspaper and Mail Notice Affidavits
8. Applicant's Exhibit of Borkey Specific Plan Changes
9. Comments Received from Caltrans

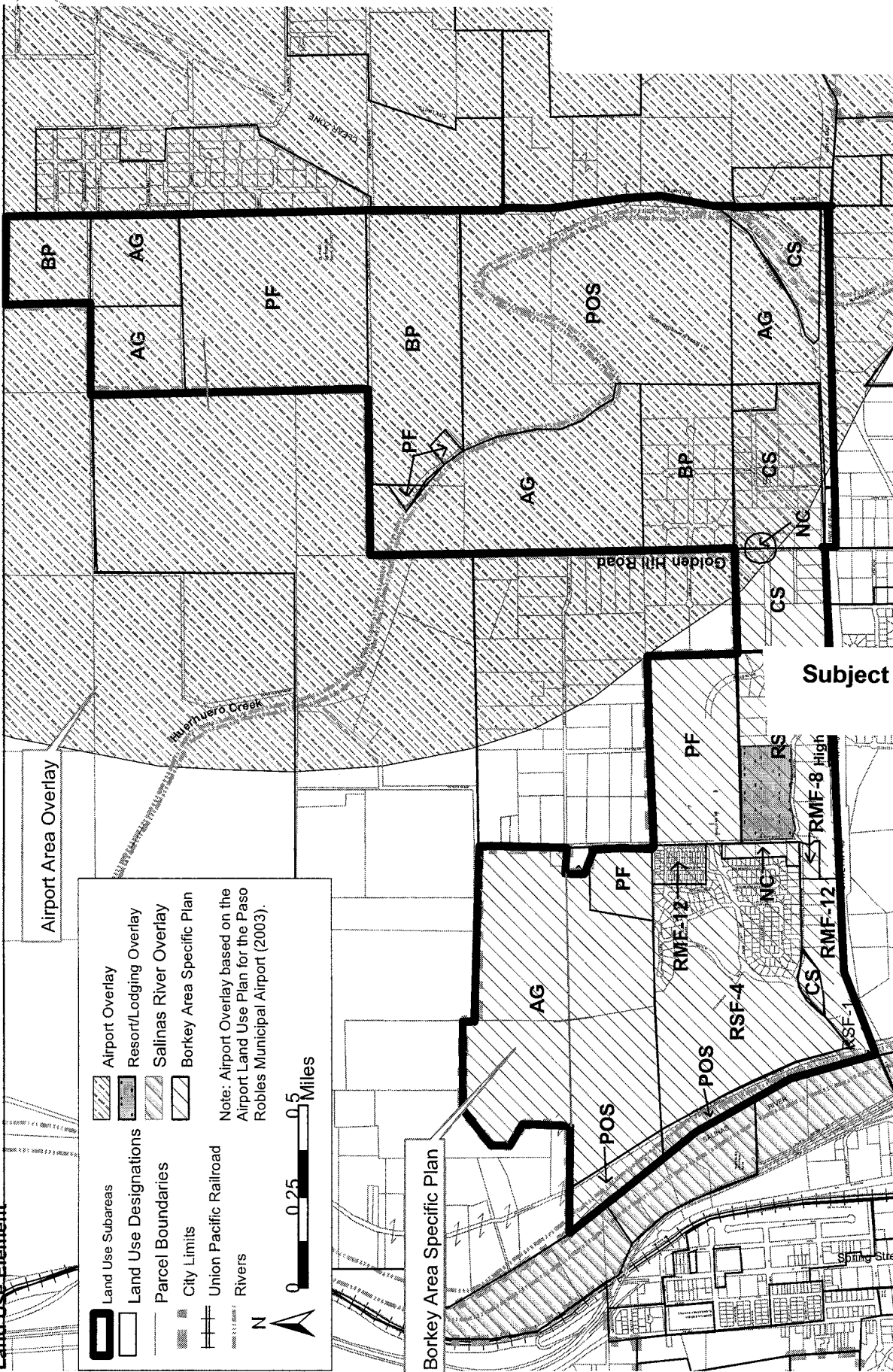
Vicinity Map



BUENA VISTA PLACE RESIDENTIAL DEVELOPMENT  
Traffic Impact Study

**Penfield & Smith**  
ENGINEERS • SURVEYORS • PLANNERS  
W.O. 17342.01 7/5/06 NOT TO SCALE

City of El Paso de Robles General Plan 2003  
Land Use Element



Figure

City of El Paso de

Use Subarea 3

General Plan

# CITY OF PASO ROBLES – PLANNING DIVISION INITIAL STUDY

## 1. GENERAL PROJECT INFORMATION

**PROJECT TITLE:** Buena Vista Place General Plan Amendment 07-001(a),  
Rezone 06-006, Borkey Specific Plan Amendment 07-001

**LEAD AGENCY:** City of Paso Robles  
1000 Spring Street  
Paso Robles, CA 93446

**Contact:** Susan DeCarli, AICP, City Planner  
**Telephone:** (805) 237-3970

**PROJECT LOCATION:** Northeast corner of Buena Vista & Experimental Station Roads  
Paso Robles, CA (APN 025-391-014)

**PROJECT PROPONENT:** Applicant: Dan Lloyd, Buena Vista Place, LLC  
P.O. Box 3167, Paso Robles, CA, 93447

Representative: Larry Werner, North Coast Engineering  
725 Creston Rd, Suite B, Paso Robles, CA 93446

**LEAD AGENCY CONTACT/  
INITIAL STUDY PREPARED BY:** Tammy L. Seale, Contract Planner, PMC Consultants

**Telephone:** (805) 305-9555  
**Facsimile:** (805) 644-7696  
**E-Mail:** tseale@pacificmunicipal.com

**GENERAL PLAN DESIGNATION:** Residential Single Family (RSF-1) with  
Resort Lodging (RL) and Borkey Specific Plan (SP) Overlays

**ZONING:** R-1, B-4 with Resort Lodging (RL) Overlay

### a) PROJECT DESCRIPTION

The applicant, Buena Vista Place LLC, proposes to rezone and re-designate a 20.88-acre site located at the northeast corner of Buena Vista Drive and Experimental Station Road. The proposal includes the following:

- **General Plan Amendment 07-001(a):** a request to amend the land use designation from Residential Single Family (RSF 1) with Resort/Lodging (RL) and Specific Plan (SP) Overlay Districts to Residential Multiple Family, 8 units per acre (RMF 8) with Planned Development, Resort/Lodging, and Specific Plan overlays.
- **Rezone 06-006:** a request to change the zoning district from R -1, B-4 with Resort Lodging Overlay to Multiple-Family Residential, 8 units per acre (R-2) with R/L Overlay.
- **Borkey Specific Plan Amendment 07-001:** a request to amend the Borkey Area Specific Plan to reflect the proposed changes in the General Plan and Zoning designations of the subject project site.

This initial study evaluates the potential environmental impacts of the proposed General Plan Amendment and Zone change. For consideration as appropriate in the initial study, the applicant has submitted a traffic impact study. The applicant is not proposing development on the site as part of this project. A complete environmental review of new or amended development plans for the project site will occur upon request for entitlements from the City.

Environmental Setting:

The project is located in northeast Paso Robles, at the northeast corner of Buena Vista Drive and Experimental Station Road, in Subarea D of the Borkey Area Specific Plan, near the intersection of Buena Vista Drive and Highway 46 (refer to Exhibit A, Vicinity Map). The site is undeveloped. The existing landform of the property consists of flat areas on the west and north of the property with two small hills on the site, with slopes in areas greater than 25 – 35% in the southeasterly portion of the property. Surrounding land uses include public-institutional to the north, multi-family residential to the northwest, neighborhood commercial to the west, a hotel and restaurant to the south, a winery to the southwest, and single-family, rural residential to the east (refer to Exhibit B, Land Use Map).

Background:

The Planning Commission and City Council approved a Conditional Use Permit (CUP 02-025), Planned Development (PD 02-014), Tentative Tract Map (Tract 2504), Specific Plan amendment (02-004), Zone Change (02-007) and Oak Tree Removal Permit for the Bastide Village Project on the subject parcel in December 2002. The Planning Commission also adopted a Negative Declaration for the project. The approved project includes development of a French village resort with an 80-room, 93,003 square foot destination resort/spa hotel and 38,400 square feet of ancillary/related land uses, including conference facilities, meeting rooms, a Parisian bakery, a cooking/bakery school, retail shops, a spa, and 25 units of caretaker housing. The main resort complex is to be surrounded by 17 single-family residential parcels on half acre and one-acre sites (with a minimum lot size of 20,000 square feet). The entitlements associated with the project received one-year time extensions in 2005, 2006, and 2007. The most recent extension will expire in December 2007. All original conditions remain in full force and effect.

**3. OTHER AGENCIES WHOSE APPROVAL MAY BE REQUIRED (For example, issuance of permits, financing approval, or participation agreement):**

San Luis Obispo Air Pollution Control District (SLO APCD), Cal Trans

**4. EARLIER ENVIRONMENTAL ANALYSIS AND RELATED ENVIRONMENTAL DOCUMENTATION:**

This Initial Study incorporates by reference the City of El Paso de Robles General Plan Environmental Impact Report (EIR) (SCH#2003011123) and the Environmental Impact Report (EIR) for the Borkey Area Specific Plan (SCH#88020314). The City Council certified the Borkey Area Specific Plan (BASP) EIR on December 5, 1989 with adoption of Resolution No. 89-177. Certification of the EIR for the BASP included Adoption of a Statement of Overriding Consideration for Air Quality and Loss of Prime Agricultural Farmland. Further, the EIR included a comprehensive program for mitigating the potential impacts associated with development of the subject properties within the BASP. The mitigation program has been incorporated into the Specific Plan. The BASP mitigation program addresses land use compatibility, traffic and circulation, noise, hydrology, soils, public services, biological resources, cultural resources, and aesthetics. Unless otherwise superceded by the City's standard Conditions of Approval, the EIR mitigation measures are attached to new development projects as Conditions to be implemented to the satisfaction of the City. This Initial Study also relies upon earlier environmental analysis and associated environmental documentation for the Bastide Village Project, including the adopted Negative Declaration for the project, San Joaquin Kit Fox Evaluation, Traffic and Circulation Study, and Oak Tree Evaluation.



## **5. CONTEXT OF ENVIRONMENTAL ANALYSIS FOR THE PROJECT:**

This Initial Study relies on expert opinion supported by the facts, technical studies, and technical appendices of the City of El Paso de Robles General Plan EIR. These documents are incorporated herein by reference. They provide substantial evidence to document the basis upon which the City has arrived at its environmental determination regarding various resources.

## **6. PURPOSES OF AN INITIAL STUDY**

The purposes of an Initial Study for a Development Project Application are:

- A. To provide the City with sufficient information and analysis to use as the basis for deciding whether to prepare an Environmental Impact Report, a Mitigated Negative Declaration, or a Negative Declaration for a site specific development project proposal;
- B. To enable the Applicant of a site specific development project proposal or the City as the lead agency to modify a project, mitigating adverse impacts before an Environmental Impact Report is required to be prepared, thereby enabling the proposed Project to qualify for issuance of a Negative Declaration or a Mitigated Negative Declaration;
- C. To facilitate environmental assessment early in the design of a project;
- D. To eliminate unnecessary EIRs;
- E. To explain the reasons for determining that potentially significant effects would not be significant;
- F. To determine if a previously prepared EIR could be used for the project;
- G. To assist in the preparation of an Environmental Impact Report if one is required; and
- H. To provide documentation of the factual basis for the finding of no significant effect as set forth in a Negative Declaration or a Mitigated Negative Declaration prepared for the a project.

## **7. EXPLANATION OF ANSWERS FOUND ON THE ENVIRONMENTAL CHECKLIST FORM**

### **A. Scope of Environmental Review**

This Initial Study evaluates potential impacts identified in the following checklist.

### **B. Evaluation of Environmental Impacts**

1. A brief explanation is required for all answers to the questions presented on the following Environmental Checklist Form, except where the answer is that the proposed project will have “No Impact.” The “No Impact” answers are to be adequately supported by the information sources cited in the parentheses following each question or as otherwise explained in the introductory remarks. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to the project. A “No Impact” answer should be explained where it is based on project-specific factors and/or general standards. The basis for the “No Impact” answers on the following Environmental Checklist Form is explained in further detail in this Initial Study in Section 9 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 10 (Context of Environmental Analysis for the Project).

2. All answers on the following Environmental Checklist Form must take into account the whole action involved with the project, including implementation. Answers should address off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. “Potentially Significant Impact” is appropriate, if an effect is significant or potentially significant, or if the lead agency lacks information to make a finding of insignificance. If there are one or more “Potentially Significant Impact” entries when the determination is made, preparation of an Environmental Impact Report is warranted.
4. Potentially Significant Impact Unless Mitigated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level. Mitigation Measures from Section 9 (Earlier Environmental Analysis and Related Environmental Documentation) may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). See Section 4 (Earlier Environmental Analysis and Related Environmental Documentation) and Section 11 (Earlier Analysis and Background Materials) of this Initial Study.
6. References to the information sources for potential impacts (e.g., general plans, zoning ordinances) have been incorporated into the Environmental Checklist Form. See Section 11 (Earlier Analysis and Related Environmental Documentation). Other sources used or individuals contacted are cited where appropriate.
7. The following Environmental Checklist Form generally is the same as the one contained in Title 14, California Code of Regulations; with some modifications to reflect the City’s needs and requirements.
8. Standard Conditions of Approval: The City imposes standard conditions of approval on Projects. These conditions are considered to be components of and/or modifications to the Project and some reduce or minimize environmental impacts to a level of insignificance. Because they are considered part of the Project, they have not been identified as mitigation measures. For the readers’ information, the standard conditions identified in this Initial Study are available for review at the Community Development Department.
9. Certification Statement: The statements made in this Initial Study and those made in the documents referenced herein present the data and information that are required to satisfy the provisions of the California Environmental Quality Act (CEQA) – Statutes and Guidelines, as well as the City’s Procedures for Implementing CEQA. Further, the facts, statements, information, and analysis presented are true and correct in accordance with standard business practices of qualified professionals with expertise in the development review process, including building, planning, and engineering.

**8. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The proposed project may potentially affect the environmental factors checked below, and may involve at least one impact that is a “Potentially Significant Impact” or is “Potentially Significant Unless Mitigated,” if so indicated on the following Environmental Checklist Form (Pages 8 to.15)

- |   |  |  |
|---|--|--|
| <input type="checkbox"/> Land Use & Planning  | <input checked="" type="checkbox"/> Transportation/Circulation | <input type="checkbox"/> Public Services             |
| <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Biological Resources                  | <input type="checkbox"/> Utilities & Service Systems |

- Geological Problems
- Energy & Mineral Resources
- Aesthetics
- Water
- Hazards
- Cultural Resources
- Air Quality
- Noise
- Recreation
- Mandatory Findings of Significance

10. **ENVIRONMENTAL DETERMINATION:**

Based on this initial evaluation, I find that:


The proposed project could not have a significant effect on the environment; and, therefore, a **NEGATIVE DECLARATION** will be prepared.

Although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on an attached sheet have been added to the project. Therefore, a **MITIGATED NEGATIVE DECLARATION** will be prepared.

The proposed project may have a significant effect on the environment; and, therefore an **ENVIRONMENTAL IMPACT REPORT** is required.

The proposed project may have a significant effect(s) on the environment, but one or more effects (1) have been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) have been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a “potentially significant impact” or is “potentially significant unless mitigated.”

Therefore, an **ENVIRONMENTAL IMPACT REPORT** is required, but it will analyze only the effect or effects that remain to be addressed.

Signature: \_\_\_\_\_  
  
 \_\_\_\_\_  
 Tammy L. Seale, Contract Planner

Date: \_\_\_\_\_  
 March 5, 2007  
 \_\_\_\_\_

# 10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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**I. LAND USE AND PLANNING.** Would the Proposal:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Conflict with general plan designation or zoning?<br>(Sources: 1 & 8)        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Be incompatible with existing land uses in the vicinity?<br>(Sources: 1 & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

*Discussion:*

a. *The proposed project is a proposal to amend the General Plan land use designation for the project site from Residential Single Family (RSF-1) with a Resort/Lodging (R/L) overlay to Residential Multiple Family (RMF-8) with planned development (PD), Resort/Lodging (R/L), and specific plan (SP) overlays; to Rezone (RZ) the site from R -1 with Resort Lodging (RL) Overlay to Multiple-Family Residential, 8 units per acre (R-2) with Resort Lodging (RL) Overlay; and to amend the Borkey Area Specific Plan (BASP) to reflect the proposed changes in land use and zoning.*

*The proposed land use and zoning designations do not fundamentally change the underlying residential land use designation; however, the proposed modifications would allow for an increase in residential density on the site. The RMF-8 district allows maximum densities of 3-8 units per acre depending on the average slope of the developable area of a lot as defined in the Zoning Ordinance. General plan policy provides that densities decrease as the underlying natural slope increases. The topography of the project site varies from relatively flat to areas steeper than 25-35 percent. The proposed planned development overlay allows the City and landowner innovation and flexibility of the design details of development plans for the project site. Assuming an allowance of 8 units per acre, the increase in allowable density on the project site would not cause the City's total population to exceed its maximum population of 44,000 by the year 2025 (refer to Section II).*

*The City's 2003 General Plan's purpose for the Residential Multiple Family land use designation is to provide multiple family residential neighborhoods at relatively low densities; to permit clustered and/or attached housing in environmentally-sensitive locations; to meet the rental-housing market needs; to provide housing in close proximity to schools, shopping, and other services; and to provide transition zones between single-family neighborhoods and higher-intensity land uses. Designation of the project site as RMF-8 would be consistent with the intent of the land use designation and zoning district to provide housing in close proximity to schools and shopping. In addition, the proposed project would allow infill development in the City's urban area and provide an appropriate transition from the rural residential neighborhoods east of the project to intense commercial and multi-family uses to the west of the project site. Thus, the proposed project would not conflict with existing general plan or zoning ordinance.*

b. *The proposed land use re-designation and re-zoning would allow residential and resort/lodging uses that are compatible with surrounding land uses in the project vicinity. Existing and approved surrounding land uses include public institutional, resort/lodging, rural residential, planned development with single and multi-family residential and commercial retail.*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?<br>(Sources: 1 & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: The proposed project would not conflict with the applicable environmental plans or policies.*

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible uses)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: The project site is not on or adjacent to any farmland. Therefore, the proposed project would not affect agricultural resources, convert or have the potential to convert existing farmland to a nonagricultural use. Accordingly, the proposed project would result in no impact on important farmlands.*

# 10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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- e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (Sources: 1 & 3)
 

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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*Discussion: The project does not include development; however, the proposed land use and zoning designation changes would not result in development that would divide or disrupt an established community. Development of the project site would be characterized as infill development as developed lands surround it.*

## II. POPULATION AND HOUSING. Would the proposal:

- a) Cumulatively exceed official regional or local population projections? (Sources: 1 & 3)
 

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*Discussion:*

*City Council Resolution 03-232 and the 2003 General Plan established the City's maximum population cap of 44,000 through 2025. Since adoption of the General Plan, the City Council reduced the number of potential residential units in the General Plan area and reduced its average household size from 2.7 to 2.663 per the 2005 Department of Finance projections. The residential build-out reductions were a result of topographic, environmental, or other development constraints. In 2005, the buildout for 2025 was projected to be 16,287 units or a population of 43,372. General Plan amendments in 2006 added 51 units, which increased buildout to 16,338 units or a population of 43,508.*

*The General Plan anticipates that the project site will provide 17 single-family homes, 25 caretaker units, and a 90-room lodge with ancillary facilities for a potential population yield of approximately 113 using the 2000 Census average household size of 2.7 persons. Using projections consistent with recent City Council approvals, the proposed RMF land use and zoning designation would allow up 160 units on the project site, which would yield a population of 426 people or a total buildout of 43,934. Although population on the project site would increase as a result of the General Plan amendment and Rezone, there would not be a cumulative local population increase. The proposed project would not cumulatively exceed the City's official population projections.*

- b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)? (Sources: 1 & 3)
 

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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*Discussion: The proposed land use and zoning changes would not induce substantial growth in the area since the surrounding area is primarily developed. The proposed project would not cause the installation of major infrastructure in the vicinity as arterials, collector streets, and City sewer and water mains run adjacent to the project site.*

- c) Displace existing housing, especially affordable housing? (Sources: 1, 3, & 5)
 

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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*Discussion:*

*The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. This project will not displace existing housing, as the project site is not developed.*

*Approval of the previously referenced Bastide Village Project includes the provision of 25 caretaker units on the project site*

**10 Environmental Checklist Form**

	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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ISSUES (and Supporting Information Sources):

*(Planning Commission Resolution 02-078 and City Council Resolution 02-254). During the 2003 General Plan Update, the 25 caretaker units were reflected in the 2003 Housing Element update as employee dwellings and included in City's Future Housing targets (refer to Housing Element, Table H-1a) and General Plan Compliance with Regional Housing Needs Projections (refer to Housing Element, Table H-1b). The 25 caretaker units or employee dwellings are in the Very Low Income Group as defined in the Housing Element and reflected in Table H-19, Quantified Objectives for New Construction. The proposed change in land use and zoning designation from single family residential to multi family residential would not preclude development of employee dwellings on the project site and would not displace affordable housing.*

**III. GEOLOGIC PROBLEMS.** Would the proposal result in or expose people to potential impacts involving:

- a) Fault rupture? (Sources: 1, 2)

*Discussion: The primary sources of potential ground shaking in the Paso Robles area are the Rinconada Fault and San Andreas Fault. The Rinconada Fault system traverses the southwestern portion of the City. The San Andreas Fault is on the east side of the valley and runs through the community of Parkfield east of Paso Robles. Review of available information and examinations conducted as part of the General Plan Update EIR, indicate that neither of these faults is active with respect to ground rupture in Paso Robles.*

*The City of Paso Robles recognizes these geologic influences in the application of the Uniform Building Code (UBC) to all new development within the City. The potential for and mitigation of impacts that may result from fault rupture in the project area are identified and addressed in the General Plan EIR, pg. 4.5-8. Soils reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. Based on standard conditions of approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant. In addition, per requirements of the Alquist-Priolo Earthquake Fault Zones, only structures for human habitation need to be setback a minimum of 50 feet of a known active trace fault.*

- b) Seismic ground shaking? (Sources: 1, 2)

*Discussion: The City is located within an active earthquake area that could experience seismic ground shaking from the Rinconada and San Andreas Faults. The General Plan EIR identifies impacts resulting from ground shaking as less than significant and provides mitigation measures that will be incorporated into the design of any development proposal on the project site, including adequate structural design and not constructing over active or potentially active faults. Future projects on the project site will be constructed to current UBC codes.*

- c) Seismic ground failure, including liquefaction? (Sources: 1,2)

*Discussion: Per the General Plan and General Plan EIR, the project site is located in an area with moderate liquefaction risk. The EIR identifies measures to reduce this potential impact, which will be incorporated into this project. This includes a requirement to conduct a site-specific analysis of liquefaction potential. Based on analysis results, the design and construction of future development on the project site may include specific design requirements to reduce the potential impacts on structures due to liquefaction to a less than significant level.*

- d) Seiche, tsunami, or volcanic hazard? (Sources: 1, 2)

*Discussion: The project area is approximately 30 miles from the Pacific Ocean, is approximately 800 feet above sea level, and is not located within close proximity to a lake, reservoir, or known volcano. As such, effects from seiche, tsunami, and*

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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*volcanoes are not expected.*

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Landslides or Mudflows? (Sources: 1, 2) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Discussion: According to hazard maps contained in the General Plan (Figure S-4), the project is located in an area with a low potential of landslide risk. Effects from landslides or mudflows are not expected.*

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1, 2, 3, & 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Discussion: Existing topography on the project site varies from relatively flat at the northerly and westerly portions of the property to areas steeper than 25 to 35% in the southeasterly portion of the property. The property is approximately split into two drainage areas by a ridge top through the center, running east west. Roughly, half of the property drains to the north and other half to the south.*

*The proposed project is a policy change and does not involve site disturbance that would be subject to erosion. New entitlement requests for the project site will be evaluated for impacts to existing surface and groundwater resources and be subject to compliance with the City's Urban Water Management Plan, Storm Water Management Plan, Grading Ordinance, and other applicable city ordinances and plans. In addition, development on the site will require coverage under the State General Construction Permit in order to comply with federal National Pollutant Discharge Elimination System (NPDES) requirements. The project applicant would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) to reduce potential erosion and subsequent sedimentation of storm water runoff. This SWPPP would include Best Management Practices (BMPs) to control erosion associated with grading, trenching, and other ground surface-disturbing activities.*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Subsidence of the land? (Sources: 1, 2, & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: Refer to c. above.*

- |                                  |                          |                          |                                     |                          |
|----------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|
| h) Expansive soils? (Sources: 4) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|----------------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Discussion: Per the General Plan EIR, Paso Robles is an area that has moderately expansive soils. The proposed project is a policy change and does involved site disturbance that would be subject to expansive soils. New entitlement requests for the project site would be required to implement any recommendations of a site-specific soils report, as part of a development application.*

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| i) Unique geologic or physical features? (Sources:1 & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: Existing topography on the project site varies from relatively flat at the northerly and westerly portions of the property to areas steeper than 25 to 35% in the southeasterly portion of the property. The proposed project is a policy change and does involved site disturbance. New entitlement requests for the project site will be subject to the Hillside Grading Ordinance.*

**IV. WATER.** Would the proposal result in:

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>See discussion for c.</i>				
b) Exposure of people or property to water related hazards such as flooding? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion: There is no potential to expose people or property to water related hazards due to this project since it is not in or near a flood zone.</i>				
c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion for a and c: The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The proposed change in land use and zoning would not result in a significant negative effect to surface or groundwater movement, quality or quantity.</i>				
<i>New entitlement requests for the project site will be evaluated for impacts to existing surface and groundwater resources and be subject to compliance with the City's Urban Water Management Plan, Storm Water Management Plan, Grading Ordinance, and other applicable city ordinances and plans. In addition, development on the site will require coverage under the State General Construction Permit in order to comply with federal National Pollutant Discharge Elimination System (NPDES) requirements (see Section VIII, Hydrology and Water Quality). The project applicant would be required to develop and implement a Storm Water Pollution Prevention Plan (SWPPP) to reduce potential erosion and subsequent sedimentation of storm water runoff. This SWPPP would include Best Management Practices (BMPs) to control erosion associated with grading, trenching, and other ground surface-disturbing activities.</i>				
d) Changes in the amount of surface water in any water body? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Discussion: The propose project would not impact surface waters as there are no surface waters or waterbodies on or in the vicinity of the project site.</i>				
e) Changes in currents, or the course or direction of water movement? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability? (Sources: 1,3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Altered direction or rate of flow of groundwater? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Impacts to groundwater quality? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Substantial reduction in the amount of groundwater otherwise available for public water supplies? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Discussion: e – i: Paso Robles uses groundwater as its primary source of water. The Paso Robles Groundwater Basin encompasses an area of approximately 505,000 acres (790 square miles). The basin ranges from the Garden Farms area south of Atascadero to San Ardo in Monterey County, and from the Highway 101 corridor east to Shandon. The Atascadero sub basin encompasses the Salinas River corridor area south of Paso Robles, including the communities of Garden Farms, Atascadero, and Templeton. In general, groundwater flow moves northwest across the basin towards the Estrella area, then north towards the basin outlet at San Ardo. The biggest change in groundwater flow patterns in recent years has been the hydraulic gradient east of Paso Robles, along the Highway 46 corridor.*

*The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The potential increase in density and subsequent population increase resulting from the proposed land and zoning change would not exceed the population cap established in the General Plan, thus, the project would not result in substantial reduction in the amount of groundwater otherwise available for public water supplies. Future entitlement requests and subsequent development activities on the project site would be subject to NPDES requirements as previously referenced.*

**V. AIR QUALITY.** Would the proposal:

a) Violate any air quality standard or contribute to an existing or projected air quality violation? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose sensitive receptors to pollutants? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discussion c – d: The San Luis Obispo County area is a non-attainment area for the State standards for ozone and suspended particulate matter. The SLO County Air Pollution Control District (APCD) administers a permit system to ensure that stationary sources do not collectively create emissions that would cause local and state standards to be exceeded. To aid in the assessment of project impacts subject to CEQA review, the APCD published the “CEQA Air Quality Handbook” in April 2003. This handbook establishes screening thresholds for measuring the potential of projects to generate air quality impacts. Generally, any project that has the potential to emit 10 lbs./day or more of reactive organic gases (ROG), oxides of nitrogen (NOx), sulfur dioxide (SO2), or particulate matter (PM10) or 50 lbs/day or more of carbon monoxide (CO) should be reviewed by the SLO APCD.*

*The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The potential increase in density and subsequent population increase resulting from the proposed land and zoning change would not exceed the population cap established in the General Plan. The General Plan EIR identifies potential air quality impacts and mitigation measures, where feasible, to reduce impacts to less than significant. Future development of the project site to the maximum density allowed by the proposed RMF designation would have the potential to exceed the minimum emission thresholds; however, there is no development associated with this general plan amendment. Environmental impacts associated with the physical development of the site would be determined based on a future development plan. New entitlement requests for the project site would be subject to the General Plan, General Plan EIR, and applicable plans and regulations implemented by the San Luis Obispo Air Pollution Control District.*

c) Alter air movement, moisture, or temperature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
ISSUES (and Supporting Information Sources):				
d) Create objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discussion c – d: The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The character and scale of the project will not alter air movement, moisture, temperature, or create objectionable odor.*

## VI. TRANSPORTATION/CIRCULATION. Would the proposal result in:

a) Increased vehicle trips or traffic congestion? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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*Discussion:*

*a. The project site is accessed from Buena Vista Drive and Experimental Station Road. According to the Borkey Specific Plan design for Buena Vista Drive, site access would be restricted to right-turns in and right-turns our due to the landscaped median on Buena Vista Drive. Buena Vista Drive’s current roadway capacity configuration is that of a collector road but it is identified in the General Plan for improvements to a 4-lane arterial by 2025. Experimental Station Road is a local collector. CalTrans has regulatory jurisdiction of the Highways 101 and 46E and the City has jurisdiction of local roadways.*

*Penfield and Smith prepared a Traffic Impact Study (TIS) in November 2006 for the Buena Vista Place property based on a conceptual development plan for 136 multi-family units on the project site. The projected number of 136 units is lower than the gross density allowance of 160 units on the site; however, the lower number may be more realistic based on physical constraints of the site. The TIS includes a description of the existing transportation setting, future conditions of roadways and intersections in the project vicinity, project trip generation, trip distribution, and existing plus project analysis, future plus project analysis, and conclusions. Table VI-1 provides a comparison of the average daily trips (ADT) for the approved entitlements on the project site and the trips associated with the proposed project (General Plan amendment and rezone).*

**Table VI -1: Comparison of Average Daily Trips for Existing General Plan and Proposed Amendment**

Land Use	Size	ADT	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
<b>Current GP Allows:</b>								
Resort Hotel	80 rooms +25 du	492	22	8	30	17	22	39
Caretaker Housing	17 dwellings	<u>163</u>	<u>3</u>	<u>10</u>	<u>13</u>	<u>11</u>	<u>6</u>	<u>17</u>
Single Family Residential		655	25	18	43	28	28	56
<b>Proposed GPA/RZ:</b>								
R-2 / RMF – 8 R/L, PD, SP Overlays	136 MF units	917	14	55	69	55	30	85
	<b>Net Trip Increase</b>	<b>259</b>	<b>-11</b>	<b>37</b>	<b>26</b>	<b>27</b>	<b>2</b>	<b>29</b>

*As indicated in the above table, the total number of trips will increase as a result of the proposed General Plan Amendment and Rezoning. Based on the conceptual development plan of 136 multi-family units, the trip generation would be 917 average daily trips with 69 trips in the AM peak hour and 85 trips in the PM peak hour. The proposed land use and zoning change would generate 262 additional trips (additional 36 AM peak and 29 PM peak) compared to the projected trip generation for the previously approved Bastide Village on the project site.*

*In addition, the Penfield and Smith TIS (2006) provides an Existing Plus Project Analysis and a Future (2025) Plus Project Analysis. The Existing Plus Project Analysis studied three study intersections in the project vicinity (SR 46-BVD; BVD/Experimental; BVD/River Oaks/Dallons) and determined that they would continue to operate within the City’s and CalTrans’ acceptable level of service range with the project added traffic. Penfield and Smith determined that the project is*

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	Potentially Significant Impact	Potentially Significant Mitigation Incorporated	Less Than Significant Impact	No Impact
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ISSUES (and Supporting Information Sources):

*not anticipated to contribute any significant intersection or roadway impacts for the existing plus project conditions. The Future Plus Project Analysis for the same intersections forecast that the net increase of project-added traffic would result in a LOS F for the SR 46/Buena Vista Drive intersection, LOS C for the BVD/Experimental Station Road intersection, and LOS B for Oaks Drive/Dallons Road intersection during both peak hours. The City considers a LOS F to be an unacceptable level for average daily traffic; mitigation measures are warranted to reduce potential impacts.*

*Penfield and Smith (November 2006) concludes that development on the project site would be responsible for the following, based on the City's existing policies:*

- *Dedication to provide a minimum of one-half of the right of way of the adjacent streets, as indicated by the CMP unless a precise plan line showing off set dedication has been adopted.*
- *Improvements of any and all streets that border development sites, to the centerline plus 12-feet or beyond if necessary to provide safe access in the judgment of the City Engineer.*
- *Improvements of all interior and adjacent streets to City standards and specifications.*
- *Provision of adequate access to all parcels, whether existing, proposed or potential.*
- *Provision of adequate access for emergency vehicles and for emergency evacuation for each development phase.*
- *Design of local streets and access to parcels in such a manner as to minimize impacts to safe and efficient traffic flow.*
- *Design of streets to minimize grading.*
- *Construction of required street improvements prior to occupancy of new construction.*
- *Payment of any traffic mitigation fees that have been developed consistent with the requirements of AB 1600 and adopted by the City Council.*

*The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The proposed land use and zoning designations would increase the development intensity of the site and result in a potential to increase the average daily trips on surrounding roads and potentially impact the existing and future levels of service for intersections in the project vicinity. The proposed mitigation measures would reduce potential impacts can be mitigated to less than significant.*

**Mitigation Measures**

*T-1: Future development of the project site shall be subject to Traffic Impact Fees and Borkey Area Specific Plan Fees at the time of building permit issuance. Fees will reflect a proportionate share of the cost of future improvements to the SR 46 and Buena Vista Road intersections as well as any other local or regional traffic impacts identified in project-specific traffic impact studies.*

*T-2: At the time of submittal of requests for entitlements on the project site, the project sponsor shall submit a project specific Traffic Impact Study prepared in accordance with City of Paso Robles and CalTrans specifications. At a minimum, the study shall include a description of the existing transportation setting, future conditions of roadways and intersections in the project vicinity, project trip generation, trip distribution, and existing plus project analysis, future plus project analysis, conclusions, and recommended mitigation measures as appropriate.*

- b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (Sources: 1, 3, & 7)

*Discussion:*

*b. The proposed project is a land use re-designation and rezone. The project does not include development; therefore, it will not result in hazards from design features or incompatible uses.*

- c) Inadequate emergency access or inadequate access to nearby uses? (Sources: 1, 3, & 7)

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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*Discussion:*

*c. The proposed project is a land use re-designation and rezone; it does not include development. The project site has multiple access options from Buena Vista Drive and Experimental Station Road. Future development on the site will include access approved by the City Engineer and Fire Chief.*

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Insufficient parking capacity on-site or off-site?<br>(Sources: 1, 3, 7, & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion:*

*d. The proposed project is a land use re-designation and rezone; it does not include development. Future development on the project will be required to meet the City's parking requirements in the Zoning Ordinance.*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| e) Hazards or barriers for pedestrians or bicyclists?<br>(Source: 7 ) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion:*

*e. The proposed project is a land use re-designation and rezone; it does not include development that could cause hazards or barriers to pedestrians or bicyclist.*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?<br>(Sources: 1 & 8) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion:*

*f. The proposed project will not conflict with adopted policies supporting alternative transportation. The proposed project is a land use re-designation and rezone; it does not include development. Future development on the project site will be evaluated for consistency with state, regional or local alternative transportation policies.*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| g) Rail, waterborne or air traffic impacts? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion:*

*g. The proposed project will not result in rail, waterborne or air traffic impacts. The project site is not in proximity to railroads or waterways, and it is not in the Paso Robles Airport Area.*

**VII. BIOLOGICAL RESOURCES.** Would the proposal result in impacts to:

- |  |                          |                          |                                     |                                     |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Endangered, threatened or rare species or their habitats (including but not limited to: plants, fish, insects, animals, and birds)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Locally designated species (e.g., heritage trees)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Wetland habitat (e.g., marsh, riparian and vernal pool)?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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*The project site does not include wetland habitat.*

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| e) Wildlife dispersal or migration corridors? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Background: a, e*

*In May 2002, Althouse and Meade conducted a San Joaquin fox evaluation of the project site. At the time, the previously referenced Bastide Village Project was subject to development review and environmental impact assessment. Althouse and Meade completed a Kit Fox Evaluation Form that identified 20 acres of annual grassland and 1 acre of coyote brush scrub and a score of 61. The evaluation required a Kit Fox Habitat Mitigation Agreement between the previous landowner Didier Cop and the California Department of Fish and Game. The agreement detailed options for mitigation of the loss of 21-acres of habitat.*

*Background: b, c:*

*In November 2002, Jack Brazeal, a Registered Consulting Arborist, conducted an oak tree inventory and evaluated the potential impacts of the previously referenced Bastide Village Project. The tree inventory identified eight (8) Blue Oak (*quercus douglasii*) trees, ranging in diameter from 12 – 30 inches. Mr. Brazeal identified Two of the eight oaks for removal due to their location in the Experimental Station Road right-of-way and he identified six oaks that would receive protection during construction.*

*Discussion a, b, c, e:*

*The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The General Plan Update EIR characterizes generalized effects of development under the General Plan and provides appropriate policy level mitigation measures to minimize impacts to plant and wildlife species that have the potential to occur or do occur on the project site. In addition, the original conditions tied to the existing entitlements for the project site remain in full force and effect.*

**VIII. ENERGY AND MINERAL RESOURCES.** Would the proposal:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Conflict with adopted energy conservation plans?<br>(Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The proposed land use and zoning changes will not conflict with adopted energy conservation plans. Future development on the project site will be required to comply with California Energy Code.*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Use non-renewable resources in a wasteful and inefficient manner? (Sources: 1) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The proposed land use and zoning changes will not use or promote the use of non-renewable resource in a wasteful and inefficient manner.*

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) Result in the loss of availability of a known mineral resource that would be of future value to the region and the residents of | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

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ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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the State? (Sources: 1, 7)

*Discussion: The project is not located in an area of known mineral resources that would be of future value to the region and the residents of the State.*

**IX. HAZARDS.** Would the proposal involve:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals, or radiation)? (Sources: 1 & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: The proposed project does not include the use, transport, or storage of hazardous materials and will not result in a risk of accidental explosion or release of hazardous substances.*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Possible interference with an emergency response plan or emergency evacuation plan? (Sources: 1 & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: The proposed project will not interfere with an emergency response plan or emergency evacuation plan since it is not a designated emergency response location to be used for staging or other uses in an emergency.*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| c) The creation of any health hazard or potential hazards? (Sources: 1, 7 & 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The proposed land use and zoning changes and future development consistent with the General Plan and Zoning Ordinance would not result in the creation of a health hazard.*

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| d) Increased fire hazard in areas with flammable brush, grass, or trees? (Sources: 1 & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: The project site is within a low to medium wildfire hazard area according to the City's Hazard Mitigation Study, Figure 6-18. The proposed GPA/Rezoning is not expected to increase fire hazard in the area. Future development of the site will be required to be in compliance with Uniform Building and Fire Codes, related building safety codes, and City and County brush and grass clearance requirements.*

**X. NOISE.** Would the proposal result in:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Increases in existing noise levels? (Sources: 1, 7, 8 & 11)        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Exposure of people to severe noise levels? (Sources: 1, 7, 8 & 11) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**10 Environmental Checklist Form**

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

ISSUES (and Supporting Information Sources):

*Discussion:*

The proposed project is a policy change and not a development project; however, the proposed land use and zoning changes from single family residential to multi family residential would allow for an increase in density on the project site from one unit per acre to eight units per acre. The Noise Element of the General Plan provides goals, policies and actions the protect City residents from unacceptable exposure to noise from airport operations, vehicular traffic, rail operations, industrial uses, and other point sources. The project site is not in the vicinity of rail operations or industrial uses nor is it within the Airport Area Overlay. The project site is adjacent to an arterial, Buena Vista Drive and a collector, Experimental Station Road. The primary noise sources in the project vicinity are vehicular traffic and existing residential development. The 2003 General Plan states that existing Day-Night Average for Buena Vista Drive is 63.0 dBA and the Community Noise Exposure Level is 63.5 dBA based on 3,220 average daily trips.

Development of the project site to the intensity allowed by the RMF designation could increase temporary, construction-related, and long-term noise levels; however, exposure to severe noise levels would not be anticipated due to the developed nature of the project vicinity. New entitlement requests for the project site would be subject to development plan review, consistency with the General Plan and project-specific environmental review (at a minimum). The 2003 General Plan requires new development to be designed to comply with the maximum allowable Noise Exposures of 65 dB CNEL for outdoor activities and 45 dB CNEL for indoor activities and requires installation of noise barriers along arterial rights-of-way where feasible (Policy N-1A).

**XI. PUBLIC SERVICES.** Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Fire protection? (Sources: 1, 3, 6, & 7)                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Police Protection? (Sources: 1, 3, & 7)                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Schools? (Sources: 1, 3, & 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Maintenance of public facilities, including roads? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Other governmental services? (Sources: 1,3, & 7)                        | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*Discussion: a.-e. The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. New entitlement requests for the project site will be evaluated for impacts to public services and will be required to mitigate impacts in the form of development impact fees as established by the city per AB 1600.*

**XII. UTILITIES AND SERVICE SYSTEMS.** Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Power or natural gas? (Sources: 1, 3, & 7)                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Communication systems? (Sources: 1, 3, & 7)                   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Local or regional water treatment or distribution facilities? |                          |                          |                          |                                     |

**10 Environmental Checklist Form**

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
(Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Sewer or septic tanks? (Sources: 1, 3, 7, & 8)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Storm water drainage? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Solid waste disposal? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Local or regional water supplies? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*Discussion: a.-g.*

*The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The potential increase in density and subsequent population increase resulting from the proposed land and zoning change would not exceed the population cap established in the General Plan, thus, the project would not result in the need for new wastewater treatment systems or water supplies, or result in substantial alterations to utilities and service systems. Electricity, natural gas, and telecommunications providers (PG&E, The Gas Company, and AT&T) currently serve the Paso Robles area and project vicinity. Per the General Plan, future development of the site would require hook-up to City water and sewer facilities. New entitlement requests for the project site would be subject to development plan requirements, evaluated for project-specific impacts to utilities and service systems, and required to mitigate potential impacts in the form of facilities or development impact fees.*

**XIII. AESTHETICS.** Would the proposal:

a) Affect a scenic vista or scenic highway? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a demonstrable negative aesthetic effect? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Discussion:*

*a. The project site is within the City of Paso Robles in an area developed with resort lodging, public institutional buildings, and single-family and multi-family residences. The project site is visible from Highway 46 East and surrounding local roadways. The project site is not within or adjacent to a scenic vista, gateway, or scenic highway as designated by the City's General Plan or other agency planning documents.*

*b. The proposed project does not include development; it will not result in a negative aesthetic effect. New entitlement requests for the project site would be required to comply with the Multiple-Family Residential Section 21.16I of the Zoning Code, which provides for site design and landscaping to minimize landform alteration.*

*Existing entitlements for the project site include conditions consistent with the Planned Development provisions of the Zoning Ordinance to maintain and enhance significant natural resources on the site; to be sensitive to, and blend in with, the character of the site and surrounding area; to not have an adverse effect on the public views from nearby roads and other public vantage points; and to include project design and density of the developed portion of the site that would be compatible with the established character and scale of surrounding development.*

c) Create light or glare? (Sources: 1, 3, & 7)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

*Discussion: This project does not include development; thus, it could not result in impacts related to light and glare. Elevated light levels may be experienced on site as a result from development on the project site in the future, but all future*



**10 Environmental Checklist Form**

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

*light fixtures will be shielded and downcast as required per city regulations.*

**XIV. CULTURAL RESOURCES.** Would the proposal:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Disturb paleontological resources? (Sources: 1, 3, & 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Disturb archaeological resources? (Sources: 1, 3, & 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Affect historical resources? (Sources: 1, 3, & 7)  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Have the potential to cause a physical change which would affect unique ethnic cultural values? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Restrict existing religious or sacred uses within the potential impact area? (Sources: 1, 3, & 7)                    | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*Discussion for a - e: The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The project site is not a known location for historical, archaeological, or paleontological resources nor is it used for cultural, religious, or sacred activities.*

**XV. RECREATION.** Would the proposal:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Increase the demand for neighborhood or regional parks or other recreational facilities? (Sources: 1, 3, & 7) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Affect existing recreational opportunities? (Sources 1, 3, & 7)   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

*Discussion: The proposed project includes a General Plan Amendment (GPA) and zoning change from Single Family Residential to Multiple Family Residential, and it does not include a development plan. The potential increase in density and population would not result in a cumulative population increase and would not affect projected demand for parks and recreational facilities.*

**XVI. MANDATORY FINDINGS OF SIGNIFICANCE.**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? (Sources: 1 & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|

*Discussion: The proposed project does not include site development and will not in itself degrade the quality of the environment or impact habitat or populations of listed plant animal species.*

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| b) Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (Sources: 1 & 3) | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

# 10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	Potentially Significant No Impact
--	--------------------------------------	--	------------------------------------	---

*Discussion: The project will not likely have a potential to achieve short-term, to the disadvantage of long-term environmental goals.*

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>c) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.) (Sources: 1 &amp; 3)</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: The project will not result in significant cumulative impacts.*

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1 &amp; 3)</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

*Discussion: The project will not result in substantial adverse environmental impacts on human beings, either directly or indirectly.*

## 11. EARLIER ANALYSIS AND BACKGROUND MATERIALS

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

<b>Reference Number</b>	<b>Document Title</b>	<b>Available for Review At</b>
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
2	Seismic Safety Element for City of Paso Robles	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
3	Final Environmental Impact Report City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
4	Soil Survey of San Luis Obispo County, California Paso Robles Area	USDA-NRCS, 65 Main Street-Suite 108 Templeton, CA 93465
5	Uniform Building Code	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
6	City of Paso Robles Standard Conditions of Approval For New Development	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
7	City of Paso Robles Zoning Code	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
8	City of Paso Robles, Water Master Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
9	City of Paso Robles, Sewer Master Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
10	Federal Emergency Management Agency Flood Insurance Rate Map	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446
11	Paso Robles Municipal Airport Land Use Plan	San Luis Obispo County Airport Land Use Commission (ALUC) 976 Osos Street, Room 300, San Luis Obispo, CA 93408
12	Borkey Area Specific Plan	City of Paso Robles Community Development Department 1000 Spring Street, Paso Robles, CA 93446

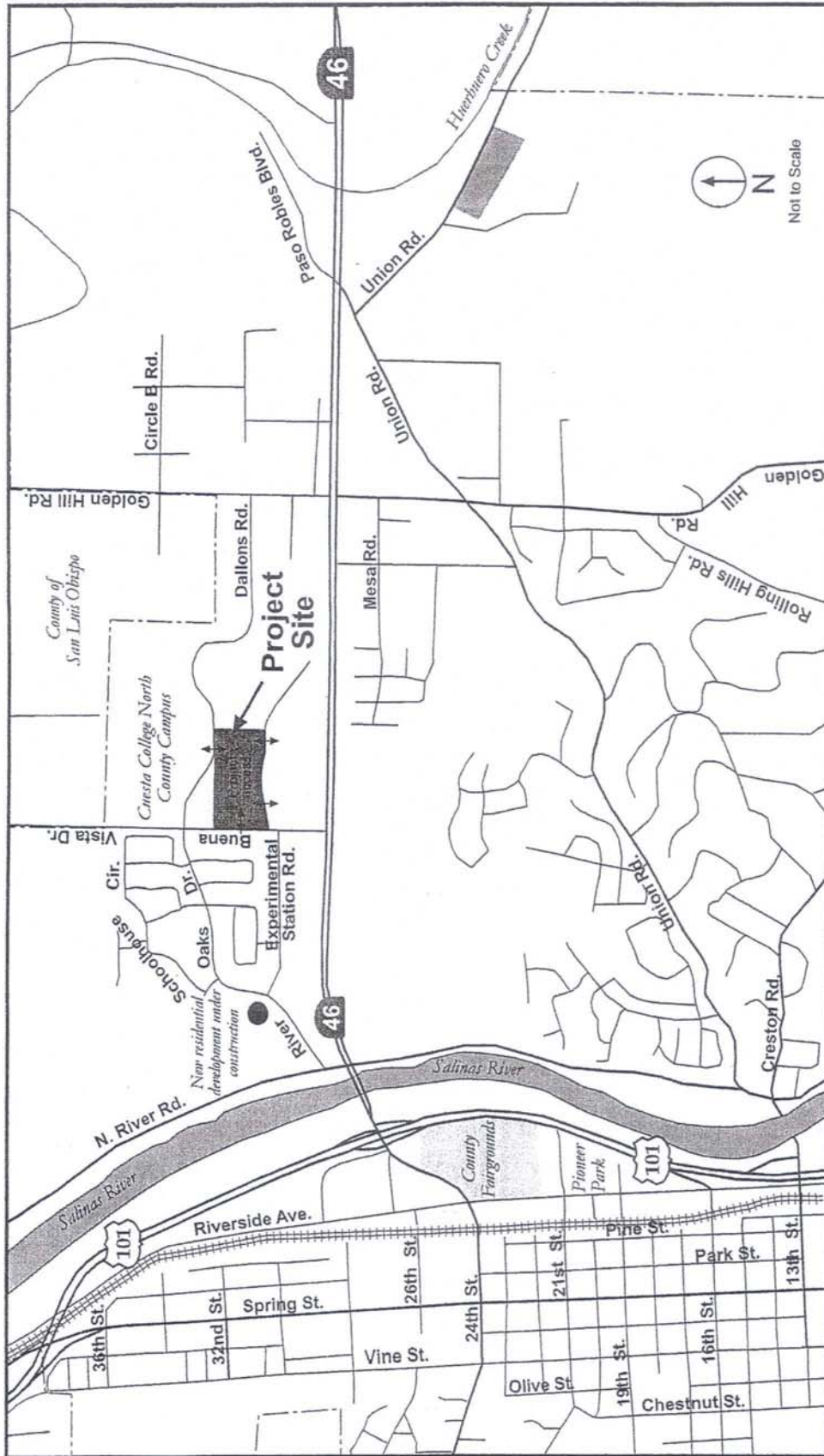
### **Attachments:**

- Exhibit A – Vicinity Map
- Exhibit B – Mitigation Summary Table
- Exhibit C – Traffic Impact Study (Draft Report)
- Exhibit D – Letter from CalTrans

# EXHIBIT A

# VICINITY MAP

Vicinity Map



BUENA VISTA PLACE RESIDENTIAL DEVELOPMENT  
**Traffic Impact Study**

**Penfield & Smith**  
 ENGINEERS • SURVEYORS • PLANNERS  
 W.O. 17342.01 7/5/06 Not to scale

# Exhibit B

# Mitigation Summary Table

## Transportation Mitigation Measures

T-1: Future development of the project site shall be subject to Traffic Impact Fees and Borkey Area Specific Plan Fees at the time of building permit issuances. Fees will reflect a proportionate share of the cost of future improvements to the SR 46 and Buena Vista Road intersections as well as any other local or regional traffic impacts identified in project-specific traffic impact studies.

T-2: At the time of submittal of requests for entitlements on the project site, the project sponsor shall submit a project specific Traffic Impact Study prepared in accordance with City of Paso Robles and CalTrans specifications. At a minimum, the study shall include a description of the existing transportation setting; future conditions of roadways and intersections in the project vicinity; project trip generation, trip distribution, and existing plus project analysis, future plus project analysis, conclusions, and recommended mitigation measures as appropriate.

**DEPARTMENT OF TRANSPORTATION**

50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3111  
FAX (805) 549-3329  
TDD (805) 549-3259  
<http://www.dot.gov/dist05>



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February 26, 2007

SLO-46 PM -30.52

Susan DeCarli, AICP  
City Planner  
City of El Paso de Robles  
1000 Spring Street  
Paso Robles, CA. 93446

Dear Ms. DeCarli;

RE: Buena Vista Place General Plan Re-zone, Traffic Impact Study

The California Department of Transportation (Caltrans) has reviewed the above referenced project information and as a result, the following comments were generated.

#### General Comments

The traffic study has scoped this project to include the construction of 136 multi-family residential units. This parcel was formerly scoped to include the construction of the Bastide Village Project, an 80-room resort with conference facilities including a spa and also a bakery school.

The traffic study was acceptably prepared. The delineation of current traffic conditions (Level of Service - LOS) at key intersections and mainline State Route 46 East (SR 46E) are appropriate. The traffic study also utilized the Caltrans generated, 4.1 annual traffic growth rate for SR 46E mainline operations west of Airport Road. The methodology used for the traffic analysis was for the most part, consistent with the Department's Guidelines for the Preparation of Traffic Impact Studies. Below, please review the additional comments we have regarding the traffic study.

#### Specific Comments regarding the Traffic Study

1. (Ref. Page 8, *Study Roadways – State Route 46*) The first sentence in this paragraph refers to improvements that are anticipated to bring the LOS of 46E into an operationally acceptable range of LOS "B" from LOS "E". This paragraph needs to explain in some detail what these improvements are for the current 4-lane facility. We assume this would entail the widening of SR 46E to a 6-lane facility – designated as a freeway. Please stipulate. In recent a review of the

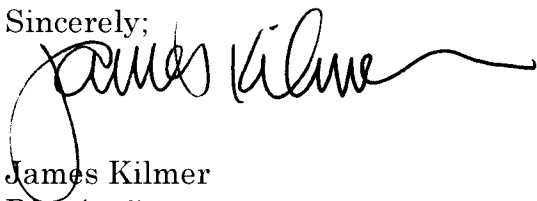
*"Caltrans improves mobility across California"*

City's update of its AB1600 Program, Caltrans requested that the City of Paso Robles create a financial set aside similar to the earmark created for the Charolais Road Crossing over the Salinas River. To this date, no formal preliminary engineering/environmental scoping document has been finalized for the Charolais Road Crossing and yet the City has a \$50 million earmark in its AB1600 Program for its construction. If a similar earmark could be included in the City's AB 1600 Program for a 46E 6-Lane Widening project, funds could be collected from projects such as Buena Vista Place for its ultimate widening. We continue to request this of the City.

2. (Ref. Page 9, 2<sup>nd</sup> Paragraph) This section does identify specific operational improvements that could be made at the SR 46E/Buena Vista Rd. intersection to maintain an acceptable LOS at that intersection in the year 2025. Please be informed that the Department is currently preparing a Corridor Study to study feasible improvements on SR 46E between 101/SR 46E Interchange and SR 46E/Jardin Road Intersection. Promotion of these operational improvements featured in this paragraph may be premature since the Draft Corridor Study has not yet been completed. If the Corridor Study does anticipate and promote these operational improvements at SR 46E/Buena Vista Rd. Intersection, we again, request that they be listed in an update of the City's AB1600 Program and funding secured on a pro rata basis from development within the city for their ultimate construction.
3. (Ref. Page 12, Table 7) The trip distribution assumption for traffic heading north out of Buena Vista Place onto Buena Vista Rd. seems high. Is it the assumption that the Cuesta College Campus is the attractor? A figure of 10% may be more realistic. SR 46E will remain to be the logical access for traffic heading into town or south to San Luis Obispo or Atascadero.

If you have any questions regarding the foregoing, please contact me at 549-3683.

Sincerely;



James Kilmer  
District 5  
Development Review

c: File, D. Murray, R. Barnes, P. McClintic, C. Utter, K. DiGrazia.

# Buena Vista Place General Plan Re-zone Traffic Impact Study

City of Paso Robles

November 7, 2006

W.O. 17342.01

Prepared By:

**Penfield & Smith**  
ENGINEERS • SURVEYORS • PLANNERS

CORPORATE OFFICE  
101 EAST VICTORIA STREET, P.O. BOX 98  
SANTA BARBARA, CALIFORNIA 93102  
805-963-9532 • FAX 805-966-9801

Paso Robles  
DEC 05 2006  
Planning Division



## EXECUTIVE SUMMARY

The following Traffic Impact Study evaluates the maximum development potential of a 20 acre parcel, rezoned to R-2 (Multi-family), located on the northeast corner of Experimental Station Road and Buena Vista Drive in the City of Paso Robles. Based on the City's current zoning code and application of average slope, 136 multi-family units could be developed on the property under the R-2 zoning. The study evaluates the existing and forecasted future traffic conditions within the vicinity of the site; determines the trip generation and distribution associated with the potential rezone; and identifies the anticipated traffic impacts. Penfield & Smith reviewed the Circulation Element of the General Plan (adopted December 16, 2003), the Chandler Ranch Final Environmental Impact Report (FEIR) prepared in May 2006, the Golden Hill Business Park Expansion Traffic Analysis prepared in January 2006 and the Final SR 46E/Airport Road PSR prepared in June 2006 to obtain intersection traffic volumes and general information about the project study area. These documents are incorporated by reference.

Development of 136 multi-family units would result in a trip generation of 914 average daily trips, with 69 trips occurring in the AM peak hour and 85 trips occurring in the PM peak hour. It should be mentioned that approximately four years ago, the Bastide Village Project, a resort hotel and residential development, was approved for the site. The Bastide Village Project consisted of a destination resort with 80 rooms, conference facilities, spa services, a bakery school, and additional outdoor recreational uses. Seventeen single family homes were proposed on the perimeter of the site. As a comparison to the current analysis of 136 multi-family units, the Bastide Village project was estimated to generate 655 ADT, 43 morning peak hour trips and 56 afternoon peak hour trips.

A level of service (LOS) analysis was completed for the existing, existing plus project, future, and future plus project traffic conditions for the AM and PM peak hours at the intersections of State Route 46/Buena Vista Drive; Buena Vista Drive/Experimental Station Road; and Buena Vista Drive/River Oaks Drive/Dallons Road. Per direction from Caltrans, the LOS analysis was conducted for the Friday summertime traffic conditions for the State Route 46/Buena Vista Drive intersection as a worst-case analysis for all scenarios evaluated. The LOS analysis is summarized in the table below.

**Summary of Intersection Level of Service Analysis**

Intersection	Peak Hour	Year 2005 Existing		Existing+ Project		Future "Year 2025"		Future + Project	
		Sec./Veh.	LOS	Sec./Veh.	LOS	Sec./Veh.	LOS	Sec./Veh.	LOS
State Route 46/ Buena Vista Dr.	AM	23.3	C	23.4	C	81.6	F	81.9	F
	PM	17.0	B	17.9	B	100+	F	100+	F
Buena Vista Dr./ Experimental Station Rd.	AM	9.9	A	11.8	B	12.5	B	14.7	B
	PM	8.4	A	10.9	B	15.4	C	19.7	C
Buena Vista Dr./River Oaks Dr./Dallons Rd	AM	9.7	A	10.0	B	12.2	B	12.6	B
	PM	8.9	A	9.1	A	11.2	B	11.6	B

No project-specific intersection or roadway impacts are anticipated for the existing plus project traffic conditions. All three study intersections currently operate at LOS C or better during both peak hours and will continue to operate at acceptable levels of service with the project traffic.

The future conditions analysis was based on the "Year 2025 Base" conditions contained in the Chandler Ranch FEIR, as well the "Project Conditions" for the Golden Hill Business Park Expansion. 2025 is projected to be the cumulative year when the General Plan build-out will occur. The Buena Vista Drive/SR 46 intersection is projected to operate at LOS F during both peak hours under the 2025 traffic volumes with its existing intersection lane geometrics and control.

The potential development would add 34 AM peak hour trips and 44 PM peak hour trips to this intersection. The intersection improvements under consideration by the City and Caltrans are discussed in further detail in the Future Conditions Section of this report. The remaining two study intersections are forecast to operate at LOS C or better during both peak hours with the future and future plus project traffic volumes.

Through the year 2025, the current two to four lane segments of State Route 46 within Paso Robles will need to be upgraded. Under its current lane configuration with the future volumes, the roadway is forecast to operate at LOS E. With the proposed improvements, the roadway operation would improve to LOS B. The development would add approximately 800 average daily trips to SR 46 and is not anticipated to create a significant impact to this roadway for any of the scenarios analyzed.

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Appendix 5- Chandler Ranch FEIR Data, Golden Hill Business Park Traffic Analysis Data, & SR 46E/Airport Road PSR Data	

## Traffic Impact Study- Buena Vista Place General Plan Re-zone

### 1. GENERAL PLAN RE-ZONE

The project site is approximately 20 acres and is located on the northeast corner of Buena Vista Drive and Experimental Station Road in the City of Paso Robles. The site is located within the Borkey Specific Plan area and is zoned residential, with a resort/lodging overlay. If the property were to be rezoned to R-2 (Multi-Family), a maximum of 136 units could be developed based on the City's existing average slope guidelines and zoning restrictions.

The site is currently vacant and located across the street from an existing residential neighborhood and just south of the Cuesta College North County Campus. A vicinity map is presented as Exhibit 1. For the purposes of this analysis, it is assumed that access to the property will be provided via four driveways, including one driveway on Buena Vista Drive, one driveway on Dallons Road and two driveways on Experimental Station Road. Due to the existing landscaped median on Buena Vista Drive, the driveway on this road would be restricted to right turns in/right turns out only.

Approximately four years ago, a mixed-use resort hotel and residential development, identified as the Bastide Village Project, was proposed on the site. The project included a destination resort with 80 rooms, conference facilities, spa services, a bakery school, and additional outdoor recreational uses. On the perimeter of the site, 17 single family homes were proposed. The project received approval for a General Plan Amendment to allow for the current resort hotel overlay area and an amendment to the Borkey Specific Plan.

### 2. TRAFFIC ANALYSIS

#### Study Methodology

To identify the operating condition at the study intersections, a level of service (LOS) ranking scale was used. This scale identifies impacts of traffic volumes versus roadway capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The intersections' LOS was determined using the Highway Capacity Software (HCS-2000) and is based on the criteria presented in Table 1. The results of the intersection analyses are shown as seconds of delay. The technical level of service worksheets are provided in the Appendix to this report.

**Traffic Impact Study- Buena Vista Place General Plan Re-zone**

**Table 1  
Intersection Level of Service Criteria**

<b>LOS</b>	<b>Signalized intersections (Sec. of delay)</b>	<b>Unsignalized intersections (Sec. of delay)</b>	<b>Definition</b>
A	≤ 10	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	> 10 and ≤ 20	> 10 and ≤ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	> 20 and ≤ 35	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	> 35 and ≤ 55	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	> 55 and ≤ 80	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 80	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal

**City of Paso Robles Traffic Impact Thresholds**

Except where another standard has been adopted by the City Council, the City considers level of service “D” to be acceptable for average daily traffic, including peak hour traffic and levels “E” and “F” as indicating a need for actions to reduce impacts.<sup>1</sup>

**Caltrans’ Traffic Impact Thresholds**

Caltrans is responsible for the safety, operations, and maintenance of the State transportation system and has therefore established their own traffic impact thresholds to assess a project’s impact on all State facilities. Caltrans endeavors to maintain a target LOS at the transition of between LOS C and LOS D. In cases where a State facility is already operating at an unacceptable LOS, any additional trips added are considered a significant cumulative traffic impact, and should be mitigated accordingly.

**Existing Roadways**

**U.S. Highway 101** is a major freeway facility running north-south within and through the center of the City. U.S. 101 is a typical four-lane divided highway and carries approximately 49,500 average daily trips (ADT) within the City limits.

<sup>1</sup> City of El Paso de Robles General Plan 2003, Circulation Element, Level of Service Standards.

## **Traffic Impact Study- Buena Vista Place General Plan Re-zone**

**State Route 46** is a major east-west corridor that provides regional access between SR 1 and the coast to the west and Interstate 5, Bakersfield and Fresno to the east. Locally, SR 46 East provides access to a mix of residential, commercial, and industrial land uses, including numerous wineries and the new Cuesta College North County Campus. From Highway 101 east to Union Road, SR 46 carries approximately 26,800 ADT and is considered to be operating at LOS A. SR 46 is classified as a six lane arterial in the City's Circulation Element.

**Buena Vista Drive**, a north-south arterial located off of SR 46 has one northbound lane, two southbound lanes and a landscaped median. Buena Vista Drive has a posted speed limit of 40 MPH. Sidewalk, curb, and gutter are provided on the majority of the west side of the roadway. The east side of the road is unimproved. Just north of River Oaks Drive, Buena Vista Drive becomes a narrow rural road providing access to several ranch homes. Buena Vista also provides the main access to the Cuesta College North County Campus from SR 46.

Between SR 46 and Experimental Station Road, Buena Vista Drive carries 3,220 ADT and north of Experimental Station Road, the roadway has 3,000 ADT. Both segments are operating at LOS A. Buena Vista Drive has a current roadway capacity configuration of a collector road, but is planned to be improved to a four lane arterial. Recently the Buena Vista Drive approach to/from SR 46 East was widened and a traffic signal was installed at the SR 46/Buena Vista Drive intersection.

**Experimental Station Road** is a short collector street that runs between River Oaks Drive to just east of Buena Vista Drive. West of Buena Vista Dr., curb, gutter, and sidewalk are provided along the majority of the street and parking is permitted on the north side of the street. Experimental Station Road has a posted speed limit of 30 MPH and is considered to be operating at LOS A. The proposed project will be located on the northeast corner of Experimental Station Road and Buena Vista Drive.

**North River Road** is an important north-south local circulation route paralleling U.S. 101 and the Salinas River on the east. It is primarily a two-lane collector that widens to an arterial south of Navajo Avenue. North River Road carries approximately 1,500 ADT from Union Road to SR 46 East and 650 ADT from SR 46 East to the City limits. Both segments are operating at LOS A. North River Road has a speed limit of 40 MPH.

**River Oaks Drive** is an east-west two-lane roadway connecting Buena Vista Drive and North River Road. River Oaks Drive primarily serves residential uses and is currently operating at LOS A. The Cuesta College North County Campus is located on the corner of River Oaks Drive and Buena Vista Drive. River Oaks Road becomes Dallons Road east of Buena Vista Drive.

**Dallons Road** is a two-lane collector running east-west between Buena Vista Drive and Golden Hill Road. Dallons Road has a posted speed limit of 35 MPH. Dallons Road borders a portion of the project's northern property boundary.

The City's level of service thresholds by roadway type are presented in Table 2, as follows.

**Traffic Impact Study- Buena Vista Place General Plan Re-zone**

**Table 2  
Level of Service Threshold Volumes by Urban/Suburban Roadway Type**

Roadway Type	Total Average Daily Trips (ADT) in Both Directions				
	Level of Service A	Level of Service B	Level of Service C	Level of Service D	Level of Service E
4-Lane Divided Freeway	28,000	43,200	61,600	74,400	80,000
6-Lane Divided Arterial (with left turn lane)	32,000	38,000	43,000	49,000	54,000
4-Lane Divided Arterial (with left turn lane)	22,000	25,000	29,000	32,500	36,000
4-Lane Undivided Arterial (no left turn lane)	18,000	21,000	24,000	27,000	30,000
2-Lane Collector (with left turn lane)	11,000	12,500	14,500	16,000	18,000
2-Lane Collector (no left turn lane)	8,000	9,500	10,500	12,000	13,500

**Existing Intersection Operations**

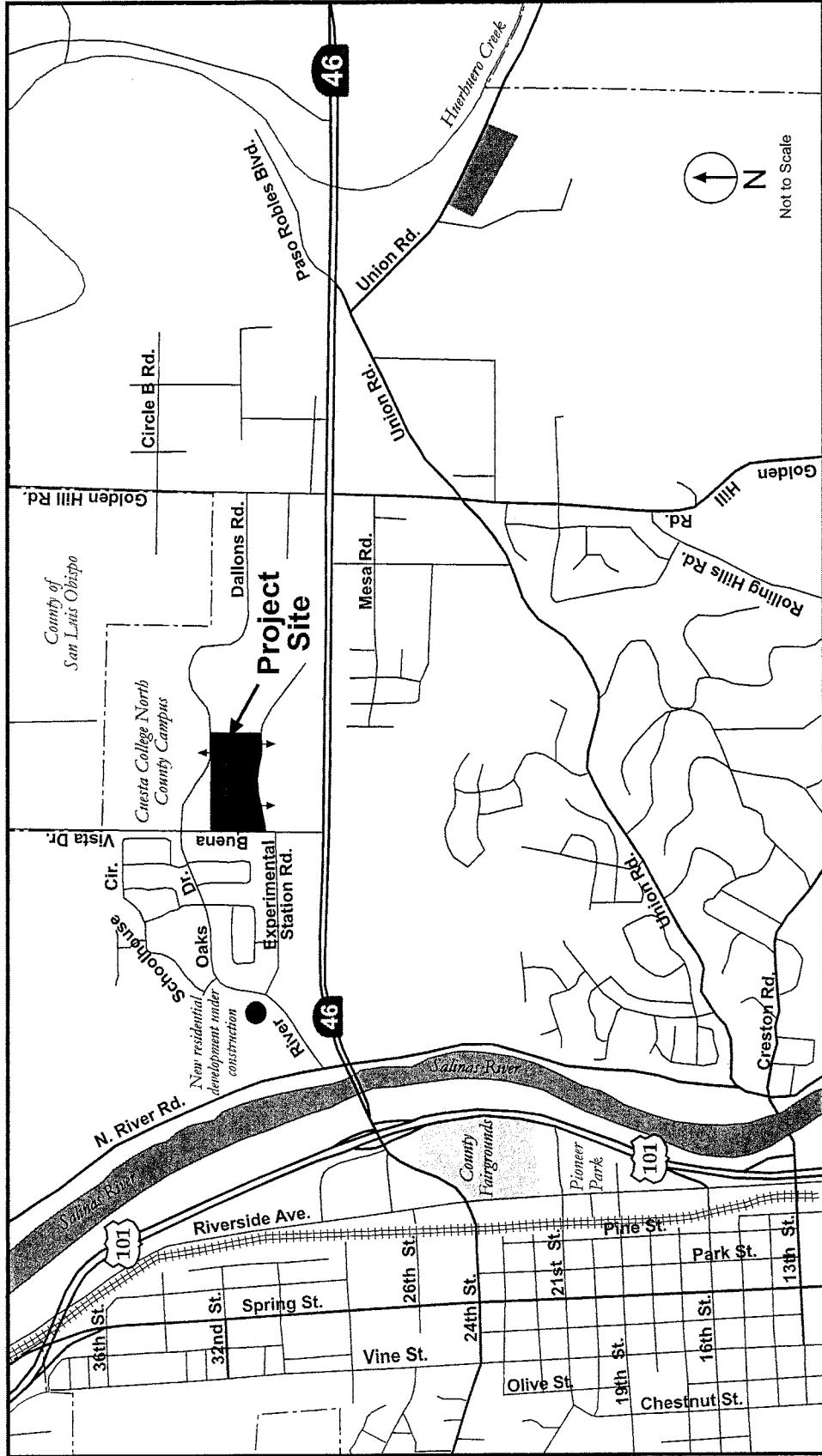
Penfield & Smith obtained turning movement counts from the Chandler Ranch FEIR (May 2006) for the intersection of SR 46 and Buena Vista Drive. Per direction from Caltrans, the Friday summertime peak hour traffic volumes were used. New counts were collected by Penfield & Smith on March 3, 2005 for the remaining two study intersections. The counts were collected from 7 to 9 AM and from 4 to 6 PM and are illustrated in Exhibit 3. The existing intersection lane configurations are shown in Exhibit 4. The operating conditions at the intersections were determined using the analysis methods described in the Methodology section of this report. The results of the LOS calculations are summarized in Table 3.

**Table 3  
Existing Peak Hour Levels of Service**

Intersection	Traffic Control	AM Peak LOS	PM Peak LOS
State Route 46/Buena Vista Dr.	Signal	23.3 sec./veh- LOS C	17.0 sec./veh- LOS B
Buena Vista Dr./Experimental Station Rd.	Two-way Stop	9.9 sec./veh- LOS A	8.4 sec./veh- LOS A
Buena Vista Dr./River Oaks Dr./Dallons Rd.	All-way Stop	9.7 sec./veh- LOS A	8.9 sec./veh- LOS A

As shown in Table 3, all three study intersections currently operate within the City's acceptable level of service range during both peak hours.

**Vicinity Map**



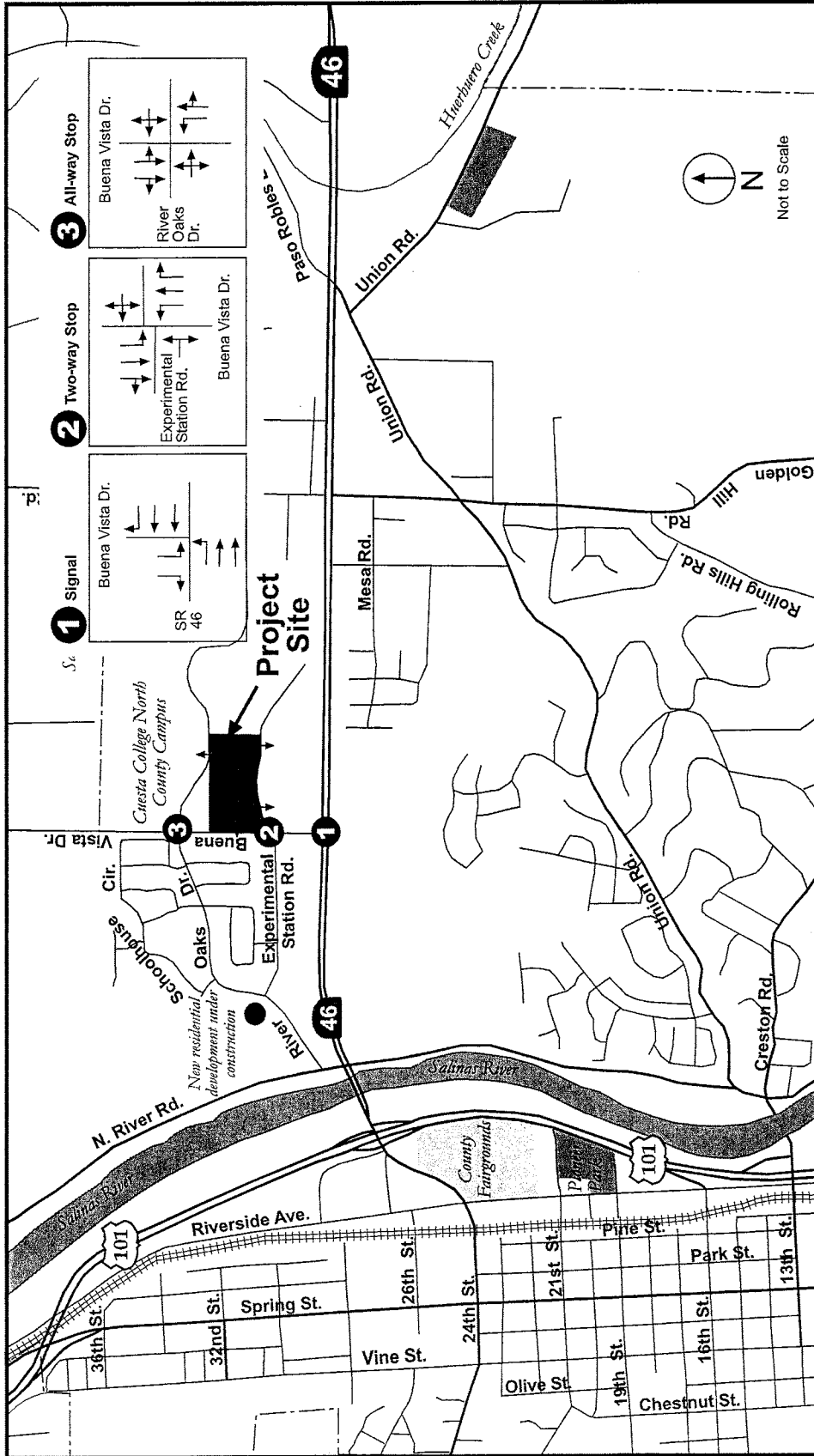
**1**

**BUENA VISTA PLACE RESIDENTIAL DEVELOPMENT  
Traffic Impact Study**





**Existing Intersection Lane Geometry**



**3**

**BUENA VISTA PLACE RESIDENTIAL DEVELOPMENT  
Traffic Impact Study**

## Traffic Impact Study- Buena Vista Place General Plan Re-zone

### Future Conditions

Penfield & Smith contacted Caltrans to determine the appropriate future volumes to be analyzed. Based on input from Caltrans, the "Year 2025 Base" conditions contained in the Chandler Ranch FEIR and the trips associated with the Golden Hill Business Park Expansion (contained in the Golden Hill Business Park Expansion Traffic Analysis, January 2006) were evaluated.<sup>2</sup> Based on the General Plan land use growth projections, which were utilized in the Citywide traffic model, year 2025 is projected to be the cumulative year when the General Plan build-out will occur. Since the model is based on the General Plan land use growth projections and include the trips generated by the Bastide Village project, the Bastide Village trips have been subtracted from the future volumes to establish the baseline future conditions specific to this project.

It should be noted that the potential Charolais Road over-crossing project, which was evaluated in the FEIR, does not affect the projected volumes at any of the study intersections. Therefore further analysis of the over-crossing project was not completed as part of this study. Data from the Chandler Ranch FEIR and Golden Hill study are provided in the appendix to this report.

### Study Roadways

#### *State Route 46*

Through the year 2025, the current two to four lane segments of SR 46 within Paso Robles will need to be upgraded. SR 46 carries approximately 26,800 ADT between U.S. 101 and Union Road. A 4.1% annual increase in interregional traffic on SR 46 is projected, resulting in the ADT increasing to approximately 60,450 ADT on this segment. This future volume only accounts for Friday, summertime traffic conditions and is therefore considered to be a conservative estimate. Under its current lane configuration with the increased ADT, this roadway segment is forecast to operate at LOS E. With the proposed improvements, the roadway operation would improve to LOS B.

#### *Buena Vista Drive*

Buena Vista Drive has a current roadway capacity configuration of a collector road, but has been identified in the City's Circulation Element to be improved to a four lane arterial. The average daily trips on Buena Vista are anticipated to increase from 3,200 ADT to approximately 12,000 ADT by 2025. With its existing lane configuration, the roadway is forecast to operate at LOS D. With the roadway improved to a four lane arterial, the roadway would operate at LOS B with the future volumes.

### Study Intersections

The Chandler Ranch Area FEIR includes future volumes for the Buena Vista Drive/SR 46 intersection only. Based on the available volumes, there would be an increase of approximately 400 morning peak hour northbound through trips on Buena Vista Drive and 550 afternoon peak hour northbound through trips. In addition, Penfield & Smith conducted a cursory analysis of the potential future turning movements at the Buena Vista Drive intersection at Experimental Station

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<sup>2</sup> According to the Golden Hill Traffic Analysis, only 57% of the project trip generation, or 19 acres would be new unapproved trips to the study area, as the remaining 43% of the project is simply resubdividing a portion of the previously approved business park adjacent to the project site. The future volumes reflect this percentage.

**Traffic Impact Study- Buena Vista Place General Plan Re-zone**

Road and at River Oaks Drive based on the City's current list of pending and approved development projects. The future intersection levels of service are summarized below and the future traffic volumes are illustrated in Exhibit 6.

**Table 4  
Future (2025) Conditions Peak Hour Levels of Service**

<b>Intersection</b>	<b>AM Peak LOS</b>	<b>PM Peak LOS</b>
State Route 46/Buena Vista Dr.	81.6 sec./veh- LOS F	100+ sec./veh- LOS F
Buena Vista Dr./Experimental Station Rd.	12.5 sec./veh- LOS B	15.4 sec./veh- LOS C
Buena Vista Dr./River Oaks Dr./Dallons Rd.	12.2 sec./veh- LOS B	11.2 sec./veh-LOS B

The Buena Vista Drive/SR 46 intersection is projected to operate at LOS F during both peak hours under the year 2025 traffic volumes with the existing intersection lane geometrics and control. The SR 46/Airport Road PSR recommends adding a second eastbound left turn lane from SR 46 to Buena Vista Drive (as needed to support future area development). While this improvement partially alleviates the projected future delay at the intersection, it does not result in LOS at the Caltrans standard of LOS C/D. The Chandler Ranch FEIR recommends the following additional intersection improvements, which are consistent with the General Plan concept for widening SR 46 to six lanes between US 101 and Airport Road.

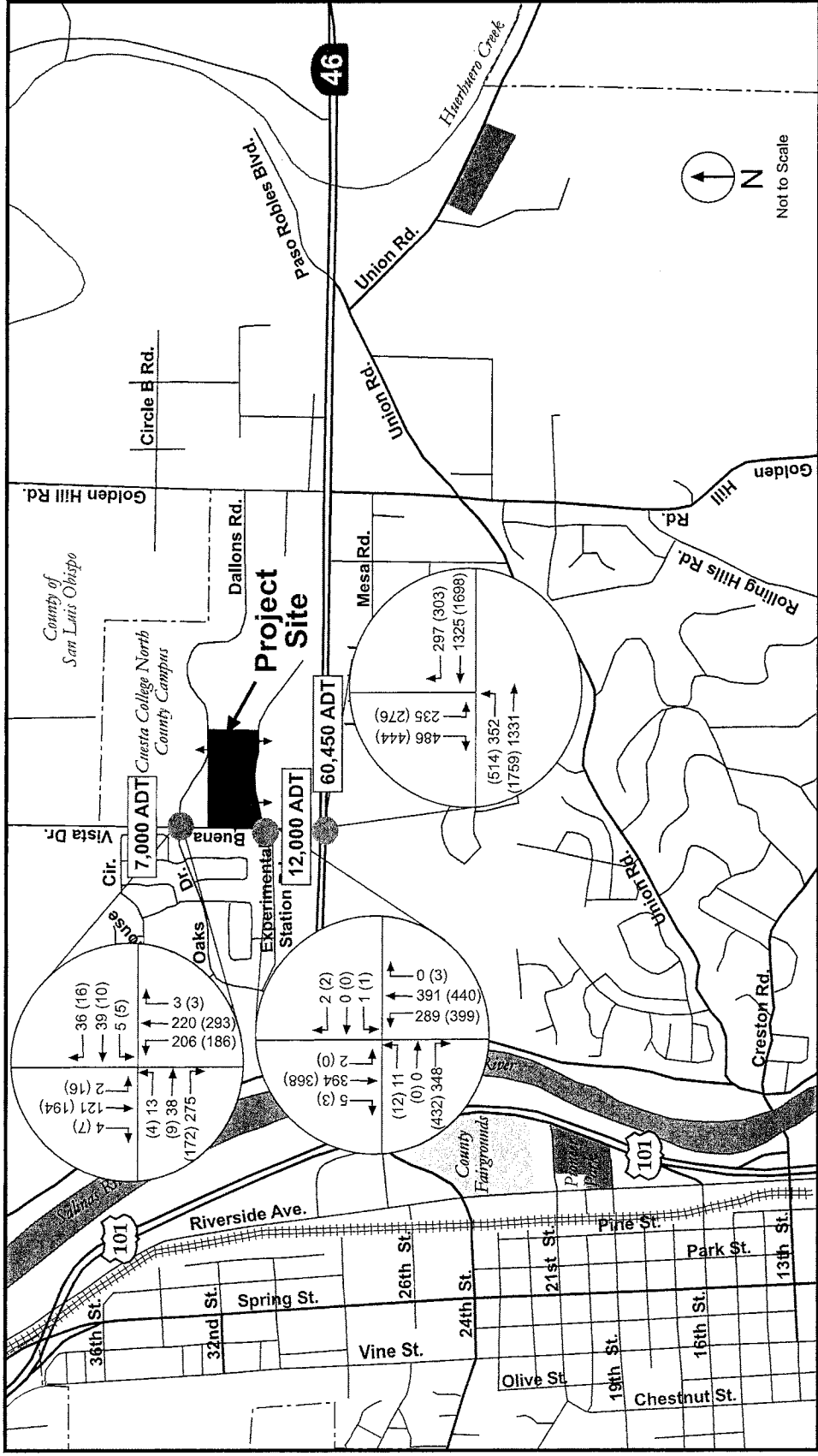
- Eastbound approach- Two left turn lanes, three through lanes
- Westbound approach- Three through lanes, one right turn lane
- Southbound approach- One left turn lane, one right turn lane

With the above General Plan improvements and construction of the Charolais Road Bridge project, the intersection is forecast to operate at LOS C during both peak hours. The projected LOS contained in the Chandler Ranch FEIR is provided in the appendix to this report.

The remaining study intersections will continue to operate within the City's acceptable level of service range during both peak hours, without the need for intersection improvements. It should be noted that neither intersection has been identified in the City's Circulation Element as potentially requiring improvements.

**Future Roadway ADT and Intersection Peak Hour Volumes\***

\*Includes trips generated by the Golden Hill Business Park Expansion project.



**Traffic Impact Study- Buena Vista Place General Plan Re-zone**

**Project Trip Generation**

The trip generation for the project has been determined using the trip generation rates contained in Trip Generation, 7<sup>th</sup> Edition, Institute of Transportation Engineers, 2003 which are presented in Table 5.

**Table 5  
Project Trip Generation Rates [1]  
(Per Dwelling Unit)**

Land Use	ITE Code	Daily Rate [2]	AM Peak Hour Rate [2]			PM Peak Hour Rate [2]		
			In	Out	Total	In	Out	Total
Apartment	ITE- 220	6.72	0.10	0.41	0.51	0.40	0.22	0.62

[1] Source: ITE Trip Generation Manual, 7<sup>th</sup> Edition, 2003.  
[2] Trips rates represent one-way traffic movements, entering or leaving.

Based on the published trip generation rates, the maximum development potential of 136 units could generate 917 average daily trips, with 69 trips occurring during the AM peak hour and 85 trips occurring during the PM peak hour. As a comparison, the Bastide Village project which was previously approved by the City and resulted in the General Plan Amendment to allow a resort/lodging overlay was estimated to generate 655 ADT, 43 morning peak hour trips and 56 afternoon peak hour trips.<sup>3</sup> The project trip generation for both projects is summarized in Table 6.

**Table 6  
Project Trip Generation**

Land Use	Size	ADT	AM Peak Hour Trips			PM Peak Hour Trips		
			In	Out	Total	In	Out	Total
<b>General Plan Re-zone: Maximum Density</b>	136 Multi-Family Units	914	14	55	69	55	30	85
<b>Current GP Allows:</b> Resort Hotel Single Family Homes	80 rooms 17 SFD	655	25	18	43	28	28	56
<b>Net Increase in Trips</b>		259	-11	37	26	27	2	29

**Project Trip Distribution**

For the purposes of this analysis, it was assumed that access to the site would be provided via four driveways, including one driveway on Buena Vista Drive, one driveway on Dallons Road and two driveways on Experimental Station Road.

<sup>3</sup> Trip Generation obtained from Bastide Village Project Traffic and Circulation Study, Associated Transportation Engineers, November 19, 2002.

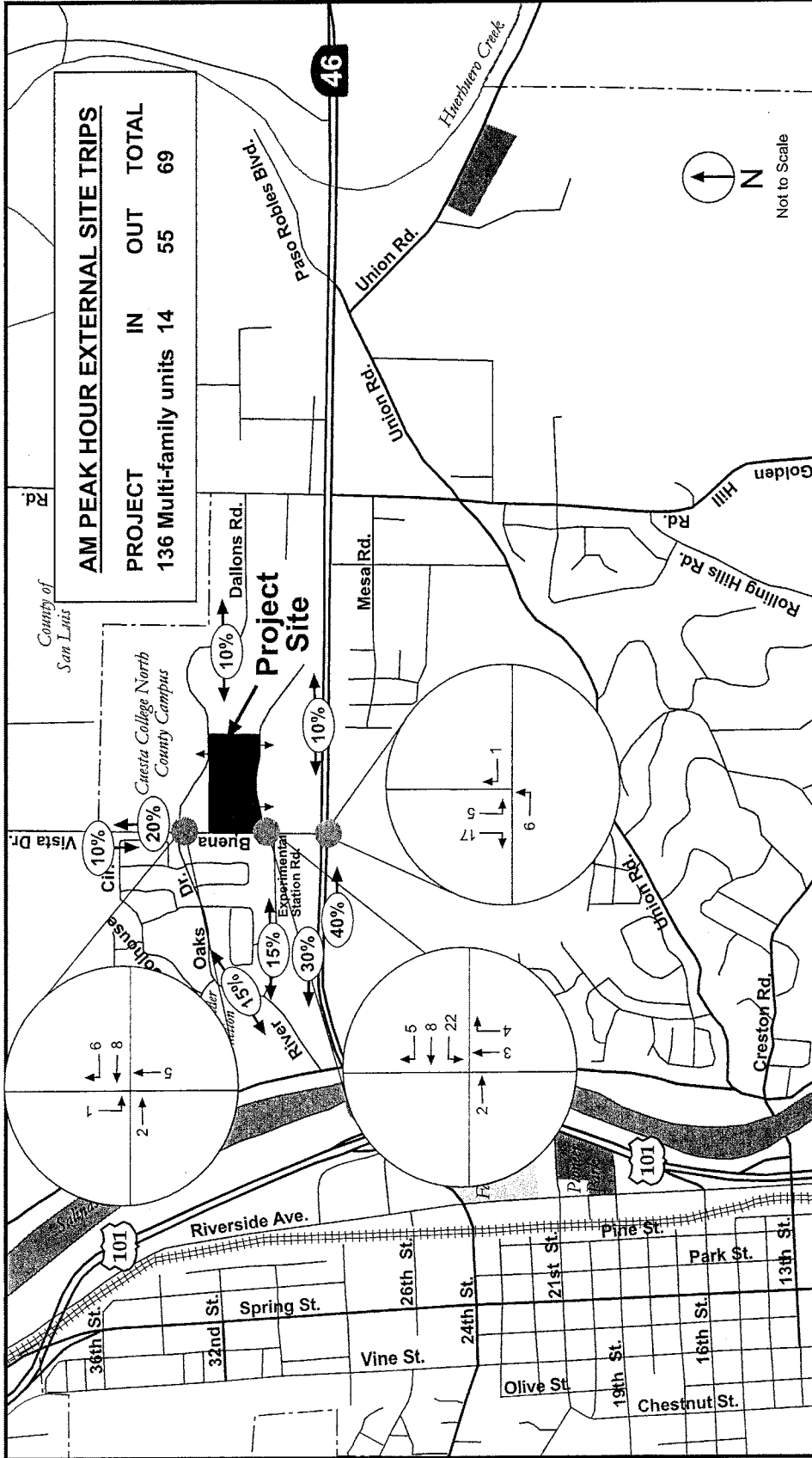
**Traffic Impact Study- Buena Vista Place General Plan Re-zone**

The project related traffic for the AM peak hour (69 trips) and the PM peak hour (85 trips) were distributed and assigned to the local street network based on the type of existing and proposed land uses and current traffic flows in Paso Robles. The percentage of project traffic distributed on the road system, as well as the actual volumes, is illustrated in Exhibits 6 and 7. In general, the project traffic was distributed as follows:

**Table 7  
Project Trip Distribution**

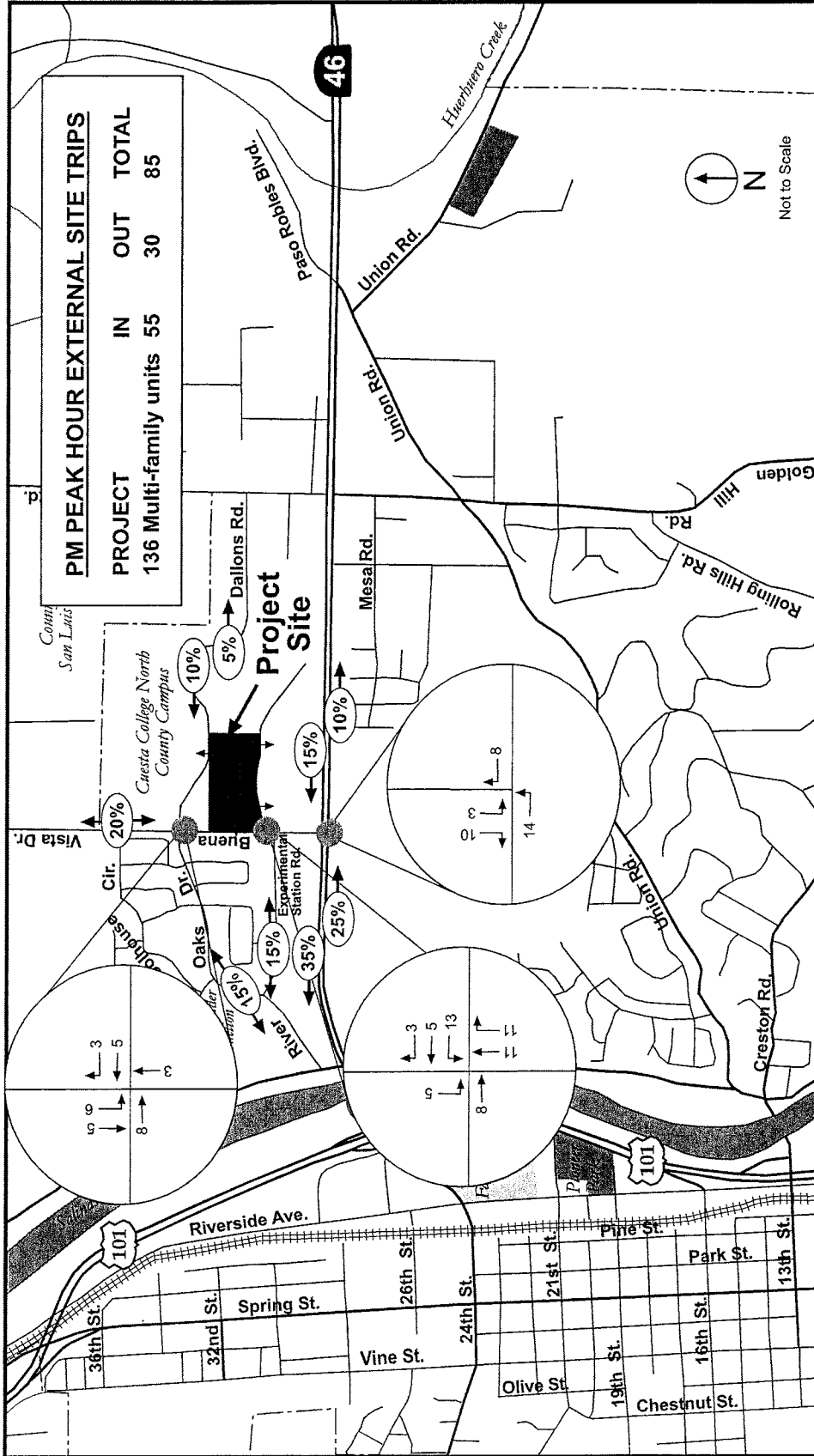
Direction	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
River Oaks Dr. west	15%	15%	15%	15%
Dallons Road- east	10%	10%	10%	5%
Experimental Station Rd.- west	15%	15%	15%	15%
SR 46- west	40%	30%	25%	35%
SR 46- east	10%	10%	15%	10%
Buena Vista Dr.- north	10%	20%	20%	20%
Total	100%	100%	100%	100%

**AM Peak Hour Project Trip Generation & Distribution**





**PM Peak Hour Project Trip Generation & Distribution**



**6**

**BUENA VISTA PLACE RESIDENTIAL DEVELOPMENT  
Traffic Impact Study**

**Existing Plus Project Analysis**

Buildout of the site would add 69 trips in the morning peak hour and 85 trips in the afternoon peak hour. Based on the project traffic distribution depicted in Exhibits 6 and 7, the project traffic was added to the existing peak hour traffic volumes and the intersection analyses were recalculated. The results of these calculations are summarized in Tables 8 and 9. The technical level of service worksheets are provided in the Appendix to this report. The existing plus project traffic volumes are illustrated in Exhibit 8.

**Table 8  
AM Peak Hour  
Existing Plus Project Intersection Level of Service**

Intersection	Existing AM Peak LOS	Existing + Project AM Peak LOS	Project-added trips	Impact?
State Route 46/Buena Vista Dr.	23.3 sec./veh- LOS C	23.4 sec./veh- LOS C	29 trips	No
Buena Vista Dr./ Experimental Station Rd.	9.9 sec./veh- LOS A	11.8 sec./veh- LOS B	44 trips	No
Buena Vista Dr./River Oaks Dr./ Dallons Rd	9.7 sec./veh- LOS A	10.0 sec./veh- LOS B	22 trips	No

**Table 9  
PM Peak Hour  
Existing Plus Project Intersection Level of Service**

Intersection	Existing PM Peak LOS	Existing + Project PM Peak LOS	Project-added trips	Impact?
State Route 46/Buena Vista Dr.	17.0 sec./veh.- LOS B	17.9 sec./veh.- LOS B	35 trips	No
Buena Vista Dr./ Experimental Station Rd.	8.4 sec./veh- LOS A	10.9 sec./veh- LOS B	56 trips	No
Buena Vista Dr./River Oaks Dr./ Dallons Rd	8.9 sec./veh- LOS A	9.1 sec./veh- LOS A	30 trips	No

As shown in Tables 8 and 9, all three study intersections would continue to operate within the City and Caltrans' acceptable level of service range with the project added traffic. The project is anticipated to add less than 100 average daily trips to Buena Vista Drive and approximately 800 trips to SR 46. Both roadways could accommodate the increase in traffic associated with the project. Therefore the project is not anticipated to contribute any significant intersection or roadway impacts for the existing plus project conditions.



**Traffic Impact Study- Buena Vista Place General Plan Re-zone**

**Future Plus Project Analysis**

The future traffic conditions are based on traffic volume forecasts derived from the Citywide traffic model 2025 Base Scenario contained in the Chandler Ranch FEIR. In addition the trips associated with the Golden Hill Business Park Expansion project (which was approved since the model run) have been added to the forecasted volumes. Since the model is based on the General Plan land use growth projections and include the trips generated by the Bastide Village project, the Bastide Village trips have been subtracted from the future volumes to establish the baseline future conditions. The trips generated by the current proposal were then added to the future volumes and the intersection levels of service were recalculated with the new project trips. The results of the LOS calculations are summarized in Tables 10 and 11. The future plus project traffic volumes are illustrated in Exhibit 9.

**Table 10  
AM Peak Hour  
Future (2025) Plus Project Intersection Level of Service**

<b>Intersection</b>	<b>Year 2025 AM Peak LOS</b>	<b>Year 2025 + Project AM Peak LOS</b>	<b>Project- added trips</b>	<b>Impact?</b>
State Route 46/Buena Vista Dr.	81.6 sec./veh.- LOS F	81.9 sec./veh.- LOS F	29 trips	<b>Yes</b>
Buena Vista Dr./ Experimental Station Rd.	12.5 sec./veh.- LOS B	14.7 sec./veh.- LOS B	44 trips	No
Buena Vista Dr./River Oaks Dr./ Dallons Rd	12.2 sec./veh.- LOS B	12.6 sec./veh.- LOS B	22 trips	No

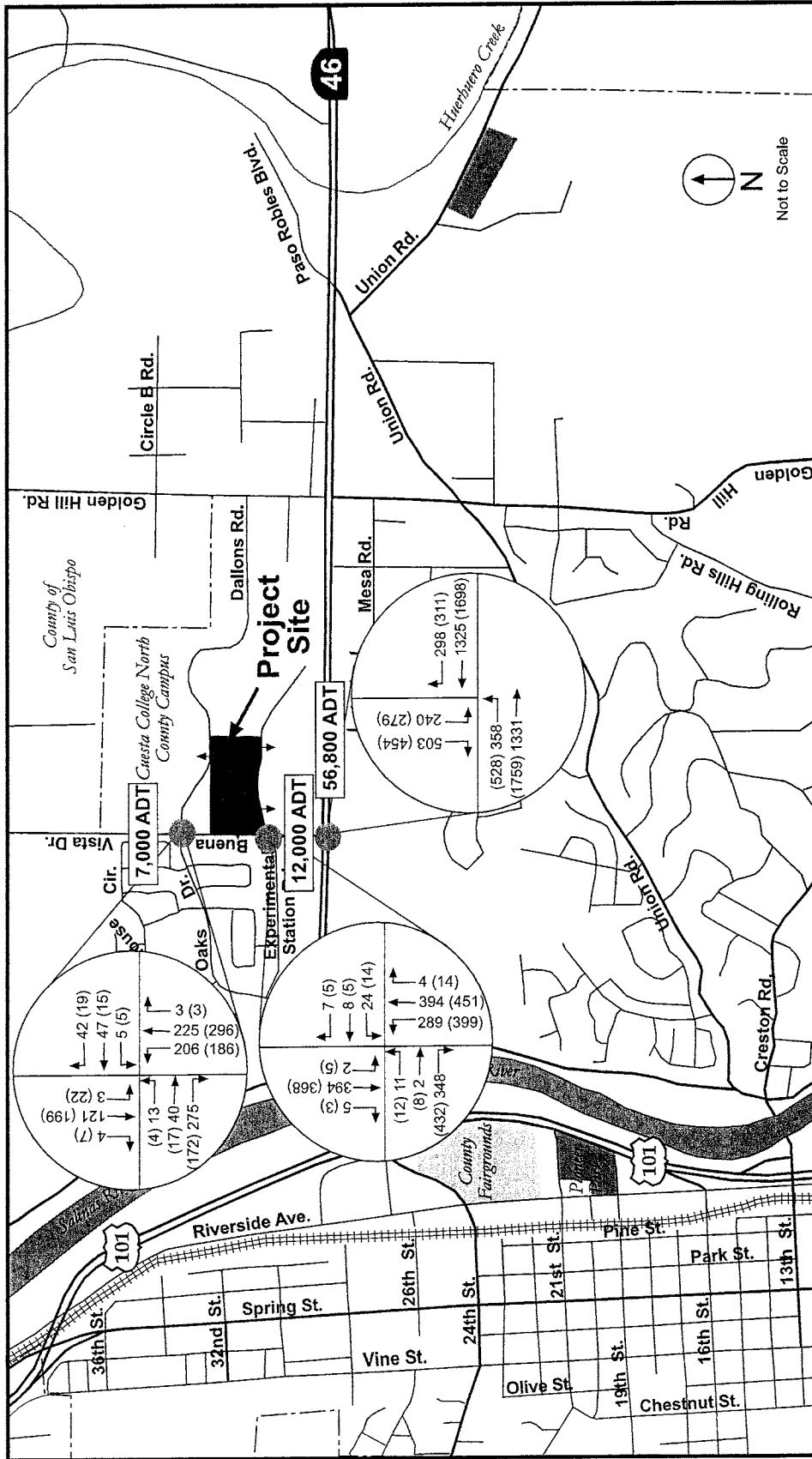
**Table 11  
PM Peak Hour  
Future (2025) Plus Project Intersection Level of Service**

<b>Intersection</b>	<b>Year 2025 PM Peak LOS</b>	<b>Year 2025 + Project PM Peak LOS</b>	<b>Project- added trips</b>	<b>Impact?</b>
State Route 46/Buena Vista Dr.	100+ sec./veh.- LOS F	100+ sec./veh.- LOS F	35 trips	<b>Yes</b>
Buena Vista Dr./ Experimental Station Rd.	15.4 sec./veh.- LOS C	19.7 sec./veh.- LOS C	56 trips	No
Buena Vista Dr./ River Oaks Dr./Dallons Rd	11.2 sec./veh.- LOS B	11.6 sec./veh.- LOS B	30 trips	No

The SR 46/Buena Vista Drive intersection is forecast to operate at LOS F during the both peak hours with the project-added traffic. The development would add 29 morning peak hour trips and 35 afternoon peak hour trips to this intersection. The improvements currently being evaluated are discussed in the Future Conditions section of this report.

The Buena Vista Drive/Experimental Station Road intersection will result in an overall level of service of LOS C with the project traffic. However, the westbound approach of the intersection will experience increased delay for the westbound left turn movements. The Buena Vista Drive/River Oaks Drive/Dallons Road intersection will continue to operate at LOS B during both peak hours with the project traffic.

**Future + Project Intersection Peak Hour Volumes**



### **3. CONCLUSION**

Based on the City's Development Policies, as conditions of approval, any development on the site would be responsible for the following:

- Dedication to provide a minimum of one half of the right of way of the adjacent streets, as indicated by the CMP unless a precise plan line showing off set dedications has been adopted.
- Improvements of any and all streets that border development sites, to the centerline plus 12-feet or beyond if necessary to provide safe access in the judgment of the City Engineer.
- Improvements of all interior and adjacent streets to City standards and specifications.
- Provision of adequate access to all parcels, whether existing, proposed, or potential.
- Provision of adequate access for emergency vehicles and for emergency evacuation for each development phase.
- Design of local streets and access to parcels in such a manner as to minimize impacts to safe and efficient traffic flow.
- Design of streets to minimize grading.
- Construction of required street improvements shall occur prior to occupancy of new construction.
- Payment of any traffic mitigation fees that have been developed consistent with the requirements of AB 1600 and adopted by the City Council.

**RESOLUTION NO:**

**A RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF PASO ROBLES  
RECOMMENDING ADOPTION TO THE CITY COUNCIL  
OF A NEGATIVE DECLARATION FOR  
GENERAL PLAN AMENDMENT 07-001(a), REZONE 06-006,  
AND BORKEY SPECIFIC PLAN AMENDMENT 07-001  
BUENA VISTA DRIVE AND EXPERIMENTAL STATION ROADS, APN 025-391-014  
APPLICANT – DAN LLOYD, BUENA VISTA PLACE LLC**

**WHEREAS**, General Plan Amendment 07-001, Rezone 07-001 and Borkey Specific Plan Amendment 07-001 has been filed by Buena Vista Place LLC; and

**WHEREAS**, General Plan Amendment 07-001 is a request to amend the land use designation from Residential Single Family (RSF 1) with Resort/Lodging (RL) and Specific Plan (SP) Overlay Districts to Residential Multiple Family, 8 units per acre (RMF 8) with Planned Development, Resort/Lodging, and Specific Plan overlays; Rezone 07-001 is a request to rezone property from Single- Family Residential to Multi-Family Residential (RMF 8) with Resort/Lodging and Specific Plan Overlay (R/L-SP), and Borkey Specific Plan Amendment 07-001 is a request to amend the Borkey Area Specific Plan to reflect the proposed changes in the General Plan and Zoning designations of the subject project site; and

**WHEREAS**, the City Council of the City of El Paso de Robles adopted an updated General Plan in December 2003; and

**WHEREAS**, this General Plan Amendment and Zoning Map Amendment is consistent with the General Plan; and

**WHEREAS**, the General Plan Environmental Impact Report (EIR) considered and evaluated potential impacts that may result from implementation of the General Plan, and includes mitigation measures as appropriate; and

**WHEREAS**, the proposed amendments may allow for urban infill and more compact development than currently allowed in the RSF-1 land use category and R-1 zoning district; and

**WHEREAS**, future development that may be proposed in compliance with the land uses permitted and applicable development standards and regulations, in the Zoning Ordinance, General Plan, and Borkey Specific Plan will be evaluated to determine specific development project impacts; and

**WHEREAS**, an Initial Study was prepared pursuant to the California Environmental Quality Act (CEQA) to evaluate whether this project would result in environmental impacts, and the City has determined that this project, which is a legislative amendment, will not result in significant environmental impacts if mitigation measures included with the Initial Study that establish the scope of issues for any future development of this property, in addition to project specific development impacts are applied; and

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

**WHEREAS**, no public comments or responses were received in regard to the Draft Negative Declaration and Initial Study prepared for these amendments; and

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

**WHEREAS**, a public hearing was conducted by the Planning Commission on April 10, 2007 to consider the Initial Study, the proposed Negative Declaration prepared for the proposed project, and to accept public testimony on the General Plan Amendment, Rezone, Specific Plan Amendment, and environmental determination; and

**WHEREAS**, based on the information and analysis contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the Planning Commission finds that there is no substantial evidence that there would be a significant impact on the environment as a result of the development and operation of the proposed project.

**NOW, THEREFORE, BE IT RESOLVED**, by the Planning Commission of the City of El Paso de Robles, based on its independent judgment, that it does hereby recommend the City Council adopt a Mitigated Negative Declaration for GPA 07-001, Rezone 07-001 and Borkey SPA 07-001 in accordance with the Statutes and Guidelines of the California Environmental Quality Act (CEQA) and the City's Procedures for Implementing CEQA.

**PASSED AND ADOPTED THIS** 10th day of April, 2007, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

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CHAIRMAN MARGARET HOLSTINE

---

RON WHISENAND, PLANNING COMMISSION SECRETARY



ORDINANCE NO. XXX N.S.

AN ORDINANCE OF THE CITY OF EL PASO DE ROBLES  
AMENDING TITLE 21, ZONING, OF THE MUNICIPAL CODE  
REZONING PROPERTY TO MULTIPLE-FAMILY RESIDENTIAL WITH  
RESORT/LODGING AND SPECIFIC PLAN OVERLAYS (R-2-R/L-SP) FOR  
PROPERTY LOCATED AT THE INTERSECTION OF BUENA VISTA DRIVE  
AND EXPERIMENTAL STATION ROAD, APN 025-391-014  
APPLICANT – BUENA VISTA LLC  
ZONING MAP AMENDMENT 06-006

WHEREAS, the current Zoning of subject property is Single Family Residential (R-1 B-4) with Resort Lodging and Specific Plan Overlay; and

WHEREAS, this Zoning Map Amendment to change the zoning to R-2 will allow multiple-family residential development of this property, with a maximum residential density of 8 dwelling units per acre; and

WHEREAS, at its meeting of April 10, 2007, the Planning Commission took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;
- c. Recommended that the City Council approve the proposed ordinance; and

WHEREAS, based on consideration of information received at its meeting of May 1, 2007, the City Council took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;
- c. Considered the Commission's recommendation from the Planning Commission's April 10, 2007 public meeting;
- d. Introduced said ordinance for the first reading; and

WHEREAS, on May 1, 2007, the City Council held second reading of said ordinance.

NOW, THEREFORE, the City Council of the City of El Paso de Robles does hereby ordain as follows:

SECTION 1. The zoning map amendment is hereby established on the official Zoning Map as shown in Exhibit A.

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

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

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

SECTION 5. Inconsistency. To the extent that the terms or provisions of this Ordinance may be inconsistent or in conflict with the terms or conditions of any prior City ordinance(s), motion, resolution, rule, or regulation governing the same subject matter thereof, such inconsistent and conflicting provisions of prior ordinances, motions, resolutions, rules, and regulations are hereby repealed.

Introduced at a regular meeting of the City Council held on May 1, 2007, and passed and adopted by the City Council of the City of El Paso de Robles on the 15th day of May, 2007, by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

---

Frank R. Mecham, Mayor

ATTEST:

---

Deborah Robinson, Deputy City Clerk



RESOLUTION NO. \_\_\_\_\_

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PASO ROBLES  
APPROVING GENERAL PLAN AMENDMENT 07-001  
MODIFYING THE GENERAL PLAN DESIGNATION OF PROPERTY ON BUENA VISTA DRIVE  
FROM SINGLE FAMILY RESIDENTIAL-RESORT/LODGING AND SPECIFIC PLAN OVERLAY  
(RSF-1 R/L) TO MULTIPLE-FAMILY RESIDENTIAL WITH  
RESORT-LODGING AND SPECIFIC PLAN OVERLAY (RMF-8 R/L)  
AND AMENDING THE BORKEY AREA SPECIFIC PLAN  
TO INCORPORATE THIS CHANGE  
APPLICANT – DAN LLOYD, BUENA VISTA PLACE, LLC  
(APN 025-391-014)

---

WHEREAS, the following application to amend the Land Use Map was filed as General Plan Amendment 07-001(a), as a General Plan Map Amendment (Land Use Element) to amend the General Plan Land Use Map designation from Residential Single Family (RSF-1) with Resort/Lodging (RL) and Specific Plan (SP) Overlay to Residential Multiple Family, 8 units per acre (RMF-8) with Planned Development, Resort/Lodging, and Specific Plan overlays; and

WHEREAS, this request would also amend the Borkey Area Specific Plan to reflect the General Plan and Zoning Amendments; and

WHEREAS, the property is located northeast of the intersection of Buena Vista Place and Experimental Station Road, (APN 025-391-014), and the applicant is the property owner Dan Lloyd, Buena Vista Place LLC; and

WHEREAS, at its meeting of April 10, 2007, the Planning Commission took the following actions:

- a. Considered the facts and analysis, as presented in the staff reports prepared for this amendment;
- b. Conducted public hearings to obtain public testimony on the parts of this amendment;
- c. Considered public testimony from all parties;
- d. Based on the information contained in the Initial Study prepared for the project, the Planning Commission found that there was no substantial evidence that approval of this portion of the amendment would have significant adverse effects on the environment and recommended that the City Council approve a Mitigated Negative Declaration for this amendment;

WHEREAS, at its meeting of May 1, 2007, the City Council took the following actions:

- a. Considered the facts and analysis, as presented in the staff reports prepared for this amendment, including the recommendations of the Planning Commission;
- b. Conducted a public hearing to obtain public testimony on this amendment;

- c. Based on its independent judgment, found that there was no substantial evidence that this amendment would have significant adverse effect on the environment and approved a Mitigated Negative Declaration for this General Plan amendment in accordance with the California Environmental Quality Act;

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of El Paso de Robles, California, finds that this amendment to the General Plan Land Use Element Map in Figure LU-6C, in the manner shown on the attached Exhibit "A", is compatible with the surrounding land uses in the vicinity. The City Council also finds that the proposed amendment would support implementation of the 2006 Economic Strategy.

PASSED AND ADOPTED by the City Council of the City of Paso Robles this 1<sup>st</sup> day of May, 2007 by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

---

Frank R. Mecham, Mayor

ATTEST:

---

Deborah Robinson, City Clerk



PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL  
PROJECT NOTICING

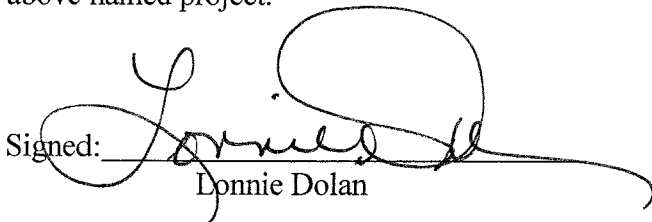
Newspaper: Tribune

Date of Publication: March 12, 2007

Meeting Date: April 10, 2007  
(Planning Commission)  
May 1, 2007  
(City Council)

Project: General Plan Amendment  
07-001(a) & Rezone 06-006  
(Buena Vista Pl/Lloyd - n/e  
corner Buena Vista & Experi-  
mental Station Road)

I, Lonnie Dolan, employee of the Community  
Development Department, Planning Division, of the City  
of El Paso de Robles, do hereby certify that this notice is  
a true copy of a published legal newspaper notice for the  
above named project.

Signed:   
Lonnie Dolan

forms/newsaffi.691

**CITY OF EL PASO DE ROBLES  
NOTICE OF PUBLIC HEARING**  
**NOTICE OF INTENT TO CONSIDER A  
GENERAL PLAN AND ZONING MAP  
AMENDMENT (06-006) AND TO ADOPT  
A NEGATIVE DECLARATION**

**NOTICE IS HEREBY GIVEN** that the City of El Paso de Robles will hold two Public Hearings to consider a General Plan and Zoning Map Amendment and a draft Negative Declaration for said amendments.

The Planning Commission will consider these amendments at a Public Hearing on Tuesday, April 10, 2007, and the City Council will consider these amendments and introduce the Zoning Amendment at a Public Hearing on May 1, 2007. Both meetings will be held at 7:30 p.m. at the City of El Paso de Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers.

The two hearings will consider the following project and associated draft Negative Declaration:

GPA/Rezone 06-006: A request to amend the General Plan Land Use designation from Residential Single Family with a Resort Lodging Overlay (RSF-1 R/L Overlay) to Residential Multi-Family Low Density with a Resort Lodging Overlay (RMF-8 R/L Overlay) and to rezone the property from Residential Single Family with a Resort Lodging Overlay (R-1, B-4 R/L Overlay) to Multi-Family Residential with a Resort Lodging Overlay (R-2 R/L Overlay) for property located on the northeast corner of Buena Vista Road and Experimental Station Road, (APN 025-391-014).

The draft Negative Declaration to be considered is a statement that there will be no significant environmental impacts resulting from the proposed project, in accordance with the provisions of the California Environmental Quality Act (CEQA).

The public review period for this project is March 12, 2007 through April 10, 2007. The proposed project and Negative Declaration may be reviewed at the Community Development Department, 1000 Spring Street, Paso Robles, California. Copies may be purchased for the cost of reproduction.

Written comments on the proposed Amendments and corresponding Negative Declaration may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446, provided that the comments are received prior to the time of the public hearing. Oral comments may be made at the hearing. Should you have any questions regarding this application, please call Susan DeCarli at (805) 237-3970.

If you challenge the proposed Amendments or Negative Declaration 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 hearing.

Susan DeCarli, AICP  
City Planner  
March 12, 2007


6549127

**AFFIDAVIT  
OF MAIL NOTICES**

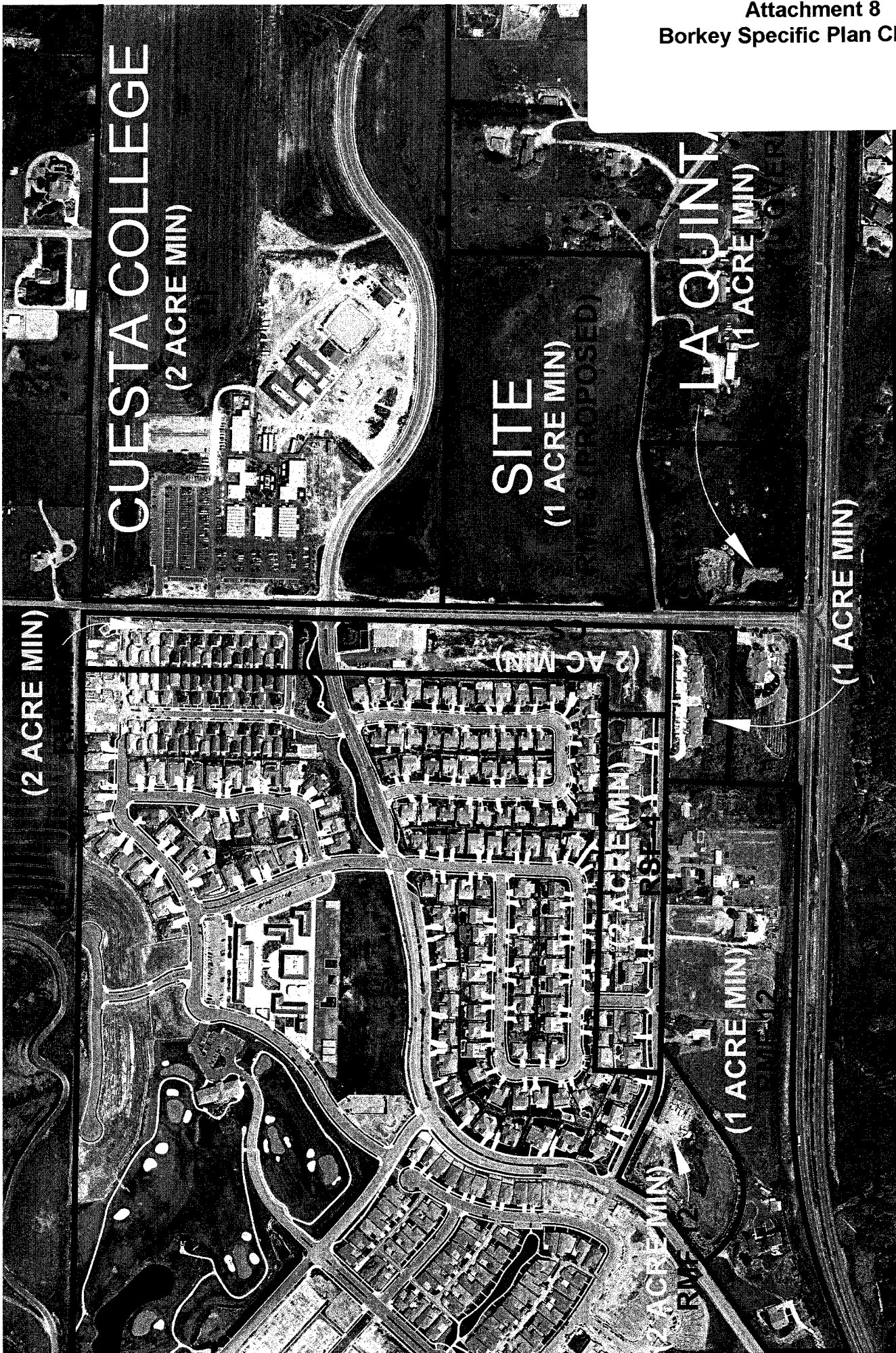
**PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING**

I, Susan DeCarli, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for GPA/SPA/Rezone 07-001 on this 28th day of March 2007.

City of El Paso de Robles  
Community Development Department  
Planning Division

Signed:   
Susan DeCarli





**LEGEND**  
(BORKEY SP LAND USE)  
**LAND USE 200**



# BORKEY SPECIFIC PLAN LAND USE CHANGES



GENERAL PLAN, SPECIFIC PLAN AND CITY POLICIES  
COMPATIBILITY DISCUSSION

Buena Vista Place

April 2, 2007

Buena Vista Place Project Description

Buena Vista Place is a proposed residential community located on Buena Vista Drive on an existing vacant 20 acre parcel. It is located east of Buena Vista Drive, south of the Cuesta College North County Campus and north of Experimental Station Road. It is within the Borkey Specific Plan area.

The design of the neighborhood is based upon the principles of Traditional Neighborhood Design (TND). The components of a TND are:

- Parks, schools, transit and commercial establishments located within walking distance of homes
- Residences with pedestrian scale front yard setbacks and front porches
- De-emphasis of the automobile by utilizing detached garages at the rear of the homes or by accessing garages through alleys
- A network of streets and paths suitable for pedestrians, bicyclists, and vehicles
- Narrower streets with crosswalks, bulb outs, extensive landscaping, and other traffic-calming measures
- In-scale development that fits the local context
- Buildings oriented to the street with parking behind
- Neighborhoods with a pedestrian and social center.
- A variety of housing types

These features have been incorporated into the design of the 119 home neighborhood. The location of the neighborhood is ideal for a Traditional Neighborhood Design. Cuesta College is located to the north, future commercial is located to the west and an elementary school is located within walking distance. It is also located on an existing transit route.

## Buena Vista Place Project Description (Continued)

The focus of the neighborhood is the 1.5 acre park located in the center of the neighborhood. The park is 90' wide and 700' long with homes fronting directly onto the park. Patios on the fronts of these homes provide a clear physical and social connection to the park where parents can watch their children play in the park area. This intentional integration of design elements encourages social interaction as the front doors of these homes are accessed through a series of meandering walkways through the park. With the "eyes on the park" neighbors look after neighbors and provide a high level of security for the neighborhood. The social benefits of this layout are tremendous, providing opportunities for neighbors to easily interact.

The emphasis of Buena Vista place is the creation of a livable, walkable neighborhood. Instead of a conventional approach to suburban design which focuses on the automobile, with the main feature of a home being the garage door, this plan de-emphasizes the automobile. The garages are either accessed through alleys or placed well behind the front of the residence. The roads are narrower than found in a typical suburban development and they incorporate traffic calming features such as bulb-outs to slow traffic and define parking areas. Parking is allowed only on one side of the street to provide a more pleasant streetscape.

Parking for residents and guests is well accommodated. Each home has a 2 car garage. The Paso Robles City zoning code requires guest parking at a ratio of one space for every 5 units. Our experience observing numerous TND projects has been that cars tend to dominate the neighborhood if there is not adequate off street parking. Buena Vista Place is proposing nearly 1 guest parking place for every unit, uniformly distributed throughout the neighborhood. The guest parking spaces are proposed to be low impact, utilizing permeable surfaces to break up the "paved" feel and to assist in storm water pollution prevention.

The variety of size and type of home in Buena Vista Place provides opportunities for first home buyers as well as those seeking a large custom home. Unlike a conventional suburban home project with 3 or 4 home styles there are 8 distinctly different types of homes in Buena Vista Place. The homes range from 1,300 sf duplexes to over 3,000 sf upscale homes. This results in a neighborhood with a broad socio-economic range. It also allows residents to "move up" in their own neighborhood.

## Land Use History

Please refer to the attached "Borkey Specific Plan Land Use Changes" Exhibit.

The properties in the area of the proposed General Plan Amendment were annexed into the City of Paso Robles in 1981.

The City then began the process of land use planning by engaging the professional services of both public and private entities to prepare the first Specific Plan for the City of Paso Robles, the Borkey Specific Plan (BSP), approved in 1988.

The Borkey Specific Plan was originally envisioned as a medium to low density suburban housing project with large lots of 2 to 2.5 acres decreasing to medium sized lots of 7,000 sf with a school site. The majority of the homes were in a suburban format with numerous cul-de-sacs, typical of suburban designs of the 1970's and 1980's in Paso Robles.

Virtually no development occurred during the first decade, 1988 to 1999.

In 1999 a General Plan Amendment was approved by the Planning Commission and City Council to update the Specific Plan to reflect more current thoughts on land use planning.

- The 5.45 acres of property to the west of our property, across Buena Vista Drive, was originally designated in the Borkey Specific Plan as rural residential with a minimum two-acre parcel size. It would have supported 3 homes.
  - The BSP was amended in 1999 and resulted in the property being rezoned to Neighborhood Commercial designation and has an approved development plan for a neighborhood commercial center. The current approved project consists of:
    - Commercial/Office Building – 27,655 square feet, 2 story
    - Gourmet Market – 18,809 square feet
    - Service Station – 2,180 square feet

### Land Use History (Continued)

- The 4 acre property to the northwest of our property was originally designated in the BSP as one house for every 2 acres. It would have supported 2 homes.
  - In 1999 the Planning Commission and the City Council approved a General Plan Amendment and Rezone to update the zoning to 12 units to the acre. This was a 24 fold increase in density.
    - As a result, The Cottages, a senior neighborhood, was approved by the City, has been constructed and now is home for residents of Paso Robles who enjoy a lifestyle which includes walking distance proximity to existing recreational facilities, spa facilities, on-site and Cuesta College educational and social opportunities, transportation links, a restaurant, and future commercial services.
- The 82.27 acre property to the north was originally designated in the Specific Plan as rural residential with a minimum density of one house per 2 acres. The plan area would have supported 27 homes.
  - In 1997 the Planning Commission and City Council approved a General Plan Amendment and Rezone to update the Specific Plan to:
    - Construct the North County Campus of Cuesta College
      - The Campus had 2,569 students in Spring of 2006.
      - The North County Campus employs approximately 140 full and part time employees.
      - An approved Master Plan provides for future development of the North County Campus to include extensive educational, recreational and cultural opportunities for the surrounding neighborhoods and the City in general.
      - The approved Master plan is a cornerstone of the 2006 City of Paso Robles Economic Strategy

### Land Use History (Continued)

- The property to the south, originally designated in the Specific Plan for one-acre minimum lot sizes, is now a 70-room La Quinta hotel with approval for 30 additional rooms and a future 5,000 sq. ft. restaurant soon to be added.
- Properties along Experimental Station Road between Hwy 46 and Experimental Station Road were originally designated at minimum 1 acre lots.
  - In 2003 the Planning Commission and City Council updated the General Plan and in the process increased the density from one unit to the acre to 12 units to the acre.
- Across Buena Vista to the south-west between Hwy 46 and Experimental Station Road, Martin-Weyrich has constructed 12 upscale residential leasehold housing units as well as a very popular winery, gift shop and banquet facility which serves as a tourist amenity.
- A Commercial Service parcel, originally designated for RV and trailer storage on Experimental Station Road, was updated by the Planning Commission and City Council in 2006, through a General Plan Amendment, to be Residential Multi-Family, 12 units to the acre.
- In 2001 our property was approved by the Planning Commission and City Council for an 80 room resort hotel complex based on a French village concept with a restaurant, culinary school complimenting Cuesta College, plaza areas with gift shops, employee housing, as well as 17 single family homes surrounding the hotel site.
  - On September 11, 2001 life in America changed. Travel was way down. The approved French Village Hotel could not receive financial support. The property owner put the project on hold.
    - The approval of the La Quinta hotel on the corner of Buena Vista Road and Hwy 46 saturated the area enough that the French Village Hotel, due to location and timing, was no longer a viable project.
- The parcels to the east of our property remain relatively unchanged from their original zoning of R-1 at this point in the evolution of the Borkey Specific Plan.

## Population Cap

In 2003, when the current General Plan was approved, the City Council set a population cap of 44,000 people. At the time, calculations were prepared by the City which demonstrated that adding up all the potential development of all the vacant property in the City would exceed by a slight amount this 44,000 population cap. In August 2005, the City staff brought revised calculations to the City Council for their review and approval. The changes in the calculations were the result of a change that the State Department of Finance made regarding the number of individuals per dwelling unit. As a result of this revision, the total population projection was recalculated to be 43,325 (see attached spreadsheet). This left a balance of 675 people, or approximately 250 units that could be added to the existing prescribed land uses in the City.

The Buena Vista Place project is requesting a land use designation of R-2 on a 20-acre parcel, which has the mathematical potential of achieving 160 lots. Due to the limitations of the terrain, the site can only support 136 homes under the proposed R-2 zoning designation. Based upon this revision to these calculations by the City, there is clearly a potential to revise the zoning of this property and still be consistent with the General Plan.

## Grading and Landform

The design of the proposed project has been focused on compatibility with the existing terrain as much as possible by utilizing stepped foundations in the vast majority of the home designs. The resulting landform will have a natural appearance of a hilltop-type development with the home sites stepping incrementally up the hill. The existing landform of the property consists of flat areas on the west and north sides of the property with two small hills on the south and east. The final design of the project would maintain a hill landform more centrally located on the site, and the buildings would step down the hillside utilizing the stepped foundations in the homes and using three to one maximum slopes underneath and between the buildings. The final result would have the appearance of buildings naturally following the slope of the hill. In the center of the project is a large open parkway which provides approximately 1.5 acres of community activity area and open space. This greenbelt amenity is generally flat, but would be graded to provide a natural landform character.

While the proposed grading for the project may not specifically comply with the literal interpretation of the current interim Hillside Grading Ordinance, through the construction of the homes on stepped foundations, it satisfies the intent of the Hillside Grading Ordinance by preserving existing land forms, minimizing cut slopes and using contour grading to adapt to the landform. When construction is completed, the prominence of the hill (hillside landform) will be evident.

## Housing Element

The proposed project is consistent with the Housing Element, specifically Goal H-1, which encourages the development of a range of housing types and densities. This particular project provides a range of housing on-site from duplexes to single family homes with detached garages to multi-level homes of different sizes. The price range of these homes will probably fall within what is normally considered to be work force and move up housing ranges.

## Circulation Element

The proposed project is consistent with the Circulation Element of the General Plan, specifically Policy CE-1F which calls for safe and convenient pedestrian access, particularly access to Kermit King Elementary School and Cuesta College. This project is proposing housing in very close pedestrian proximity to the college as well as an access to Dallons Road for increased automobile connectivity. The traffic study prepared for the proposed GPA indicates that the traffic impacts to the area are insignificant and could be mitigated by payment of the AB1600 impact fees currently in place by the City. Contributions of impact fees would be in excess of \$2,500,000.

## City of Paso Robles Economic Strategy

The recently approved City of Paso Robles Economic Strategy clearly encourages higher density, compact urban styles of designs for residential living. This project with its extensive network of pedestrian and vehicular access in a compact form meets this goal. The project has been designed to be pedestrian oriented and at the same time provide significant usable public open space for the residents, as well as private open space on each site lot.

## Conclusion

The current zoning designation of our property at one house to the acre is inconsistent with the vast majority of the current land use patterns in the area as well as current Smart Growth and Traditional Neighborhood Design principles the City is seeking to incorporate into current and future neighborhoods of our community. It is inconsistent with the goals of the Paso Robles Economic Strategy.

This is an opportunity to create a more appropriate land use for this property which would embrace traditional neighborhood designs, utilizing extensive public and private open spaces with complementary housing designs to create a neighborhood with a sense of community and physical and social center. Many neighborhood supporting services exist within walking distance of this property, including elementary and college campuses, a restaurant, spa services, wine tasting, shopping, recreation, and additional extensive approved future commercial and office facilities.



### Conclusion (Continued)

This property provides the opportunity to incorporate efficient land use into a fabric of a broad spectrum of housing options, plus educational, recreational, shopping and employment opportunities within walking or biking distance of the neighborhood.

## DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET  
 SAN LUIS OBISPO, CA 93401-5415  
 PHONE (805) 549-3111  
 FAX (805) 549-3329  
 TDD (805) 549-3259  
<http://www.dot.gov/dist05>

Planning Division

Flex your power!  
 Be energy efficient!

February 26, 2007

SLO-46 PM -30.52

Susan DeCarli, AICP  
 City Planner  
 City of El Paso de Robles  
 1000 Spring Street  
 Paso Robles, CA. 93446

Dear Ms. DeCarli;

RE: Buena Vista Place General Plan Re-zone, Traffic Impact Study

The California Department of Transportation (Caltrans) has reviewed the above referenced project information and as a result, the following comments were generated.

#### General Comments

The traffic study has scoped this project to include the construction of 136 multi-family residential units. This parcel was formerly scoped to include the construction of the Bastide Village Project, an 80-room resort with conference facilities including a spa and also a bakery school.

The traffic study was acceptably prepared. The delineation of current traffic conditions (Level of Service - LOS) at key intersections and mainline State Route 46 East (SR 46E) are appropriate. The traffic study also utilized the Caltrans generated, 4.1 annual traffic growth rate for SR 46E mainline operations west of Airport Road. The methodology used for the traffic analysis was for the most part, consistent with the Department's Guidelines for the Preparation of Traffic Impact Studies. Below, please review the additional comments we have regarding the traffic study.

#### Specific Comments regarding the Traffic Study

1. (Ref. Page 8, *Study Roadways - State Route 46*) The first sentence in this paragraph refers to improvements that are anticipated to bring the LOS of 46E into an operationally acceptable range of LOS "B" from LOS "E". This paragraph needs to explain in some detail what these improvements are for the current 4-lane facility. We assume this would entail the widening of SR 46E to a 6-lane facility - designated as a freeway. Please stipulate. In recent a review of the

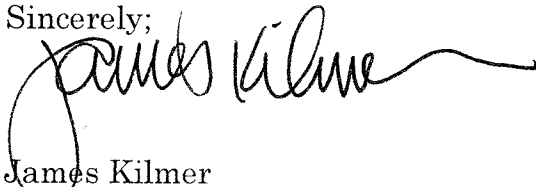
*"Caltrans improves mobility across California"*

City's update of its AB1600 Program, Caltrans requested that the City of Paso Robles create a financial set aside similar to the earmark created for the Charolais Road Crossing over the Salinas River. To this date, no formal preliminary engineering/environmental scoping document has been finalized for the Charolais Road Crossing and yet the City has a \$50 million earmark in its AB1600 Program for its construction. If a similar earmark could be included in the City's AB 1600 Program for a 46E 6-Lane Widening project, funds could be collected from projects such as Buena Vista Place for its ultimate widening. We continue to request this of the City.

2. (Ref. Page 9, 2<sup>nd</sup> Paragraph) This section does identify specific operational improvements that could be made at the SR 46E/Buena Vista Rd. intersection to maintain an acceptable LOS at that intersection in the year 2025. Please be informed that the Department is currently preparing a Corridor Study to study feasible improvements on SR 46E between 101/SR 46E Interchange and SR 46E/Jardin Road Intersection. Promotion of these operational improvements featured in this paragraph may be premature since the Draft Corridor Study has not yet been completed. If the Corridor Study does anticipate and promote these operational improvements at SR 46E/Buena Vista Rd. Intersection, we again, request that they be listed in an update of the City's AB1600 Program and funding secured on a pro rata basis from development within the city for their ultimate construction.
3. (Ref. Page 12, Table 7) The trip distribution assumption for traffic heading north out of Buena Vista Place onto Buena Vista Rd. seems high. Is it the assumption that the Cuesta College Campus is the attractor? A figure of 10% may be more realistic. SR 46E will remain to be the logical access for traffic heading into town or south to San Luis Obispo or Atascadero.

If you have any questions regarding the foregoing, please contact me at 549-3683.

Sincerely;



James Kilmer  
District 5  
Development Review

c: File, D. Murray, R. Barnes, P. McClintic, C. Utter, K. DiGrazia.