TO: **HONORABLE CHAIRMAN AND PLANNING COMMISSION**

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

SUBJECT: **PLANNED DEVELOPMENT 06-025 AND CONDITIONAL USE PERMIT 06-013 FOR A REGIONAL SHOPPING CENTER LOCATED AT GOLDEN HILL ROAD AND HIGHWAY 46 (APN 025-391-037, 038, 039, 063 AND 067)**
APPLICANT – REGENCY CENTERS

DATE: **AUGUST 28, 2007**

Needs: For the Planning Commission to consider a request for a Planned Development and Conditional Use Permit for a large-scale commercial retail shopping center.

Facts:

1. The project site is an undeveloped 25.08-acre parcel located northeast of Highway 46 at Golden Hill Road (See Attachment 1, Vicinity Map).

2. The General Plan Land Use Designation for this property is Commercial Services (CS) with an Airport Overlay over the northeast property corner. The current zoning of the property is Commercial Light Industrial (C3)/ Borkey Area Specific Plan, Sub area E. The project is consistent with the General Plan, Zoning Ordinance, Borkey Specific Plan, and Airport Land Use Plan.

3. The applicant proposes to build a shopping center complex (approximately 300,000 s.f.). (See Attachment 2.) The project includes the following components in addition to onsite and offsite improvements:

   - Major 1- Home Improvement and Garden Center 169,112 sq. ft.
   - Major 2- Retail 27,000 sq. ft.
   - Major 3- Retail 20,000 sq. ft.
   - Major 4- Retail 20,000 sq. ft.
   - Shop A- Retail 9,000 sq. ft.
   - Shop B- Retail 10,090 sq. ft.
   - Shop C- Retail 11,800 sq. ft.
   - Pad 1- Drive Thru Restaurant 3,500 sq. ft.
   - Pad 2- Drive Thru Restaurant 3,500 sq. ft.
   - Pad 3- Drive Thru Restaurant 3,500 sq. ft.
   - Pad 4- Sit-down Restaurant 6,000 sq. ft.
   - Pad 5- Retail 6,000 sq. ft.

4. In accordance with the Zoning Code, projects located within the PD-overlay district are required to apply for a development plan (Chapter 21.16A.040), and proposals to construct a sit-down restaurant greater than 5,000 square feet are subject to approval of a Conditional Use Permit (Chapter 21.16).

5. The proposed project is consistent with the City's 2006 Economic Strategy by providing regional and local retail and employment opportunities within the City of Paso Robles.

6. A total of 1,183 parking spaces are required per Zoning Ordinance requirements for the proposed combined land uses. The site plan includes 1,228 onsite parking spaces.

7. The overall architectural design theme for the project is "contemporary agrarian". Project-specific design guidelines have been submitted by the applicant to help ensure that development of the site and buildings are constructed with consistent architectural quality, particularly for the future pad locations since building elevations for those sites is not included with this application. The design guidelines will be refined and approved by the DRC prior to approval of building permits.

8. A Certified Arborist Report was prepared by A&T Arborists on January 16, 2007, and an addendum to the report was submitted on July 6, 2007 (see Attachment 3, Initial Study). There are two mature valley oak trees (36 and 48 inches in diameter) located along Golden Hill Road within the public right-of-way, that are proposed for removal with this project. In addition, there is a large valley oak located within the Caltrans right-of-way along the southern property boundary that is proposed to be retained. The Arborist Report includes oak tree protection measures to be implemented during construction, and oak tree mitigation/replacements are proposed for the two trees proposed to be removed.

9. A traffic study was prepared by Fehr and Peers (June 2007) for the Regency Centers site. Traffic from the proposed project is estimated to reduce the existing level of service at most study intersections, except for Dallons Road and Buena Vista and at Golden Hill Road. A Mitigated Negative Declaration (MND) was prepared for this project, which includes mitigation measures to reduce the traffic impacts that would result from this project to a less than significant level. The traffic study and mitigation measures are included in Initial Study in Attachment 3. View Traffic Study.

10. The Development Review Committee (DRC) considered this request on April 23, 2007 and after extensive deliberation requested the applicant revise the site plan and architectural elevations, particularly to re-evaluate the overall site layout and design. Primary concerns included the orientation of building pads on the site, the expansive parking area, 4-sided architecture for all buildings, and pedestrian connectivity.

    The DRC re-considered project at its June 18, 2007. The applicant presented modified site plans to address the issues noted. After review of the site design alterations and discussion of landscaping, oak trees, screening and circulation, the DRC recommended approval of the project.

11. Although the Development Review Committee (DRC) provided direction on a theme and height for signs, the DRC did not make a recommendation on a master sign plan for the project. The applicant will submit a formal sign plan for review by the DRC (multi-tenant) and/or PC approval (freestanding) at a later date.

Analysis and Conclusions:

The project site is located adjacent to Highway 46 and is within a gateway area to the City. Surrounding land uses include State Route 46 and commercial uses across the highway to the south, commercial and undeveloped land to the north, single-family residential development to the west and commercial development to the east. A gas station and car wash are located adjacent to the southeast corner of the site. The proposed project is compatible with adjacent uses and consistent with the Borkey Specific Plan and City General. The Borkey Specific Plan projected commercial and light industrial uses in the project vicinity and a commercial shopping center on the project site.

As noted above, the project is consistent with the economic goals of the 2006 Economic Strategy, by providing both retail and employment opportunities within the City. However, another component of the Economic Strategy is the inclusion of principles geared toward "*creating place*", to enable the City to continue to attract and maintain high quality development, investment and economic growth in the community. Toward this end, the City is nearing completion of preparing Gateway Design Standards. As noted, the proposed project site is within a designated gateway area to the City. The draft Standards recommend orienting new buildings toward the highway so that they do not "turn their backs" on the highway, provide frontage roads (or driveways that appear like roads) with rows of trees demarcating them, and rural site and building design motifs.

While the project incorporates a generally high quality rural regional architectural design theme, the overall site layout is a fairly typical highway-oriented shopping center, with fast food pads along the highway frontage, majors located toward the rear and parking fields in the center of the site. The applicant has added pedestrian enhancements and additional landscaping to soften the appearance of the parking lots, and is proposing to implement design guidelines to facilitate attractive pad developments along the highway. However, it appears to staff that the architectural details of the back side of the "shop" buildings adjacent to the highway could be improved to better screen the shop doors, and integrate additional architectural treatments to further articulate building rooflines. Other major site layout design modifications such as re-orienting the locations of the major buildings were considered by the DRC, but ultimately the Committee recommended building placement as shown in the current plan.

As noted above, parking is concentrated in the center of the site. Primary access is provided from Golden Hill Road, with three additional access points from Dallons Road. Delivery truck traffic would access the site from Highway 46 and Dallons Road, and would not utilize adjacent residential streets. Service entrances facing Dallons Road are varied, and shielded by landscaping, walls and trellis improvements. All rooftop equipment will be shielded so that they will not be visible from other properties. The northeast and southeast corners of the site adjacent to Highway 46 include enhanced landscaping, pathways and outdoor plaza areas.

The project includes substantial setbacks and landscape buffers around the perimeters to screen onsite activities. The landscape plan proposes a variety of trees, shrubs and ground cover suited to the arid landscape, and at maturity, will provide adequate partial screening of the parking field.

The applicant's only proposed signage includes a 35-foot tall tower monument to be placed near the center of the project's southern property boundary adjacent to Highway 46, as well as monument signage at the Golden Hill Road main project entrance and the eastern Dallons Road entrance. The sign tower is proposed with a stone veneer base, timber trellis, wood trim and siding, and a corrugated galvanized metal roof with metal vent accent and metal weather vane. Nearby recently approved projects (i.e. Ford Dealership) were required to limit the height of signage towers to 30 feet. As previously noted, the DRC did not review details for project signage and a master sign program will be provided for review and approval by the DRC to ensure consistency with site design. It is recommended that direction be provided to the DRC that the tower monument sign be limited to 30 feet consistent with past Commission approvals and the design be of a quality and character to fit the agrarian theme of the center.

The site is primarily located southwest of the Airport Overlay for the Paso Robles Airport. The northeast property corner at Golden Hill Road and Dallons Road is within the Airport Land Use Plan Safety Zone 6 (Outer Airport Influence Zone). This corner is proposed for landscaping and as a drive-thru corridor for a 3,500 square-foot restaurant. These uses would not exceed density standards or otherwise conflict with the Airport Land Use Plan.

One of the most significant environmental issues evaluated in the Initial Study is the analysis of traffic impacts. In general, the existing traffic conditions at the major surrounding intersections, particularly at Golden Hill Road and Highway 46 currently operate below acceptable levels of service. This is evidenced by traffic delays, difficulty maneuvering onto and off the highway, and general traffic congestion. The project will add significant traffic to the existing situation. Therefore, the project is required to address and mitigate traffic impacts. The result of implementing traffic mitigations will help address the existing traffic congestion in addition to mitigating project specific impacts. The major improvements to mitigate traffic resulting from this project includes: dual left turns for all four legs of the Golden Hill Road and Highway 46 intersection; installation of a traffic signal at the project entrance on Golden Hill Road and frontage and road improvements, which includes duel left turns into the project site and a northbound through lane; dedication of property frontage along the highway for use in long-term corridor planning; fair share participation in improvements at Airport Road and Union Road, and at the Highway 101 interchange; and participation in a circulation study to be prepared for the area of the City north of Highway 46. Other improvements will include road improvements on Dallons Road, and signalization timing adjustments. The result will be long term improvements for traffic congestion in this area. The traffic impact study is included in the Initial Study, in Attachment 3.

Drainage is another significant issue that is addressed in the environmental review. In short, project related drainage will be mitigated on site through implementation of low-impact development designs and "best management practices". Surface drainage will be maintained on site and be directed to subsurface basins that will clean the water before recharging it into the groundwater basin. Implementation of the drainage system will result in less historic water flow leaving the site after the development is constructed. This will reduce the existing drainage from the site that currently affects surrounding properties. The drainage study is included in the Initial Study, provided in Attachment 3.

The City received a comment letter from the San Luis Obispo County Air Pollution Control District (APCD) regarding air quality impacts and recommended mitigation measures. Feasible, appropriate, and required air quality mitigation measures identified by APCD have been incorporated into the MND and corresponding Mitigation Measures for this project.

The APCD indicated in their letter that an Environmental Impact Report (EIR) is required to evaluate and mitigate air quality impacts that may result from this project. The City adopted a Statement of Overriding Considerations with the General Plan EIR, specifically identifying air quality impacts. Since this proposed project is consistent with the applicable General Plan Land Use Designation and Zoning District, a project-specific EIR is not required to further analyze air quality impacts. However, as Lead Agency under the California Environmental Quality Act (CEQA), the City should consider requiring the applicant implement all feasible air pollution mitigation measures, and

should incorporate these measures into the MND. As noted above, these mitigation measures have been included in the MND. See Attachment 4, Letter from SLOAPCD, and Attachment 3, Initial Study/Mitigation Measures Summary.

Staff met with the applicant to review the Initial Study, Conditions of Approval and Mitigation Measures. Clarifications and modifications to the environmental documents and Conditions, in addition to the above noted APCD mitigations, are as follows:

- The Project Description should note that Pad 5 is proposed for retail uses versus a restaurant.
- Road and access improvements were developed in consultation with Caltrans *and* the City Engineer.
- The applicant shall construct a bike lane on the south side of Dallons Road only, not on both the north and south side of the road.
- The applicant shall not be required to coordinate transit scheduling, only to provide transit facilities.
- The two oak trees proposed for removal are within the public right-of-way, not on the project site.
- References to improvements at Airport Road and Highway 46 shall reference an intersection versus an interchange.
- Transportation and utility impact fees shall be specifically defined in a Development Agreement between the applicant and the City to mitigate impacts to these facilities, as determined by the City.
- A project phasing and site improvement plan has been included.

Reference: Paso Robles General Plan and EIR, Paso Robles Zoning Ordinance, Airport Land Use Plan, 2006 Economic Strategy, Draft Gateway Design Standards.

Fiscal Impact: No direct fiscal impact.

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

1. By separate motions:

   a. Adopt the attached resolution approving a Mitigated Negative Declaration for PD 06-025 and CUP 06-013;

   b. Adopt the attached resolution approving PD 06-025 and CUP 06-013;

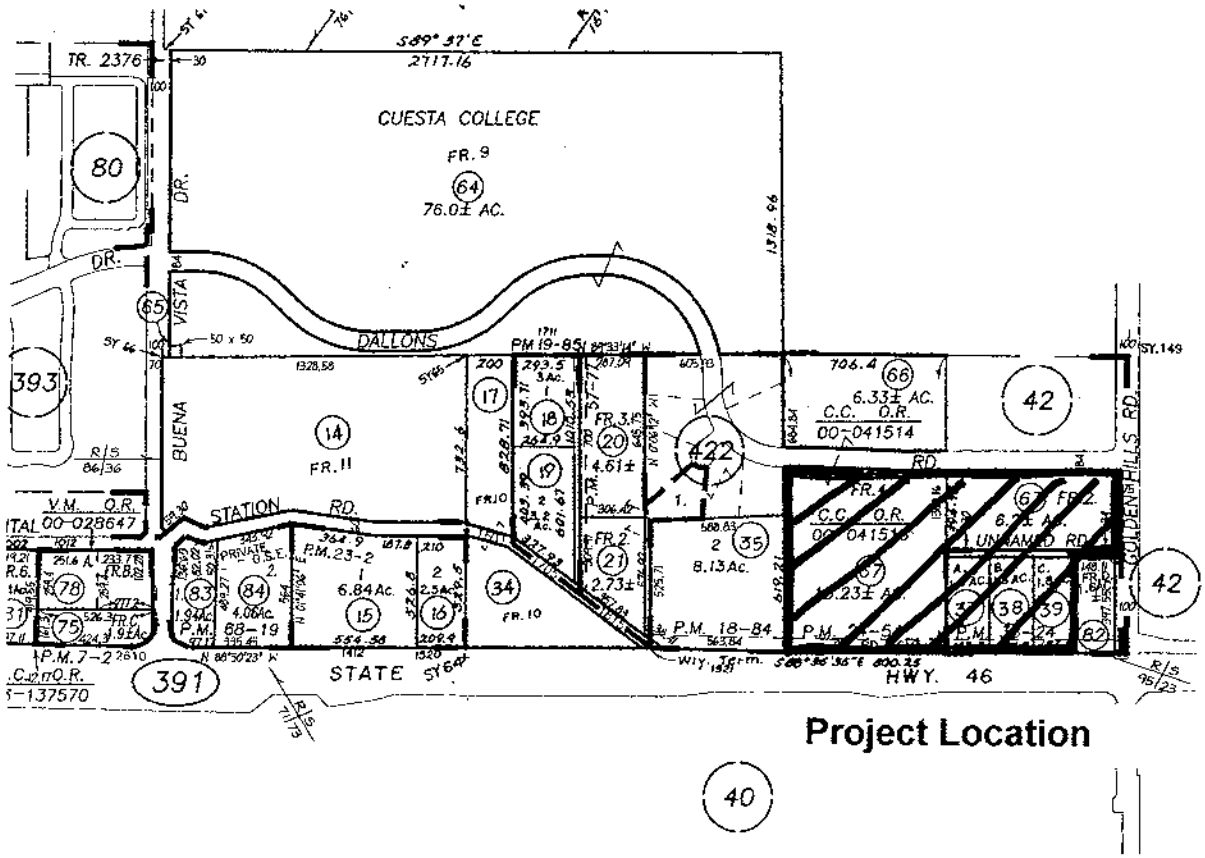
2. Amend, modify, or reject the above-listed action.

Staff Report Prepared By: Susan DeCarli and Tammy Seale, PMC Consultants

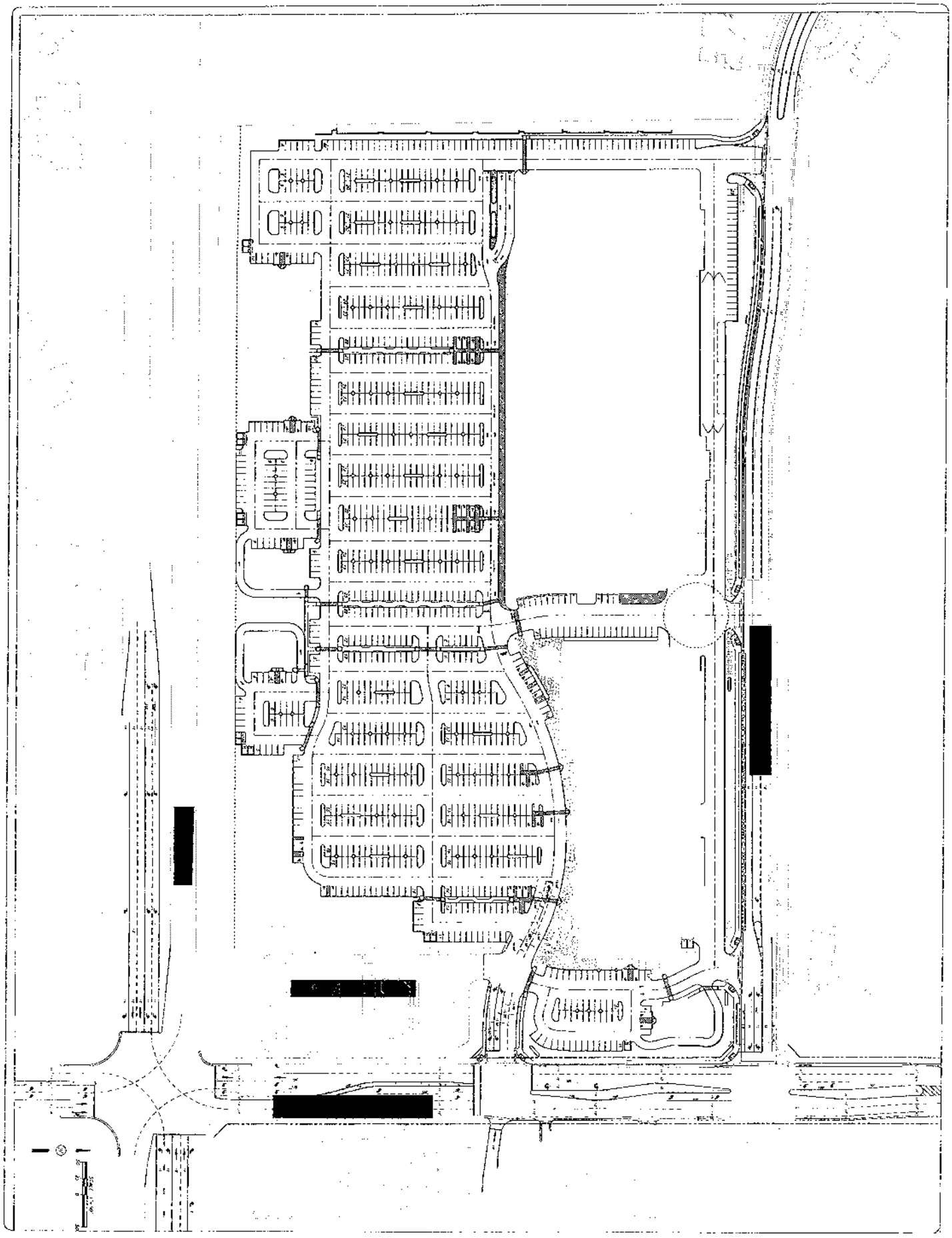
Attachments:

1. Vicinity Map
2. Architectural and Site Elevations
3. Environmental Review - Initial Study
4. Comment Letter from SLOAPCD
5. Resolution – Mitigated Negative Declaration
6. Resolution – Planned Development 06-025 and Conditional Use Permit 06-013
7. Newspaper and Mail Notice Affidavits

Attachment 1
Vicinity Map



Attachment 2
Site Plan and
Architectural Elevations



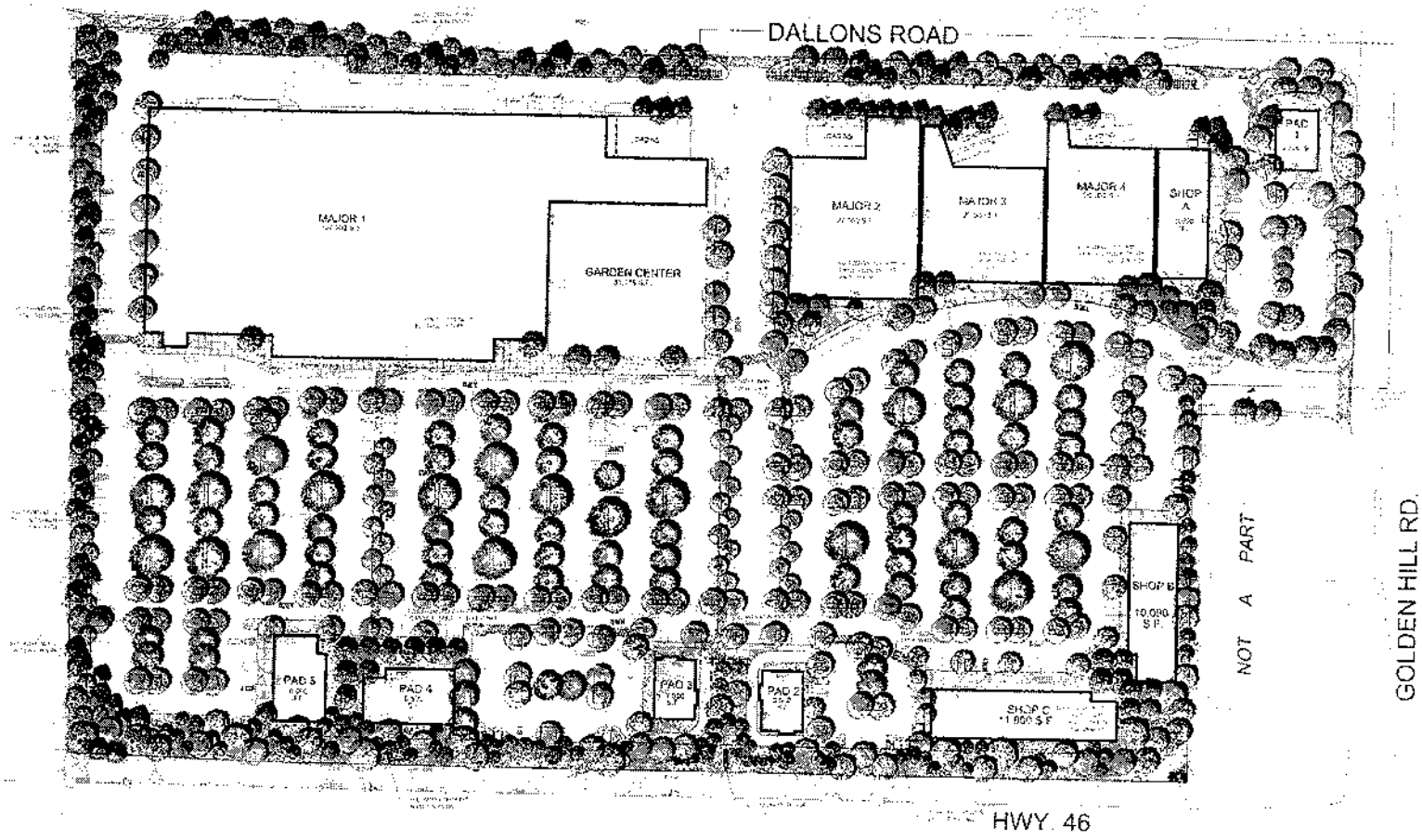
PRELIM. SITE PLAN

PRELIMINARY SITE PLAN

PASO ROBLES SHOPPING CENTER

REGENCY CENTERS

PASO ROBLES, CALIFORNIA



PROPOSED PLANT LEGEND

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

HIGHWAY 46 & GOLDEN HILLS ROAD
CONCEPTUAL PLANTING PLAN

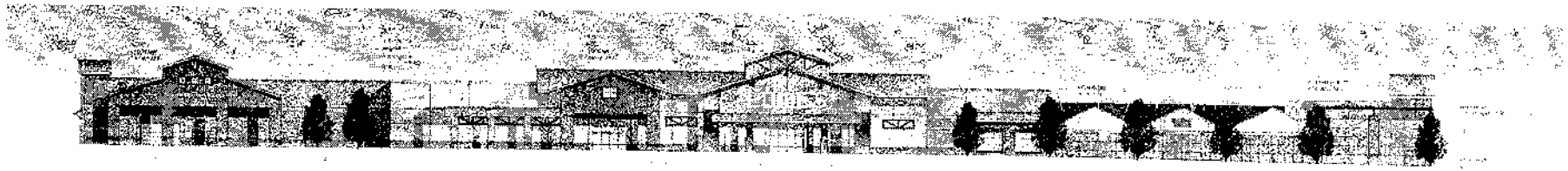
PASO ROBLES, CALIFORNIA

L-1

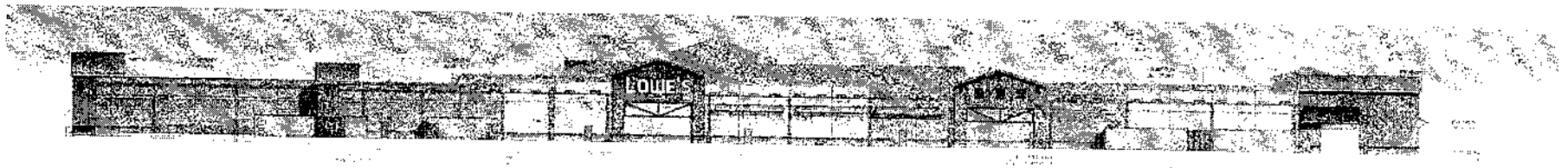
PROJECT # 24115
DATE APRIL 8, 2008

NORTH

1" = 50'



FRONT ELEVATION (SOUTH)



REAR ELEVATION (NORTH)

REGENCY CENTERS INC.

GOLDEN HILLS PLAZA

HWY 49 & GOLDEN HILL ROAD

11

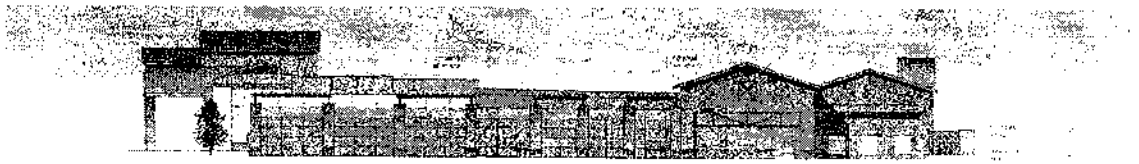
PROJECT # 06-0376-01

DATE: APRIL 2 2007

MULVANNY G2

LOWE'S

LEFT ELEVATION (WEST)



RIGHT ELEVATION (EAST)

REGENCY CENTERS INC.
[illegible]
SUITE 100
IRVINE, CA 92614

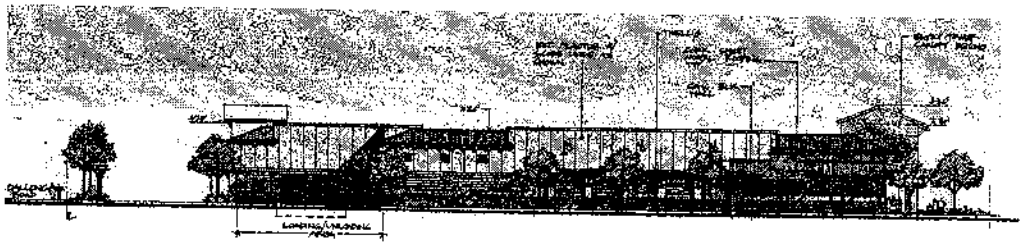
GOLDEN HILLS PLAZA
[illegible]

PROJECT # 06-0376-01
DATE: APRIL 2, 2007

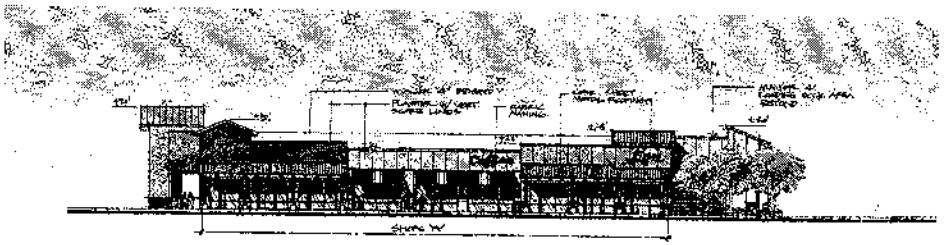
MULVANNY G2

LOWE'S

SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA

7

PROJECT # 24115
DATE: APRIL 9, 2007

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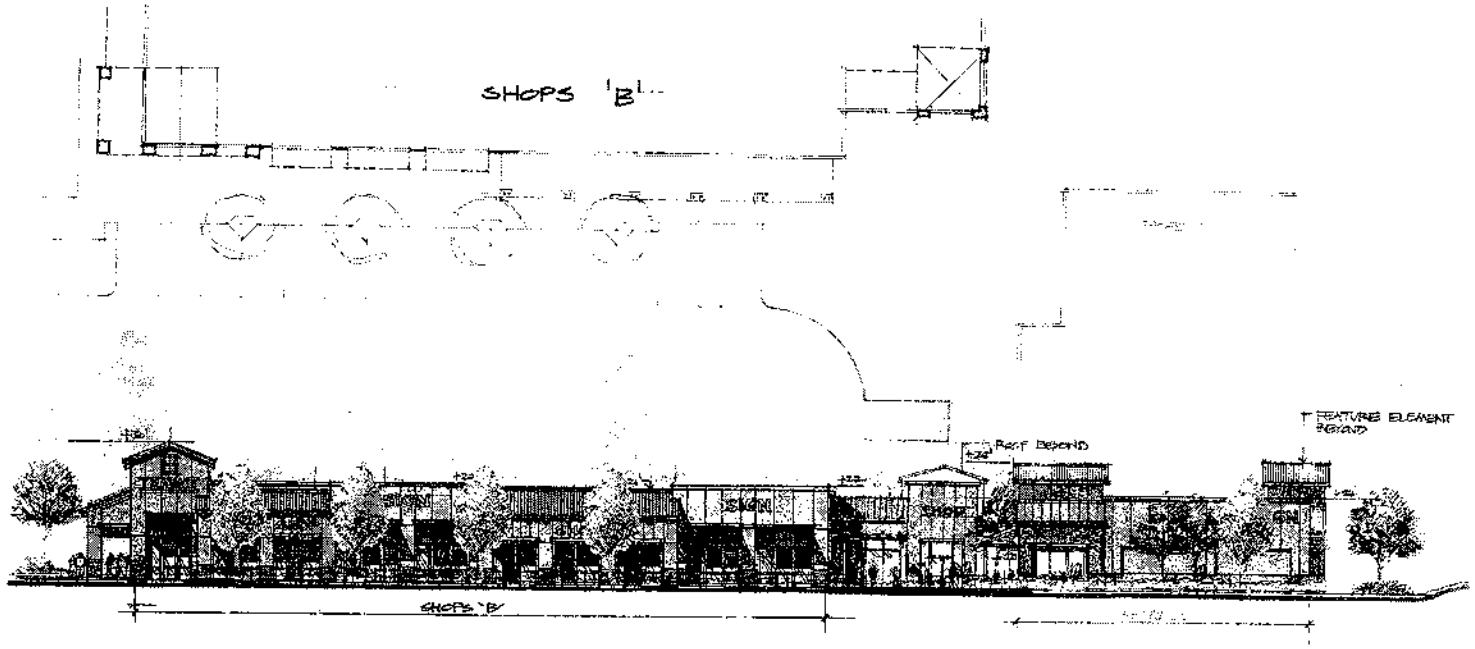
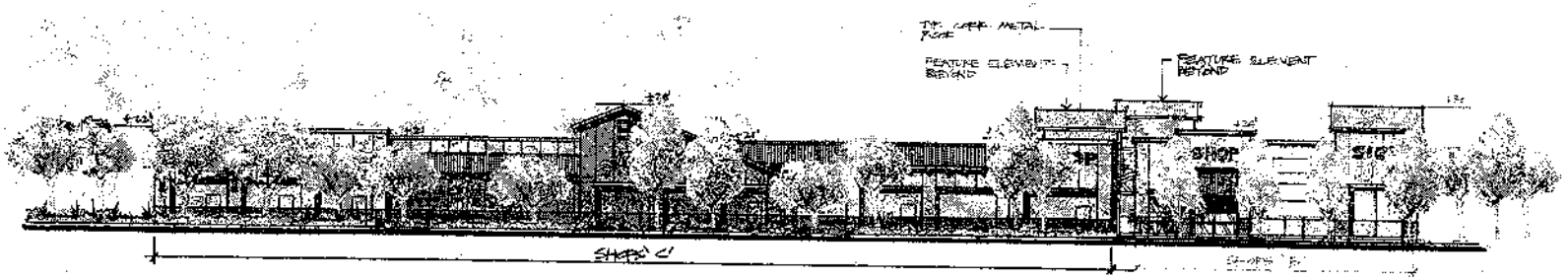


WEST ELEVATION
SCALE: 3/32" = 1'-0"



SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA

9

PROJECT # 24115
DATE: APRIL 9, 2007

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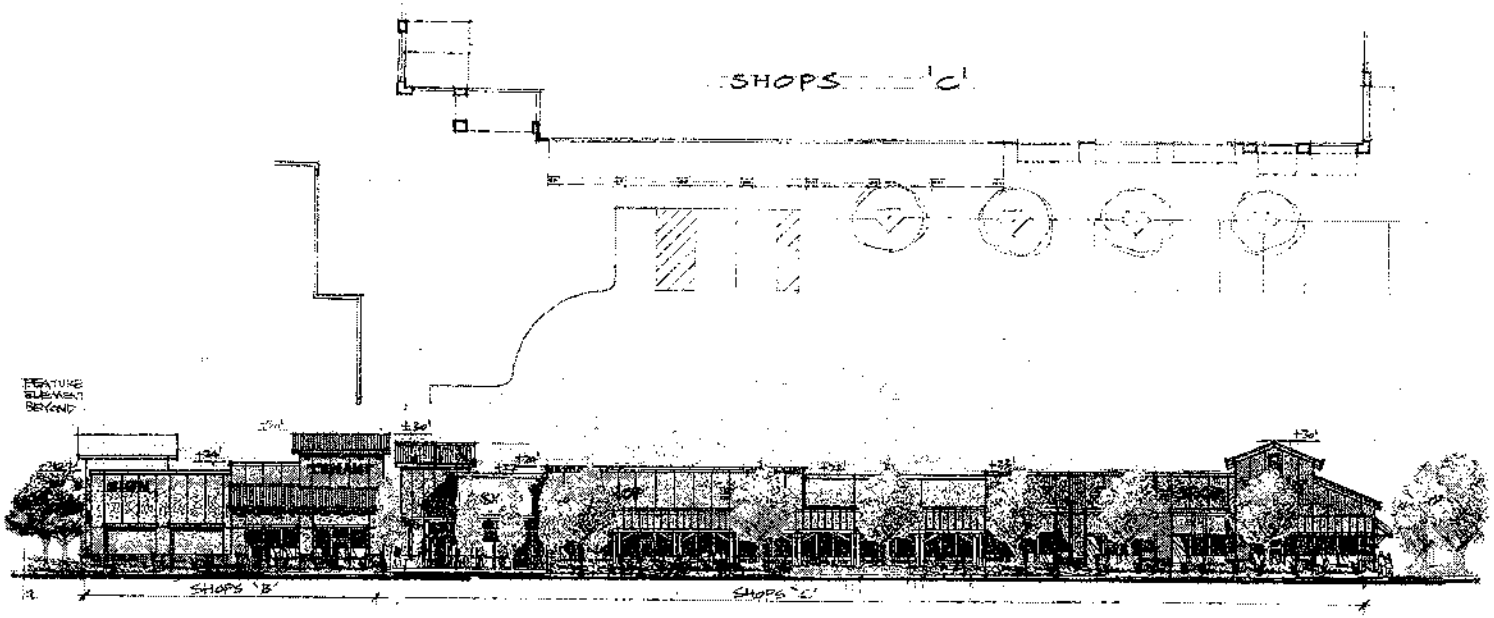

NORTH ELEVATION
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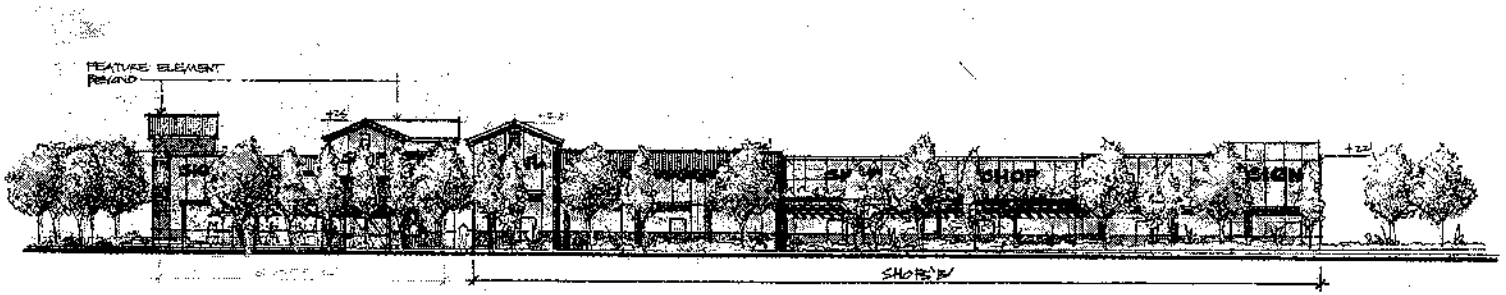

EAST ELEVATION
SCALE: 3/32" = 1'-0"

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614
CLIENT

GOLDEN HILLS PLAZA
HWY 46 & GOLDEN HILLS ROAD
ELEVATIONS FOR SHOPS 'B' & 'C'

8

PROJECT # 24115
DATE: APRIL 9, 2007

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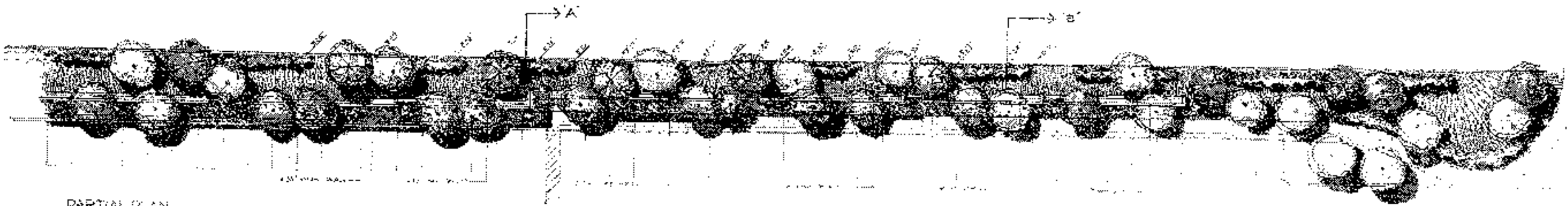
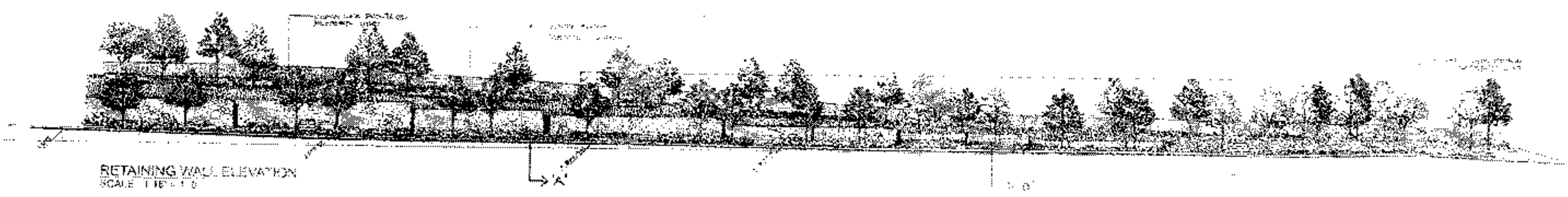


PARTIAL PLAN



RETAINING WALL ELEVATION

SECTION A - A

SECTION B - B

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA

14

PROJECT # 24115
DATE: APRIL 9 2007

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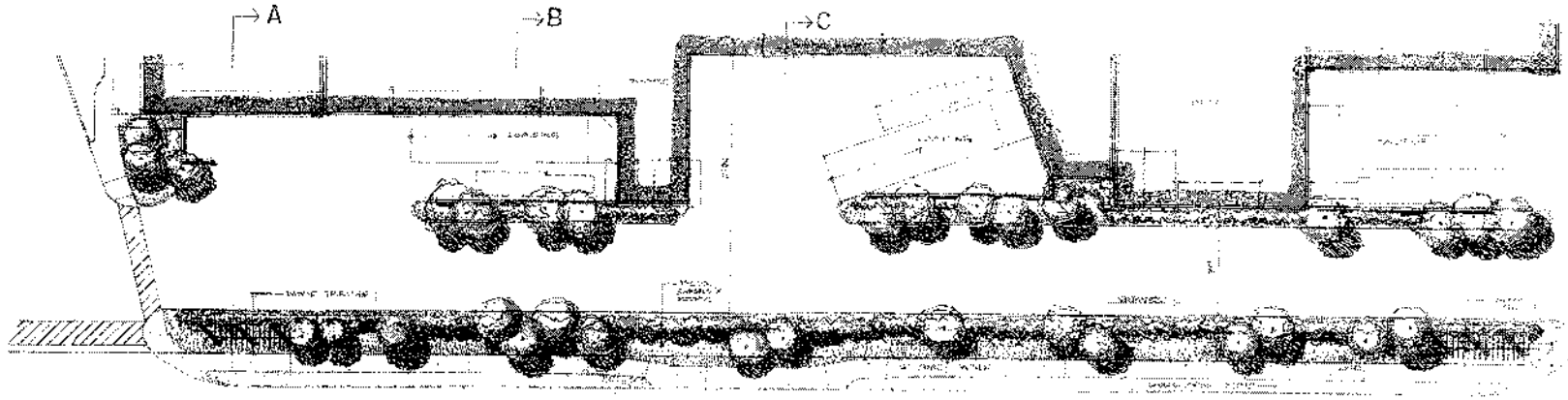

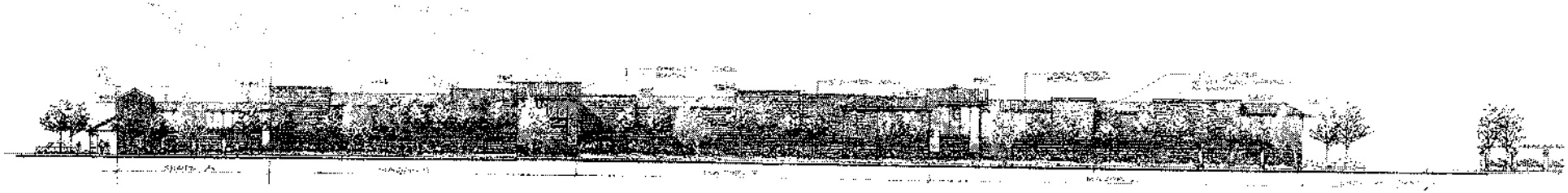

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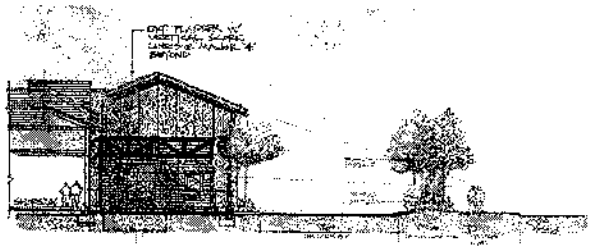
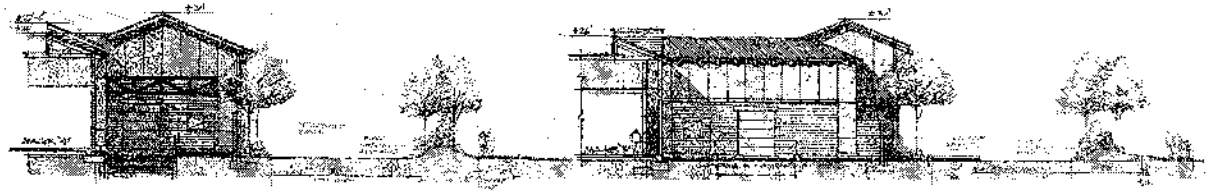


SECTION A



SECTION B

SECTION C

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA

15

PROJECT # 24115
DATE APRIL 9, 2027

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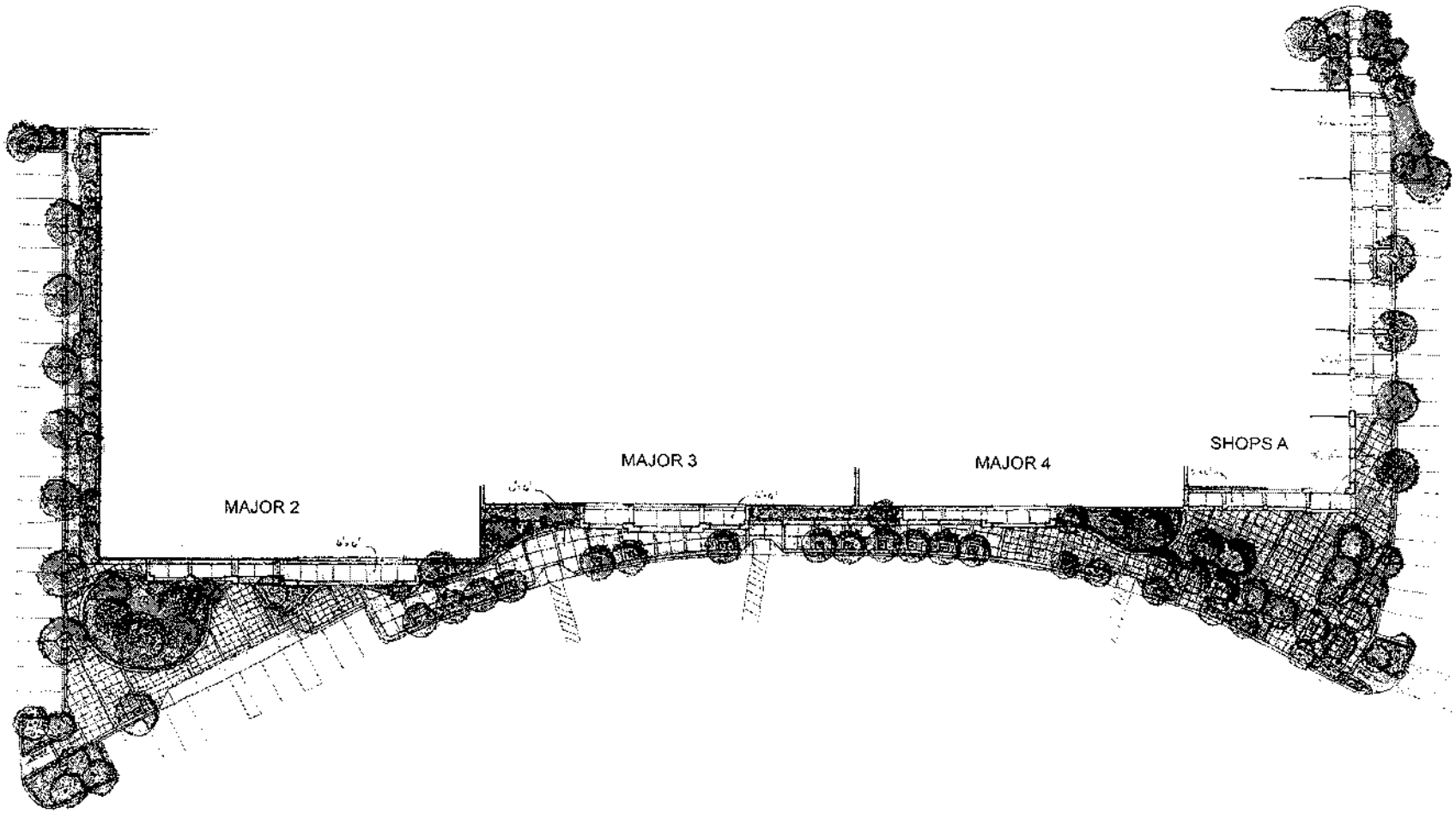

north

regency centers
35 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA

16

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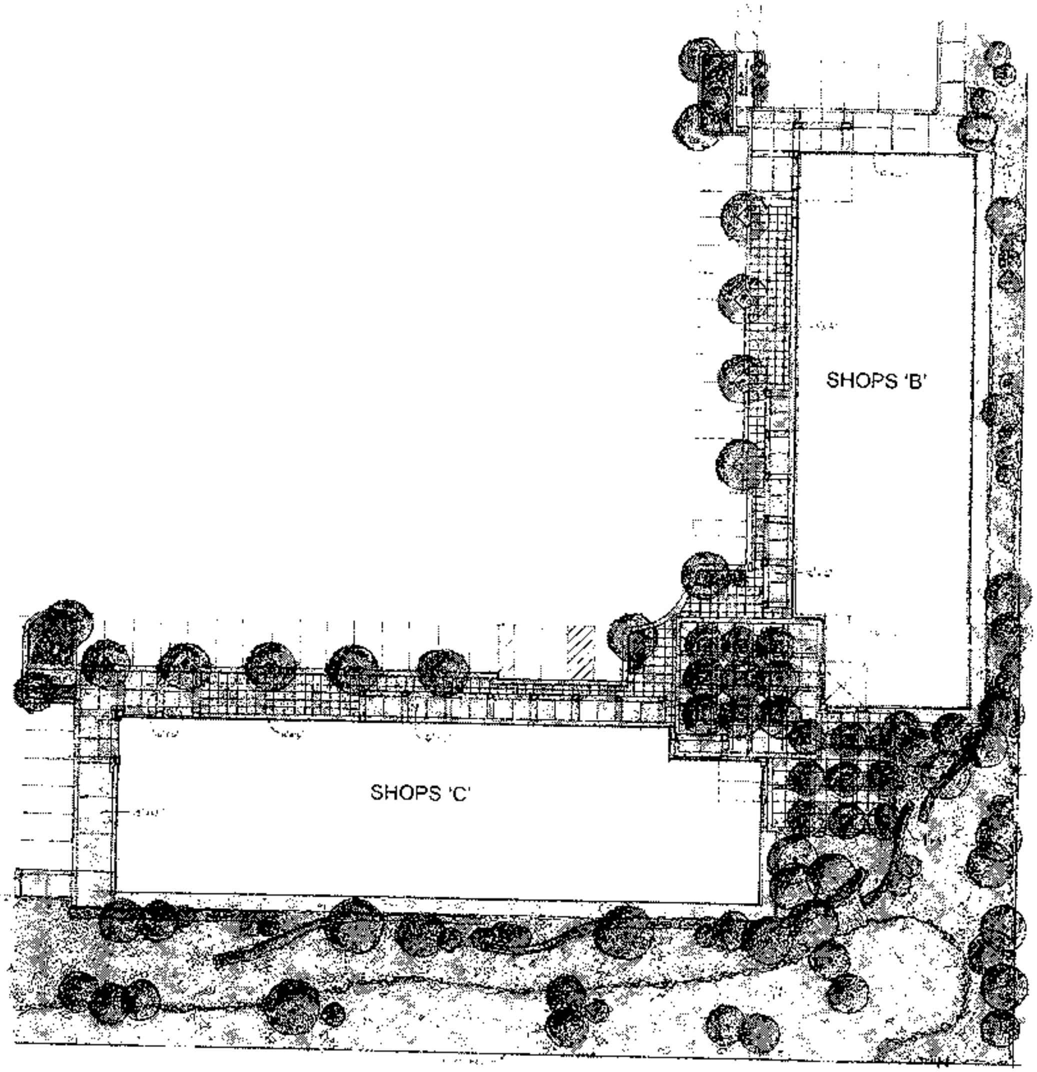

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA

17

PROJECT # 24115
DATE: APRIL 9 2007

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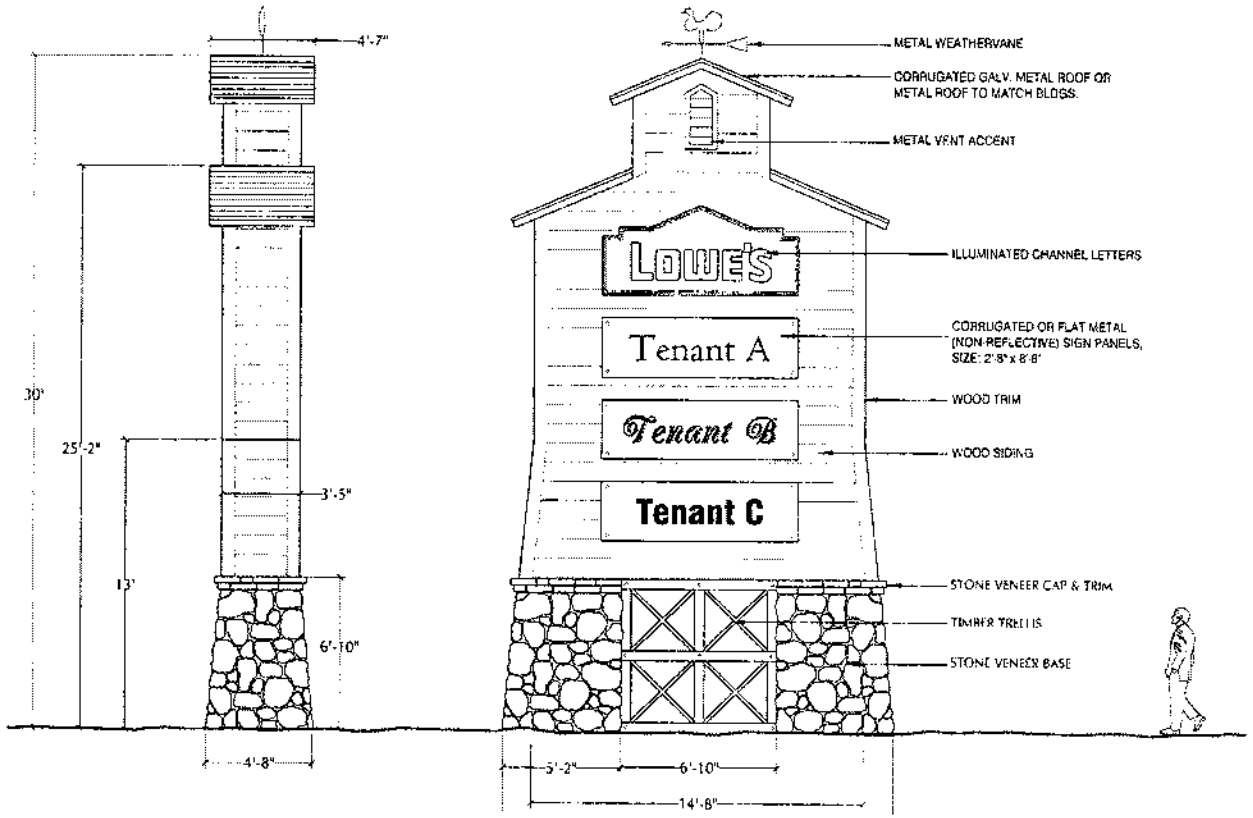

regency centers
35 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA

Signage

PROJECT INFO

18

PROJECT # 24115
DATE APRIL 9, 2027

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OASIS
LANDSCAPE
ARCHITECTURE
AND PLANNING

CITY OF PASO ROBLES – PLANNING DIVISION
INITIAL STUDY

1. GENERAL PROJECT INFORMATION

PROJECT TITLE:	**Golden Hills Plaza (PD 06-025/CUP 06-013)**
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:	Highway 46 @ Golden Hill Road (APN 025-391-037, 033, 039, 063 and 067)
PROJECT PROPONENT:	Applicant**:** Regency Centers 36 Executive Park, Suite 100, Irvine, CA 92604 Representative: C.M. Florence-Oasis Associates
LEAD AGENCY CONTACT/ INITIAL STUDY PREPARED BY:	Susan DeCarli, AICP, City Planner
Telephone:	(805) 237-3970
Facsimile:	(805) 237-3904
E-Mail:	sdecarli@prcity.com
GENERAL PLAN DESIGNATION:	Commercial Services (CS)/Airport Overlay Zone 6 (ne property corner)
ZONING:	Commercial Light Industrial (C3)/ Borkey Area Specific Plan, Sub area E.

2. PROJECT DESCRIPTION

The proposed project is located north of Highway 46, east of Golden Hill Road and south of Dallons Road. The proposed project is a request for a Planned Development and Conditional Use Permit to build a shopping center complex on an undeveloped 25.08-acre site. The project includes:

- Major 1- Home Improvement and Garden Center 169,112 sq. ft.
- Major 2- Retail 27,000 sq. ft.
- Major 3- Retail 20,000 sq. ft.
- Major 4- Retail 20,000 sq. ft.
- Shop A- Retail 9,000 sq. ft.
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- Pad 3- Drive Thru Restaurant 3,500 sq. ft.
- Pad 4- Sit-down Restaurant 6,000 sq. ft.
- Pad 5- Sit-down Restaurant 6,000 sq. ft.

Golden Hill Road is proposed to provide primary access with alternate and service access on Dallons Road, in three separate locations. A stepped and vegetated retaining wall is proposed along the western property line, with a chain link fence providing a demarcation of project limits. Through working with City staff and the Development Review Committee, the applicant has incorporated many design considerations and features into the project including agrarian architectural design theme and a pedestrian friendly setting with plazas, shaded outdoor areas, landscaping, planters, and pedestrian connections (refer to Site Plans and Elevations).

The project site is vacant. Surrounding land uses include State Route 46 and commercial uses across the highway to the south, commercial and undeveloped land to the north, single-family residential development to the west and commercial development to the east. A gas station and car wash is located adjacent to the southeast corner of the site.

The General Plan designation of the site is Commercial Service (CS). The zoning for the property is Commercial Light Industrial (C3). The proposed project is a permitted use in the district and is consistent with the CS designation. A Conditional Use Permit is required to allow two restaurants in excess of 5000 square feet. The project site is also located in Sub area E of the Borkey Specific Plan.

The applicant has provided supplemental assessments as requested by the City for biology, oak trees, drainage, and traffic circulation. The site is within the San Joaquin Kit Fox habitat area. Although, no kit fox were identified on the site, the project is required to mitigate for construction impacts and loss of habitat.

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

Caltrans, Regional Water Quality Control Board

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).

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)

☐ Land Use & Planning	■ Transportation/Circulation	☐ Public Services
☐ Population & Housing	■ Biological Resources	☐ Utilities & Service Systems
☐ Geological Problems	☐ Energy & Mineral Resources	■ Aesthetics
☐ Water	☐ Hazards	☐ Cultural Resources
■ Air Quality	■ Noise	☐ Recreation
	☐ Mandatory Findings of Significance	

9. ENVIRONMENTAL DETERMINATION: On the basis of 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:	Date:
	July 13, 2007
Susan DeCarli, AICP, City Planner	

10 Environmental Checklist Form

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

I. LAND USE AND PLANNING. Would the Proposal:

a) Conflict with general plan designation or zoning? (Sources: 1 & 8) ☐ ☐ ☑ ☐

Discussion: The General Plan designation of the site is Commercial Service (CS). The zoning for the property is Commercial Light Industrial (C3). The project site is also located in Sub area E of the Borkey Specific Plan. The CS designation is reserved for highway-related, commercial services, and light industrial uses. The proposed project includes a home improvement and garden center (169,112 square feet), six retail stores totaling 97,000 square, three 3,500 square foot drive thru restaurants and two 6,000 square foot sit down restaurants. A Conditional Use Permit is required to allow two restaurants in excess of 5,000 square feet. All of the proposed uses will be developed in compliance with the general policies, regulations, and performance standards of the City's General Plan and Zoning Ordinance.

In addition, the site is primarily located southwest of the Airport Overlay for the Paso Robles Airport. The northeast property corner at Golden Hill Road and Dallons Road is within the Airport Land Use Plan Safety Zone 6 (Outer Airport Influence Zone). This corner is proposed for landscaping and as a drive-thru corridor for a 3,500 square-foot restaurant. These uses would not exceed density standards or otherwise conflict with the Airport Land Use Plan.

b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project? (Sources: 1 & 3) ☐ ☐ ☑ ☐

Discussion: The proposed project complies with the EIR certified for the City General Plan Update, 2003. The project also has incorporated protection measures for a mature valley oak located within the SR 46 right-of-way.

In addition, with respect to the City's draft Gateway design standards, the applicant provided project-specific design guidelines and has revised the site plan, elevations, and landscape plan to create an attractive, high quality development. The agrarian architectural design theme, varied roof lines and building orientations, and varied landscape plan are suitable to the area. (Refer to Aesthetics Section).

c) Be incompatible with existing land uses in the vicinity? (Sources: 1 & 3) ☐ ☐ ☑ ☐

Discussion: The proposed project consists of a commercial development on a site zoned for these uses. The site is adjacent to Highway 46 and is within a gateway area to the City. There are commercial, industrial, and residential uses in the vicinity of the project. Delivery truck traffic would access the site from Highway 46, and would not utilize adjacent residential streets. The project includes substantial setbacks and landscape buffers around the perimeters to screen onsite activities. All rooftop equipment will be shielded so as to not be seen by residential and other uses in the project vicinity. There are no surrounding uses in the vicinity that would be incompatible with proposed uses.

d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible uses)? ☐ ☐ ☑ ☐

Discussion: The General Plan EIR evaluated agricultural resources, and it is determined that the underlying soil on this property is not prime, of statewide importance, or unique farmland. The site is not currently used for agricultural purposes and no agricultural uses are present in the immediate project vicinity. Thus, there would not be significant impacts to agricultural resources or operations.

e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? ☐ ☐ ☐ ☑

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

(Sources: 1 & 3)

Discussion: The project is proposed in a commercial infill location and will not disrupt or divide the established community.

II. POPULATION AND HOUSING. Would the proposal:

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

Discussion: The proposed project does not include a residential component nor is it large enough to result in creating a significant number of new jobs that could affect cumulative population projections. The project site was included in the General Plan EIR for commercial use and population projections for future commercial development on the site were evaluated. No mitigation measures are necessary.

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) ☐ ☐ ☐ ☑

Discussion: The proposed project is consistent with the City's General Plan and a highway- oriented commercial infill project. The project will not extend major infrastructure that would induce growth.

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

Discussion: There is no housing currently existing on the project site, thus the project will not displace any existing housing.

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

a) Fault rupture? (Sources: 1, 2, & 3) ☐ ☐ ☑ ☐

Discussion: 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. There are two known fault zones on either side of this valley. The Rinconada Fault system runs on the west side of the valley. The San Andreas Fault is on the east side of the valley and runs through the community of Parkfield east of Paso Robles. The City of Paso Robles recognizes these geologic influences in the application of the Uniform Building Code to all new development within the City. Review of available information and examinations indicate that neither of these faults is active with respect to ground rupture in Paso Robles. Soils reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. The site is not identified on any Seismic Hazard Zone Maps. 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. The proposed structures are not intended for human habitation.

b) Seismic ground shaking? (Sources:1, 2, & 3) ☐ ☐ ☑ ☐

Discussion: The City is located within an active earthquake area that could experience seismic ground shaking from the Rinconada and San Andreas Faults. The proposed structures will be constructed to current UBC codes. The General Plan EIR identified impacts resulting from ground shaking as less than significant and provided mitigation measures that will be

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

incorporated into the design of this project including adequate structural design and not constructing over active or potentially active faults.

c) Seismic ground failure, including liquefaction? (Sources: 1, 2 & 3) ☐ ☐ ☑ ☐

Discussion: Per the General Plan EIR, the project site is located in an area with soil conditions that have a low potential for liquefaction or other type of ground failure due to seismic events. No special considerations other than what would be required by ordinance or code are necessary.

d) Seiche, tsunami, or volcanic hazard? (Sources: 1, 2, & 3) ☐ ☐ ☐ ☑

e) Landslides or Mudflows? (Sources: 1, 2, & 3) ☐ ☐ ☐ ☑

Discussion: d. and e. The project site is not located near bodies of water or volcanic hazards, nor is the site located in an area subject to landslides or mudflows.

f) Erosion, changes in topography or unstable soil conditions from excavation, grading, or fill? (Sources: 1, 2, 3, & 4) ☐ ☐ ☑ ☐

Discussion: Per the General Plan EIR the soil condition is not erosive or otherwise unstable. As such, no significant impacts are anticipated. Surface soils are typical of the surrounding geological region. Krazan &Associates, Inc. (October 9, 2006) provided a Geotechnical Engineering Investigation Update and indicated that the soil has been disturbed, has low strength characteristics, and is highly compressible when saturated. Removal of soils from building areas would be necessary due to the moderately compressible nature of existing soil under saturated conditions.

The proposed project would involve grading, which could create a significant effect on water quality as a result of erosion. Because the project sites exceed one acre in size, in accordance with the State Water Resources Control Board requirements the project applicant would be required to apply for 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. The project applicant would be required to submit a grading plan to the City before permits would be issued. Because the project would be required by the State Water Resources Control Board to include a SWPPP, which would include erosion preventative measures, impacts related to erosion, loss of topsoil, or unstable conditions from excavation or grading would be rendered less than significant.

Displacement of soil also would be regulated by the City's ordinances relating to grading and excavation. Soil erosion after construction would be controlled by implementation of approved landscape and irrigation plans, as needed. Because earth-disturbing activities associated with construction would be temporary and would be governed by these regulations, they would not result in a permanent or significant alteration of significant natural topographic features that could increase or exacerbate erosion.

All construction activities would be required to comply with the City's Building Code, which regulates grading activities, including drainage and erosion control. Compliance with the NPDES permit process and the City Building Code requirements would minimize the effects from erosion. Such compliance would ensure that erosional impacts resulting from project construction would be less than significant.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Subsidence of the land? (Sources: 1, 2, & 3)	☐	☐	☐	☑

Discussion: See Item c.

h) Expansive soils? (Sources: 4)	☐	☐	☑	☐

Discussion: The project site contains moderately expansive soils that would require recompaction for use as fill. To minimize the potential soil movement, the upper soil for use as building foundations would consist of engineered fill and extend 5 feet beyond the perimeter of buildings (Krazen & Associates Geotechnical Engineering Investigation Update, October 9, 2006).

i) Unique geologic or physical features? (Sources:1 & 3)	☐	☐	☐	☑

Discussion: No unique geologic or physical features are located on the project site and no mitigation measures are necessary.

IV. WATER. Would the proposal result in:

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff? (Sources:1, 3, & 7)	☐	☐	☑	☐

Discussion: A Preliminary Drainage Report (WRG Design Inc., April 9, 2007) was prepared for the proposed project and a system designed based on the City Engineering Department requirement for 100-year 24-hour storm event capacity. The proposed storm drain system will handle 25-year storm events and the underground retention system will contain flows from a 100 year/24 hour event. In the event of back-to-back 100-year 24-hour storm events, the storm drain system will back up and spill over to existing City streets. Two 24" culverts currently empty into the site at the southeast and southwest corners. Runoff from the site and from Golden Hill Road east of the site, exits the site by way of an existing triple 24" culvert located along the northwestern property line. The project includes structures and parking lots, which will increase the amount of surface runoff and decrease absorption rates. However, site drainage will be conveyed onsite via pipes, area drains, and catch basins to a subterranean retention basin. The system is designed to retain drainage onsite and release only during peak flow periods. The retention-infiltration design is an example of low-impact development and provides the benefits of improving stormwater quality and recharging the groundwater basin.

Construction activities associated with the development generally alter existing drainage patterns that could result in substantial erosion or siltation. However, the project must comply with existing NPDES permits (Phase II General Permit and Construction General Permit) and Municipal Codes for construction and stormwater management including preparation of a Grading and Drainage Plan. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The SWPPP should contain describe the storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the project and must list Best Management Practices (BMPs) the discharger will use to protect storm water runoff and the placement of those BMPs. Preparation of an approved SWPPP and Grading and Drainage Plan and compliance with the NPDES permits will prevent substantial erosion, sediment transport, or siltation because of implementation of the proposed project and impacts would be less than significant.

b) Exposure of people or property to water related hazards such as flooding? (Sources: 1, 3, & 7)	☐	☐	☐	☑

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

Discussion: The site is located in FEMA Map Zone C, which indicates the site would be subject to "minimal flooding." 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.

c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)? (Sources: 1, 3, & 7)	☐	☐	☑	☐
d) Changes in the amount of surface water in any water body? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion c and d: No surface waters are located in the immediate vicinity to the project; the Huerhuero Creek located near the site, across Airport Road, is dry except during high rain periods. The proposed project will utilize the proposed on-site retention basin to capture stormwater and dry weather (i.e. irrigation water) runoff onsite. This project will not result in significant drainage into the Huerhuero Creek and impacts to surface waters are not anticipated

As previously noted, the proposed project would be subject to permit and municipal code requirements that include preparation of a Storm Water Pollution Prevention Plan (SPPP) for construction activities and compliance with the City's Storm Water Management Plan (SWMP). These programs are designed to prevent violation of water quality standards through mitigation and control of pollutant transport in stormwater runoff and infiltrating waters. (Refer to discussion for Section a above) Consequently, the proposed project would not violate water quality standards or waste discharge requirements and the impacts would be less than significant.

e) Changes in currents, or the course or direction of water movement? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: This project would not result in changes in currents or water movement since it will not drain into a water course.

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)	☐	☐	☑	☐

Discussion: The proposed commercial uses are low water intensity uses, and would not significantly impact the quantity of ground waters available.

g) Altered direction or rate of flow of groundwater? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: This project would not result in alterations to the direction or rate of groundwater flow since this project does not directly extract groundwater or otherwise significantly affect these resources.

h) Impacts to groundwater quality? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: The proposed project does not directly extract groundwater resources, and the proposed uses do not utilize materials or methods that would result in reduced groundwater quality. The proposed drainage system includes filtration devices to clean runoff water that would drain to the subsurface drainage system, in compliance with applicable RWQCB regulations. The project will not result in potentially significant impacts to groundwater quality.

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)	☐	☐	☑	☐

Discussion: Refer to response f.

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)	☐	☑	☐	☐

Discussion: The project site is within the South Central Air Basin and within the jurisdiction of the San Luis Obispo Air Pollution Control District (SLO APCD) for air quality management. Federal and state standards are established for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulates less than 10 microns I diameter (PM_{10}), and lead. The State designated San Luis Obispo County as a nonattainment area for the state PM_{10} and ozone standards.

Implementation of the proposed project will develop 169,112 square feet of home improvement and garden center, 97,000 square feet of retail, 10,500 square feet of drive thru restaurants, and 12,000 square feet of sit down restaurants in addition to parking areas (1,313 spaces), plazas, pathways, and landscaped areas. The proposed project is projected to add approximately 12,400 new vehicle trips to the local roadways. Future development of the proposed commercial retail center and construction of associated improvement will result in short-term construction and long-term operations emissions in the project area.

The critical pollutant in the evaluation of the significance of construction emission is oxides of nitrogen because of the high output of this pollutant by heavy diesel equipment normally used in grading operations and their role as ozone precursors. Based on the estimated ROG and NOX emissions in Table 1, and the threshold of significance for ozone precursors (reactive hydrocarbons and oxides of nitrogen), construction of the project will result in combustion related emissions that exceed the pounds per day APCD's mitigation threshold for NOX. Therefore, the APCD's recommended CBACT equipment should be incorporated into the project (oxidation catalysts, CARB certified diesel, all equipment properly tuned). In addition, the project will grade an area greater than 4.0 acres. Any project with a grading area greater than 4.0 acres of continuously worked area will exceed the 2.5 ton PM10 quarterly threshold. Therefore, all standard APCD dust control mitigation measures should be incorporated into the construction phase of the proposed project to reduce the potential to generate nuisance problems and maintain PM10 emissions below the APCD's mitigation threshold.

Long-term operational emissions result from the combination of vehicle emissions and area source emissions. The two components of operational emissions were determined through the use of the URBEMIS 2001 software program. Trip rates were determined from the Final Transportation Impact Analysis prepared by Fehr & Peers for the proposed project. Long-term construction emission estimates are shown in Table V-1 and the bold numbers represent emission estimates that exceed the APCD thresholds for operation emissions. The inclusion of vehicle and area source emissions results in a long-term operational emission exceedance of the APCD's pounds per day Tier II Threshold (>25 lbs/day) for ROG, NOx, CO, and PM 10 and therefore must be mitigated to the greatest extent feasible by SLO APCD's standard and discretionary measures.

Table V-1Long Term Operation Emissions

Full Project per TIA with 12,362 Daily Trips					
	ROG	NOx	CO	SO2	PM10

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

Summer lb per day	**62.25**	**96.07**	**787.31**	0.56	**97.05**
Winter lb per day	**78.39**	**123.25**	**920.82**	0.55	**97.05**
Annual TPY	12.34	19.19	151.78	0.10	17.71

The City's 2003 General Plan Update contains goals, policies, and action items that substantially lessen the potential air quality impacts associated with the new development, including policies and land use changes to reduce Vehicle Miles Traveled (VMT) and air contaminant emissions associated with growth. The proposed project is infill development along a primary transportation corridor (GP Policy LU-2I) that incorporates traffic calming features such as textured crosswalks, narrow travel lanes and landscaped parkways onsite (GP Policy LU-2D). The proposed project also include improvements to reduce traffic congestion and vehicle miles traveled such as intersection improvements (signals, turn lanes and through lanes as appropriate), bike lanes, sidewalks, transit facilities, and contribution toward a roundabout in the project vicinity (GP Policies C-2A and 2B).The propose project's site design also includes landscaped outdoor plaza areas adjacent to the retail shops and restaurants with covered tables and benches, shade tree planting throughout the parking area, and textured pedestrian walkways that link buildings and parking areas.

The project is consistent with the level of development/buildout anticipated in the City's General Plan Update. At the time of the City's General Plan Update, the projected buildout and population growth was not consistent with the APCD's Clean Air Plan and available SLOCOG population forecasts. As a result, the City Council adopted the General Plan Update and certified the EIR, with a finding of a Class I, significant and unavoidable impact on air quality and a statement of overriding considerations.

Although the proposed project is consistent with the City's General Plan designation and projected intensity and contemplated in the General Plan Update EIR, mitigation measures are appropriate to reduce the short-term construction emissions to less than significant levels. In addition, long-term operational emissions will be mitigated to the greatest extent feasible through incorporation of site design features referenced above and offsite improvements (refer to Section VI Transportation), consistency with General Plan policies and actions, and implementation of the Air Quality Mitigation Measures included in Exhibit B.

b) Expose sensitive receptors to pollutants? (Sources: 1, 3, & 7) ☐ ☑ ☐ ☐

Discussion: The project site is located adjacent to residential development and Highway 46. Airborne dust during construction could negatively impact passing motorists or adjacent residences; therefore, dust control measures are necessary to ensure construction-related impacts are reduced to a less than significant level. See Exhibit B.

c) Alter air movement, moisture, or temperature? (Sources: 1, 3, & 7) ☐ ☐ ☑ ☐

Discussion: The project is not anticipated to significantly alter air movement, moisture, or temperature.

d) Create objectionable odors? ☐ ☐ ☑ ☐

Discussion: The proposed project includes home improvement, garden, retail and food service uses and the majority of the uses are not anticipated to create objectionable odors. Uses such as fast food or coffee roasting facilities may have the potential to create objectionable odors and would be required to comply with existing SLO Air Pollution Control District regulations and obtain an Authority to Construct/Permit to Operate. Compliance with the SLO APCD rules on a case-by-case basis will prevent impacts of objectionable odors and potential impacts would be less than significant.

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

10 Environmental Checklist Form

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Increased vehicle trips or traffic congestion? (Sources: 1, 3, & 7)	☐	☑	☐	☐

Discussion: The currently undeveloped site is located on Golden Hill Road and Highway 46, which is a signal-controlled intersection. Residential, light industrial and commercial uses utilize the area road network. Golden Hill Road, Union Road, Airport Road, Buena Vista Drive, River Road, and Dallons Road provide local access.

A Transportation Impact Analysis (Fehr & Peers; June 14, 2007) was prepared for the proposed project to identify and provide road improvement recommendations for mitigation of significant impacts. The roadway system was evaluated under several scenarios, including Existing, Existing Plus Project, Near-Term (existing+ project+ approved projects+ growth estimates), and Year 2030 Conditions (including all previous + General Plan buildout). Several local intersections currently operate at level of service (LOS) F during peak travel times. The US 101/SR 46 E ramp intersections are operating at LOS E or F during the Friday PM peak hour. The SR 46E/Golden Hill Road intersection is operating at LOS F during all peak hours. The side-street approaches for surrounding unsignalized intersections with SR 46 are operating at LOS F for at least one peak hour. The Golden Hill Road/Union Road intersection is operating at LOS F during the PM peak hour. The evaluation concluded that the project would result in approximately 12,400 net new daily trips, with 720 AM and 1,020 PM peak hour trips. Significant impacts are anticipated at several study intersections under near and long-term conditions.

Traffic from the proposed project is estimated to degrade the LOS rating or exacerbate unacceptable LOS E or F operations at most study intersections, excluding SR 46/Buena Vista Drive and the two Dallons Road intersections at Buena Vista Drive and Golden Hill Road. Roadway segments including SR 46E, and the segment on Golden Hill north of SR 46 are projected to operate at unacceptable levels. However, construction of planned improvements in concert with site development would reduce the impact to a less than significant level.

Measures to reduce potential traffic impacts that would reduce the impacts to a less than significant level include:

- *Golden Hill Road/Union Road. To provide LOS A operations at the Golden Hill Road/Union Road intersection, the applicant shall provide design specifications for a roundabout at this intersection.*

- *Golden Hill Road/Highway 46. Improvements to this intersection would improve the LOS from F to D, including widening to provide two left-turn lanes, one through lane, and one shared through/right-turn lane (northbound); two left turn lanes, one through lane, and one right-turn lane (southbound); and two left-turn lanes, two through lanes, and one right-turn lane (eastbound and westbound).*

- *Golden Hill Road. Improvements to Golden Hill Road north of SR 46 include provision of two travel lanes with in each direction, a raised center median and dual left turn lane access to the project.*

- *Dallons Road. Improvements include a center two-way left turn lane at the two western driveways. An eastbound bicycle lane is proposed along the project's frontage.*

- *SR 46. The applicant will provide a 30-foot easement to the City of Paso Robles along the southern property frontage on SR 46 to provide sufficient ROW to accommodated future improvements to SR 46. Dedication of this property frontage would constitute the projects "fair-share" contribution towards near-term and cumulative impacts on SR 46.*

- *Fair Share. Required payment of fair-share fees and required participation in intersection improvements at SR 46E – Airport Rd. to mitigate cumulative impacts at SR 46E/US 101.*

The applicant has incorporated additional recommendations from the traffic consultant including removing some parking spaces to eliminate conflicts with traffic on the main aisle and an all-way stop at the internal intersection located southeast of the Garden Center. Refer to Exhibit B for a list of mitigation measures.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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: Project access and associated road improvements were designed by Fehr & Peers (June 2007) in consultation with Caltrans, and the proposed project does not include off-site road improvements that may result in safety hazards or in incompatible uses. Although this is a proposal for a large commercial complex, the applicant has incorporated pedestrian walkways throughout the site and demarcated the walkways with colored pavers/stamped asphalt and landscape improvements to aid pedestrian safety. The demarcated pedestrian walkways provide visual cues for both pedestrians and drivers of right-of-way. In order to further improve pedestrian circulation and safety, colored pavers or stamped asphalt shall be placed from the south side of the Golden Hill entrance, along the edge of the parking field, to the pedestrian crosswalk/walkway at the center of the site.

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

Discussion: The project is adequately served by public streets for emergency services.

d) Insufficient parking capacity on-site or off-site? (Sources: 1, 3, 7, & 8)	☐	☐	☑	☐

Discussion: The proposed project includes adequate parking for the project. Per Zoning Code development standards (Section 21.22.040), 1,178 parking spaces are required and 1,313 spaces are provided. Thus, the project provides adequate onsite parking, and parking impacts will be less than significant.

e) Hazards or barriers for pedestrians or bicyclists? (Source: 7)	☐	☐	☑	☐

Discussion: An impact to pedestrians and bicyclists would be considered significant if implementation of the proposed project will conflict with existing or planned bicycle facilities or will generate pedestrian and bicycle demand without providing adequate and appropriate facilities for safe non-motorized mobility. On-site pedestrian circulation is generally adequate and direct. Pedestrian crosswalks are proposed on-site to provide a connection between the parking aisles and the retail buildings. The project will include sidewalks along its frontage on Dallons Road and Golden Hill Road. According to the City of Paso Robles' Bikeway Master Plan (2002), bike lanes are designated on Golden Hill Road and a bike path is designated on Dallons Road. The project will be widening and constructing improvements, including bike lanes on the east and west side of Golden Hill Road between Dallons Rd and the project driveway, a Class III Bicycle Route on Golden Hill Road from the project driveway to Highway 46. In addition, the 10-foot wide sidewalk on the west side of Golden Hill Road between the project driveway and SR 46 will be maintained (refer to Exhibit B).Thus, the proposed project is estimated to have a less-than-significant impact to existing and planned pedestrian and bicycle facilities.

f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)? (Sources: 1 & 8)	☐	☑	☐	☐

Discussion: The North County Shuttle provides bus service to Paso Robles, Templeton, and Atascadero. There is no direct transit service to the site, with the nearest stop located near Cuesta College at the northeast corner of Buena Vista Drive/Dallons Road. General Plan Circulation Policy CE-1D Action Item 3 requires new development to provide bus stops, shelters, and turn outs where appropriate. As the project is estimated to generate transit demand from City of Paso Robles,

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

direct transit service to the site is necessary. Fehr and Peers (June 2007) indicated that the applicant would coordinate with the SLO Regional Transit Authority and the City to ensure adequate transit service including scheduling and bus stop facility locations, which are provided to the site (refer to Exhibit B). Based on this discussion, the project would not conflict with or otherwise affect adopted policies supporting alternative transportation.

g) Rail, waterborne or air traffic impacts? ☐ ☐ ☑ ☐

Discussion: The project site is not near rail and, navigable waterways thus the proposed project will not result in rail or waterborne impacts. The northeast property corner at Golden Hill Road and Dallons Road is within the Airport Land Use Plan Safety Zone 6 (Outer Airport Influence Zone). This corner is proposed for landscaping and as a drive-thru corridor for a 3,500 square-foot restaurant. These uses would not exceed density standards or otherwise conflict with the Airport Land Use Plan or air traffic.

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)? ☐ ☑ ☐ ☐

*Discussion: The project site is designated as grassland. The California Natural Diversity Database (CNDDB) identified several sensitive species with the potential to occur within the project area. Botanical species include Obispo Indian paintbrush (*Castilleja densiflora obispoensis), *Lemmons jewel flower (*Caulanthus coulteri lemmonii), *round-leaved filaree (*Erodium macrophyllum), *Kellog's horkelia (*Horkelia cuneata sericea), *Jared's pepper-grass (*Lepidium jareddi jaredii*), and shinning navarretia (*Navarretia nigelliformis radians). *Zoological species with the potential to occur include golden eagle (*Aquila chrysaetos*), vernal pool fairy shrimp (*Branchinecta lynchi*), San Joaquin pocket mouse (*Perognathus inornatus inomatus*), Atascadero june beetle (*Polyphylia nubila*), Badger* (Taxidea taxus*), Lompoc grasshopper (*Trimerotropis occulens*), and San Joaquin Valley kit fox (*Volpes macrotis mutica*). Two valley oaks (*Quercus lobata*) are located at the eastern property line and one valley oak is located in the Caltrans right-of-way on the southern property boundary.*

A Biological Assessment (Mike McGovern; April 10, 2007) was conducted on the project site including appropriately timed spring surveys for sensitive plants. The property consists primarily of previously disturbed, non-native grasses and shrubs. No sensitive plants were identified and no evidence of burrowing by any species other than California ground squirrel (Spermophilus beecheyi) was observed. No sensitive habitat areas (i.e. vernal pools, wetlands) were observed. The site may provide hunting opportunities for a pair of golden eagles known to exist on Huerhuero Creek between Golden Hill Road and the airport, as well as nocturnal carnivores. No suitable eagle nesting sites are located on the property.

The site is located within the San Joaquin Kit Fox habitat area. As defined by the California Department of Fish and Game (CDFG), the project site is located in the 3:1 replacement mitigation zone. Since the site is less than 40 acres, per CDFG guidelines, a site specific SJKF habitat evaluation is not required, but mitigation for loss of habitat would still be required at the 3:1 ratio. The applicant will be required to provide a CDFG form and pay the calculated in-lieu mitigation fees to an appropriate agency, such as the Nature Conservancy (refer to Exhibit B). Payment of in-lieu mitigation fees for off-site habitat protection will reduce potential SJKF impacts to less than significant.

b) Locally designated species (e.g., heritage trees)? ☐ ☑ ☐ ☐

*Discussion: As noted above, there are two mature valley oak (*Quercus lobata*) trees that are proposed for removal on the project site. These trees are approximately 36 and 48 inches in diameter. A Certified Arborist Report was prepared for this project (A&T Arborists, January 16, 2007) and determined that the large trees located along Golden Hill Road are mature*

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

trees in decline due to age, existing road construction and compaction within the critical root zone. As the life expectancy of these trees is limited, removal is recommended with replacement mitigation to occur onsite with blue oak trees (Quercus douglasii), which are better suited to the project area. Replacement trees shall be equivalent to 25% of the trunk diameter of the removed trees, or 21 inches. The replacement trees incorporated into the landscape plan would be a combination of several fifteen gallon plantings. In addition, a large valley oak is located within the Caltrans right-of-way along the southern property boundary. Landscape plans shall be revised to incorporate this tree into the project design with oak tree protection measures to be implemented during construction per section 10.01.070 of the City Oak Tree Preservation Ordinance, and as specified by the A&T Arborist Report dated July 6, 2007. The final landscape plans shall also identify the location of proposed replacement trees onsite.

c) Locally designated natural communities (e.g., oak forest, coastal habitat, etc.)?	☐	☐	☑	☐

Discussion: There are no locally designated natural communities located on this project site. Oak tree protection measures and replacement mitigation would reduce oak tree impacts to less than significant (refer to VIIb. above)

d) Wetland habitat (e.g., marsh, riparian and vernal pool)?	☐	☐	☐	☑

Discussion: There are no wetland habitats on the project site.

e) Wildlife dispersal or migration corridors?	☐	☑	☐	☐

Discussion: The project site may be utilized as a migration corridor for the San Joaquin Kit Fox. Off-site mitigation banks have been established by various agencies for preservation in an effort to allow for development while providing adequate contiguous habitat for the species. Habitat replacement requirements and protection measures to be implemented during construction would adequately mitigate these impacts to less than significant and no additional measures are necessary. See Exhibit B.

VIII. ENERGY AND MINERAL RESOURCES. Would the proposal:

a) Conflict with adopted energy conservation plans? (Sources: 1 & 7)	☐	☐	☑	☐

Discussion: The structures will be designed and constructed according to applicable UBC codes and Title 24 energy conservation requirements, thus it will not conflict with adopted energy conservation plans.

b) Use non-renewable resources in a wasteful and inefficient manner? (Sources: 1 & 7)	☐	☐	☑	☐

Discussion: The project will not use 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 the State? (Sources: 1 & 7)	☐	☐	☑	☐

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

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)?	☐	☐	☑	☐

Discussion: The proposed project includes a home improvement and garden center, which may sell pesticide or other chemicals. Pesticide products must be registered under federal law with the U.S. Environmental Protection Agency and in California with Department of Pesticide Regulation, and businesses that sell, apply or recommend the use of pesticide must receive a license or certificate from DPR. Use of certain restricted pesticides may be limited to specific time and location requirements as directed by the county agricultural commissioner. Compliance with federal, state, and local regulations for the handling, storage, and distribution of pesticides will identify and remove risks to explosion or release. Additional measures are not necessary and potential impacts from the proposed project are less than significant.

b) Possible interference with an emergency response plan or emergency evacuation plan? (Sources: 1 & 7)	☐	☐	☑	☐

Discussion: The 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?	☐	☐	☑	☐

Discussion: The project and future uses will not likely result in creating any health or other hazards.

d) Increased fire hazard in areas with flammable brush, grass, or trees?	☐	☐	☑	☐

Discussion: The project site is not located in an area with the potential for increased fire hazards. The site will be required to be in compliance with 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)	☐	☐	☑	☐

Discussion: The project will not likely result in a significant increase in operational noise levels. It may result in short-term construction noise. However, construction noise will be limited to specific daytime hours, and in compliance with applicable City regulations.

b) Exposure of people to severe noise levels? (Source: 3)	☐	☑	☐	☐

Discussion: The proposed project is not anticipated to expose people to severe noise levels. Potential noise impacts to residential uses adjacent to the site from air conditioning units on rooftops would be adequately mitigated by placing equipment within proposed rooftop parapets to provide both visual and acoustical screening.

ISSUES (and Supporting Information Sources):	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
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)	☐	☐	☑	☐
b) Police Protection? (Sources: 1, 3, & 7)	☐	☐	☑	☐
c) Schools? (Sources: 1, 3, & 7)	☐	☐	☐	☑
d) Maintenance of public facilities, including roads? (Sources: 1, 3, & 7)	☐	☐	☑	☐
e) Other governmental services? (Sources: 1,3, & 7)	☐	☐	☑	☐

Discussion: a.-e. The project applicant will be required to pay development impact fees as established by the city per AB 1600 to mitigate impacts to public services.

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)	☐	☐	☐	☑
b) Communication systems? (Sources: 1, 3, & 7)	☐	☐	☐	☑
c) Local or regional water treatment or distribution facilities? (Sources: 1, 3, & 7)	☐	☐	☐	☑
d) Sewer or septic tanks? (Sources: 1, 3, 7, & 8)	☐	☐	☐	☑
e) Storm water drainage? (Sources: 1, 3, & 7)	☐	☐	☑	☐
f) Solid waste disposal? (Sources: 1, 3, & 7)	☐	☐	☐	☑
g) Local or regional water supplies? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: a.-g. The project will not result in the need for new systems or supplies, or result in substantial alterations to utilities and service systems. The proposed dual-retention basin would retain both project and imported off-site drainage onsite, only releasing in periods of peak flow (WRG Design, Inc. April 9, 2007).

XIII. AESTHETICS. Would the proposal:				
a) Affect a scenic vista or scenic highway? (Sources: 1, 3, & 7)	☐	☐	☑	☐

Discussion: The project is not located in a scenic vista or scenic highway area, however it is proposed to be located within

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

one of the City's identified Gateway areas. The applicant addressed potential impacts on scenic resources to the extent feasible with landscape treatments, setbacks, tree plantings, and architectural design. The proposed project will not adversely affect a scenic resource or damage scenic resources in a designated state scenic highway.

b) Have a demonstrable negative aesthetic effect? (Sources: 1, 3, & 7) ☐ ☐ ☑ ☐

Discussion: The project site is visible from Highway 46, Golden Hill and Dallons Roads, and surrounding development. The approximately 25 acre site is proposed to include light industrial commercial retail, retail, and restaurant uses in buildings primarily adjacent to Dallons Drive and Highway 46. Parking is concentrated in the center of the site with primary access from Gold Hill Road and three access points from Dallons Drive. Service entrances facing Dallons Road are varied, and shielded by landscaping and trellis improvement. The northeast and southeast corners of the site adjacent to Highway 46 include enhanced landscaping, pathways and plaza areas.

The proposed project includes project-specific architectural and site design guidelines. Architectural design of the project has incorporated colors, materials, and design elements representative of agrarian buildings and operations in the Paso Robles area. Special attention to four-sided architecture incorporated horizontal and vertical articulation on all building pads including parapets, trellis elements, and awnings.

The landscape plan proposes a variety of trees, shrubs and ground cover suited to the arid landscape and at maturity, will provide adequate partial screening of the parking field. It should be noted that the proposed 30-foot dedicated ROW for future SR 46 road improvements (refer to VI, Transportation/Circulation) is required by Caltrans to remain in its natural state, with no landscaping or other improvements. This demarcation would provide a definite edge of the developed area, separate from SR 46 (See Exhibit A, Site Plans and Elevations).

The proposed project and signage incorporates Paso Robles "gateway" vision by design in the architectural details and colors drawn from area agriculture and agrarian uses to create a unique development project as travelers enter or exit the city. The applicant's proposed signage consists of a 35-foot tower to be placed near the center of the project's southern property boundary adjacent to Highway 46, as well as monument signage at the Golden Hill Road main project entrance and the eastern Dallons Road entrance. The sign tower is proposed with a stone veneer base, timber trellis, wood trim and siding, and a corrugated galvanized metal roof with metal vent accent and metal weather vane. Nearby recently approved projects (i.e. Ford Dealership) were required to limit the height of signage towers to 30 feet. Although the sign panels would extend to only 30 feet, the additional design element with metal roof accent and weather vane extend to a height of 35 feet. Property tower signage shall not extend above 30 feet. In addition, details for monument signage at Golden Hill Road and Dallons Road shall be provided for review and approved to ensure consistency with site design.

The proposed retaining wall on the western property line is a stepped design with landscaping elements including trees, shrubs and ground cover. The wall is proposed to consist of split face and precision block with terraced landscaping covering the majority of the wall. A chain-link fence is proposed at the property line, adjacent to existing residences. The chain link fence would detract from visual character of the terraced landscaped wall, which would provide an adequate buffer between the adjacent residential properties and the project development. Chain link fencing and precision block materials are not permitted and would be replaced with acceptable materials in the final design.

The proposed project will change the visual character in the project vicinity as the project site is currently undeveloped. Incorporation of mitigation measures included in Exhibit B will reduce a potential negative aesthetic impact to less than significant.

c) Create light or glare? (Sources: 1, 3, 7, & 8) ☐ ☑ ☐ ☐

Discussion: The applicant has provided a conceptual lighting and materials schematic that includes several designs for building site and landscape lighting. The conceptual plan did not identify parking lot lighting design or locations of proposed lighting fixtures. In accordance with City policy, all new lighting to be shielded and directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall

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

be submitted with the building plans and shall be subject to approval by the Development Review Committee prior to issuance of building or grading permits, as appropriate (refer to Exhibit B).

XIV. CULTURAL RESOURCES. Would the proposal:

a) Disturb paleontological resources? (Sources: 1, 3, & 7)	☐	☐	☐	☑
b) Disturb archaeological resources? (Sources: 1, 3, & 7)	☐	☐	☑	☐
c) Affect historical resources? (Sources: 1, 3, & 7)	☐	☐	☐	☑
d) Have the potential to cause a physical change which would affect unique ethnic cultural values? (Sources: 1, 3, & 7)	☐	☐	☐	☑
e) Restrict existing religious or sacred uses within the potential impact area? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: a. through e. No known paleontological resources are located in the vicinity. There are no known religious or sacred uses on or near the project site. The project is not proposed in a location where it could affect unique ethnic cultural values. The project site is located in the vicinity of known prehistoric and historic resources. A Phase I archaeological reconnaissance and a historical records search of the project site (Cultural Resources Management Services, March 15, 2007) did not identify the presence of prehistoric or intact historic resources and it is anticipated that the proposed project would not significantly impact cultural resources. No further archaeological investigations are recommended. If buried remains or otherwise hidden resources are discovered during grading and excavation activities, standard mitigation measures would apply (Refer to Exhibit B). Therefore, impacts to cultural resources would be less than significant.

XV.RECREATION. Would the proposal:

a) Increase the demand for neighborhood or regional parks or other recreational facilities? (Sources: 1, 3, & 7)	☐	☐	☐	☑

Discussion: The project is non-residential and will not affect the demand for parks and recreational facilities.

b) Affect existing recreational opportunities? (Sources 1, 3, & 7)	☐	☐	☐	☑

Discussion: The project will not affect existing recreational opportunities.

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)	☐	☐	☑	☐

Discussion: The proposed project does not have any significant existing natural resources located on it except for two over-mature valley oak trees that will be removed and mitigated for with replacement trees per City code. No significant biological

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

resources were identified on the site. In-lieu mitigation fees will be paid by the developer to offset potential impacts to SJKF habitat.

b) Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (Sources: 1 & 3) ☐ ☐ ☐ ☑

Discussion: The project will not likely have a potential to achieve short-term, to the disadvantage of long-term environmental goals. The project is an allowable use in the land use category and zoning for the site and is consistent with the City's General Plan. Loss of SJKF migration corridor habitat would be mitigated by purchase of suitable off-site protected habitat. The project is consistent with the City's Gateway design standards to achieve aesthetically pleasing entrance corridors into the City.

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 & 3) ☐ ☐ ☑ ☐

Discussion: The project will not result in significant cumulative impacts. Air quality and traffic impacts have been addressed in context of surrounding and proposed future development potential and would be adequately mitigated by proposed measures.

d) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly? (Sources: 1 & 3) ☐ ☐ ☑ ☐

Discussion: The project will not result in substantial adverse environmental impacts on human beings, either directly or indirectly. Proposed mitigation measures for air quality, biology, noise, traffic, aesthetics, and cultural resources have been incorporated into the project to adequately mitigate for any potential impacts.

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.

Reference Number	Document Title	Available for Review At
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	Archaeological Inventory Survey of a ±25 Acre Parcel at the Southwest Corner of Dallons Road and Golden Hill Road, Paso Robles, California CONFIDENTIAL	Cultural Resource Management Services

12. Attachments:

Exhibit A – Vicinity Map
Exhibit B - Site Plan, Landscape Plan and Elevations
Exhibit C – Mitigation Summary Table
Exhibit D - Tree Protection Standard Mitigation Measures for Golden Hill's Plaza SR 46@ Golden Hill Road
Exhibit E - Biological Assessment of Paso Robles Shopping Center
Exhibit F - Preliminary Drainage Report Paso Robles Shopping Center
Exhibit G - Geotechnical Engineering Study
Exhibit H - Final Transportation Impact Analysis Golden Hill Retail Center

Exhibit B – Site Plan, Landscape Plan and Elevations

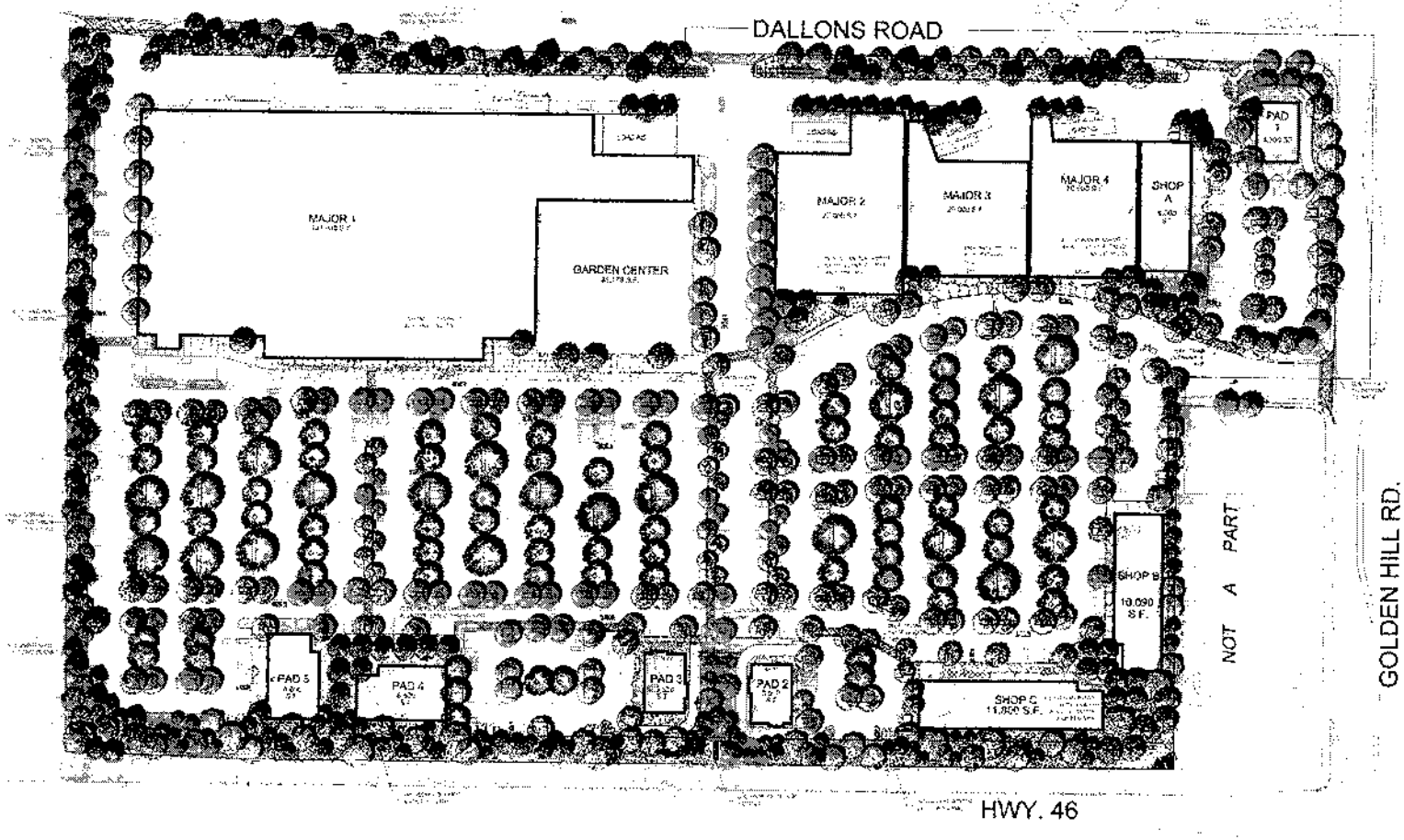
PRELIMINARY SITE PLAN

PASO ROBLES SHOPPING CENTER

REGENCY CENTERS

PASO ROBLES, CALIFORNIA

PRELIM. SITE PLAN 1



PROPOSED PLANT LEGEND

HIGHWAY 46 & GOLDEN HILLS ROAD
CONCEPTUAL PLANTING PLAN

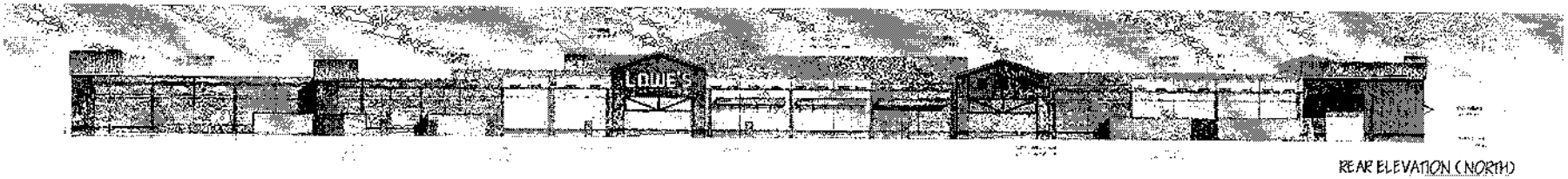
PASO ROBLES, CALIFORNIA

L-1

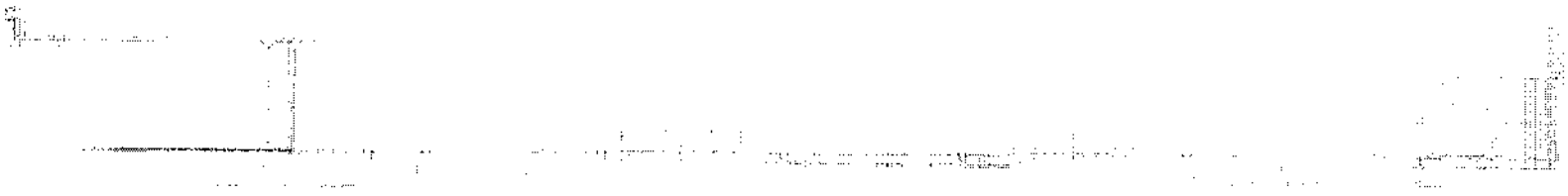
PROJECT # 24115
DATE: APRIL 8, 2008

1" = 50'

FRONT ELEVATION (SOUTH)



REAR ELEVATION (NORTH)



REGENCY CENTERS INC.
1 PARK PLAZA
SUITE 100
IRVINE, CA 92614

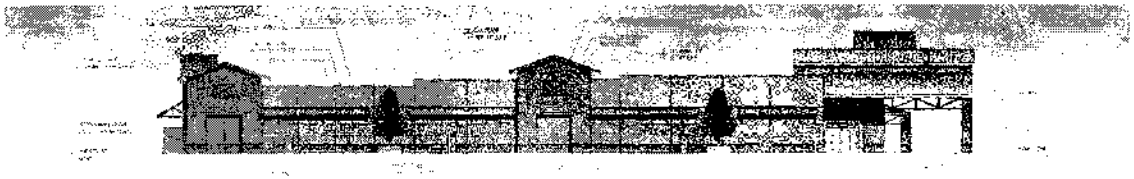
GOLDEN HILLS PLAZA
WY 41 & GOLDEN HILLS ROAD

11

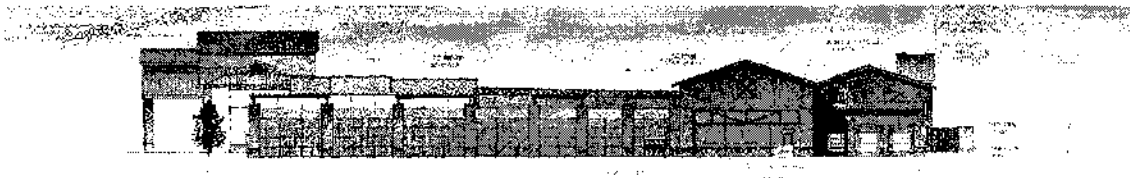
PROJECT # 05-0376-01
DATE: APRIL 2, 2007

MULVANNY G2

LOWE'S



LEFT ELEVATION (WEST)



RIGHT ELEVATION (EAST)

REGENCY CENTERS INC.
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA
HWY 49 & GOLDEN HILLS ROAD

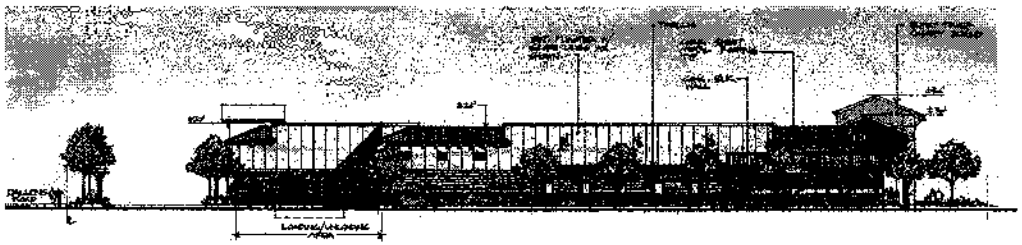
12

PROJECT # 06-0376-01
DATE: APRIL 2, 2007

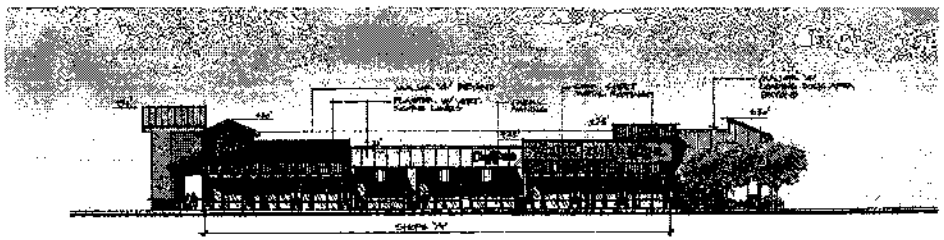
MULVANNY G2

LOWE'S

SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

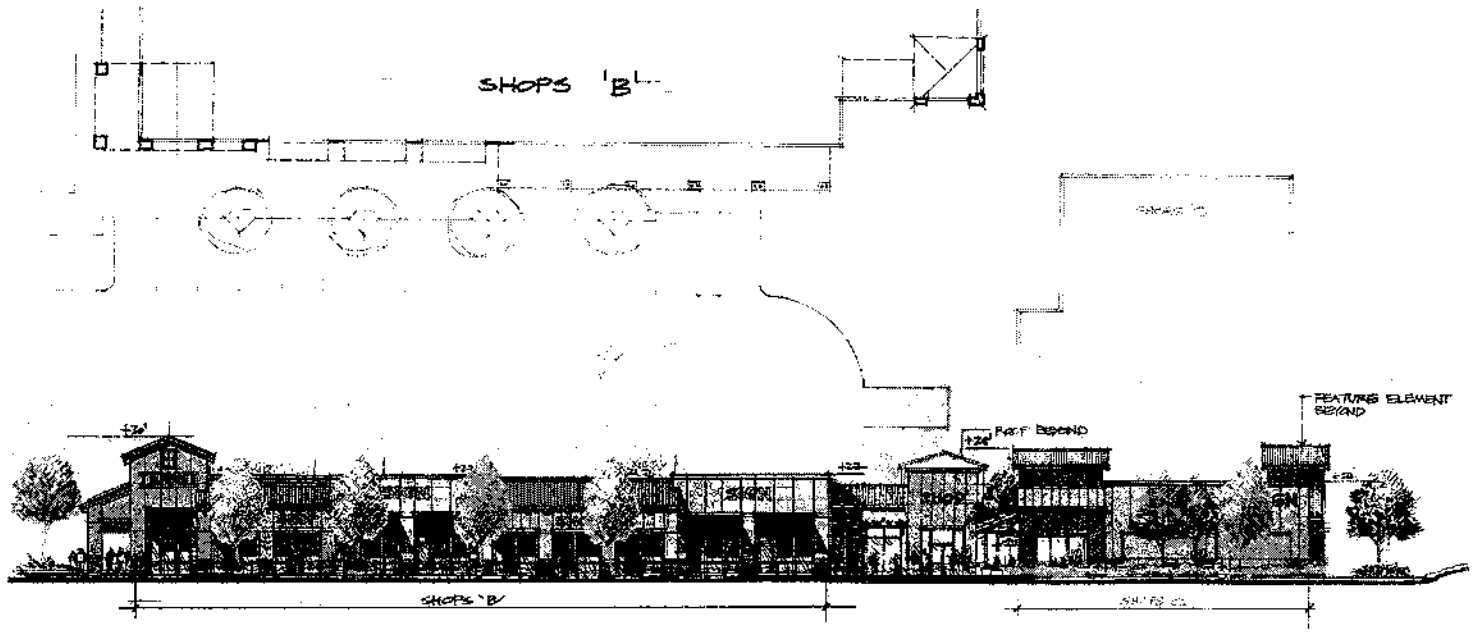
GOLDEN HILLS PLAZA

[illegible] & ROLLING HILLS ROAD
MAJOR ELEVATIONS

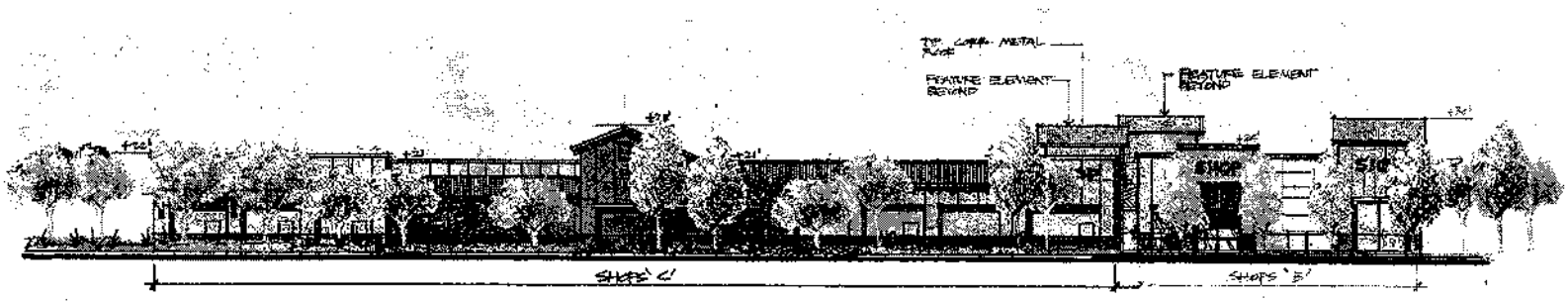
7

PROJECT # 24115
DATE: APRIL 9, 2007

a division of gkkworks
1833 Victory Boulevard | GLENDALE | CA 91201
818 246 8050 | 818 240 0430 fax | www.lhparchitects.com



WEST ELEVATION
SCALE: 3/32" = 1'-0"



SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

regency centers
38 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

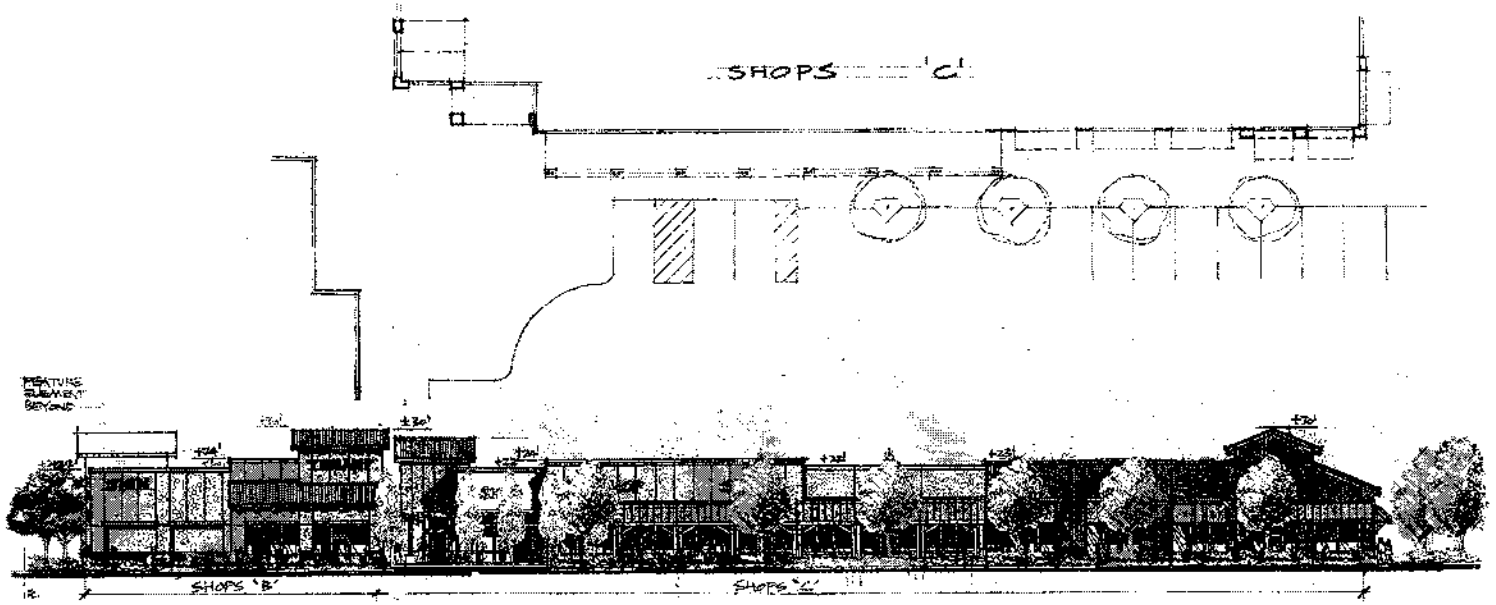
GOLDEN HILLS PLAZA

NWC I-46 & GOLDEN HILLS ROAD

ELEVATIONS OF SHOPS 'B' & 'C'

PROJECT # 24115
DATE: APRIL 9, 2007

a division of gkkworks
1233 Victory Boulevard | GLENDALE | CA 91201
818 246 6050 | 818 240 0430 fax | www.lhaarchitects.com



NORTH ELEVATION
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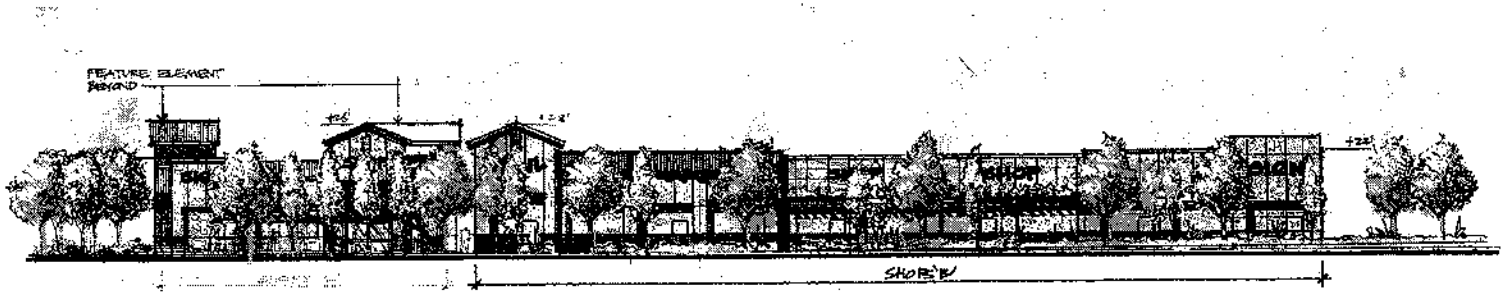


EAST ELEVATION
SCALE: 3/32" = 1'-0"

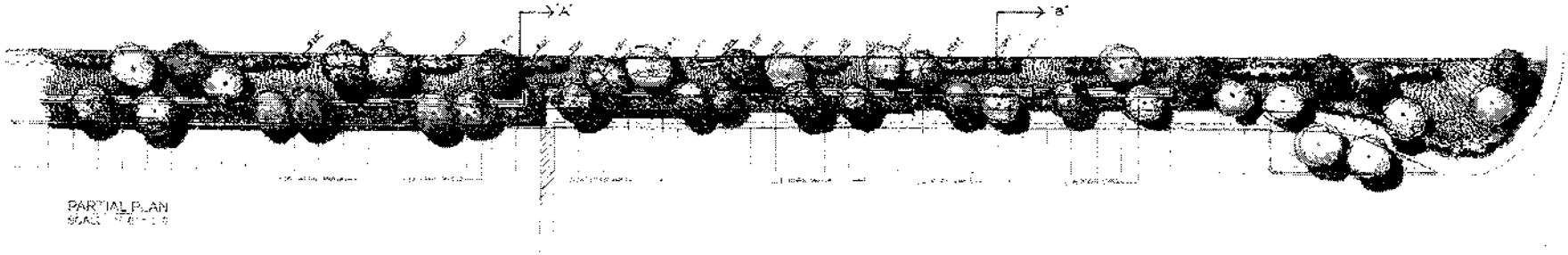
regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614
CLIENT

GOLDEN HILLS PLAZA
HWY 46 & GOLDEN HILLS ROAD
[illegible]

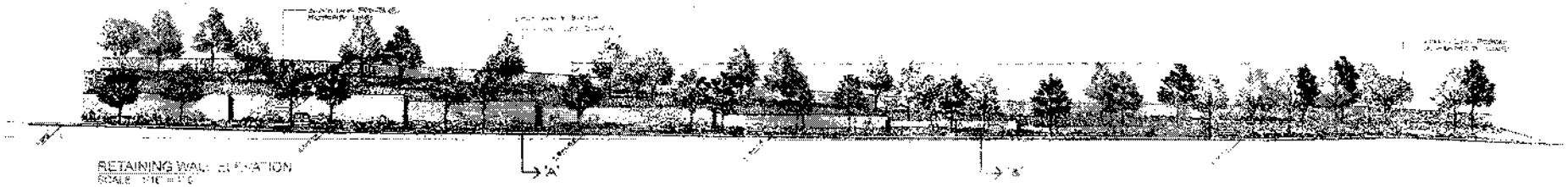
8

PROJECT # 24115
DATE: APRIL 9, 2007

a division of gkkworks
1833 Victory Boulevard | GLENDALE, CA 91201
818.246.6050 | 818.240.0430 fax | www.thearchitects.com

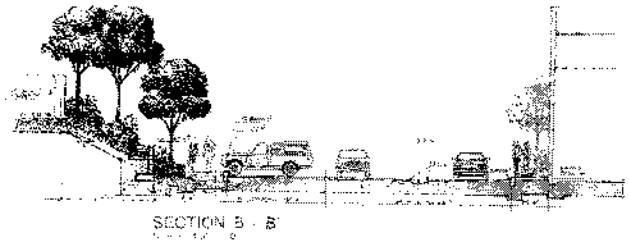


PARTIAL PLAN



RETAINING WALL ELEVATION

SECTION A - A'



SECTION B - B'

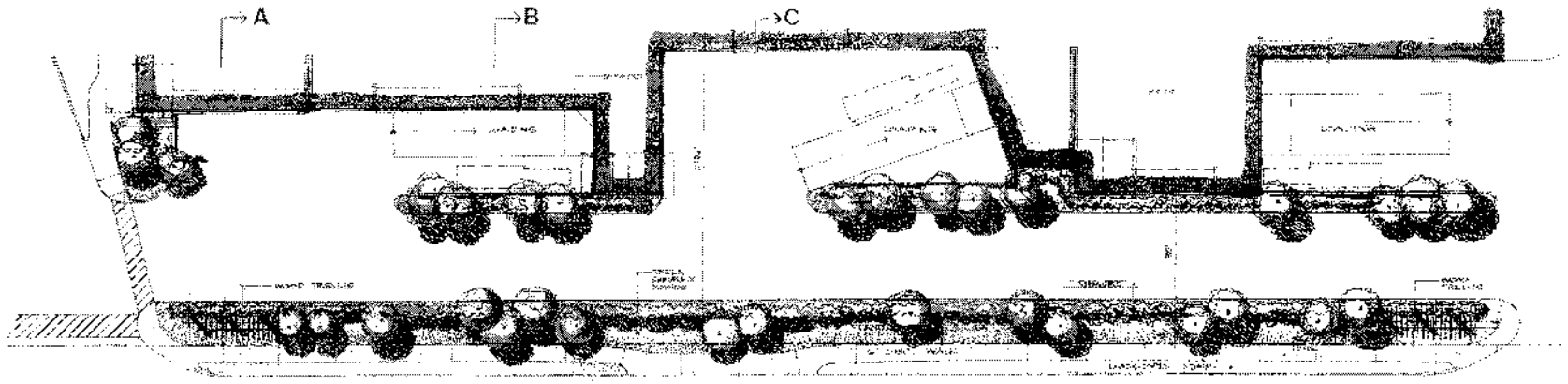
regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

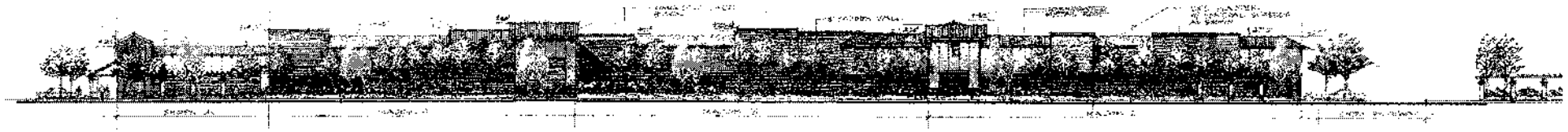
GOLDEN HILLS PLAZA

HWY 46 & GOLDEN HILLS ROAD
RETAINING WALL DESIGN

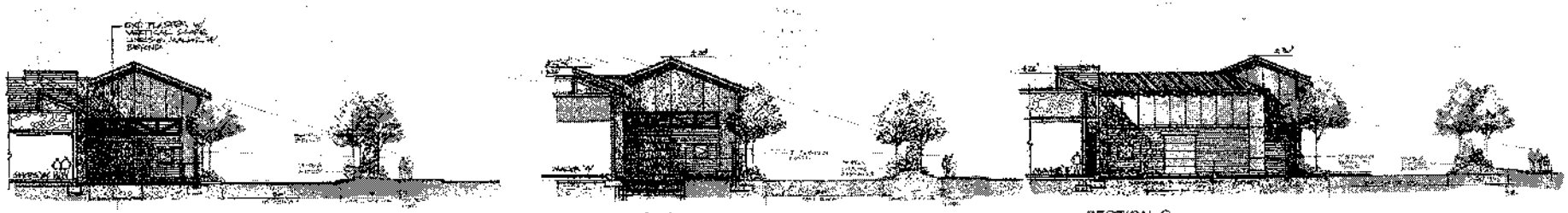
PROJECT # 24115
DATE: APRIL 9, 2007

LHA
a division of gkkworks
1333 Victory Boulevard | GLENDALE, CA 91201
818.246.6050 | 818.240.0430 fax | www.lhaarchitects.com





NORTH ELEVATION



SECTION A

SECTION B

SECTION C

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

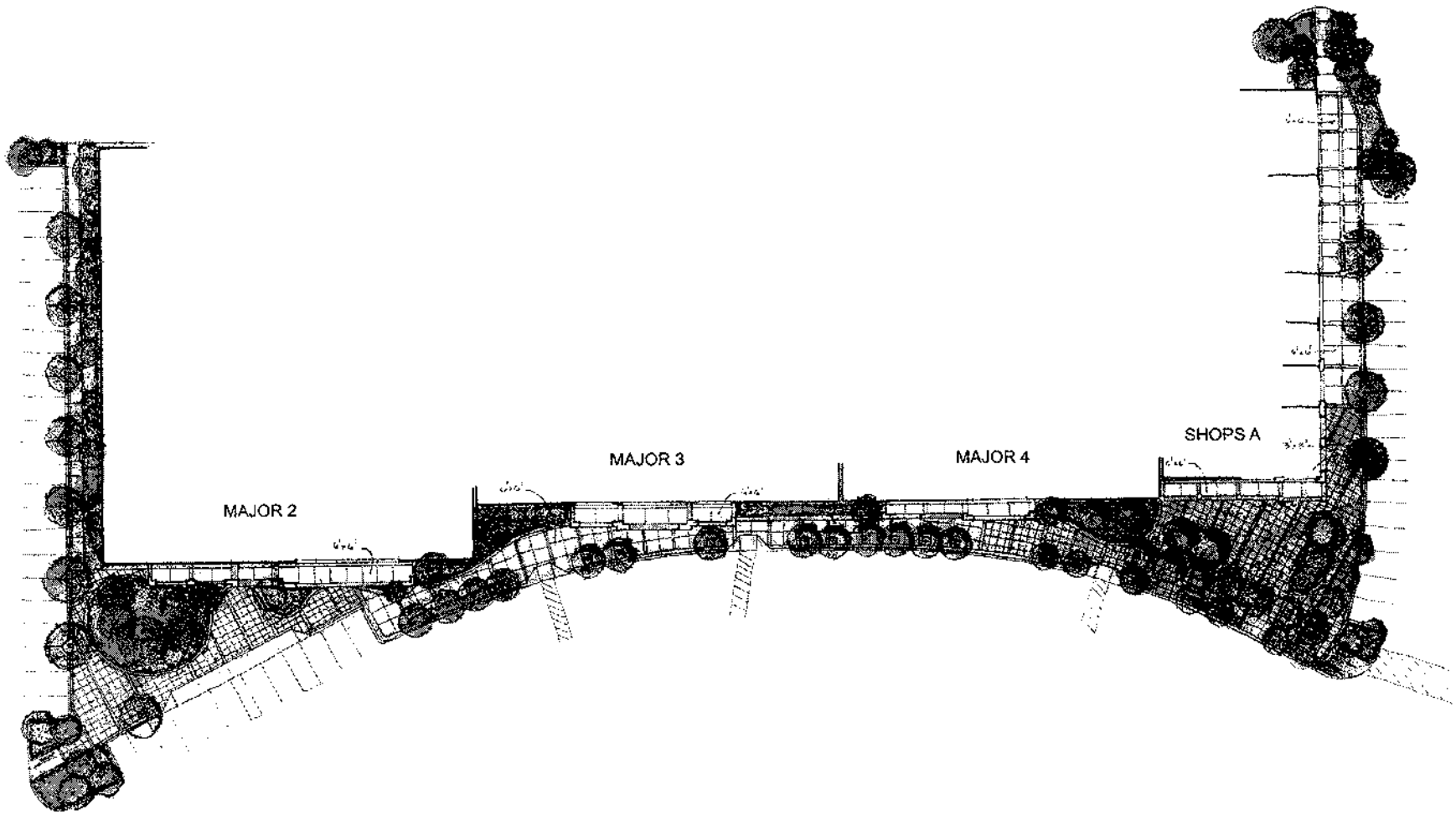
GOLDEN HILLS PLAZA

NORTH ELEVATION DESIGN

15

PROJECT # 24115
DATE: APRIL 9, 2007

LHA
a division of gkkworks
5833 Victory Boulevard | GLENDALE | CA 91201
818 246 5050 | 818 240 0430 fax | www.lhaarchitects.com



north

SCALE: 1/16"=1'-0"

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

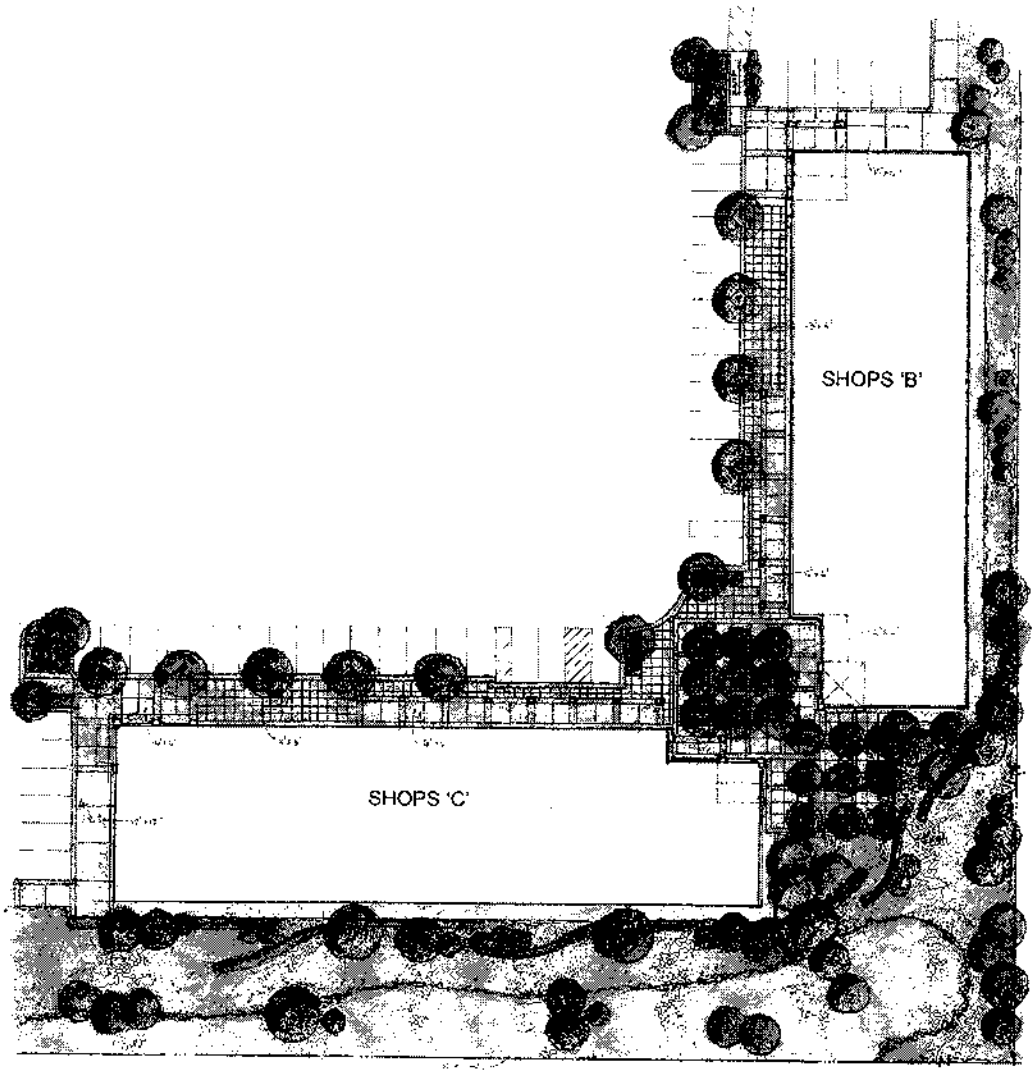
GOLDEN HILLS PLAZA

HWY 46 & GOLDEN HILLS ROAD
HARDSCAPE AT MAJORS

16

PROJECT # 24115
DATE: APRIL 9, 2007

a division of gkkworks
1833 Victory Boulevard | GLENDALE | CA 91201
818 246 6050 | 818 240 0430 fax | www.lhaarchitects.com



north

SCALE: 1/16" = 1'-0"

regency centers
35 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

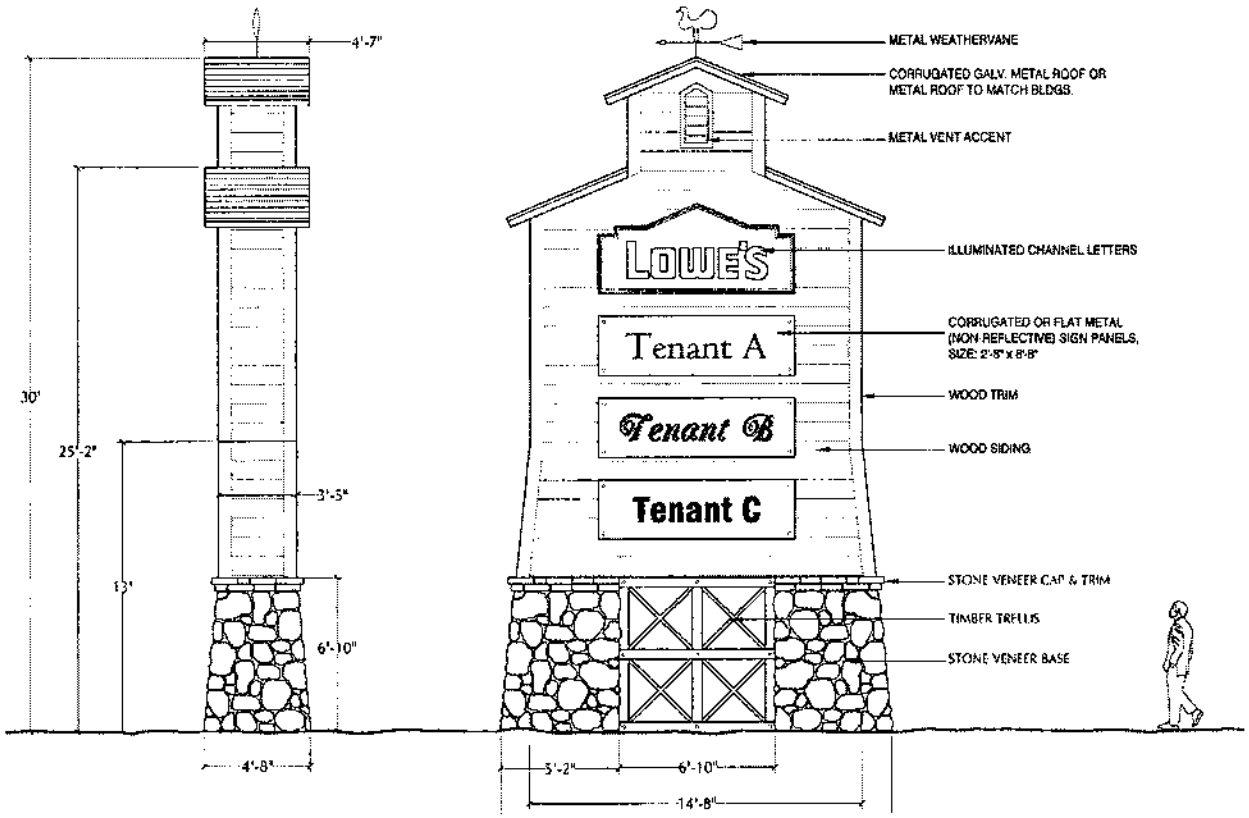
GOLDEN HILLS PLAZA

[illegible] GOLDEN HILLS ROAD
[illegible]

17

PROJECT # 24115
DATE: APRIL 9, 2007

a division of gkkworks
1633 Victory Boulevard | GLENDALE | CA 91201
818 246 6050 | 818 240 0430 fax | www.lhaarchitects.com



regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA

PROJECT INFO

18

PROJECT # 24115
DATE: APRIL 9, 2007

a division of gkkworks

OASIS LANDSCAPE ARCHITECTURE AND PLANNING

Exhibit C Mitigation Summary Table

Air Quality Mitigation Measures

The project shall be in compliance the following recommendations of the San Luis Obispo County Air Pollution Control District so as to minimize creation of fugitive dust and other emissions resulting from this project.

AQ-1 During construction, the applicant shall implement the following Best Available Control Technology for diesel-fueled construction equipment, where feasible:

a. All construction equipment shall be properly maintained and tuned according to manufacturer's specifications.

b. All off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generators, compressors, auxiliary power units, shall be fueled exclusively with CARB motor vehicle diesel fuel.

AQ-2 Prior to construction, a Dust Control Plan shall be prepared and approved by the APCD prior to commencement of construction activities. The Dust Control Plan shall include the following:

a. Important elements of this plan would be detailed dust mitigation measures and provisions for monitoring for dust and construction debris during construction.

b. The contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering or other measures as necessary to prevent transport of dust off-site. Their duties should include holiday and weekend periods when work may not be in progress.

c. The name and telephone number of such persons shall be provided to the APCD and adjacent residents prior to construction commencement.

d. Compliant handling procedures shall be identified.

e. A daily dust observation log shall be filled out as necessary.

AQ-3 During construction, the following measures shall be implemented to reduce PM10 emissions during earth moving activities:

a. Reduce the amount of the disturbed area where possible.

b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used whenever possible.

c. All dirt stock-pile areas should be sprayed daily as needed.

d. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established.

e. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.

f. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.

g. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.

h. All trucks hauling dirt, sand, or other loose materials are to be covered or should maintain at least two feet of free board (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114. This measure has the potential to reduce PM10 emissions by 7-14%.

i. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site. This measure has the potential to reduce PM10 emissions by 40-70%.

j. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used when feasible. This measure has the potential to reduce PM10 emissions by 25- 60%.

k. Permanent dust control measures shall be implemented as soon as possible following completion of any soil disturbing activities.

AQ-4 Portable equipment, 50 horsepower or greater, used during construction activities will require California statewide portable equipment registration (CARB) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive.

- Power screens, conveyors, diesel engines, and/or crushers;

- Portable generators and equipment with engines that are 50 hp or greater;
- IC engines;
- Unconfined abrasive blasting operations;
- Concrete batch plants;
- Rock and pavement crushing;
- Tub grinders; and
- Trommel screens.

AQ-5 Prior to construction, the following measures are required in order to remain in compliance with the APCD:

a. The applicant must obtain a compliance review with the APCD prior to the initiation of any construction activities.

b. A list of all heavy-duty construction equipment operating at the site must be provided to the APCD. The list shall include the make, model, engine size, and year of each piece of equipment. This compliance review will identify all equipment and operations requiring permits and will assist in the identification of suitable equipment for the catalyzed diesel particulate filter.

c. Maintain all construction equipment in proper tune according to manufacturer's specifications.

d. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).

e. Maximize, to the extent feasible, the use of diesel construction equipment meeting ARB's 1996 and newer certification standard for off-road heavy duty diesel engines.

f. All on and off-road diesel equipment shall not be allowed to idle for more than 5 minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the 5 minute idling limit.

g. The applicant must apply for an Authority to Construct from the APCD where necessary.

AQ-6 Develop a comprehensive Construction Activity Management Plan designed to minimize the amount of large construction equipment operating during any given time period. The plan shall be submitted to the District for review and approval prior to the start of construction. The plans should include but not be limited to the following elements;

- Schedule construction trucks trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and
- Phase construction activities, if appropriate.

AQ-7 During construction, monthly compliance checks throughout the construction phase are required to verify that all equipment and operations continue to comply with the APCD requirements.

AQ-8 During and post construction, the following mitigation measures shall be implemented to reduce area source emissions, where applicable.

a. Increase walls and attic insulation by 10% above what is required by Title 24.

b. Shade tree planting along southern exposures of buildings to reduce summer cooling needs.

c. Shade tree planting in parking lots to reduce evaporative emissions from parked vehicles.

d. Use built-in energy efficient appliances, were applicable.

e. Orient buildings toward streets with convenient pedestrian and transit access.

f. Use double-paned windows.

g. Use low-energy parking lot and streetlights. (e.g. sodium)

h. Use energy efficient interior lighting.

i. Incorporate energy efficient skylights into roof plan (i.e. should meet the EPA/DOE Energy Star® rating).

j. Install High efficiency or gas space heating.

k. Install door sweeps and weather stripping if more efficient doors and windows are not available.

AQ-9 During and post construction, the following mitigation measures shall be implemented to reduce vehicle emissions, where applicable. Implementation of one or more of the following options, negotiated with the APCD and subject to final approval by the City of El Paso de Robles:

a. A Flash Pass program for employees using public transit,
b. Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for CNG, LPG, biodiesel, conductive and inductive electric vehicle charging, etc.)

c. Fund a program to buy and scrap older, higher emission passenger and heavyduty vehicles.
d. Replace/repower heavy-duty diesel school vehicles (i.e. bus, passenger, or maintenance vehicles).
e. Purchase particulate filters or oxidation catalysts for local school buses, transit fleets.
f. Provide assistance in the implementation of projects that are identified in City or County Bicycle Master Plans.
g. Use alternatively-fueled delivery vehicles.
h. Location of an Electronic Vehicle charging station in the parking lot.
i. Transit stop enhancements (shelters, phones, etc.) within the project impact area.
j. Subject to the approval of a trip reduction plan submitted to APCD, implement a comprehensive Transportation Demand Management program for employees.
k. Provide shower stalls and locker facilities to encourage employees to bike and/or walk to work, as follows:
    - 50-199 Employees: 1 locker per 20 employees and 2 shower stalls
    - 200+ Employees: 1 locker per 20 employees and 4 shower stalls.
l. Establish an Employee Trip Reduction Program (ETRP) to reduce employee commute trips (i.e. carpooling incentives, van pools, and transit subsidies), coordinated with adjacent commercial development that attempts to achieve an Average Vehicle Ridership (AVR) for project employees of 1.60 or larger. Contact the Transportation Choices Coalition partners for free consulting services on how to start and maintain a Trip Reduction Program. Contact SLO Regional Rideshare at 541-2277.
m. Employ and implement a transportation/rideshare coordinator.
n. Provide on-site bicycle parking distributed near business entrances in easy to locate, visible locations, at a ratio of 20 car parking spaces.
o. Provide on-site eating, refrigeration and food vending facilities to reduce employee lunchtime.
p. Provide preferential carpool and vanpool parking spaces.
q. Provide on-site banking (ATM) and postal services.
r. Provide on-site childcare facilities for employees.
s. Implement on-site circulation design element in parking lots to reduce vehicle queuing and improve the pedestrian environment with designated walkways.
t. Provide pedestrian signalization and signage to improve pedestrian safety.
u. If development is a large grocery store or large retail facility, provide home delivery service for customers.

AQ-10 Air Quality Impacts - Off-Site Measures

The applicant shall negotiate with the Air Pollution Control District regarding off-site mitigation requirements, since this project exceeds the Tier 3, Threshold of Significance for multi-pollutants tons/year, to mitigate air quality impacts that may result from this project, subject to the satisfaction of the Community Development Director. Measures to offsets to reduce air pollution impacts may include, but not be limited to the following.

- Design and construct bike lanes on both sides of Dallons Road in accordance with plans approved by the City Engineer. Installation (striping and signs) of a bike lane shall extend from Golden Hill Road to Buena Vista Road.

- Prior to occupancy of the project, the intersection of Dallons Drive and Golden Hill Road shall be improved with the installation of a modern roundabout in lieu of stop signs in accordance with plans approved by the City Engineer.

- Prior to occupancy of the project, the applicant shall pay its fair share of a traffic study of circulation routes in the Highway 46E corridor which will include discussion of alternative transportation modes to help mitigate impacts.

- Prior to occupancy of the project, the applicant shall provide a traffic study, geometric design and construction documents for the construction of a roundabout at the intersection of Golden Hill Road and Union Road.

- Prior to occupancy of the project, the applicant shall construct a 10 foot wide sidewalk/bike path on Golden Hill Road, extending from the intersection of Highway 46 to Dallons Drive.

- A bus turnout/facility along the property frontage, acceptable to the City shall be identified and incorporated into project plans.

Biological Resources Mitigation Measures

BR-1: San Joaquin Kit Fox/Habitat Preservation:

Prior to the issuance of permits for grading/construction or prior to final inspection of any grading/construction permits, the applicant shall provide for habitat preservation, in a form acceptable to the CA Fish & Game Department, in an amount equal to three acres of habitat, or fraction thereof, for each acre of development, or fraction thereof. The applicant shall have the ability to enter into an agreement with CA Fish & Game Department for payment of an in-lieu fee of $2500 per acre to an approved agency for a total replacement habitat of 75-acres based on the score from the Kit Fox Evaluation Form and Procedure and the CA Fish & Game replacement of 3-acres for each acre lost.

BR-2: San Joaquin Kit Fox Protective Measures Before and During Construction**:**

a. Within 30 days prior to initiation of construction, the applicant shall hire a qualified biologist acceptable to the U.S. Fish and Wildlife Service, CA Fish & Game Department, and the Community Development Director or his designee, to conduct a pre-construction survey for active kit fox dens.

b. Before any grading or construction activities commence, all personnel associated with the project shall attend a worker education program regarding the sensitive biological resources potentially occurring in the project area (i.e., San Joaquin kit fox). This program is to include information on the kit fox, its life histories and careful review of the mitigation measures to be implemented in order to avoid or reduce impacts. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. The Community Development Department shall be notified of the time that the applicant intends to hold this meeting.

c. To prevent entrapment of the kit fox during the construction phase of the project, all excavation, steep-walled holes or trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.

d. During the construction phase, any pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at the project site for one or more overnight periods shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved, or if necessary will be moved only once to remove it from the path of activity, until the kit fox has escaped.

e. All food-related trash items such as wrappers, cans, bottles, and food scraps generated during the construction phase shall be disposed of in closed containers only and regularly removed from the site. Food items may attract kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.

f. Use of pesticides shall be in compliance with all local, state and federal regulations. (This is necessary to prevent primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which kit foxes depend.)

g. Any contractor or employee that inadvertently kills or injures a kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to a supervisor overseeing the project. In the event that such observations are made of injured or dead kit fox, the applicant shall immediately notify the U.S. Fish and Wildlife Service and the CA Fish & Game Department by telephone.

Formal notification shall also be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to the CA Fish & Game Department for care, analysis, or disposition.

h. So as not to attract red fox, coyotes, or domestic dogs to the area, all waste products shall be disposed of in a manner that would not attract these animals.

i. If any potential or known San Joaquin kit fox dens are subsequently observed during the required pre-construction survey, the following mitigation measures shall apply:

(i) Fenced exclusion zones shall be established by a qualified biologist around all kit fox dens that can be avoided but may be inadvertently impacted by project activities; exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances:
- Potential kit fox den: 50 feet
- Known kit fox den: 100 feet
- Kit fox pupping den: 150 feet

(ii) Only essential vehicle operation on existing roads (if the exclusion zone intersects a road) and simple foot traffic shall be permitted within these exclusion zones. Otherwise, all project activities such as vehicle operation, materials storage, etc., shall be prohibited. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed. If specified exclusion zones cannot be observed for any reason, the U.S. Fish and Wildlife Service and CA Fish & Game Department shall be contacted for guidance prior to ground disturbing activities on or near the subject den or burrow.

(iii) If any known or potential San Joaquin kit fox dens are discovered within the designated project area which shall be unavoidably destroyed by the proposed project, excavation of kit fox dens shall not proceed without authorization from the U.S. Fish and Wildlife Service and CA Fish & Game Department. A copy of any such authorization received shall be provided to the City for its records.

BR-3: Prior to issuance of building permits, the landscape plan shall be revised to provide numbers of oak trees to be planted onsite. The cumulative replacement diameters of replacement trees shall equal no less than 25% of the diameter of the removed trees. Landscape plans shall incorporate the oak tree in Caltrans right-of-way into landscape plans include protection measures to be implemented during construction per section 10.01.070 of the City Oak Tree Ordinance, and as specified for the project by A&T Arborists (July 6, 2007). Final landscape plans shall identify number and size of proposed oak trees and ensure adequate species replacement onsite. The landscape plan shall be approved prior to issuance of building permits.

Noise Mitigation Measures

N-1: Prior to issuance of building permits, all roof-mounted equipment located on buildings adjacent to residential properties on the western property line shall be adequately baffled and shielded so as to not impact adjacent residences.

Transportation/Circulation

TR-1: Prior to final inspection, as directed by the City of Paso Robles, bike lanes shall be provided along the east side and west side of Golden Hill Road between Dallons Road and the project driveway. In addition, the 10-foot wide sidewalk on the west side of Golden Hill Road between the project driveway and SR 46 is to be maintained, and the bike lane shall properly transition to a signed (Class III) bike route.

TR-2: Prior to construction of off-site road improvements, the applicant shall coordinate with the SLO Regional Transit Authority and the City of Paso Robles to modify the North County Shuttle route to service the project site. A bus turnout/facility along the property frontage, acceptable to the City and SLO RTA shall be identified and incorporated into project plans.

TR-3: Prior to occupancy, the applicant shall provide the City with construction documents and design specifications for a one-lane roundabout with flared northbound and southbound right-turn lanes at the Golden Hill Road/Union Road intersection. The design and right-of-way shall accommodate the future expansion to two lanes.

TR-4: Prior to occupancy, the applicant shall pay its fair share contribution as determined by the City traffic engineer to the following intersections: SR 46/US 101 SB Ramps-addition of a second westbound left-turn lane and third eastbound through lane, SR46/US 101 NB Ramps-two additional westbound through lanes.

TR-5: Prior to occupancy, the SR 46/Golden Hill intersection shall be widened to provide the following configuration:

- Two left-turn lanes, one through lane, and one shared through/right-turn lane (northbound)
- Two left-turn lanes, one through lane, and one right-turn lane (southbound)
- Two left-turn lanes, two through lanes, and one right-turn lane (eastbound and westbound)
- Modification to the existing traffic signal timings and phasing as necessary.

TR-6: Prior to issuance of building permits, the applicant shall enter into an agreement to participate in the cost of, and not protest the formation of an assessment district of interchange and related improvements at Airport Road and SR 46 East.

TR-7: Prior to issuance of building permits, the applicant shall submit a 30' offer of dedication to the City along the SR 46 East property frontage.

TR-8: Prior to occupancy, the applicant shall improve Dallons Road and Golden Hill Road in accordance with plans approved by the City Engineer.

TR-9: Prior to issuance of building permits, in order to further improve pedestrian circulation and safety, colored pavers or stamped asphalt shall be placed onsite from the south side of the Golden Hill entrance, along the edge of the parking field, to the pedestrian crosswalk/walkway at the center of the site.

TR-10 Prior to occupancy, a minimum of ten (10) bicycle racks (each with a minimum capacity of 4 bicycles) shall be installed onsite. Racks shall have a minimum of 5' clearance from curbs, fire hydrants, street furniture, and building entrances and distributed throughout the site within easy access to all buildings and/or building pads.

Aesthetics Mitigation Measures

A-1: Prior to issuance of building permits, the proposed sign tower fronting SR 46 shall be reduced in height to 30 feet. Design elements shall remain as proposed, with proposed signage to reduce in size if necessary to accommodate all tenants into the restricted tower height. Monument signage for the Golden Hill Road and Dallons Road entrances shall be submitted for review and approval.

A-2: Prior to issuance of building permits, chain link fencing and precision block materials shall be removed from project plans.

A-3: Prior to issuance of building permits, a lighting plan shall be prepared for review and approval by the City. Shielded, down-cast lighting fixtures shall be used for ambient and landscape lighting. Parking lights shall be limited in height and designed so as to not create glare or spill offsite. The plan shall identify locations, type, height, and operation hours for all lights.

A-4: Prior to occupancy, all roof-mounted equipment shall be covered inside roof parapets or otherwise screened from view.

A-5: Prior to issuance of building permits, the applicant shall submit plans to underground all utilities proposed for the project.

Cultural Resources Mitigation Measures

CR-1: In the event archaeological resources are unearthed or discovered during any construction activities, the following standards apply:

a. Construction activities shall cease, and the Community Development Director shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.

b. In the event archaeological resources are found to include human remains, or in any other case where human remains are discovered during construction, the County Coroner is to be notified in addition to the Community Development Director so that proper disposition may be accomplished.

Exhibit D – Arborist Report

A & T ARBORISTS
P.O. BOX 1311 TEMPLETON, CA 93465 (805) 434-0131

Tree Protection Standard Mitigation Measures
for
Golden Hill's Plaza
SR 46 @ Golden Hill Road
City of El Paso de Robles, CA
06 July 2007

The following mitigation measures/methods must be fully understood and followed by anyone working within the critical root zone of any native tree. Any necessary clarification will be provided by us (the arborists) upon request.

It is the responsibility of the **owner or project manager** to provide a copy of this tree protection plan to any and all contractors and subcontractors that work within the critical root zone of any native tree and confirm they are trained in maintaining fencing, protecting root zones and conforming to all tree protection goals. It is highly recommended that each contractor sign and acknowledge this tree protection plan.

Any future changes (within the critical root zone) in the project will need Project Arborist review and implementation of potential mitigation measures before any said changes can proceed.

Fencing: The proposed fencing shall be shown in orange ink on the grading plan. It must be a minimum of 4' high chain link, snow or safety fence staked (with t posts 8 feet on center) at the edge of the critical root zone or line of encroachment for each tree or group of trees. The fence shall be up before any construction or earth moving begins. The owner shall be responsible for maintaining an erect fence throughout the construction period. The arborist(s), upon notification, will inspect the fence placement once it is erected. After this time, fencing shall not be moved without arborist inspection/approval. If the orange plastic fencing is used, a minimum of four zip ties shall be used on each stake to secure the fence. All efforts shall be made to maximize the distance from each saved tree. Weather proof signs shall be permanently posted on the fences every 50 feet, with the following information:

Tree Protection Zone
No personnel, equipment, materials, and vehicles are allowed
Do not remove or re-position this fence without calling:
A & T Arborists
434-0131

Soil Aeration Methods: Soils within the critical root zone that have been compacted by heavy equipment and/or construction activities must be returned to their original state before all work is completed. Methods include water jetting, adding organic matter, and boring small holes with an auger (18" deep, 2-3' apart with a 2-4" auger) and the application of moderate amounts of nitrogen fertilizer. The arborist(s) shall advise.

Chip Mulch: All areas within the critical root zone of the trees that can be fenced shall receive a 4-6" layer of chip mulch to retain moisture, soil structure and reduce the effects of soil compaction.

Trenching Within Critical Root Zone: All trenching within the critical root zone of native trees shall be **hand dug**. All major roots shall be avoided whenever possible. All exposed roots larger than 1" in diameter shall be clean cut with sharp pruning tools and not left ragged. A **Mandatory** meeting between the arborists and grading contractor(s) must take place prior to work start.

Grading Within The Critical Root Zone: Grading should not encroach within the critical root zone unless authorized. Grading should not disrupt the normal drainage pattern around the trees. Fills should not create a ponding condition and excavations should not leave the tree on a rapidly draining mound.

Exposed Roots: Any exposed roots shall be re-covered the same day they were exposed. If they cannot, they must be covered with burlap or another suitable material and wetted down 2x per day until re-buried.

Paving Within The Critical Root Zone: Pervious surfacing is preferred within the critical root zone of any native tree. If pavers are required, the areas are outlined on the grading plans. Pavers must be interlocking with a minimum of 10% void space backfilled with pea gravel. Geo textile fabric shall be permeable. Depending on use within the CRZ, pavers may or may not be required. Vertical perforated tubing with drainage grates may be required instead.

Equipment Operation: Vehicles and all heavy equipment shall not be driven under the trees, as this will contribute to soil compaction. Also there is to be no parking of equipment or personal vehicles in these areas. All areas behind fencing are off limits unless pre-approved by the arborist.

Existing Surfaces: The existing ground surface within the critical root zone of all oak trees shall not be cut, filled, compacted or pared, unless shown on the grading plans **and** approved by the arborist.

Construction Materials And Waste: No liquid or solid construction waste shall be dumped on the ground within the critical root zone of any native tree. The critical root zone areas are not for storage of materials either.

Arborist Monitoring: An arborist shall be present for selected activities (trees identified on spreadsheet and items bulleted below). The monitoring does not necessarily have to be continuous but observational at times during these activities. It is the responsibility of the **owner(s) or their designee** to inform us prior to these events so

we can make arrangements to be present. All monitoring will be documented on the field report from which will be forwarded to the project manager and the City of Paso Robles Planning Department.

- pre-construction fence placement inspection
- all grading and trenching identified on the spreadsheet
- any other encroachment the arborist feels necessary

Pre-Construction Meeting: An on-site pre-construction meeting with the Arborist(s), Owner(s), Planning Staff, and the earth moving team shall be required for this project. Prior to final occupancy, a letter from the arborist(s) shall be required verifying the health/condition of all impacted trees and providing any recommendations for any additional mitigation. The letter shall verify that the arborist(s) were on site for all grading and/or trenching activity that encroached into the critical root zone of the selected native trees, and that all work done in these areas was completed to the standards set forth above.

Pruning Class 4 pruning includes-Crown reduction pruning shall consist of reduction of tops, sides or individual limbs. A trained arborist shall perform all pruning. No pruning shall take more than 25% of the live crown of any native tree. Any trees that may need pruning for road/home clearance shall be pruned **prior** to any grading activities to avoid any branch tearing.

Landscape: All landscape within the critical root zone shall consist of drought tolerant or native varieties. Lawns shall be avoided. All irrigation trenching shall be routed around critical root zones, otherwise above ground drip-irrigation shall be used. It is the owner's responsibility to notify the landscape contractor regarding this mitigation.

Utility Placement: All utilities, sewer and storm drains shall be placed down the roads and driveways and when possible outside of the critical root zones. The arborist shall supervise trenching within the critical root zone. **All trenches in these areas shall be exposed by air spade or hand dug with utilities routed under/over** roots larger than 3 inches in diameter.

Fertilization and Cultural Practices: As the project moves toward completion, the arborist(s) may suggest either fertilization and/or mycorrhiza applications that will benefit tree health. Mycorrhiza offers several benefits to the host plant, including faster growth, improved nutrition, greater drought resistance, and protection from pathogens.

A & T ARBORISTS

P.O. BOX 1311 TEMPLETON, CA 93465 (805) 434-0131

1-16-07
C. M. Florence
Oasis Landscape Architecture and Planning
3427 Miguelito Ct.
San Luis Obispo, California 93401

Background Information: There is an existing 25 acre parcel located north of Highway 46 at Golden Hill Road in Paso Robles, California. A new shopping center is being proposed for the site. Improvements will need to be made to Golden Hill Road including widening, sidewalks along with curb and gutter. Along Golden Hill Road are two over mature valley oaks (*Quercus lobata*) that may be impacted by the project.

Assignment: Determine which of the following options is the most feasible for the trees considering their health and condition:

- Transplant the trees to a more feasible area on-site
- Design project around the trees and mitigate for impacts
- Remove the trees and re-plant

Observations: The trees are each approximately 36 and 48 inches in diameter and the two trunks are about four feet apart. The tree to the south had a massive failure in the past losing approximately 70% of its crown. It now has a cavity extending from the failure down to three feet from the ground and is basically hollow. The tree to the north has lost two major scaffold branches accounting for 20% of the crown. There is a low scaffold branch extending over Goldenhill Road that has been repeatedly struck by large trucks that would have to be removed with future development and road improvements. Both trees show signs of extensive scale infestation usually a result from stress and decline. Annual shoot growth appeared very poor the last year. Healthy valley oak trees usually have up to 12 inches or more of new shoot growth each year. These trees appear to have had only two to six inches of growth the past year. Many dead leaves still remain on the trees resulting from very poor hardening of the cuticles at the base of the petioles which is another sign of stress. Healthy deciduous trees normally shed the majority of their leaves by January in this area. There is extensive ground squirrel activity near the trunks.

Testing and Analysis: None performed

Conclusions: Trees this large and under their current stress levels are virtually non-transplantable. The trees may be able to be mitigated and saved during construction however their viable lifespan at this time is very limited. Their decline is attributed to age/maturity, Golden Hill Road construction, compaction within the critical root zone and location for the species. Valley oaks do grow in this vicinity and some have grown

quite well. However, the healthiest valley oaks trees tend to be located in areas with extensive alluvium soils such as closer to the Huero Huero Creek riparian areas in addition to areas further west that receive more annual rainfall. As one moves east away from the city, blue oaks (*Quercus douglasii*) are the predominant species generally because they are more drought tolerant.

Recommendations: Making the effort to design a project around oak trees should be focused on saving trees that are healthy and have many years of life left. Too often, many thousands of dollars are spent designing projects around trees that will only live ten more years or less. We recommend removing the trees because their useful life expectancy is very limited. Blue oaks tend to grow better in this area and if the removals are approved in the future, consideration should be given to planting blue oaks as the replacement trees.

Chip Tamagni
Certified Arborist #WE 6436-A

Steven G. Alvarez
Certified Arborist #WE 0511

Exhibit E – Biological Report

Biological Assessment
Of
Paso Robles Shopping Center

For

Oasis Landscape Architecture and Planning
San Luis Obispo, CA

By

Mike McGovern, Ph. D.

Biologist / Ecologist

1788 Corbett Highlands Pl.
Arroyo Grande, CA 93420

April 10, 2007

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SUMMARY

It has been proposed to develop a property of approximately 25 acres with a shopping center at the northwest corner of Golden Hill Road and Highway 46 in Paso Robles, CA. A biological assessment was done on the property to assess it for the potential of listed biological species. The significantly disturbed site offered no evidence of any species or use of species with listed or sensitive consideration. The project will remove the entire area permanently from use as potential kit fox habitat. The California Department of Fish and Game will, therefore, require mitigation for the potential loss.

INTRODUCTION

This report is to address the results of a survey conducted on the property in question for biological species that have special listing as noted in the California Natural Diversity Data Base (CNDDB) report for the U.S.G.S 7.5 minute quadrangles for Paso Robles, CA or appropriate habitat for such. The survey was conducted on the morning of April 2, 2007. Approximately 4.5 hours were spent inspecting on the 25.08 acre property.

It is proposed to develop the vacant 25-acre site into a regional shopping center with parking for 1,365 cars and approximately 292,100 square feet devoted to retail operations. The retail space will be for four major retailers and eight smaller stores. These smaller units will include retail stores and food restaurants. Access to the shopping center will be from Golden Hills Road and Dallons Road.

LOCATION AND DISCRIPTION OF THE SITE

The property in question is located at the northwest corner of California Highway 46 and Golden Hill Road in Paso Robles. It is flat with an elevation of approximately 800 feet with an exception of a small hill of about 60 feet in height at the western end of the property. At present there is a Mobile Gas Station at the immediate corner of these roads with the proposed shopping center to wrap around the gas station and extend west along Highway 46 and north along Golden Hill Road (Fig. 1).

The general surrounding is developing into a mixed use area. There are commercial establishments, residential homes, and warehouses. Immediately to the west is land presently undergoing development and established rural residences. To the north and east is commercial development. Across Highway 46 to the south is development of tract homes.

The approximately 25 acres has been significantly disturbed in the past. It appears that at one time or another the majority of the property was disked to possibly control weeds or for agricultural purposes. It also appears that some areas were filled and there are two small sites where trash has been left. The property is primarily flat with an elevated

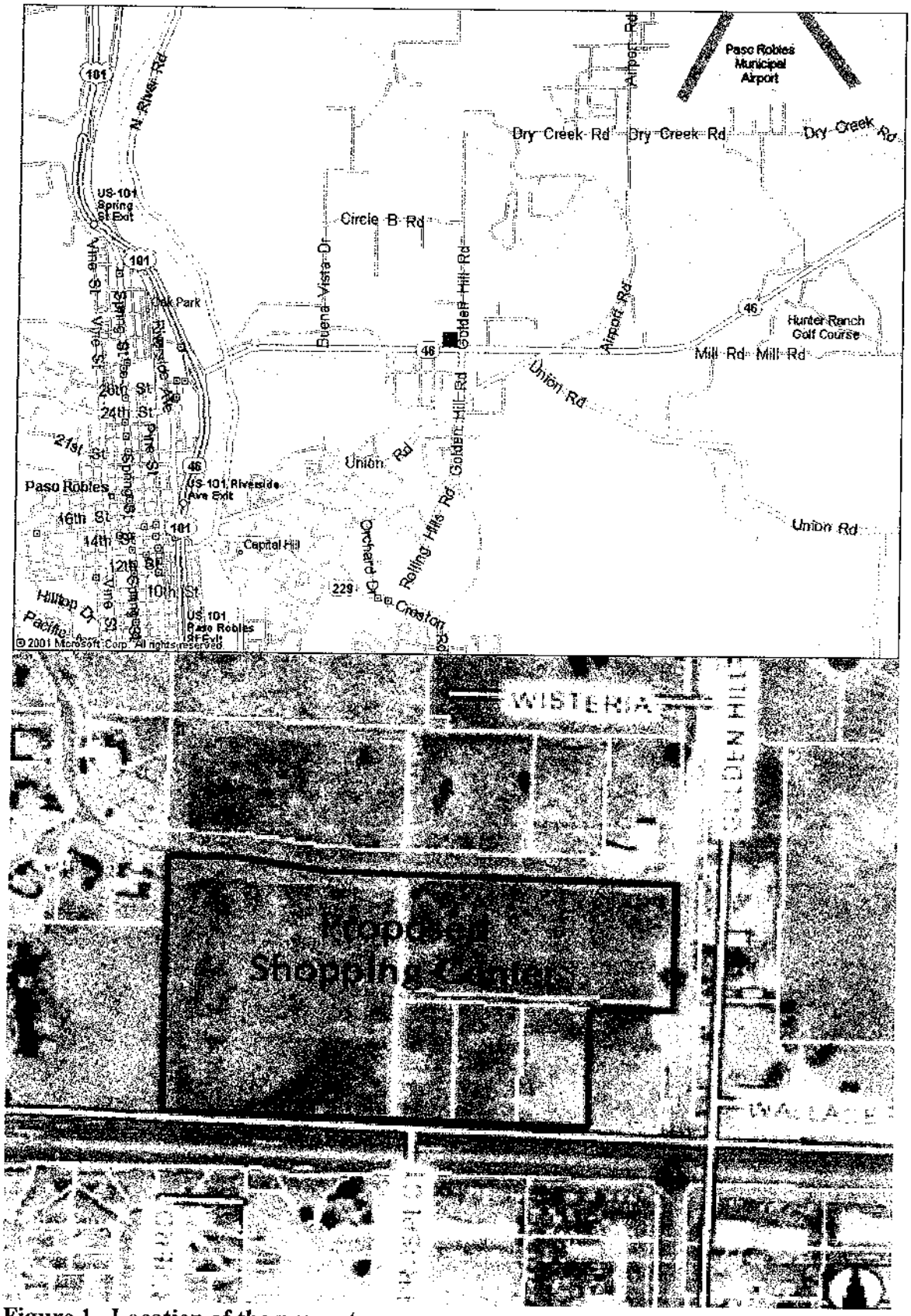


Figure 1. Location of the property

portion on the western boundary of about 50-60 feet higher at its apex than the surrounding areas.

The portion of the property closest to Golden Hill Road and immediately north of the Mobile Gas Station appears to have accumulated fill material and certainly has been bladed. Vegetation is sparse, not diverse, and indicative of disturbed areas. It consists of erodium (*Erodium cicutarium*), mustard (*Brassica nigripes*), amsinkia (*Amsinkia tessalata*), and brome grasses (*Bromus* sp.).

Along Dallons Road, that is the northern boundary of the property, the land displays evidence of disking in the past. There is a mosaic of dominant vegetation consisting of erodium / wild oats (*Avena* sp.), to eroduim / ripgut brome (*Bromus diandrus*), to erodium / Italian rye (*Lolium multiflorum*). There are also a few depressions in the relatively flat landscape that appear to be more mesic as represented by curley doc (*Rumex crispus*).

The portion of the property along Highway 46 appears slightly less in elevation than the northern previously described portion of the property and appears to be, generally more mesic. This may be a result of a late and recent rain or possibly from runoff from the gas station and its car wash facility. The area closest to the gas station is dominated by Italian rye. As one proceeds westward the ground appears drier until near the base of the elevational relief. At this point and near the highway was a small stand of cattails (*Typha* sp.). The hill at the western edge of the property hosts primarily ripgut brome and erodium. Also at various locations on the property are small stands of coyote brush (*Baccaharus pilularus*).

METHOD OF SURVEY

Before viewing the property I consulted the California Natural Diversity Data Base (CNDDB) reports for the Paso Robles and Templeton U.S.G.S. 7.5 minute map quadrangles to acquaint myself with any listed species that potentially could be on the property. I also review the California Native Plant Society Inventory.

I viewed the property in the morning of April 2, 2007. After locating the property limits I walked north / south transects of the entire property that were about 25 feet apart. While walking I examined the vegetation and the general topography. Notes were made of the vegetation and a few samples collected to be examined with the help of botanical reference books. Also notes of the area in general were made as well as photographs taken.

RESULTS

The CNDDB report for the Paso Robles quadrat lists seven zoological and six botanical species with special listing that have been discovered somewhere within this quadrat.

These species are listed in Table 1. No species that require standing water for all or part of their life cycle are included in this list (except vernal pool fairy shrimp) because no such environment exists on the property in question.

TABLE 1: SPECIES LIST ON THE CNDDB REPORT FOR PASO ROBLES

Botanical Species	
Castilleja densiflora obispoensis	Obispo Indian paintbrush
Caulanthus coulteri lemmonii	Lemmons Jewel flower
Erodium macrophyllum	Round-leaved filaree
Horkelia cuneata sericea	Kellog's horkelia
Lepidium jareddi jaredii	Jared's pepper-grass
Navarretia nigelliformis radians	Shinning navarretia
Zoological Species	
Aquila chrysaetos	Golden eagle
Branchinecta lynchi	Vernal pool fairy shrimp
Perognathus inornatus inomatus	San Joaquin pocket mouse
Polyphylia nubila	Atascadero june beetle
Taxidea taxus	Badger
Trimerotropis occulens	Lompoc grasshopper
Volpes macrotis mutica	San Joaquin Valley kit fox

The property under question offered no quarter to any of the zoological species listed in Table 1. I noted no diggings that could be construed as being used or potentially could be used by either badger or kit fox. The only diggings on the site were those of California Ground Squirrels (Spermophilus beecheyi). Last September I conducted a Northern Protocol Study for the San Joaquin kit fox including this parcel (Althouse & Meade, Inc., 2006). This lot was observed for ten nights consecutively and no carnivores were noted.

My thorough pedestrian survey also allowed the opportunity to note any burrows that may have been used by burrowing owls. No burrows were noted that suggested that they were used by burrowing owls and no owls were seen. This survey also discovered no vernal pools; no Atascadero June beetle or habitat for it; no Lompoc grasshoppers were observed; and the soils may not be conducive to use by San Joaquin pocket mice.

A perennial nest for a pair of Golden eagles has been noted on Huero Huero Creek between Golden Hill Road and the airport. It is highly likely that this area may be used as a hunting area for this pair from time to time. The lack of suitable nesting opportunities do not exist on the property in question and, therefore, it is highly unlikely that any raptors could use the site for nesting.

Of the six species of plants that are listed on the CNDDB report none was discovered on the lot in question. Although the property is grassland and most of the species listed are found in this habitat type, the property was significantly disturbed and it was dominated by primarily introduced, non native botanical species. The dominant vegetation on this

property was, depending on the location on the parcel, erodium, or Italian rye grass, or rip-gut brome, or wild oats.

TABLE 2: FLORA IDENTIFIED ON THE SUBJECT SITE

Amaranthus sp.	Pigweed
Amsinkia tessallata	Fiddleneck
Asclepias eriocarpa	Milkweed
Avena sp.	Wild oats
Brassica nigra	Black mustard
Bromus diandrus	Ripgut brome
Bromus mollis	Soft chess
Bromus spps.	Brome grasses
Caccharus pilularis	Coyote bush
Capsella bursa-pastoris	Shepard's purse
Carduus pycnocephalus	Italian thistle
Centaurea sp.	Star thistle
Chamomilla suaeolens	Chamomile
Circium occidentale	Compact cobweb thistle
Clarkia affinis	Clarkia
Conyza Canadensis	Horseweed
Cryptantha intermedia	Cryptantha
Erodium cicutarium	Erodium
Gallium aperine	Goose grass
Gallium parisiense	Wall bedstraw
Heteroteca grandiflora	Telegraph pole weed
Hordium vulgare	Wild barley
Hypochoeris glabra	Smoothe cat's ear
Lolium multiflorum	Italian rye
Lupinus bicolor	Bicolor lupine
Lupinus microcarpa	Chick lupine
Melic California	California melic
Picris echioides	Bristly ox-tongue
Plantago erecta	Plantain
Polygonum arenastrum	knotweed
Quercus lobata	Valley oak
Rumex crispus	Curley doc
Salix sp.	Willow
Silybum marianum	Milk thistle
Sisymbrium altissimum	Tumble mustard
Trifolium fragiferum	Strawberry clover
Trifolium pretense	Red clover
Typhus sp.	Cattail
Vicia benghalensis	Purple vetch

DISCUSSION

There is potential for this property to be utilized by badger, kit fox, and burrowing owl although none was noted and evidence of use was also lacking. It may be that badger and kit fox have or may transgress on the property but it is suspect because of the proximity of the ongoing development nearby. I noted, however, last fall the presence of red fox on grasslands nearby. If burrowing owls were to be on the property they would have been seen during my survey or, at the least, evidence would have been seen of their presence. No California ground squirrel burrow offered any. It appears that there is no use by any of these species.

The most likely use of the property by listed zoological species may be from those that come from other areas and use the grassland for hunting purposes. Nocturnal carnivores may hunt the property for small mammals and raptors may possibly use the land to hunt during diurnal and nocturnal periods. Again, it appears that the property offers no shelter to any large mammalian species or raptors including the noted listed species in Table 1.

The San Joaquin pocket mouse is typically found in oak savannah / grasslands with relatively friable soils. The soils on this grassland seemed less friable than that preferred by this species and I wouldn't expect it to be on the property although other rodents may be present.

I do not know the former use of the land but it is evident that it is significantly disturbed from its pristine state. It appears that fill dirt has been added to the site and that almost the entire site has been disked at some time. The eastern portion of the property next to Golden Hill Road, indeed, has been bladed. Most of the botanical species listed in Table 1 can be found in grasslands. However, for the reasons noted, it is not likely that this property plays host to any of the listed species as noted on the CNDDB report despite its grassland designation.

IMPACTS AND MITIGATION

The construction of the shopping center will have minor impact on the environment because the property in question has been significantly disturbed by past human activity. It has no listed botanical species. The development, however, will remove habitat for a variety of non-significant introduced and native botanical species. Again, no listed botanical species will be affected.

It also appears that this is not an area that offers shelter to any listed or sensitive zoological species because no evidence of such was discovered. It offers habitat, however, to California ground squirrels and, most likely, a variety of small mammals and birds. The small mammals, in turn, offer prey for carnivores, reptiles, and raptors that may use the property on occasion. According to the California Department of Fish and

Game the development of the approximately 25 acres will permanently remove potential habitat from use by the San Joaquin Valley kit fox, a federally protected species. The removal of potential habitat for the San Joaquin Valley kit fox, therefore, needs to be addressed. Mitigation will be required by the State and Federal agencies and the developer needs to confer with the lead agency on this matter to discuss the assessment of the mitigation.

REFERENCES:

Althouse and Meade, Inc. November 2006. San Joaquin Kit Fox Survey Using the Protocol for the Northern Range, Survey Results Report for the Chandler Ranch Area Specific Plan Properties. Prepared for the Wallace Group, San Luis Obispo.

California Department of Fish and Game. 1999. California Natural Diversity Data Base.

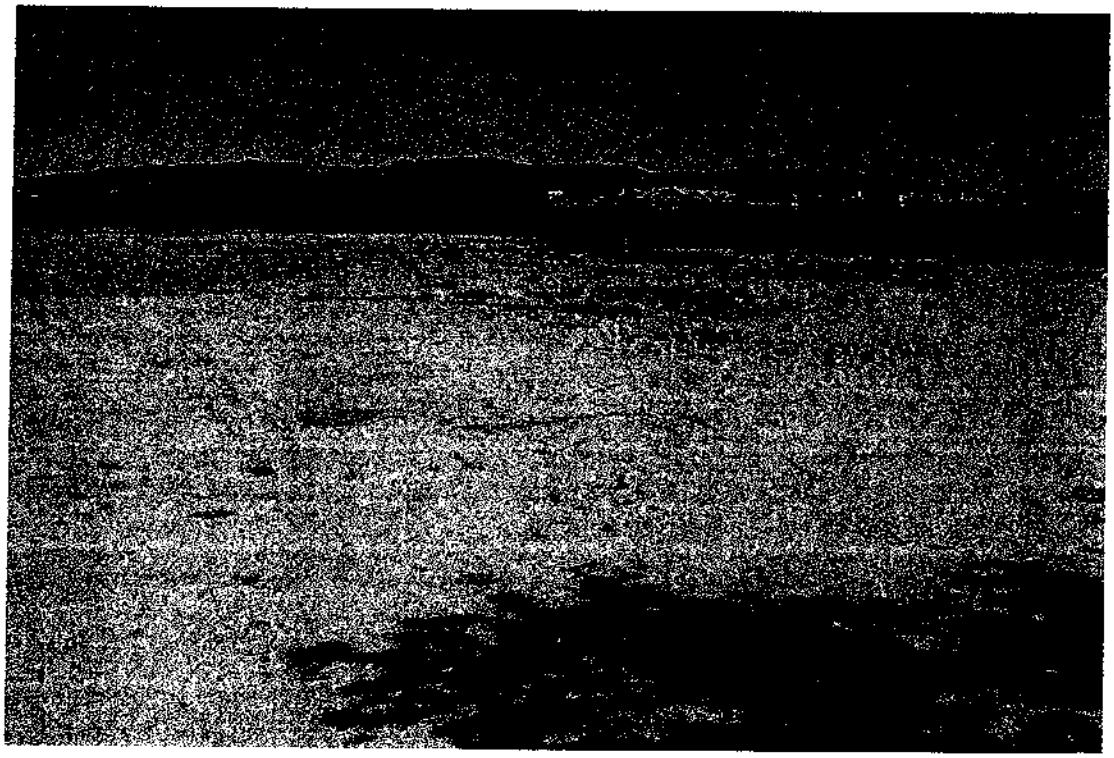
Hickman, J. C. (ed.). 1993. The Jepson Manual. Higher plants of California. University of California Press, Berkeley, Los Angeles, and London.

Hoover, R. F. 1970. The Vascular Plants of San Luis Obispo County, California. U. C. Press, Berkeley, CA.

Skinner, Mark W. (ed.). 1994. California Native Plant Society's Inventory of rare and endangered vascular plants of California.

APPENDIX : PHOTOGRAPHS

The upper photograph shows the property looking east from its western boundary (hill) and the lower photograph looks west towards the hill from the gas station.



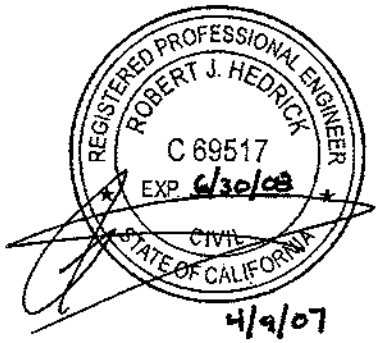
Looking west across the bladed area from Golden Hill Road with the gas station to the south (left).

Exhibit F – Preliminary Drainage Report

Drainage Calculations
Preliminary Drainage Report

April 09, 2007

Paso Robles Shopping Center
Paso Robles, California



4/9/07

Prepared for:

Regency Centers
36 Executive Park, Suite 100
Irvine, CA 92614

Prepared By:

WRG Design Inc.
201 Creekside Ridge Court, Suite 100
Roseville, CA 95678

WRG JOB# 5066226.00

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LIST OF EXHIBITS

APPENDIX

1.0 INTRODUCTION

The purpose of this report is to provide a hydrologic and hydraulic analysis for the Paso Robles Shopping Center, a commercial development located at the corner of Golden Hill Road and Highway 46 in Paso Robles, California (Refer to Exhibit 1). This report will address onsite drainage set forth by the *City of Paso Robles Standard Details and Specifications Section V – Storm Drain* dated March 1995 (Ref. 1). The site is comprised of two proposed lots. The first lot is 12.37 acres and contains Major 1 which will be a Lowe's Home Improvement store. The second lot is 13.60 acres and is comprised of Majors 2-5, Pads 1-6 and Shops A (Refer to Exhibit 1).

2.0 EXISTING CONDITIONS

Properties adjacent to Paso Robles Shopping Center include:

- Residences to the west
- Dallons Road to the north
- Golden Hill Road to the east
- Highway 46 to the south
- A Mobil gas station to the southeast

Existing site topography is generally level with the exception of a hill, approximately 25' high, located along the western portion of the site. The site is vacant and covered with moderate weed, brush and grass growth. There are a few oak trees, one located midway along the southern boundary line and two located along the eastern boundary line adjacent to Golden Hill Road. A 24" diameter culvert empties into the site at the south west corner. A second 24" diameter culvert empties into the site at the south east corner. The runoff from these culverts, in addition to the site runoff, exits by way of a triple 24" culvert located along the northwestern boundary line (Refer to Exhibit 1).

A geotechnical study prepared by Krazan & Associates, Inc. dated September 23, 2005, and updated October 9, 2006 indicates that the surface soil (6" to 1') consists of very loose silty sand and sandy silt (Ref. 3). Beneath these loose soils was found firmer/denser silty sand, sandy silt, clayey sand and sandy clay. The presence of ground water was not found.

3.0 PROPOSED CONDITIONS

The proposed development consists of twelve commercial buildings, a large parking lot, and various landscaped areas. Runoff from roofs, parking and landscape will be collected by a series of pipes, area drains, and catch basins. These pipes will empty into a terminal retention basin located under the parking lot. The overflow for the retention basin is line J (Refer to Exhibit 1). In the event of a back to back 100-year 24-hr storm, line J will backup to Junction-J1 and spill over at the existing triple 24" culvert located along Dallons Road (Refer to Exhibit 1).

4.0 HYDROLOGY

Hydrology calculations for this site were based on the Rational Method as specified in the *City of Paso Robles Standard Details and Specifications Section V – Storm Drain* dated March 1995 (Ref. 1).
Rational Method:

$$Q = CiA$$

Runoff coefficients were selected from the City of Paso Robles Drawing No. E-1 (see Appendix). A value of C=0.9 was used for paved areas, and a value C=0.2 was used for landscape areas. Assuming a conservative time of concentration of six minutes, the intensity was determined to be 3.5 in/hr for the 25-yr storm and 4.7 in/hr for the 100-yr storm per the City of Paso Robles Drawing No. E-3 (see Appendix: Table 1).

5.0 HYDRAULICS

Hydraulic calculations for this report were based on the 25-year storm event and Manning's Equation in accordance with the *City of Paso Robles Standard Details and Specifications Section V – Storm Drain* dated March 1995 (Ref. 1). The proposed storm drain improvements were designed to capture and convey the 25-year peak flows and discharge them into the proposed underground onsite retention system. A hydraulic grade line (HGL) analysis was performed on the proposed storm drain system to ensure that a minimum 0.5' of free board would be maintained at all drainage inlets and manhole lids during the 25-year storm event. HGL calculations have been provided in the Appendix of this report. Refer to Exhibit 1 - Drainage Map for drainage inlet, manhole and outlet locations.

6.0 STORMWATER RETENTION

The underground retention basin has been sized for the onsite 100-year 24-hour storm event as prescribed by the Engineering Department of the City of Paso Robles (per WRG's meeting with the City of Paso Robles on December 13, 2006). The calculated required volume was determined to be 391,000 CF. (see Appendix: Table 4). The retention basin has been divided into two underground systems which are connected by an equalizer pipe. The east system is comprised of eleven 213-foot runs of 96" perforated CMP. The west system is comprised of eleven 312-foot runs of 96" perforated CMP. The use of perforated CMP allows the retention basin to drawdown through a medium that allows percolation and infiltration. The percolation and infiltration rates will be determined during the installation of the underground system.

7.0 FLOOD INSURANCE RATE MAP

The City of El Paso de Robles, San Luis Obispo County, California Flood Insurance Rate Map (FIRM) Panel Number 0603080002B dated September 16, 1981 indicates that the site falls within Zone C. Refer to Exhibit 1 for the vicinity map and the Exhibit 3 for a copy of the FIRM.

Zone C is defined by FEMA (Federal Emergency Management Agency) as follows:

"Areas of minimal flooding. (No Shading)"

8.0 CONCLUSIONS

Based on the analysis presented in this drainage report, the following conclusions are drawn:

- The peak flows for the site are:
  - Q_{25}= 158.78 cfs (includes offsite flows)
  - Q_{100}= 211.49 cfs (includes offsite flows)
- The proposed storm drain system is adequate to handle the runoff generated by the site during the 25-year storm event.
- The proposed underground retention system is adequately sized to contain onsite runoff for the 100-year 24-hour storm event (see Appendix: Table 4).
- In the event of back to back 100-year 24-hour storm events the storm drain system will overflow at the Junction-J1 (refer to Exhibit 1).
- This report has been written based on generally accepted engineering practices and in accordance with the City of Paso Robles's requirements.

9.0 REFERENCES

1. **City of Paso Robles Standard Details and Specifications Section V –Storm Drain,** dated March 1995.

2. **City of Paso Robles Engineering Division Drawing No. E-1, E-2, and E-3,** dated April 18, 1994.

3. **Geotechnical Engineering Investigation Proposed Golden Hills Road Commercial Development Golden Hills Road and Highway 46 Paso Robles, California Project No. 012-04154,** Krazan & Associates, Inc., dated September 23, 2005.

EXHIBITS

Exhibit 1 – Drainage Map (including vicinity map)

Exhibit 2 – Flood Insurance Rate Map (FIRM)

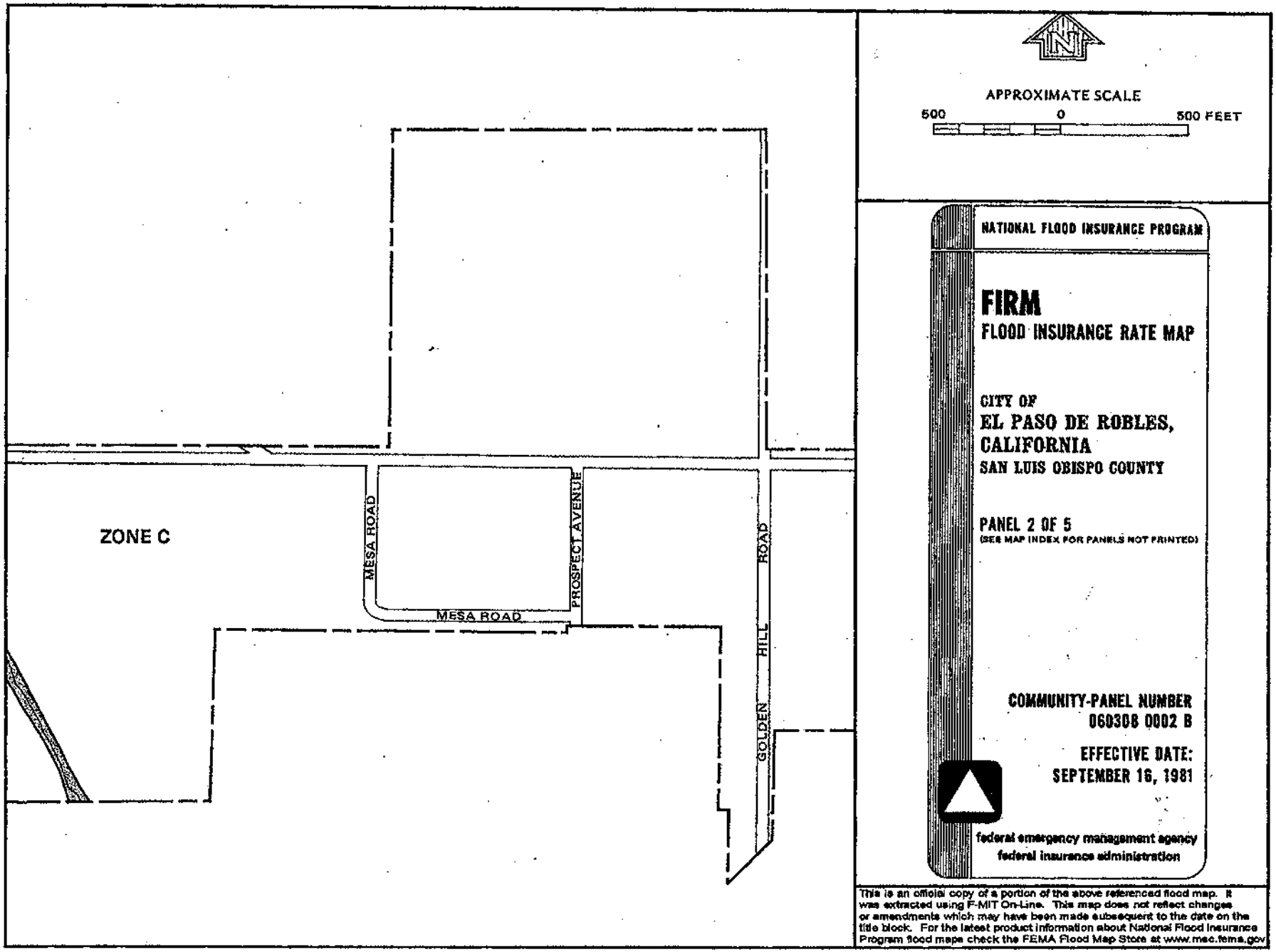
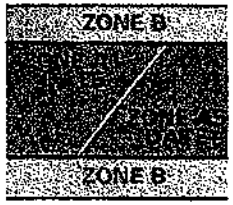

ZONE C
MESA ROAD
MESA ROAD
PROSPECT AVENUE
GOLDEN HILL ROAD
APPROXIMATE SCALE
500 0 500 FEET
NATIONAL FLOOD INSURANCE PROGRAM
FIRM
FLOOD INSURANCE RATE MAP
CITY OF
EL PASO DE ROBLES,
CALIFORNIA
SAN LUIS OBISPO COUNTY
PANEL 2 OF 5
(SEE MAP INDEX FOR PANELS NOT PRINTED)
COMMUNITY-PANEL NUMBER
060308 0002 B
EFFECTIVE DATE:
SEPTEMBER 16, 1981
federal emergency management agency
federal insurance administration
This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

Exhibit 2

KEY TO MAP

500-Year Flood Boundary
100-Year Flood Boundary
Zone Designations* With Date of Identification e.g., 12/2/74
100-Year Flood Boundary
500-Year Flood Boundary



Base Flood Elevation Line With Elevation In Feet** — 513

Base Flood Elevation In Feet Where Uniform Within Zone** (EL 987)

Elevation Reference Mark RM7×

River Mile • M1.5

**Referenced to the National Geodetic Vertical Datum of 1929

*EXPLANATION OF ZONE DESIGNATIONS

ZONE	EXPLANATION
A	Areas of 100-year flood; base flood elevations and flood hazard factors not determined.
A0	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; average depths of inundation are shown, but no flood hazard factors are determined.
AH	Areas of 100-year shallow flooding where depths are between one (1) and three (3) feet; base flood elevations are shown, but no flood hazard factors are determined.
A1-A30	Areas of 100-year flood; base flood elevations and flood hazard factors determined.
A99	Areas of 100-year flood to be protected by flood protection system under construction; base flood elevations and flood hazard factors not determined.
B	Areas between limits of the 100-year flood and 500-year flood; or certain areas subject to 100-year flooding with average depths less than one (1) foot or where the contributing drainage area is less than one square mile; or areas protected by levees from the base flood. (Medium shading)
C	Areas of minimal flooding. (No shading)
D	Areas of undetermined, but possible, flood hazards.
V	Areas of 100-year coastal flood with velocity (wave action); base flood elevations and flood hazard factors not determined.

APPROXIMATE SCALE
500 0 500 FEET

NATIONAL FLOOD INSURANCE PROGRAM

FIRM
FLOOD INSURANCE RATE MAP

CITY OF
EL PASO DE ROBLES, CALIFORNIA
SAN LUIS OBISPO COUNTY

PANEL 2 OF 5
(SEE MAP INDEX FOR PANELS NOT PRINTED)

COMMUNITY-PANEL NUMBER
060308 0002 B

EFFECTIVE DATE:
SEPTEMBER 16, 1981

federal emergency management agency
federal insurance administration

Exhibit 2

APPENDIX

Table 1: Hydrology Calculations

Table 2: 25-year Hydraulic Grade Line Analysis

Table 3: 100-year Hydraulic Grade Line Analysis

Table 4: Retention Calculations

City of Paso Robles Drawing No. E-1, E-2, E-3

A1		0.90		4.70		0.79	
A2		1.00		4.70		3.46	
A3		0.90		4.70		0.66	
A4		1.00		4.70		2.99	
A5		1.00		4.70		0.74	
A6		0.90		4.70		0.94	
A7		1.00		4.70		2.32	
A8		0.90		4.70		2.53	
A9		1.00		4.70		0.33	
A10		0.52		4.70		0.20	
A11		0.90		4.70		4.28	
B1		1.00		4.70		0.44	
C1		0.47		4.70		81.40	OFFSITE [2]
C2		0.57		4.70		4.29	
C3		0.42		4.70		0.91	
C4		0.90		4.70		1.17	
C5		1.00		4.70		1.40	
C6		0.78		4.70		1.09	
D1		0.43		4.70		0.91	
D2		0.90		4.70		3.36	
E1		0.43		4.70		0.91	
E2		0.75		4.70		0.49	
E3		0.90		4.70		0.42	
E4		1.00		4.70		0.38	
E5		1.00		4.70		0.38	
F1		0.43		4.70		1.11	
F2		1.00		4.70		0.70	
F3		0.90		4.70		2.43	
G1		0.64		4.70		1.15	
G2		0.69		4.70		2.06	
G3		0.80		4.70		5.39	
G4		0.43		4.70		5.02	OFFSITE [3]
G5		0.54		4.70		2.53	
G6		0.31		4.70		4.48	
G7		1.00		4.70		0.65	
G8		0.90		4.70		2.97	
G9		0.90		4.70		4.09	
G10		0.90		4.70		3.87	
H1		0.90		4.70		3.78	
I1		0.90		4.70		4.11	
J1		0.90		4.70		1.45	
J2		0.90		4.70		1.08	
J3		0.80		4.70		3.65	
J4		0.90		4.70		0.75	
J5		1.00		4.70		15.34	
J6		0.90		4.70		2.51	
K1		0.90		4.70		6.21	
L1		0.90		4.70		7.81	
M1		0.80		4.70		11.57	
	927				150.75	211.49	

[1] I_{25} and I_{100} values from City of Paso Robles Rainfall Intensity Curve (Standard Drawing E-3)
Assumed time of concentration = 6 min (most conservative)
[2] Represents a conservative estimate of offsite runoff based on limited available data and will be subject to further in-depth analysis
[3] Represents the Q_{10} pre-development flow and detention basin outlet Q per "Bella Vista

PASO ROBLES SHOPPING CENTER
HYDRAULIC GRADE LINE CALCULATIONS - 25YR STORM
2/19/2007

STORM DRAIN PARAMETERS										HYDRAULIC GRADIENT CALCULATIONS						
Basin	From	To	Pipe Name	Length (feet)	Diam pipe (inches)	Pipe Slope (%)	Q_{25} [2] (cfs)	Vel [3] (fps)	n [4]	HGL up (ft)	Hydraulic Slope (ft/ft)	Friction Loss (ft)	HGL dn [5] (ft)	Grate/Rim Elev. (ft)	Freeboard (ft)	Status [6]
A	CB-A1	CB-A2	P-A1	139.19	12	0.005	3.16	4.0	0.015	797.60	0.0105	1.45	796.15	798.75	1.15	OK
	CB-A2	MH-A1	P-A2	224.07	15	0.005	5.88	4.8	0.015	796.15	0.0110	2.47	793.68	796.79	2.64	OK
	MH-A1	MH-A2	P-A3	213.00	21	0.005	10.74	4.5	0.015	793.68	0.0061	1.30	792.38	797.06	3.38	OK
	MH-A2	MH-A3	P-A4	177.12	21	0.005	10.74	4.5	0.015	792.38	0.0061	1.08	791.30	798.61	6.23	OK
	MH-A3	RET	P-A5	112.17	21	0.005	14.31	6.0	0.015	791.30	0.0109	1.22	[redacted]	799.07	7.77	OK
	MAJOR 2 LAT	P-A1	P-A6	57.04	10	0.005	2.56	4.7	0.015	796.57	0.0184	1.05	797.52	800.00	1.43	OK
	MAJOR 4 LAT	P-A2	P-A7	29.96	8	0.005	2.23	6.4	0.015	797.16	0.0451	1.35	795.81	800.00	2.84	OK
	SHOPS A LAT	MH-A1	P-A8	101.34	8	0.005	0.55	2.8	0.015	794.97	0.0126	1.29	793.68	800.00	5.03	OK
	CB-A3	P-A8	P-A9	10.96	6	0.005	0.70	3.6	0.015	794.33	0.0207	0.23	794.10	796.06	1.75	OK
	MAJOR 3 LAT	P-A3	P-A10	14.84	6	0.005	1.73	8.8	0.015	794.86	0.1263	1.87	793.09	796.25	3.29	OK
	CB-A4	P-A3	P-A11	100.65	10	0.005	1.88	3.4	0.015	793.47	0.0098	0.99	792.48	796.06	2.59	OK
	PAD 1 LAT	CB-A6	P-A-12	71.00	6	0.005	0.39	2.0	0.015	794.95	0.0065	0.46	794.49	796.06	1.11	OK
	CB-A5	P-A12	P-A13	120.27	6	0.005	0.15	0.8	0.015	794.75	0.0009	0.11	794.64	796.06	1.31	OK
	CB-A6	P-A5	P-A14	35.74	8	0.005	3.58	10.3	0.015	794.49	0.1166	4.17	790.32	795.06	1.57	OK
B	PAD 2 LAT	RET	P-B1	96.50	6	0.005	0.33	1.7	0.015	790.51	0.0045	0.43	[redacted]	800.35	9.84	OK
C	AD-C1	CB-C1	P-C1	18.00	27	0.005	64.49	16.2	0.015	796.28	0.0577	1.04	795.24	797.50	1.22	OK
	CB-C1	MH-C1	P-C2	204.18	36	0.005	67.22	9.5	0.015	795.24	0.0135	2.76	792.48	799.89	4.65	OK
	MH-C1	RET	P-C3	177.95	36	0.005	67.22	9.5	0.015	792.48	0.0135	2.40	[redacted]	800.65	8.17	OK
	MAJOR 5 LAT	P-C2	P-C4	34.73	8	0.005	1.04	5.3	0.015	794.94	0.0460	1.60	793.35	802.00	7.06	OK
	CB-C2	P-C2	P-C5	31.10	8	0.005	0.81	4.1	0.015	793.86	0.0278	0.86	793.00	800.01	6.15	OK
D	AD-D1	CB-D1	P-D1	137.00	8	0.005	0.66	3.5	0.015	796.83	0.0195	2.67	794.17	799.00	2.17	OK
	CB-D1	RET	P-D2	145.80	10	0.005	3.18	5.8	0.015	794.17	0.0280	4.09	[redacted]	800.31	6.14	OK
E	AD-E1	CB-E1	P-E1	30.00	6	0.005	0.66	3.5	0.015	793.92	0.0184	0.58	793.34	797.50	3.58	OK
	CB-E1	P-E3	P-E2	22.48	6	0.005	1.04	5.3	0.015	793.34	0.0461	1.04	792.30	799.89	6.55	OK
	CB-E2	RET	P-E3	227.33	10	0.005	1.92	3.5	0.015	792.41	0.0103	2.33	[redacted]	800.65	8.24	OK
	PAD 3 LAT	P-E3	P-E4	31.82	6	0.005	0.28	1.4	0.015	791.70	0.0034	0.11	791.59	802.00	10.30	OK
	PAD 4 LAT	P-E3	P-E5	7.07	6	0.005	0.28	1.4	0.015	791.39	0.0034	0.02	791.36	800.01	8.62	OK

TABLE 2: 25-yr HGL Analysis

2/19/2007

PASO ROBLES SHOPPING CENTER
PRELIMINARY DRAINAGE REPORT

STORM DRAIN PARAMETERS									HYDRAULIC GRADIENT CALCULATIONS						
Basin	From	To	Pipe Name	Length (feet)	Diam pipe (inches)	Pipe Slope (%)	Q_{25} [2] (cfs)	Vel [3] (fps)	n [4]	HGL up (ft)	Hydraulic Slope (ft/ft)	Friction Loss (ft)	HGL dn [5] (ft)	Grate/Rim Elev. (ft)	Freeboard (ft)	Status [6]
F	AD-F1	CB-F1	P-F1	136.00	8	0.005	1.35	3.9	0.015	795.42	0.0166	2.26	793.16	797.50	2.08	OK
	CB-F1	RET	P-F2	111.51	10	0.005	3.16	5.8	0.015	793.16	0.0276	3.08	[redacted]	799.89	6.73	OK
	PAD 5 LAT	P-F1	P-F3	147.62	6	0.005	0.52	2.7	0.015	794.97	0.0115	1.70	793.27	802.00	7.03	OK
G	CB-G1	CB-G2	P-G1	164.00	10	0.005	0.86	1.8	0.015	798.13	0.0020	0.31	797.82	799.14	1.01	OK
	CB-G2	MH-G1	P-G2	147.38	12	0.005	2.39	3.0	0.015	797.82	0.0060	0.88	796.94	799.32	1.50	OK
	MH-G1	CB-G3	P-G3	103.49	12	0.005	2.39	3.0	0.015	796.94	0.0060	0.62	796.32	800.91	3.97	OK
	CB-G3	CB-G4	P-G4	126.00	21	0.005	19.34	8.0	0.015	796.32	0.0198	2.50	793.82	796.73	2.41	OK
	CB-G4	CB-G5	P-G5	133.00	24	0.005	22.39	7.1	0.015	793.82	0.0130	1.73	792.09	798.92	5.10	OK
	CB-G5	RET	P-G6	121.13	24	0.005	25.27	8.0	0.015	792.09	0.0166	2.01	[redacted]	798.70	5.61	OK
	AD-G1	CB-G6	P-G7	136.00	15	0.005	10.72	6.7	0.015	802.77	0.0367	4.99	797.79	807.50	4.73	OK
	CB-G6	P-G4	P-G8	193.75	18	0.005	12.64	7.3	0.015	797.79	0.0202	3.91	793.88	805.50	7.71	OK
	PAD 6 LAT	P-G7	P-G9	180.97	8	0.005	0.48	2.5	0.015	800.89	0.0099	1.78	799.00	804.43	3.74	OK
H	CB-H1	RET	P-H1	2.00	6	0.005	2.81	14.3	0.015	799.75	0.3343	0.67	[redacted]	798.72	5.97	OK
I	CB-I1	RET	P-I1	2.00	6	0.005	3.08	15.6	0.015	799.87	0.3961	0.79	[redacted]	797.34	6.47	OK
J	CB-J1	JUNCTION-J1	P-J1	101.94	8	0.005	1.08	3.1	0.015	795.37	0.0106	1.08	794.29	799.21	3.84	OK
	JUNCTION-J1	CB-J2	P-J2	107.69	12	0.005	1.08	1.4	0.015	794.29	0.0012	0.13	794.16	795.00	0.71	OK
	CB-J2	CB-J3	P-J3	172.00	18	0.005	4.60	2.6	0.015	794.16	0.0026	0.44	793.72	799.43	5.27	OK
	CB-J3	MH-J1	P-J4	197.29	24	0.005	16.58	5.3	0.015	793.72	0.0071	1.41	792.31	799.75	6.03	OK
	MH-J1	CB-J4	P-J5	195.37	24	0.005	16.58	5.3	0.015	792.31	0.0071	1.40	790.92	797.60	5.29	OK
	CB-J4	MH-J2	P-J6	147.81	27	0.005	18.45	4.6	0.015	790.92	0.0047	0.70	790.22	798.36	7.44	OK
	MH-J2	RET	P-J7	29.49	27	0.005	18.45	4.6	0.015	790.22	0.0047	0.14	[redacted]	798.29	8.07	OK
	CB-J5	P-J3	P-J8	30.74	10	0.005	2.72	5.0	0.015	794.77	0.0205	0.63	794.14	795.40	0.63	OK
	MAJOR 1 LAT	P-J3	P-J9	49.75	12	0.005	11.42	14.8	0.015	800.15	0.1368	6.80	793.35	801.00	0.85	OK
K	CB-K1	RET	P-K1	2.00	6	0.005	4.62	23.6	0.015	791.89	0.9034	1.81	[redacted]	796.72	4.83	OK
L	CB-L1	RET	P-L1	2.00	6	0.005	5.82	29.6	0.015	792.94	1.4301	2.86	[redacted]	797.34	4.40	OK
M	CB-M1	HW-M1	P-M1	13.50	10	0.005	8.62	15.8	0.015	798.78	0.2057	2.78	[redacted]	791.95	3.17	OK

[1] Manning's equation with pipe flowing full
[2] Refer to Appendix-Table 1 for 25-year/100-year hydrologic calculations.
[3] Mannings Equation: V=Q/A
[4] An "n" factor of 0.015 has been used in lieu of applying a loss factor at junction points.
[redacted]stem pipe is at 42% full)
[6] HGL is > 0.5' below grate/rim
NOTE: PIPE SIZES ARE PRELIMINARY AND MAY CHANGE BASED ON FINAL SITE DESIGN

PASO ROBLES SHOPPING CENTER
HYDRAULIC GRADE LINE CALCULATIONS - 100YR STORM
2/19/2007

STORM DRAIN PARAMETERS										HYDRAULIC GRADIENT CALCULATIONS				
Basin	From	To	Pipe Name	Length (feet)	Diam pipe (inches)	Pipe Slope (%)	Q_{100} [2] (cfs)	Vel [3] (fps)	n [4]	HGL up (ft)	Hydraulic Slope (ft/ft)	Friction Loss (ft)	HGL dn [5] (ft)	Grate/Rim Elev. (ft)
A	CB-A1	CB-A2	P-A1	139.19	12	0.005	4.25	5.4	0.015	804.28	0.0189	2.61	801.67	798.78
	CB-A2	MH-A1	P-A2	224.07	15	0.005	7.90	6.4	0.015	801.67	0.0199	4.45	797.21	798.79
	MH-A1	MH-A2	P-A3	213.00	21	0.005	14.42	6.0	0.015	797.21	0.0110	2.35	794.87	797.06
	MH-A2	MH-A3	P-A4	177.12	21	0.005	14.42	6.0	0.015	794.87	0.0110	1.95	792.92	795.61
	MH-A3	RET	P-A5	112.17	21	0.005	19.22	8.0	0.015	792.92	0.0196	2.20	[redacted]	799.07
	MAJOR 2 LAT	P-A1	P-A6	57.04	10	0.005	3.46	6.3	0.015	805.03	0.0332	1.89	804.14	800.00
	MAJOR 4 LAT	P-A2	P-A7	29.96	8	0.005	2.99	8.6	0.015	803.48	0.0814	2.44	801.05	800.00
	SHOPS A LAT	MH-A1	P-A8	101.34	6	0.005	0.74	3.8	0.015	799.54	0.0230	2.33	797.21	800.00
	CB-A3	P-A8	P-A9	10.96	6	0.005	0.94	4.9	0.015	798.38	0.0373	0.41	797.97	798.08
	MAJOR 3 LAT	P-A3	P-A10	14.64	6	0.005	2.32	11.8	0.015	798.53	0.2278	3.38	795.15	798.25
	CB-A4	P-A3	P-A11	100.65	10	0.005	2.53	4.6	0.015	798.83	0.0177	1.78	795.05	796.06
	PAD 1 LAT	CB-A6	P-A-12	71.00	6	0.005	0.53	2.7	0.015	799.50	0.0117	0.83	798.67	798.06
	CB-A5	P-A12	P-A13	120.27	6	0.005	0.20	1.0	0.015	799.15	0.0017	0.20	798.95	796.06
	CB-A6	P-A5	P-A14	35.74	8	0.005	4.80	13.8	0.015	798.67	0.2102	7.51	791.16	798.06
B	PAD 2 LAT	RET	P-B1	96.50	6	0.005	0.44	2.2	0.015	791.50	0.0061	0.78	[redacted]	800.35
C	AD-C1	CB-C1	P-C1	18.00	27	0.005	86.60	21.8	0.015	801.90	0.1040	1.87	800.03	797.50
	CB-C1	MH-C1	P-C2	204.18	36	0.005	90.26	12.8	0.015	800.03	0.0244	4.97	795.06	799.89
	MH-C1	REY	P-C3	177.95	36	0.005	90.26	12.8	0.015	795.06	0.0244	4.34	[redacted]	800.65
	MAJOR 5 LAT	P-C2	P-C4	34.73	8	0.005	1.49	7.1	0.015	799.49	0.0629	2.88	796.61	802.00
	CB-C2	P-C2	P-C5	31.10	6	0.005	1.09	5.5	0.015	797.54	0.0501	1.56	795.98	800.01
D	AD-D1	CB-D1	P-D1	137.00	6	0.005	0.91	4.6	0.015	802.90	0.0351	4.81	798.09	799.00
	CB-D1	REY	P-D2	145.60	10	0.005	4.27	7.8	0.015	798.09	0.0505	7.37	[redacted]	800.31
E	AD-E1	CB-E1	P-E1	30.00	6	0.005	0.91	4.6	0.015	797.65	0.0349	1.05	796.60	797.60
	CB-E1	P-E3	P-E2	22.48	6	0.005	1.40	7.1	0.015	796.60	0.0832	1.87	794.73	799.89
	CB-E2	RET	P-E3	227.33	10	0.005	2.58	4.7	0.015	794.92	0.0185	4.20	[redacted]	800.65
	PAD 3 LAT	P-E3	P-E4	31.82	8	0.005	0.39	1.9	0.015	793.65	0.0061	0.19	793.45	802.00
	PAD 4 LAT	P-E3	P-E5	7.07	6	0.005	0.36	1.9	0.015	793.07	0.0061	0.04	793.03	800.01

STORM DRAIN PARAMETERS										HYDRAULIC GRADIENT CALCULATIONS				
Basin	From	To	Pipe Name	Length (feet)	Diam pipe (inches)	Pipe Slope (%)	Q_{100} [2] (cfs)	Vel [3] (fps)	n [4]	HGL up (ft)	Hydraulic Slope (ft/ft)	Friction Loss (ft)	HGL dn [5] (ft)	Grate/Rim Elev. (ft)
F	AD-F1	CB-F1	P-F1	136.00	8	0.005	1.81	5.2	0.015	800.36	0.0300	4.08	796.28	797.50
	CB-F1	RET	P-F2	111.61	10	0.005	4.24	7.8	0.015	796.28	0.0499	5.56	[redacted]	799.89
	PAD 5 LAT	P-F1	P-F3	147.62	6	0.005	0.70	3.6	0.015	799.53	0.0207	3.06	796.47	802.00
G	CB-G1	CB-G2	P-G1	154.00	10	0.005	1.15	2.1	0.015	803.96	0.0037	0.57	803.40	799.14
	CB-G2	MH-G1	P-G2	147.38	12	0.005	3.21	4.1	0.015	803.40	0.0106	1.59	801.81	799.32
	MH-G1	CB-G3	P-G3	103.48	12	0.005	3.21	4.1	0.015	801.81	0.0106	1.12	800.69	800.91
	CB-G3	CB-G4	P-G4	126.00	21	0.005	24.25	10.1	0.015	800.69	0.0312	3.93	796.76	798.73
	CB-G4	CB-G5	P-G5	133.00	24	0.005	28.34	9.0	0.015	796.76	0.0209	2.78	793.99	798.92
	CB-G5	RET	P-G8	121.13	24	0.005	32.21	10.3	0.015	793.99	0.0270	3.27	[redacted]	798.70
	AD-G1	CB-G6	P-G7	136.00	15	0.005	12.68	10.3	0.015	809.54	0.0512	6.97	802.57	807.50
	CB-G6	P-G4	P-G8	193.75	18	0.005	15.65	8.9	0.015	802.57	0.0295	5.72	796.85	805.50
	PAD 6 LAT	P-G7	P-G9	180.97	6	0.005	0.65	3.3	0.015	807.35	0.0178	3.22	804.13	804.43
H	CB-H1	RET	P-H1	2.00	8	0.005	3.76	19.2	0.015	791.93	0.6028	1.21	[redacted]	796.72
I	CB-I1	RET	P-I1	2.00	8	0.005	4.11	21.0	0.015	792.15	0.7142	1.43	[redacted]	797.34
J	CB-J1	JUNCTION-J1	P-J1	101.94	8	0.005	1.45	4.1	0.015	800.26	0.0191	1.94	798.32	799.21
	JUNCTION-J1	CB-J2	P-J2	107.69	12	0.005	1.45	1.8	0.015	798.32	0.0022	0.24	798.08	795.00
	CB-J2	CB-J3	P-J3	172.00	18	0.005	5.18	3.5	0.015	798.08	0.0046	0.79	797.29	799.43
	CB-J3	MH-J1	P-J4	197.29	24	0.005	22.27	7.1	0.015	797.29	0.0129	2.54	794.75	799.75
	MH-J1	CB-J4	P-J5	195.37	24	0.005	22.27	7.1	0.015	794.75	0.0129	2.52	792.23	797.80
	CB-J4	MH-J2	P-J6	147.81	27	0.005	24.78	6.2	0.015	792.23	0.0085	1.26	790.97	795.38
	MH-J2	RET	P-J7	29.49	27	0.005	24.78	6.2	0.015	790.97	0.0065	0.25	[redacted]	796.29
	CB-J5	P-J3	P-J8	30.74	10	0.005	3.65	6.7	0.015	799.18	0.0370	1.14	798.04	795.40
	MAJOR 1 LAT	P-J3	P-J9	49.75	12	0.005	15.34	19.5	0.015	808.88	0.2466	12.27	796.61	801.00
K	CB-K1	RET	P-K1	2.00	6	0.005	6.21	31.6	0.015	793.98	1.6291	3.26	[redacted]	796.72
L	CB-L1	RET	P-L1	2.00	6	0.005	7.61	39.8	0.015	795.88	2.5789	5.16	[redacted]	797.34
M	CB-M1	HW-M1	P-M1	13.50	10	0.005	11.57	21.2	0.015	791.01	0.3709	5.01	[redacted]	791.95

[1] Manning's equation with pipe flowing full
[2] Refer to Appendix-Table 1 for 25-year/100-year hydrologic calculations.
[3] Mannings Equation: V=Q/A
[4] An "n" factor of 0.015 has been used in lieu of applying a loss factor at junction points.
[redacted]
NOTE: PIPE SIZES ARE PRELIMINARY AND MAY CHANGE BASED ON FINAL SITE DESIGN

Retention Calculations

Description:	Retention Structure Calculations
References:	City of Paso Robles Standard Details and Specifications - Section V - Storm Drain Drawing No. E-1, E-2, and E-3 NOAA ATLAS 2 - Isopluvials of 100-yr 24-hr Precipitation for Southern Half of California
Date:	02/19/07

Methodology: Rational Method

Known Values:

Area =	25.09	AC
Rainfall depth [1] =	5.05	inches
Runoff Coefficient [2] =	0.85	(post development condition)

Calculated Values:

V_{100} = 390947 CF

[1] Paso Robles rainfall depth From NOAA ATLAS 2 - Isopluvials of 100-yr 24-hr Precipitation for Southern Half of California.
[2] Runoff Coefficient value from City of Paso Robles Drawing No. E-1
[3] Volume is preliminary and may change based on final site design

REVISIONS			
DESCRIPTIONS	BY	DATE	APPROVED

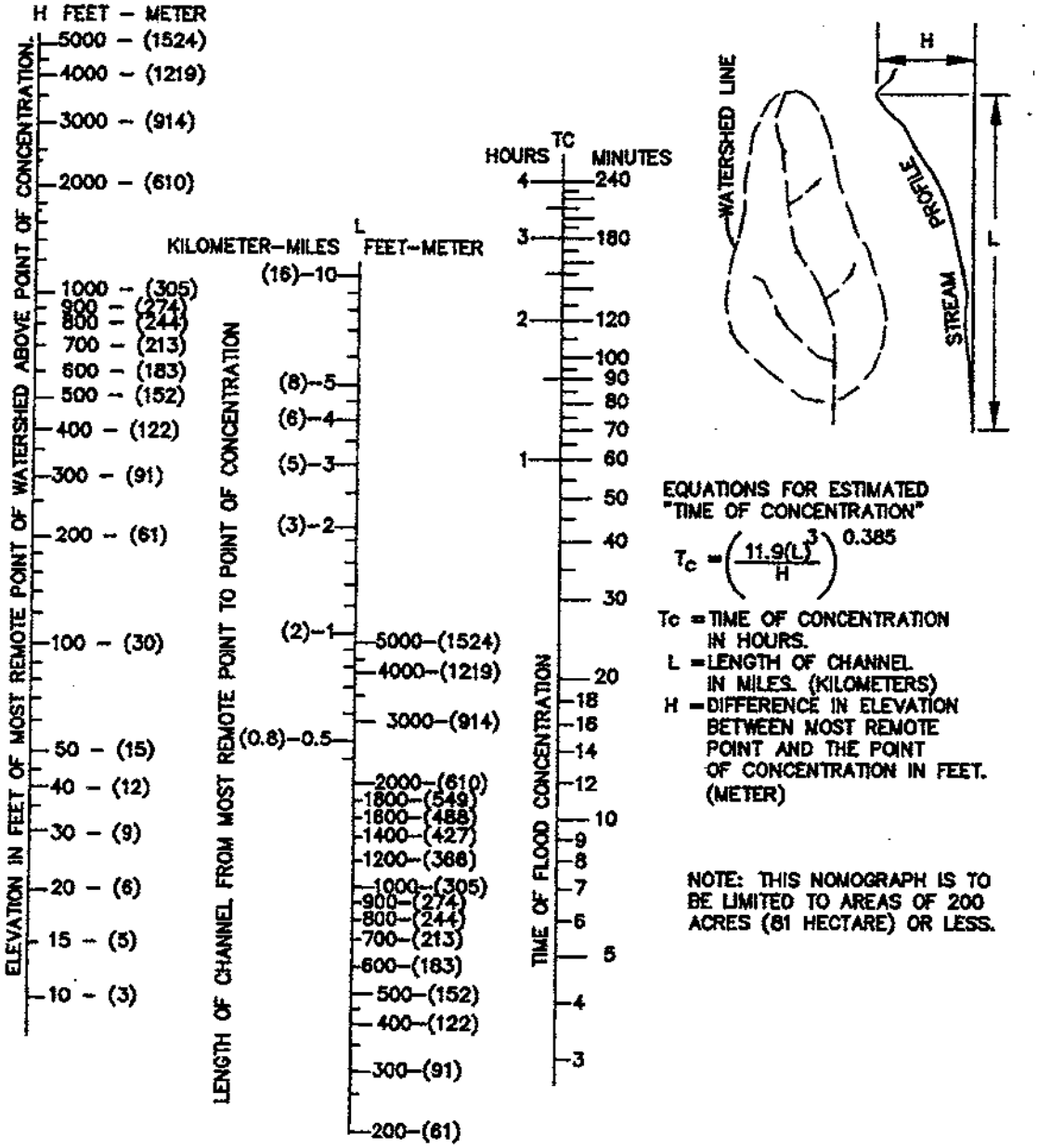
	DEVELOPMENT TYPE	SLOPE<2%	2% TO 10%	>10%
RESIDENTIAL	20,000 sq.ft. LOTS (1858m²)	0.30	0.38	0.43
	10,000 sq.ft. LOTS (929m²)	0.35	0.43	0.50
	6,000 sq.ft. LOTS (557m²)	0.40	0.50	0.60
	APARTMENTS AND MOBILE HOME PARKS *	0.45	0.55	0.65
	COMMERCIAL	0.80	0.70	0.80
	INDUSTRIAL	0.50	0.60	0.70
RURAL	DENSE NATURAL VEGETATION OR CULTIVATED AREAS	0.10	0.20	0.25
	MODERATE VEGETATION	0.15	0.25	0.30
	SPARSE VEGETATION	0.20	0.30	0.35
	PAVED AREAS	0.85	0.90	0.95
	BUILDINGS	100%		

* WHERE LARGE AREAS ARE LANDSCAPED, DETERMINE RUNOFF COEFFICIENT BY SUMMATION OF AREA TYPE TIMES FACTOR FOR TYPE OF AREA.

TABLE TAKEN FROM: STORM DRAIN STUDY, CENTRAL COAST ENGINEERING, APRIL 1976

DRAWN BY: C.A.C.	CITY OF PASO ROBLES ENGINEERING DIVISION	DRAWING NO.
DESIGNED BY:		
DATE: 4/18/94	COEFFICIENT OF RUNOFF TABLE	E-1
FILE NAME: PR-E-1.DWG		

REVISIONS			
DESCRIPTIONS	BY	DATE	APPROVED



EQUATIONS FOR ESTIMATED "TIME OF CONCENTRATION"

$$T_c = \left(\frac{11.9(L)^3}{H}\right)^{0.385}$$

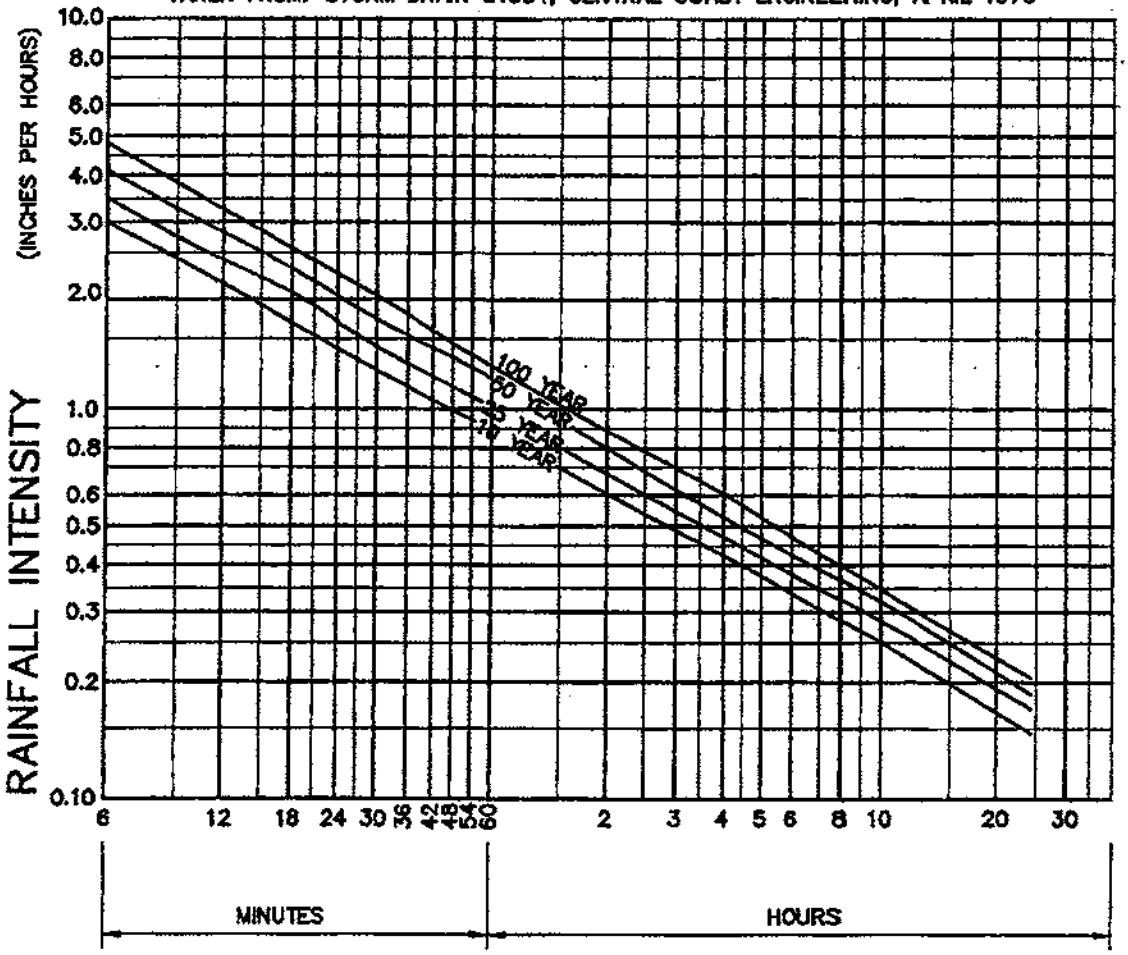
Tc = TIME OF CONCENTRATION IN HOURS.
L = LENGTH OF CHANNEL IN MILES. (KILOMETERS)
H = DIFFERENCE IN ELEVATION BETWEEN MOST REMOTE POINT AND THE POINT OF CONCENTRATION IN FEET. (METER)

NOTE: THIS NOMOGRAPH IS TO BE LIMITED TO AREAS OF 200 ACRES (81 HECTARE) OR LESS.

DRAWN BY: C.A.C. DESIGNED BY:	CITY OF PASO ROBLES ENGINEERING DIVISION	DRAWING NO.
DATE: 4/18/94 FILE NAME: PR-E-2.DWG	NOMOGRAPH FOR DETERMINING THE "TIME OF CONCENTRATION" OF SMALL DRAINAGE BASINS	E-2.

REVISIONS			
DESCRIPTIONS	BY	DATE	APPROVED

TAKEN FROM: STORM DRAIN STUDY, CENTRAL COAST ENGINEERING, APRIL 1976



TIME OF CONCENTRATION

DRAWN BY: C.A.C.	CITY OF PASO ROBLES ENGINEERING DIVISION	DRAWING NO.
DESIGNED BY:		
DATE: 4/18/94	RAINFALL INTENSITY CURVE EAST OF SALINAS RIVER	E-3
FILE NAME: PR-E-3.DWG		

EXHIBIT 1 - DRAINAGE MAP

PASO ROBLES SHOPPING CENTER

REGENCY

PASO ROBLES, CALIFORNIA

PRELIMINARY

EXHIBIT 1 - DRAINAGE MAP

1 OF 1

Exhibit G – Geotechnical Study

GEOTECHNICAL ENGINEERING INVESTIGATION UPDATE
PROPOSED GOLDEN HILLS ROAD
COMMERCIAL DEVELOPMENT
GOLDEN HILLS ROAD AND HIGHWAY 46
PASO ROBLES, CALIFORNIA

PROJECT NO. 012-06127
OCTOBER 9, 2006

Prepared for:

MR. JOHN HAYES
REGENCY CENTERS, INC.
915 WILSHIRE BOULEVARD
LOS ANGELES, CALIFORNIA 90071

Prepared by:

KRAZAN & ASSOCIATES, INC.
GEOTECHNICAL ENGINEERING DIVISION
215 DAKOTA AVENUE
CLOVIS, CALIFORNIA 93612
(559) 348-2200

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

October 9, 2006 KA Project No. 012-06127

Mr. John Hayes
Regency Centers, Inc.
915 Wilshire Boulevard, Suite 2200
Los Angeles, California 90071

RE: Geotechnical Engineering Investigation Update
Golden Hills Road Commercial Development
Golden Hills Road and Highway 46
Paso Robles, California

Dear Mr. Hayes:

In accordance with your request, we have completed a Geotechnical Engineering Investigation Update for the above-referenced site. The results of our investigation are presented in the attached report.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (559) 348-2200.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

REGISTERED PROFESSIONAL ENGINEER
DAVID R. JAROSZ, II
No. 2698
Expires June 30, 2008
GEOTECHNICAL
STATE OF CALIFORNIA

David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

DRJ:ch

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GEOTECHNICAL ENGINEERING INVESTIGATION UPDATE
GOLDEN HILLS ROAD COMMERCIAL DEVELOPMENT
GOLDEN HILLS ROAD AND STATE HIGHWAY 46
PASO ROBLES, CALIFORNIA

INTRODUCTION

This report presents the results of our Geotechnical Engineering Investigation Update for the proposed Golden Hills Road Commercial Development to be located in Paso Robles, California. A Geotechnical Engineering Investigation was previously performed by Krazan & Associates, Inc. at the eastern portion of the property (KA Project No. 012-04154) and was dated September 23, 2005. Discussions regarding site conditions are presented herein, together with conclusions and recommendations pertaining to site preparation, Engineered Fill, utility trench backfill, drainage and landscaping, foundations, concrete floor slabs and exterior flatwork, retaining walls, soil cement reactivity, and pavement design.

A site plan showing the approximate boring locations is presented following the text of this report. A description of the field investigation, boring logs, and the boring log legend are presented in Appendix A. Appendix A contains a description of the laboratory-testing phase of this study, along with the laboratory test results. Appendices B and C contain guides to earthwork and pavement specifications. When conflicts in the text of the report occur with the general specifications in the appendices, the recommendations in the text of the report have precedence.

PURPOSE AND SCOPE

This investigation was conducted to evaluate the soil and groundwater conditions at the site, to make geotechnical engineering recommendations for use in design of specific construction elements, and to provide criteria for site preparation and Engineered Fill construction.

Our scope of services was outlined in our proposal dated June 16, 2006 (KA Proposal No. P351-06) and included the following:

- A site reconnaissance by a member of our engineering staff to evaluate the surface conditions at the project site.
- A field investigation consisting of drilling additional 9 borings to depths ranging from approximately 15 to 25 feet for evaluation of the subsurface conditions at the project site, including 4 borings drilled in conjunction with the percolation testing performed across the whole site.

- Performing laboratory tests on representative soil samples obtained from the borings to evaluate the physical and index properties of the subsurface soils.

- Evaluation of the data obtained from the investigation and an engineering analysis to provide recommendations for use in the project design and preparation of construction specifications.

- Preparation of this report summarizing the results, conclusions, recommendations, and findings of our investigation.

PROPOSED CONSTRUCTION

We understand that design of the proposed development is currently underway; structural load information and other final details pertaining to the structures are unavailable. Initially, the proposed development included 8 structures with a total footprint area of approximately 111,701 square feet covering approximately 13 acres. To date, we understand that the new development will include 14 structures, with a total footprint area of approximately 291,732 square feet encompassing a total of approximately 22 acres, or an addition of approximately 9 acres to the west of the original site. It is anticipated that the buildings will be single-or two story structures utilizing concrete slab-on-grade. Footing loads are anticipated to be light to moderate. On-site paved areas, landscaping, and on-site drainage are also planned to be included with the development.

In the event, these structural or grading details are inconsistent with the final design criteria, the Soils Engineer should be notified so that we may update this writing as applicable.

SITE LOCATION, SITE HISTORY, AND SITE DESCRIPTION

Based on the Geotechnical Engineering Investigation report (KA Project No. 012-04154) dated September 23, 2005, the original site encompasses approximately 13 acres and is located at the northwest corner of Golden Hills Road and State Highway 46 in Paso Robles, California. To date, the new planned development will include an additional 9 acres to the west of the original site. The property north of Dallons Road is presently occupied by a commercial development in the eastern quarter and the remainder is occupied by residential developments. A rectangular parcel located in the southeastern corner of the site, not included in this development, is occupied by a gas station. Commercial developments are located east of Golden Hills Road and south of Highway 46. The western adjacent property is fallow land.

During the previous investigation conducted in 2005, the original site was predominately vacant land. Several areas of ponded water were previously located within the northwest, northeast, and southeast portions of the original site during the winter and spring months. Scattered piles of fill soil and debris were previously located throughout the site. The debris predominately consisted of concrete and asphaltic concrete pieces. Buried utilities were located along the edges of the site. Several trees were located along the east edge of the site.

Presently, the entire site is predominately vacant land with no visible on-site structures. The site is partly disced. In some areas within the central and southwestern portions of the site, the ground surface was wet and covered with tall grasses and weeds. The surface soils have a very loose consistency. The piles of debris previously noted in the previous investigation appeared to have been removed and/or have been spread out across the site. With the exception of a large tree in the central portion of the eastern boundary, most of the trees previously noted have been removed. A row of small to medium-size bushes is located within the central portion of the site. Chain-link fencing is located along the southern border and barbed wire fencing along the western boundary. A buried gas line was observed along the northern border. Other buried utilities are located along the eastern and southern easements. Asphalt concrete curbing is located along the northern and eastern edges. With the exception of a hill, approximately 15 to 20 feet high, located in the western ¼ portion of the site, the majority of the site is relatively level with no major changes in grade.

GEOLOGIC SETTING

The site is located in the southern portion of the Coast Ranges geomorphic province of California. The southern Coast Ranges extend from the San Francisco Bay in the north to the San Ynez River in the south. The eastern boundary of the Coast Ranges is the Central Valley and the western boundary extends offshore into the Pacific Ocean. The Coast Ranges are characterized by northwest-southeast trending mountain ranges and intervening valleys which are typically separated by faults.

The site is within the Paso Robles subunit of the Salinas ground-water basin. The Paso Robles subunit is bounded by the Cholame Hills on the northeast, the Santa Lucia Range on the southwest and west, and the La Panza Range on the south. The main water-bearing units in the Paso Robles subunit are Quaternary younger and older alluvium and Quaternary and Tertiary continental sediments of the Paso Robles Formation. The younger and older alluvium consists of poorly sorted, unconsolidated gravel, sand, and silt. The Paso Robles Formation consists of unconsolidated to poorly consolidated coarse sand and gravel, as well as finer sand, silt, and clay and some limestone that formed from deposition in floodplains and small lakes. The water-bearing units are underlain by non-water-bearing Tertiary and Cretaceous bedrock and granite.

Numerous moderate to large earthquakes have affected the area of the subject site within historic time. Based on the proximity of several dominant active faults and seismogenic structures, as well as the historic seismic record, the area of the subject site is considered subject to relatively moderate seismicity.

In 1990, the California Stare Legislature passed the Seismic Hazard Mapping Act to protect public safety from the effects of strong shaking, liquefaction, landslides, or other ground failure, and other hazards caused by earthquakes. The Act requires that the State Geologist delineate various seismic hazard zones on Seismic Hazard Zones Maps. A site-specific geotechnical evaluation is required prior to permitting moist urban developments within the mapped zones. The area of the subject site is not included on any of the Seismic Hazard Zone Maps released to date. It is not known whether the subject site will be within a seismic hazard zone on a future map.

The San Marcos-Rinconada fault system traverses the western part of the basin. The Red Hill, San Juan, and White Canyon faults form the eastern boundary of the subbasin. The site is not located within a Fault Rupture Hazard Zone. The site is located within a Seismic Zone 4.

FIELD AND LABORATORY INVESTIGATIONS

Subsurface soil conditions were previously explored by drilling a total of 34 borings to depths ranging from approximately 10 to 50 feet below existing site grade using a truck-mounted drill rig. As part of this supplemental investigation, nine borings were advanced to depths of approximately 15 to 25 feet for the evaluation of the subsurface conditions at the additional site, including 4 borings drilled in conjunction with the percolation testing performed across the site. The approximate locations of the supplemental borings and percolation tests are shown on the attached plan. During drilling operations, penetration tests were performed at regular intervals to evaluate the soil consistency and to obtain information regarding the engineering properties of the subsoils. Soil samples were retained for laboratory testing. The soils encountered were continuously examined and visually classified in accordance with the Unified Soil Classification System. A more detailed description of the field investigation is presented in Appendix A.

Laboratory tests were performed on selected soil samples to evaluate their physical characteristics and engineering properties. The laboratory-testing program was formulated with emphasis on the evaluation of natural moisture, density, gradation, shear strength, consolidation potential, expansion potential, and moisture-density relationships of the materials encountered. In addition, chemical tests were performed to evaluate the corrosivity of the soils to buried concrete and metal. Details of the laboratory test program and results of the laboratory tests are summarized in Appendix A. This information, along with the field observations, was used to prepare the final boring logs in Appendix A.

SOIL PROFILE AND SUBSURFACE CONDITIONS

Based on our findings, the subsurface conditions encountered in the supplemental 9 borings appear typical of those found in the geologic region of the site. In general, the surface soils consisted of approximately 6 to 12 inches of very loose silty sand, sandy silt, or silty sand/sandy silt. These soils are disturbed, have low strength characteristics, and are highly compressible when saturated.

Beneath the very loose surface soils, approximately 3 to 5 feet of loose/firm to very dense/hard silty sand, sandy silt, clayey sand, or sandy clay were encountered. Field and laboratory tests suggest that these soils are moderately strong and slightly to moderately compressible. The clayey soils had a low to moderate potential for expansion. Penetration resistance ranged from 26 blows per foot to greater than 50 blows per 6 inches. Dry densities ranged from 111 to 121 pcf. A representative soil sample consolidated slightly more than 3½ percent under a 2 ksf load when saturated. A representative soil sample had an angle of internal friction of 31 degrees. A representative sample of the clayey soil had a Uniform Building Code Expansion Index of 50.

Below 4 to 6 feet, alternating layers of clayey sand, silty sand, sand, sandy silt, and silty clay were encountered. These soils had similar strength characteristics as the upper soils and extended to the termination depth of our borings.

Approximately 1 foot of fill material was previously encountered within several borings located within the eastern portion of the project site. In addition, several end dump piles of fill soil had been spread throughout the project site. The fill material predominately consisted of silty sand, sandy silt, clayey sand, and sandy clay. These fills soils were occasionally intermixed with debris consisting of concrete and asphaltic concrete pieces. The thickness and extent of fill material was determined based on limited test borings. Thicker fill may be present at the site. Verification of the extent of fill material should be determined during site grading. Limited testing was performed on the fill soils during the time of our field and laboratory investigations. The limited testing indicates that the fill soils had varying strength characteristics ranging from loosely placed to compacted.

For additional information about the soils encountered, please refer to the logs of borings in Appendix A.

GROUNDWATER

Test boring locations were checked for the presence of groundwater during and immediately following the drilling operations. Free groundwater was not encountered.

It should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use, and climatic conditions, as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. The evaluation of such factors is beyond the scope of this report.

PERCOLATION TESTING

Four percolation tests were performed on the site. The percolation tests were performed at depths ranging from 4 to 9 feet. The percolation test locations are shown on the attached plan. The tests were conducted in accordance with the criteria set in the "Manual of Septic Tank Practice" published by the Department of Health, Education, and Welfare. Results of the tests are as follows:

Test No.	Depth (feet)	Percolation Rate (min/in)	Soil Type
P1 (B1)	4	60	Silty Sand/Sandy Silt(SM-ML)
P2 (B2)	6	Nil	Silty Clay (CL)
P3 (B3)	9	25	Clayey Sand (SC)
P4 (B4)	5	40	Clayey Sand (SC)

The test results indicate that the soils tested have moderate to very low absorption rates. In the vicinity of B2, the underlying silty clay soil has very low absorption characteristics. The percolation rates given are based on 1 inch of fall within a 8-inch diameter hole with a 6-inch head of water.

CONCLUSIONS AND RECOMMENDATIONS

Based on the above observations and findings, it is our opinion that the changes in the surface conditions at the site have not resulted into significant changes in the subsurface soil conditions between the time of our previous and current investigations. With the exception of the absence of fill material, the additional borings drilled in the western portion of the site were basically similar to those conditions encountered in the previous borings. The following is a summary of our evaluations, conclusions, and recommendations.

Administrative Summary

In brief, the subject site and soil conditions, with the exception of the upper compressible soils, fill material, and upper clayey soils, appear to be conducive to the development of the project. The surface soils have a very loose consistency. These soils are disturbed, have low strength characteristics, and are highly compressible when saturated. Accordingly, it is recommended that these surface soils be recompacted. The compaction effort should stabilize the surface soils and locate any unsuitable or pliant areas not found during our field investigation.

Approximately 1 foot of fill material was previously encountered within several borings located within the eastern portion of the project site. In addition, several end dump piles of fill soil had been spread throughout the project site. The fill material predominately consisted of silty sand, sandy silt, clayey sand, and sandy clay. These fills soils were occasionally intermixed with debris consisting of concrete and asphaltic concrete pieces. The thickness and extent of fill material was determined based on limited test borings. Thicker fill may be present at the site. Verification of the extent of fill material should be determined during site grading. Limited testing was performed on the fill soils during the time of our field and laboratory investigations. The limited testing indicates that the fill soils had varying strength characteristics ranging from loosely placed to compacted. Therefore, it is recommended that the fill soils be excavated and stockpiled so that the native soils can be prepared properly. The clayey fill material will not be suitable for reuse as non-expansive Engineered Fill. However, these clayey soils will be suitable for reuse as General Engineered Fill within pavement areas and below 24 inches from finished pad grade within building areas provided it is cleansed of excessive organics, debris, and is moisture-conditioned to a minimum of 2 percent above optimum moisture content. The silty sand and sandy silt soils that do not contain clay will be suitable for reuse as non-expansive Engineered Fill provided they are cleansed of excessive organics and debris. The fill material should be moisture-conditioned to a minimum of 2 percent above optimum moisture content and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Prior to fill placement Krazan & Associates, Inc. should inspect the bottom of the excavation to verify no additional removal will be required.

Of primary importance in the development of this site is the removal of the upper moderately compressible soils from the building areas within the proposed development. The upper soils within the project site are moderately compressible under saturated conditions. Structures within the project vicinity have experienced excessive post-construction settlement when the foundation soils become near-saturated. Accordingly, mitigation measures are recommended to reduce the potential of excessive soil settlement. It is recommended that the upper 3 feet of native soils within the proposed building areas be excavated, moisture-conditioned to a minimum of 2 percent above optimum moisture content, and recompacted. In addition, it is recommended that proposed structural elements within the proposed building areas be supported by a minimum of 18 inches of Engineered Fill. Over-excavation should extend to a minimum of 5 feet beyond proposed footing lines. The exposed subgrade soils should be scarified to a depth of 6 inches, moisture-conditioned as necessary, and recompacted prior to placement of Engineered Fill.

It is anticipated that the structural elements within the paved areas will settle if the subgrade soils become saturated. The settlement of the paved areas is related to the subsurface soil conditions. Therefore, it is anticipated that the paved areas will require annual maintenance. Utilities placed within the site should incorporate flexible connectors.

The upper native soils are identified as silty sands, sandy silts, clayey sands, and sandy clays. The sandy soils that do not contain clay will be suitable for reuse as non-expansive Engineered Fill provided they are cleansed of excessive organics, debris, and fragments greater than 4 inches in diameter. The clayey soils appear to have a low to moderate swell potential. The estimated swell pressure of the clayey material may cause movement-affecting slabs and brittle exterior finishes. To minimize the potential soil movement, it is recommended that the upper 24 inches of soil within building or exterior flatwork areas consist of non-expansive fill. The fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the expansive clayey soils below, which may result in swelling. The replacement soil and/or the upper 24 inches of Imported Fill soils should meet the specifications as described under the subheading Engineered Fill. The replacement soils should extend 5 feet beyond the perimeter of the building. The non-expansive replacement soil should be compacted to at least 90 percent relative compaction based on ASTM Test Method D1557. The exposed native soils in the excavation should not be allowed to dry out and should be kept continuously moist prior to backfilling. In addition, it is recommended that slab-on-grade continuous footings and slabs be nominally reinforced to minimize cracking and vertical off-set.

As an alternative to the use of non-expansive soils, the upper 24 inches of soil supporting the slab areas can consist of lime-treated clayey soils. The lime-treated soils should be recompacted to a minimum of 90 percent of maximum density. Preliminary application rate of lime should be 5 percent by dry weight. The lime material should be calcium oxide, commonly known as quick-lime. The clayey soils should be at or near optimum moisture during the mixing operations.

Commercial developments are located within the project site vicinity. Associated with these developments are buried structures, such as utility lines that may extend into the project site. Any buried structures encountered during construction should be properly removed and/or relocated. The resulting excavations should be cleaned to firm native ground and backfilled with Engineered Fill.

Trees and bushes are located on the site. Tree and bush removal operations should include roots greater than 1 inch in diameter. The resulting excavations should be backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Sandy soil conditions were encountered at the site. These cohesionless soils have a tendency to cave in trench wall excavations. Shoring or sloping back trench sidewalls may be required within these soils.

After completion of the recommended site preparation, the site should be suitable for shallow footing support. The proposed structure footings may be designed utilizing an allowable bearing pressure of 2,500 psf for dead-plus-live loads. Footings should have a minimum embedment of 18 inches.

Groundwater Influence on Structures/Construction

Based on our findings and historical records, it is not anticipated that groundwater will rise within the zone of structural influence or affect the construction of foundations and pavements for the project. However, if earthwork is performed during or soon after periods of precipitation, the subgrade soils may become saturated, "pump," or not respond to densification techniques. Typical remedial measures include: discing and aerating the soil during dry weather; mixing the soil with dryer materials; removing and replacing the soil with an approved fill material; or mixing the soil with an approved lime or cement product. Our firm should be consulted prior to implementing remedial measures to observe the unstable subgrade conditions and provide appropriate recommendations.

Soil Liquefaction

Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Liquefaction normally occurs under saturated conditions in soils such as sand in which the strength is purely frictional. However, liquefaction has occurred in soils other than clean sand. Liquefaction usually occurs under vibratory conditions such as those induced by seismic events.

To evaluate the liquefaction potential of the site, the following items were evaluated:

1) Soil type
2) Groundwater depth
3) Relative density
4) Initial confining pressure
5) Intensity and duration of groundshaking

The soils encountered within a depth of 50 feet on the project site, predominately consisted of loose to very dense silty sand, sandy silt, silty sand/sandy silt, clayey sand, sand, or silty clay. Groundwater was not encountered below the site within a depth of 50 feet during our subsurface exploration. Information obtained from the California Department of Water Resources and previous investigations performed in the vicinity of the project site indicates that groundwater is typically present at depths greater than 50 feet below site grade. Due to the depth of groundwater, liquefaction potential at the site is considered very low and measures to mitigate liquefaction potential are not necessary.

Site Preparation

General site clearing should include removal of vegetation; existing utilities; structures including foundations; basement walls and floors; existing stockpiled soil; trees and associated root systems; rubble; rubbish; and any loose and/or saturated materials. Site stripping should extend to a minimum depth of 2 to 4 inches, or until all organics in excess of 3 percent by volume are removed. Deeper stripping may be required in localized areas. These materials will not be suitable for use as Engineered Fill. However, stripped topsoil may be stockpiled and reused in landscape or non-structural areas.

Approximately 1 foot of fill material was previously encountered within several borings located within the eastern portion of the project site. In addition, several end dump piles of fill soil had been spread throughout the project site. The fill material predominately consisted of silty sand, sandy silt, clayey sand, and sandy clay. These fills soils were occasionally intermixed with debris consisting of concrete and asphaltic concrete pieces. The thickness and extent of fill material was determined based on limited test borings. Thicker fill may be present at the site. Verification of the extent of fill material should be determined during site grading. Limited testing was performed on the fill soils during the time of our field and laboratory investigations. The limited testing indicates that the fill soils had varying strength characteristics ranging from loosely placed to compacted. Therefore, it is recommended that the fill soils be excavated and stockpiled so that the native soils can be prepared properly. The clayey fill material will not be suitable for reuse as non-expansive Engineered Fill. However, these clayey soils will be suitable for reuse as General Engineered Fill within pavement areas and below 24 inches from finished pad grade within building areas provided they are cleansed of excessive organics, debris, and are moisture-conditioned to a minimum of 2 percent above optimum moisture content. The silty sand and sandy silt soils that do not contain clay will be suitable for reuse as non-expansive Engineered Fill provided they are cleansed of excessive organics and debris. The fill material should be moisture-conditioned to a minimum of 2 percent above optimum moisture content and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Prior to fill placement Krazan & Associates, Inc. should inspect the bottom of the excavation to verify no additional removal will be required.

Moderately compressible soils were encountered at the site. It is recommended that the site of the proposed building, exterior flatwork, and other associated structures be over-excavated to a depth of 3 feet. In addition, it is recommended that the site of the proposed structures (slabs and footings) be supported by a minimum of 18 inches of Engineered Fill. The over-excavation should extend to a minimum distance of 5 feet beyond foundation lines. The base width of the over-excavation should be

established on the basis of a 60 degree upward projection from the bottom of the footings. The excavation should be backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Prior to backfilling, the exposed subgrade should be excavated/scarified to a minimum depth of 6 inches, moisture conditioned to a minimum of 2 percent above optimum moisture content, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Within proposed pavement areas following stripping, demolition and fill removal operations, it is recommended that at a minimum, the upper 12 inches of subgrade soils be excavated, moisture conditioned to a minimum of 2 percent above optimum moisture content, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

It is anticipated that the structural elements within the paved areas will settle if the subgrade soils become saturated. The settlement of the paved areas is related to the subsurface soil conditions. Therefore, it is anticipated that the paved areas will require annual maintenance. Utilities placed within the paved areas should incorporate flexible connectors.

It is recommended that the upper 24 inches of soil within proposed building and exterior flatwork areas consist of non-expansive Engineered Fill or lime-treated Engineered Fill. The intent is to support slab-on-grade and exterior flatwork areas with 24 inches of non-expansive or lime-treated fill. The fill placement serves 2 functions: 1) it provides a uniform amount of soil which will more evenly distribute the soil pressures and 2) it reduces moisture content fluctuation in the clayey material beneath the building area. The non-expansive fill material should be a well-graded silty sand or sandy silt soil. A clean sand or very sandy soil is not acceptable for this purpose. A sandy soil will allow the surface water to drain into the expansive clayey soils below, which may result in soil swelling. Imported Fill should be approved by the Soils Engineer prior to placement. The fill should be placed as specified as Engineered Fill. If 24 inches of non-expansive soil is already in place within the proposed building and exterior flatwork areas, no additional non-expansive fill placement will be required.

Trees and bushes are located on the site. Tree and bush removal operations should include roots greater than 1 inch in diameter. The resulting excavations should be backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Buried utilities are located along the edges of the site. Any buried structures encountered during construction should be properly removed and/or relocated and the resulting excavations backfilled. Excavations, depressions or soft and pliant areas extending below plan finish subgrade level should be cleaned to firm undisturbed soil and backfilled with Engineered Fill. In general, any septic tanks, debris pits, cesspools, or similar structures should be entirely removed. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Any other buried structures should be removed in accordance with the recommendations of the Soils Engineer. The resulting excavations should be backfilled with Engineered Fill.

The upper soils, during wet winter months, become very moist due to the absorptive characteristics of the soil. Earthwork operations performed during winter months may encounter very moist unstable soils, which may require removal to grade a stable building foundation. Project site winterization consisting of placement of aggregate base and protecting exposed soils during the construction phase should be performed.

A representative of our firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of our service as acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The Soils Engineer may reject any material that does not meet compaction and stability requirements. Further recommendations of this report are predicated upon the assumption that earthwork construction will conform to recommendations set forth in this section and the Engineered Fill section.

Engineered Fill

The organic-free, on-site, upper native and fill soils are predominately silty sand, sandy silt, clayey sand, and silty clay. The sandy soils that do not contain clay will be suitable for reuse as non-expansive Engineered Fill provided they are cleansed of excessive organics, debris and fragments greater than 4 inches in diameter. The clayey soils will not be suitable for reuse as non-expansive Engineered Fill. The clayey soils will be suitable for reuse for fill placement within the upper 24 inches of building and exterior flatwork areas, provided they are lime-treated. The preliminary application rate of lime should be 5 percent by dry weight. The lime material should be calcium oxide, commonly known as quick-lime. The clayey soils should be at or near optimum moisture-condition during mixing operations. Additional testing is recommended to determine the appropriate application rate of lime prior to placement. These clayey soils will be suitable for reuse as General Engineered Fill, within pavement areas and below 24 inches from finished pad grade in building areas, provided they are cleansed of excessive organics, debris and moisture-conditioned to at least 2 percent above optimum moisture.

The preferred materials specified for Engineered Fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase should be the sole responsibility of the Contractor, since he has complete control of the project site at that time.

Imported non-expansive Fill should consist of a well-graded, slightly cohesive, fine silty sand or sandy silt, with relatively impervious characteristics when compacted. This material should be approved by the Soils Engineer prior to use and should typically possess the following characteristics:

Percent Passing No. 200 Sieve	20 to 50
Plasticity Index	10 maximum
UBC Standard 29-2 Expansion Index	15 maximum

Fill soils should be placed in lifts approximately 6 inches thick, moisture-conditioned as necessary, and compacted to achieve at least 90 percent of maximum density based on ASTM Test Method D1557. Additional lifts should not be placed if the previous lift did not meet the required density or if soil conditions are not stable.

Drainage and Landscaping

The ground surface should slope away from building pad and pavement areas toward appropriate drop inlets or other surface drainage devices. It is recommended that adjacent exterior grades be sloped a minimum of 2 percent for a minimum distance of 5 feet away from structures. Subgrade soils in pavement areas should be sloped a minimum of 1 percent and drainage gradients maintained to carry all surface water to collection facilities and off-site. These grades should be maintained for the life of the project. Roof drains should be installed with appropriate downspout extensions out-falling on splash blocks so as to direct water a minimum of 5 feet away from the structures or be connected to the storm drain system for the development.

Slots or weep holes should be placed in drop inlets or other surface drainage devices in pavement areas to allow free drainage of adjoining base course materials. Cutoff walls should be installed at pavement edges adjacent to vehicular traffic areas, these walls should extend to a minimum depth of 12 inches below pavement subgrades to limit the amount of seepage water that can infiltrate the pavements. Where cutoff walls are undesirable subgrade drains can be constructed to transport excess water away from planters to drainage interceptors. If cutoff walls can be successfully used at the site, construction of subgrade drains is considered unnecessary.

Utility Trench Backfill

Utility trenches should be excavated according to accepted engineering practices following OSHA (Occupational Safety and Health Administration) standards by a Contractor experienced in such work. The responsibility for the safety of open trenches should be borne by the Contractor. Traffic and vibration adjacent to trench walls should be minimized; cyclic wetting and drying of excavation side slopes should be avoided. Depending upon the location and depth of some utility trenches, groundwater flow into open excavations could be experienced, especially during or shortly following periods of precipitation.

Sandy soil conditions were encountered at the site. These cohesionless soils have a tendency to cave in trench wall excavations. Shoring or sloping back trench sidewalls may be required within these sandy soils.

Utility trench backfill placed in or adjacent to buildings and exterior slabs should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. The utility trench backfill placed in pavement areas should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. Pipe bedding should be in accordance with pipe manufacturer's recommendations.

The Contractor is responsible for removing all water-sensitive soils from the trench regardless of the backfill location and compaction requirements. The Contractor should use appropriate equipment and methods to avoid damage to the utilities and/or structures during fill placement and compaction.

Foundations

The proposed structures may be supported on a shallow foundation system bearing on a minimum of 18 inches of Engineered Fill. Spread and continuous footings can be designed for the following maximum allowable soil bearing pressures:

Load	Allowable Loading
Dead Load Only	1,875 psf
Dead-Plus-Live Load	2,500 psf
Total Load, including wind or seismic loads	3,325 psf

The footings should have a minimum depth of 18 inches below pad subgrade (soil grade) or adjacent exterior grade, whichever is lower. Footings should have a minimum width of 12 inches, regardless of load.

The total movement is not expected to exceed 1 inch. Differential movement should be less than ½ inch. Most of the settlement is expected to occur during construction as the loads are applied. However, additional post-construction settlement may occur if the foundation soils are flooded or saturated.

The footing excavation should not be allowed to dry out any time prior to pouring concrete. It is recommended that footings be reinforced by at least one No. 4 reinforcing bar in both top and bottom

Resistance to lateral footing displacement can be computed using an allowable friction factor of 0.3 acting between the base of foundations and the supporting subgrade. Lateral resistance for footings can alternatively be developed using an allowable equivalent fluid passive pressure of 275 pounds per cubic foot acting against the appropriate vertical footing faces. The frictional and passive resistance of the soil may be combined without reduction in determining the total lateral resistance. A ⅓ increase in the above value may be used for short duration, wind, or seismic loads.

Floor Slabs and Exterior Flatwork

Concrete slab-on-grade floor should be underlain by a water vapor retarder. The water vapor retarder should be installed in accordance with ASTM Specification E 1643-98. According to ASTM Guidelines, the water vapor retarder should consist of a vapor retarder sheeting underlain by a minimum of 3 inches of compacted, clean, gravel of ¾-inch maximum size. To aid in concrete curing an optional 2 to 4 inches of granular fill may be placed on top of the vapor retarder. The granular fill should consist

of damp clean sand with at least 10 to 30 percent of the sand passing the 100 sieve. The sand should be free of clay, silt, or organic material. Rock dust which is manufactured sand from rock crushing operations is typically suitable for the granular fill. This granular fill material should be compacted.

The floor slabs should be reinforced as a minimum with No. 3 reinforcement bars at 18 inches on center each way within the floor slabs middle third. Thicker floor slabs with increased concrete strength and reinforcement should be designed wherever large vehicular loads, heavy concentrated loads, heavy equipment, or machinery is anticipated.

The exterior floors should be poured separately in order to act independently of the walls and foundation system. All fills required to bring the building pads to grade should be Engineered Fills.

Moisture within the structure may be derived from water vapors, which were transformed from the moisture within the soils. This moisture vapor can travel through the vapor membrane and penetrate the slab-on-grade. This moisture vapor penetration can affect floor coverings and produce mold and mildew in the structure. To minimize moisture vapor intrusion, it is recommended that a vapor retarder be installed in accordance with ASTM guidelines. It is recommended that the utility trenches within the structure be compacted, as specified in our report, to minimize the transmission of moisture through the utility trench backfill. Special attention to the immediate drainage and irrigation around the building is recommended. Positive drainage should be established away from the structure and should be maintained throughout the life of the structure. Ponding of water should not be allowed adjacent to the structure. Over-irrigation within landscaped areas adjacent to the structure should not be performed. In addition, ventilation of the structure (i.e. ventilation fans) is recommended to reduce the accumulation of interior moisture.

Lateral Earth Pressures and Retaining Walls

Walls retaining horizontal backfill and capable of deflecting a minimum of 0.1 percent of its height at the top may be designed using an equivalent fluid active pressure of 40 pounds per square foot per foot of depth. Walls that are incapable of this deflection or walls that are fully constrained against deflection may be designed for an equivalent fluid at-rest pressure of 60 pounds per square foot per foot per depth. Expansive soils should not be used for backfill against walls. The wedge of non-expansive backfill material should extend from the bottom of each retaining wall outward and upward at a slope of 2:1 (horizontal to vertical) or flatter. The stated lateral earth pressures do not include the effects of hydrostatic water pressures generated by infiltrating surface water that may accumulate behind the retaining walls; or loads imposed by construction equipment, foundations, or roadways.

Retaining and/or below grade walls should be drained with either perforated pipe encased in free-draining gravel or a prefabricated drainage system. The gravel zone should have a minimum width of 12 inches wide and should extend upward to within 12 inches of the top of the wall. The upper 12 inches of backfill should consist of native soils, concrete, asphaltic concrete or other suitable backfill to minimize surface drainage into the wall drain system. The aggregate should conform to Class II permeable materials graded in accordance with Section 68-1.025 of the CalTrans Standard

Specifications (January 1988). Prefabricated drainage systems, such as Miradrain®, Enkadrain®, or an equivalent substitute, are acceptable alternatives in lieu of gravel provided they are installed in accordance with the manufacturer's recommendations. If a prefabricated drainage system is proposed, our firm should review the system for final acceptance prior to installation.

Drainage pipes should be placed with perforations down and should discharge in a non-erosive manner away from foundations and other improvements. The pipes should be placed no higher than 6 inches above the heel of the wall in the center line of the drainage blanket and should have a minimum diameter of 4 inches. Collector pipes may be either slotted or perforated. Slots should be no wider than 1/8 inch in width, while perforations should be no more than ¼ inch in diameter. If retaining walls are less than 6 feet in height, the perforated pipe may be omitted in lieu of weep holes on 4 feet maximum spacing. The weep holes should consist of 4-inch diameter holes (concrete walls) or unmortared head joints (masonry walls) and not be higher than 18 inches above the lowest adjacent grade. Two 8-inch square overlapping patches of geotextile fabric (conforming to Section 88-1.03 of the CalTrans Standard Specifications for "edge drains") should be affixed to the rear wall opening of each weep hole to retard soil piping.

During grading and backfilling operations adjacent to any walls, heavy equipment should not be allowed to operate within a lateral distance of 5 feet from the wall, or within a lateral distance equal to the wall height, whichever is greater, to avoid developing excessive lateral pressures. Within this zone, only hand-operated equipment ("whackers," vibratory plates, or pneumatic compactors) should be used to compact the backfill soils.

Site Coefficient

The site coefficient, per Table 16-J, California Building Code, is based upon the site soil conditions. It is our opinion that a site coefficient of soil type S_D (1997 UBC) is appropriate for building design at this site.

For seismic design of the structures, in accordance with the seismic provisions of the Uniform Building Code (1997 UBC), we recommend the following parameters:

Seismic Item	Value	UBC Reference
Zone Factor	0.4	Table 16I
Source Type	B	Table 16U
Coefficient N_a	1.0	Table 16S
Coefficient N_v	1.18	Table 16T
Coefficient C_a	0.44	Table16Q
Coefficient C_v	0.76	Table 16R

Compacted Material Acceptance

Compaction specifications are not the only criteria for acceptance of the site grading or other such activities. However, the compaction test is the most universally recognized test method for assessing the performance of the Grading Contractor. The numerical test results from the compaction test cannot be used to predict the engineering performance of the compacted material. Therefore, the acceptance of compacted materials will also be dependent on the stability of that material. The Soils Engineer has the option of rejecting any compacted material regardless of the degree of compaction if that material is considered to be unstable or if future instability is suspected. A specific example of rejection of fill material passing the required percent compaction is a fill which has been compacted with an in situ moisture content significantly less than optimum moisture. This type of dry fill (brittle fill) is susceptible to future settlement if it becomes saturated or flooded.

Testing and Inspection

A representative of Krazan & Associates, Inc. should be present at the site during the earthwork activities to confirm that actual subsurface conditions are consistent with the exploratory fieldwork. This activity is an integral part of our service, as acceptance of earthwork construction is dependent upon compaction testing and stability of the material. This representative can also verify that the intent of these recommendations is incorporated into the project design and construction. Krazan & Associates, Inc. will not be responsible for grades or staking, since this is the responsibility of the Prime Contractor.

LIMITATIONS

Soils Engineering is one of the newest divisions of Civil Engineering. This branch of Civil Engineering is constantly improving as new technologies and understanding of earth sciences advance. Although your site was analyzed using the most appropriate and most current techniques and methods, undoubtedly there will be substantial future improvements in this branch of engineering. In addition to advancements in the field of Soils Engineering, physical changes in the site, either due to excavation or fill placement, new agency regulations, or possible changes in the proposed structure after the soils report is completed may require the soils report to be professionally reviewed. In light of this, the Owner should be aware that there is a practical limit to the usefulness of this report without critical review. Although the time limit for this review is strictly arbitrary, it is suggested that 2 years be considered a reasonable time for the usefulness of this report.

Foundation and earthwork construction is characterized by the presence of a calculated risk that soil and groundwater conditions have been fully revealed by the original foundation investigation. This risk is derived from the practical necessity of basing interpretations and design conclusions on limited sampling of the earth. The recommendations made in this report are based on the assumption that soil conditions do not vary significantly from those disclosed during our field investigation. If any variations or undesirable conditions are encountered during construction, the Soils Engineer should be notified so that supplemental recommendations may be made.

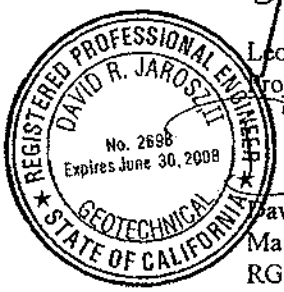
The conclusions of this report are based on the information provided regarding the proposed construction. If the proposed construction is relocated or redesigned, the conclusions in this report may not be valid. The Soils Engineer should be notified of any changes so the recommendations may be reviewed and re-evaluated.

This report is a Geotechnical Engineering Investigation Update with the purpose of evaluating the soil conditions in terms of foundation design. The scope of our services did not include any Environmental Site Assessment for the presence or absence of hazardous and/or toxic materials in the soil, groundwater, or atmosphere; or the presence of wetlands. Any statements, or absence of statements, in this report or on any boring log regarding odors, unusual or suspicious items, or conditions observed, are strictly for descriptive purposes and are not intended to convey engineering judgment regarding potential hazardous and/or toxic assessment.

The geotechnical engineering information presented herein is based upon professional interpretation utilizing standard engineering practices and a degree of conservatism deemed proper for this project. It is not warranted that such information and interpretation cannot be superseded by future geotechnical engineering developments. We emphasize that this report is valid for the project outlined above and should not be used for any other sites.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (661) 837-9200.

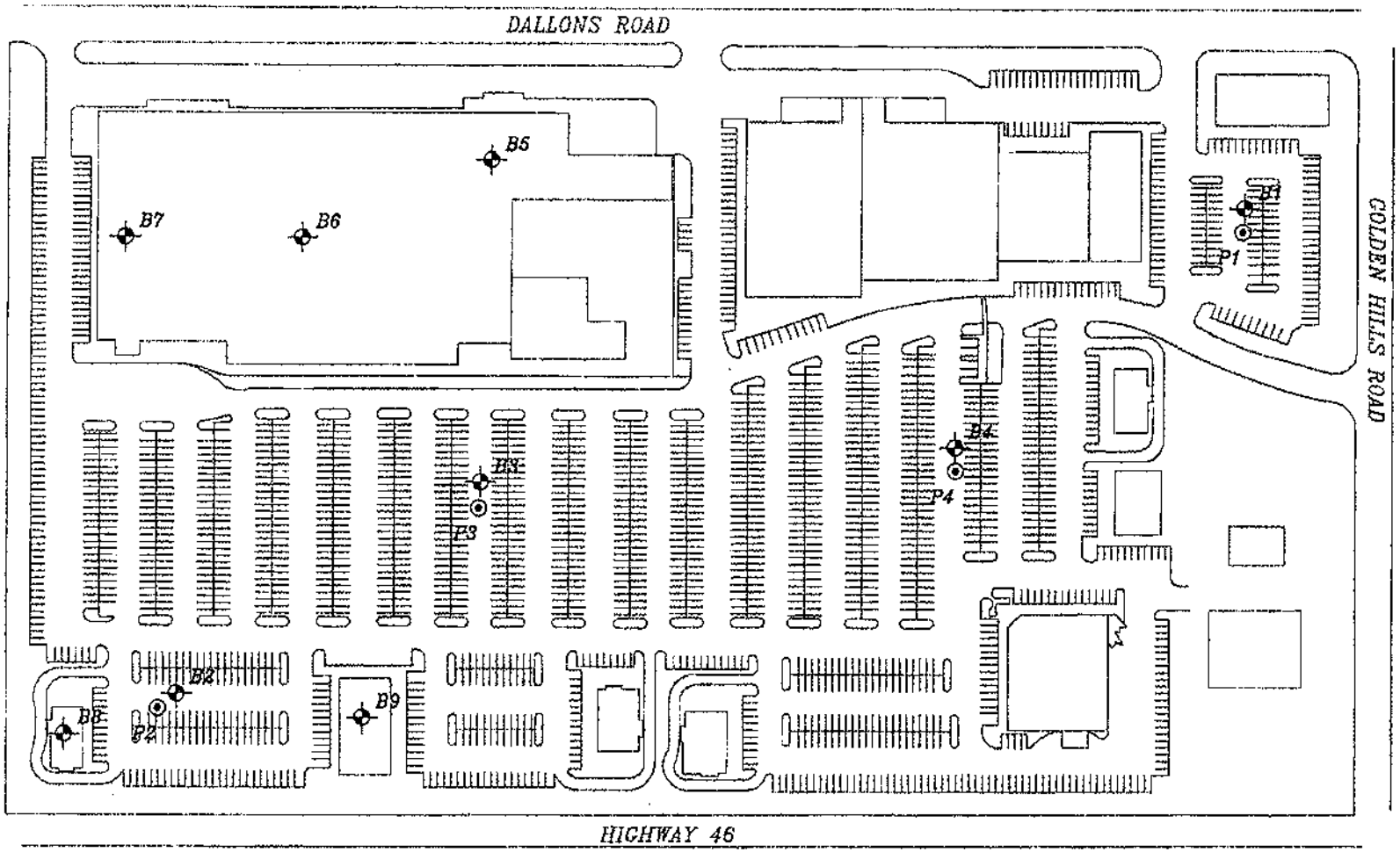
Respectfully submitted,
KRAZAN & ASSOCIATES, INC.



Leopoldo Fabian
Project Engineer

David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

LF/DRJ:ch



APPROXIMATE BORING LOCATION

APPROXIMATE PERCOLATION TEST LOCATION

NOT TO SCALE

PASO ROBLES SHOPPING CENTER
HIGHWAY 46 AND GOLDEN HILLS ROAD
PASO ROBLES, CA

Scale: AS SHOWN	Date: 10/06
Drawn by: MN	Approved by: DJ
Project No. 01206127	Figure No.

Krazan
SITE DEVELOPMENT ENGINEERS
Offices Serving the Western United States

APPENDIX A

FIELD AND LABORATORY INVESTIGATIONS

Field Investigation

The field investigation consisted of a surface reconnaissance and a subsurface exploratory program. Nine 4½-inch exploratory borings were advanced. The boring locations are shown on the site plan.

The soils encountered were logged in the field during the exploration and, with supplementary laboratory test data, are described in accordance with the Unified Soil Classification System.

Modified standard penetration tests and standard penetration tests were performed at selected depths. This test represents the resistance to driving a 2½-inch and 1½-inch diameter core barrel, respectively. The driving energy was provided by a hammer weighing 140 pounds falling 30 inches. Relatively undisturbed soil samples were obtained while performing this test. Bag samples of the disturbed soil were obtained from the auger cuttings. The modified standard penetration tests are identified in the sample type on the boring logs with a full shaded in block. The standard penetration tests are identified in the sample type on the boring logs with the central portion of the block shaded. All samples were returned to our Clovis laboratory for evaluation.

Laboratory Investigation

The laboratory investigation was programmed to determine the physical and mechanical properties of the foundation soil underlying the site. Test results were used as criteria for determining the engineering suitability of the surface and subsurface materials encountered.

In situ moisture content, dry density, consolidation, direct shear, and sieve analysis tests were determined for the undisturbed samples representative of the subsurface material. These tests, supplemented by visual observation, comprised the basis for our evaluation of the site material.

The logs of the exploratory borings and laboratory determinations are presented in this Appendix.

UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART

COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)			
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravels (Less than 5% fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
	Gravels with fines (More than 12% fines)	GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sands (Less than 5% fines)	SW	Well-graded sands, gravelly sands, little or no fines
		SP	Poorly graded sands, gravelly sands, little or no fines
	Sands with fines (More than 12% fines)	SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)			
SILTS AND CLAYS Liquid limit less than 50%		ML	Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
SILTS AND CLAYS Liquid limit 50% or greater		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils

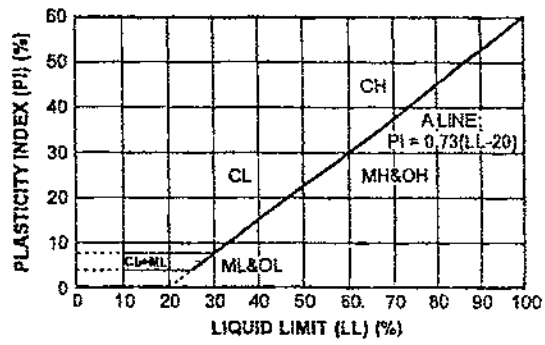
CONSISTENCY CLASSIFICATION

Description	Blows per Foot
Granular Soils	
Very Loose	< 5
Loose	5 – 15
Medium Dense	16 – 40
Dense	41 – 65
Very Dense	> 65
Cohesive Soils	
Very Soft	< 3
Soft	3 – 5
Firm	6 – 10
Stiff	11 – 20
Very Stiff	21 – 40
Hard	> 40

GRAIN SIZE CLASSIFICATION

Grain Type	*Standard Sieve Size*	*Grain Size in Millimeters*
Boulders	Above 12 inches	Above 305
Cobbles	3 to 12 inches	305 to 76.2
Gravel	3 inches to No. 4	76.2 to 4.76
Coarse-grained	3 to ¾ inches	76.2 to 19.1
Fine-grained	¾ inches to No. 4	19.1 to 4.76
Sand	No. 4 to No. 200	4.76 to 0.074
Coarse-grained	No. 4 to No. 10	4.76 to 2.00
Medium-grained	No. 10 to No. 40	2.00 to 0.042
Fine-grained	No. 40 to No. 200	0.042 to 0.074
Silt and Clay	Below No. 200	Below 0.074

PLASTICITY CHART



Log of Drill Hole B1

Project: Paso Robles Shopping Center | **Project No:** 012-06127

Client: Regency Centers, Inc. | **Figure No.:** A-1

Location: Highway 46 and Golden Hills Road, Paso Robles, California | **Logged By:** Dave Adams

Depth to Water> | **Initial:** None | **At Completion:** None

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	20 40 60	10 20 30 40
0		Ground Surface						
0		***SILTY SAND/SANDY SILT (SM/ML)*** Very loose, fine- to coarse-grained brown, damp, drills easily Loose below 12 inches Medium dense below 2 feet						
6		***CLAYEY SAND (SC)*** Medium dense, fine- to coarse-grained with trace GRAVEL; orangish-brown, moist, drills easily						
15		End of Borehole						

Drill Method: Solid Flight | **Drill Date:** 9-26-06

Drill Rig: CME 45 | **Krazan and Associates** | **Hole Size:** 4½ Inches

Driller: Brent Snyder | **Elevation:** 15 Feet

Sheet: 1 of 1

Log of Drill Hole B2

Project: Paso Robles Shopping Center | **Project No:** 012-06127

Client: Regency Centers, Inc. | **Figure No.:** A-2

Location: Highway 46 and Golden Hills Road, Paso Robles, California | **Logged By:** Dave Adams

Depth to Water> | **Initial:** None | **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	Penetration Test blows/ft (20 40 60)	Water Content (%) (10 20 30 40)
0		Ground Surface						
0		***SANDY SILT (ML)*** Very loose, fine- to medium-grained; brown, damp, drills easily Medium dense below 12 inches						
4		***SILTY CLAY (CL)*** Stiff; fine-grained; gray, moist, drills easily						
14		***CLAYEY SAND (SC)*** Medium dense, fine- to coarse-grained with trace GRAVEL; reddish-brown, moist, drills easily						
		End of Borehole						

Drill Method: Solid Flight

Drill Rig: CME 45

Driller: Brent Snyder

Krazan and Associates

Drill Date: 9-26-06

Hole Size: 4½ Inches

Elevation: 15 Feet

Sheet: 1 of 1

Log of Drill Hole B3

Project: Paso Robles Shopping Center | **Project No:** 012-06127

Client: Regency Centers, Inc. | **Figure No.:** A-3

Location: Highway 46 and Golden Hills Road, Paso Robles, California | **Logged By:** Dave Adams

Depth to Water> **Initial:** None | **At Completion:** None

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	20 40 60	10 20 30 40
0		Ground Surface						
0		***SANDY SILT (ML)*** Very loose, fine- to medium-grained; brown, damp, drills easily Medium dense below 12 inches						
4		***SILTY CLAY (CL)*** Stiff; with fine- to coarse-grained sand; brown, moist, drills easily						
10		***CLAYEY SAND (SC)*** Medium dense, fine- to coarse-grained with trace GRAVEL; brown, moist, drills easily						
15		End of Borehole						
20								

Drill Method: Solid Flight | **Drill Date:** 9-26-06

Drill Rig: CME 45 | **Krazan and Associates** | **Hole Size:** 4½ Inches

Driller: Brent Snyder | **Elevation:** 15 Feet

Sheet: 1 of 1

Log of Drill Hole B4

Project: Paso Robles Shopping Center | **Project No:** 012-06127

Client: Regency Centers, Inc. | **Figure No.:** A-4

Location: Highway 46 and Golden Hills Road, Paso Robles, California | **Logged By:** Dave Adams

Depth to Water> | **Initial:** None | **At Completion:** None

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	20 40 60	10 20 30 40
0		Ground Surface						
		SANDY SILT (ML) Very loose, fine- to medium-grained; brown, damp, drills easily Loose below 6 inches						
2		***SILTY CLAY (CL)*** Stiff, with fine- to coarse-grained SAND; gray, moist, drills easily						
4		***CLAYEY SAND (SC)*** Medium dense, fine- to coarse-grained with trace GRAVEL; brown, moist, drills easily						
6								
8								
10								
12		Moist below 13 feet						
14								
		End of Borehole						
16								
18								
20								

Drill Method: Solid Flight

Drill Rig: CME 45

Driller: Brent Snyder

Krazan and Associates

Drill Date: 9-26-06

Hole Size: 4½ Inches

Elevation: 15 Feet

Sheet: 1 of 1

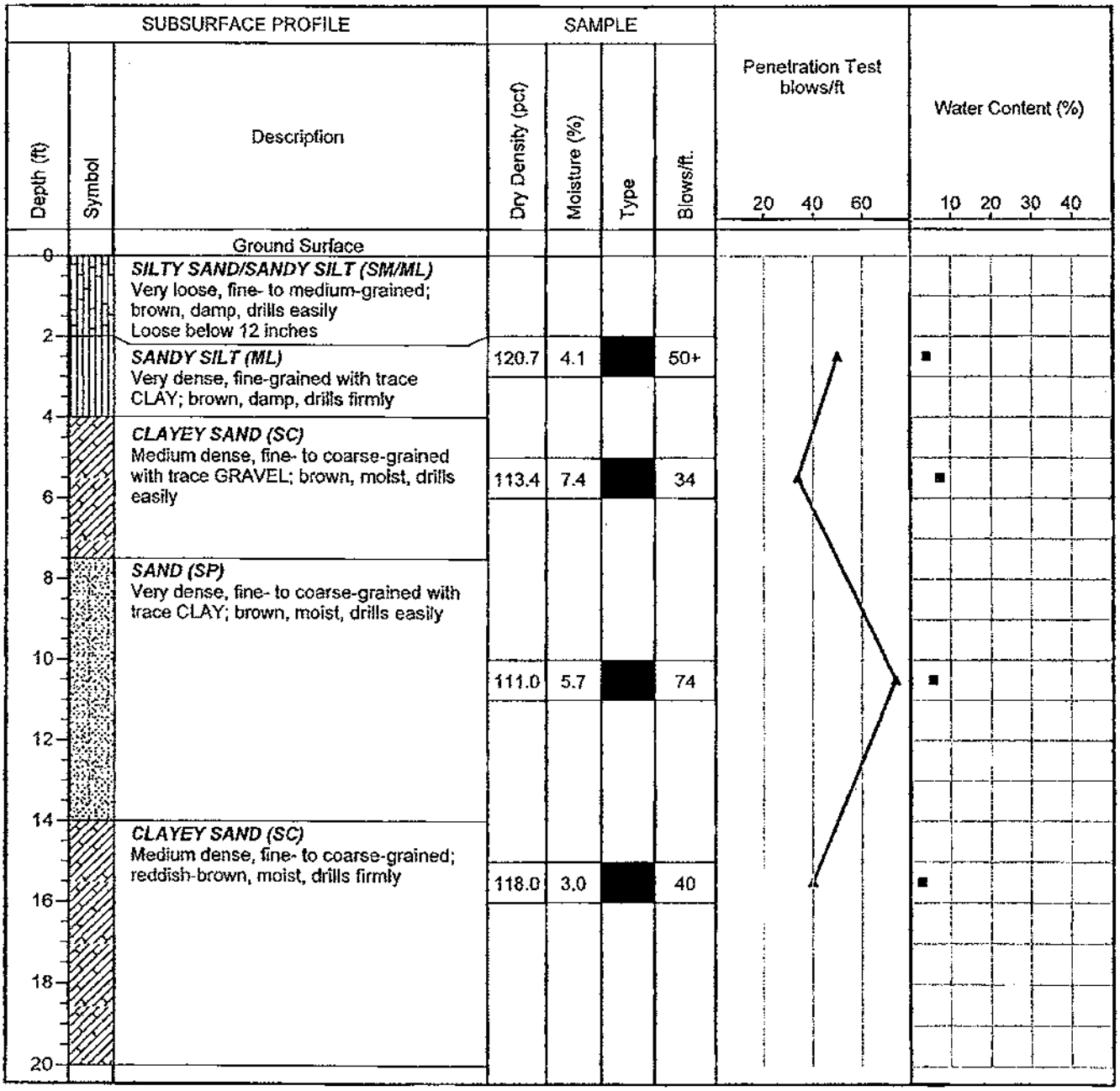
Log of Drill Hole B5

Project: Paso Robles Shopping Center | **Project No:** 012-06127

Client: Regency Centers, Inc. | **Figure No.:** A-5

Location: Highway 46 and Golden Hills Road, Paso Robles, California | **Logged By:** Dave Adams

Depth to Water> | **Initial:** None | **At Completion:** None



Drill Method: Solid Flight | **Drill Date:** 9-26-06

Drill Rig: CME 45 | **Krazan and Associates** | **Hole Size:** 4½ inches

Driller: Brent Snyder | **Elevation:** 20 Feet

Sheet: 1 of 1

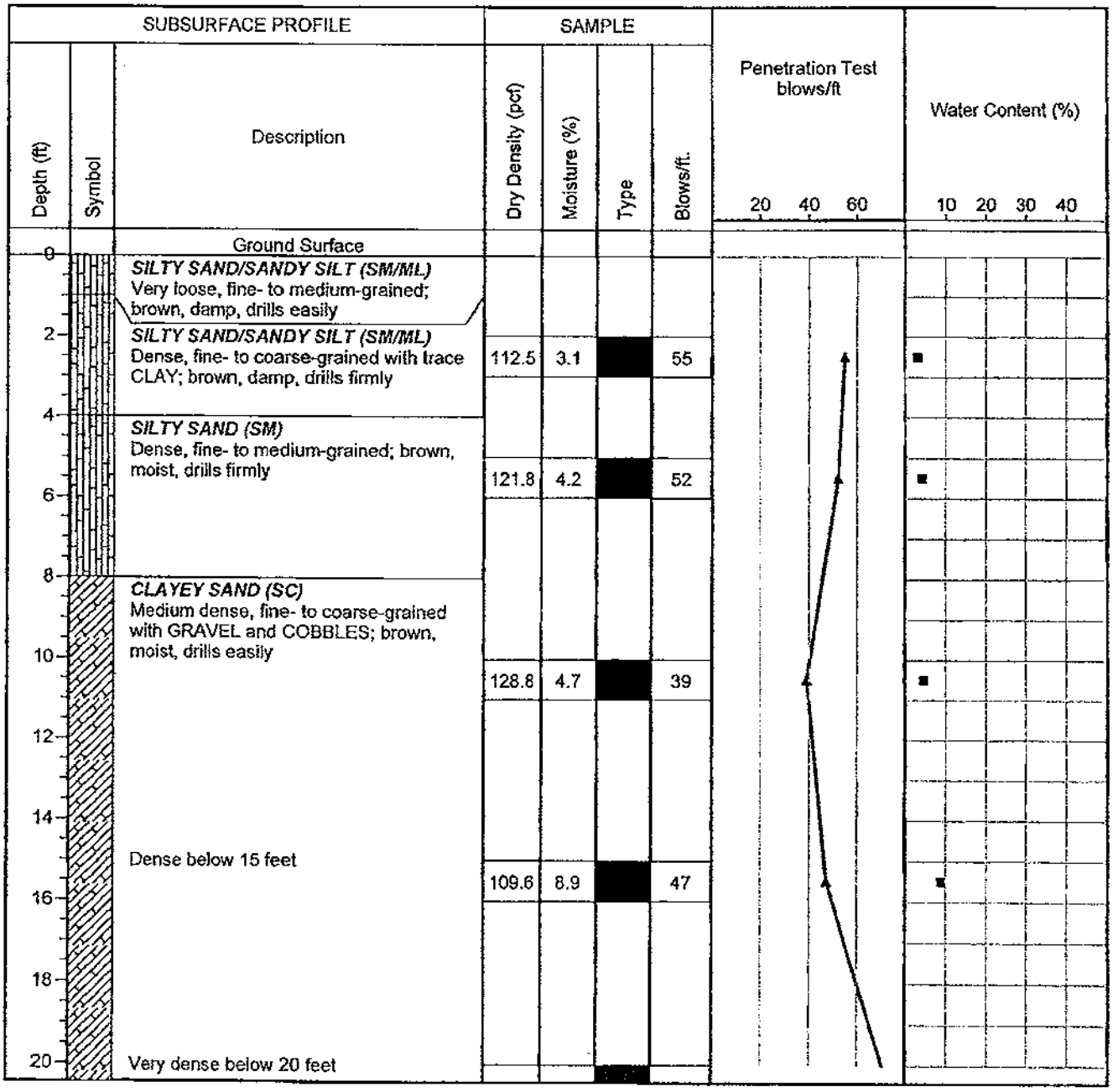
Log of Drill Hole B6

Project: Paso Robles Shopping Center — **Project No:** 012-06127

Client: Regency Centers, Inc. — **Figure No.:** A-6

Location: Highway 46 and Golden Hills Road, Paso Robles, California — **Logged By:** Dave Adams

Depth to Water> — **Initial:** None — **At Completion:** None



Drill Method: Solid Flight — **Drill Date:** 9-26-06

Drill Rig: CME 45 — **Krazan and Associates** — **Hole Size:** 4½ Inches

Driller: Brent Snyder — **Elevation:** 25 Feet

Sheet: 1 of 2

Log of Drill Hole B6

Project: Paso Robles Shopping Center | **Project No:** 012-06127

Client: Regency Centers, Inc. | **Figure No.:** A-6

Location: Highway 46 and Golden Hills Road, Paso Robles, California | **Logged By:** Dave Adams

Depth to Water> | **Initial:** None | **At Completion:** None

SUBSURFACE PROFILE			SAMPLE				Penetration Test blows/ft	Water Content (%)
Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.	20 40 60	10 20 30 40
			112.6	6.7		73		■
22								
24								
		End of Borehole						
26								
28								
30								
32								
34								
36								
38								
40								

Drill Method: Solid Flight | **Drill Date:** 9-26-06

Drill Rig: CME 45 | **Krazan and Associates** | **Hole Size:** 4½ Inches

Driller: Brent Snyder | **Elevation:** 25 Feet

Sheet: 2 of 2

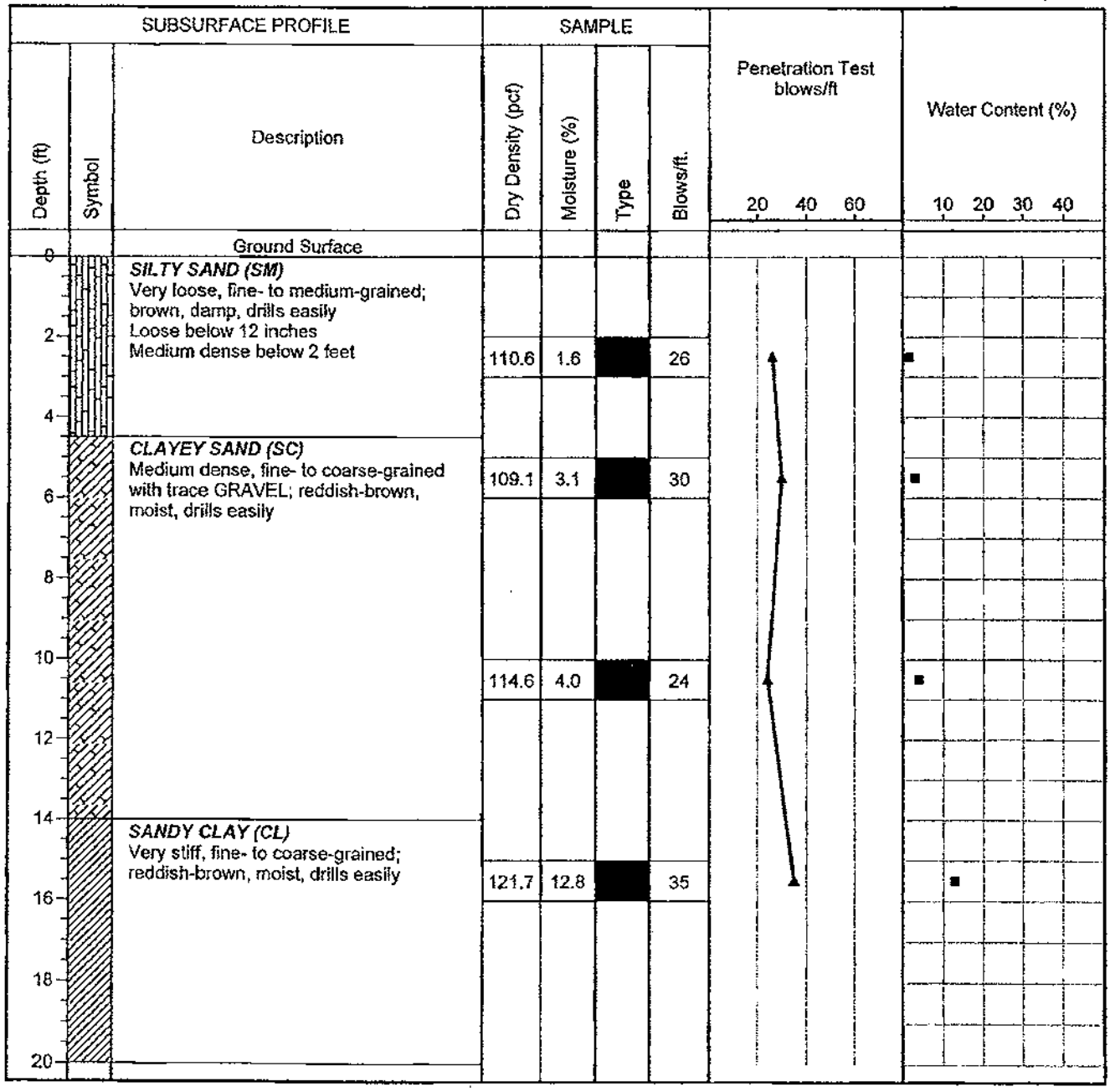
Log of Drill Hole B7

Project: Paso Robles Shopping Center | **Project No:** 012-06127

Client: Regency Centers, Inc. | **Figure No.:** A-7

Location: Highway 46 and Golden Hills Road, Paso Robles, California | **Logged By:** Dave Adams

Depth to Water> | **Initial:** None | **At Completion:** None



Drill Method: Solid Flight | **Drill Date:** 9-26-06

Drill Rig: CME 45 | **Hole Size:** 4½ Inches

Driller: Brent Snyder | **Elevation:** 20 Feet

Krazan and Associates

Sheet: 1 of 1

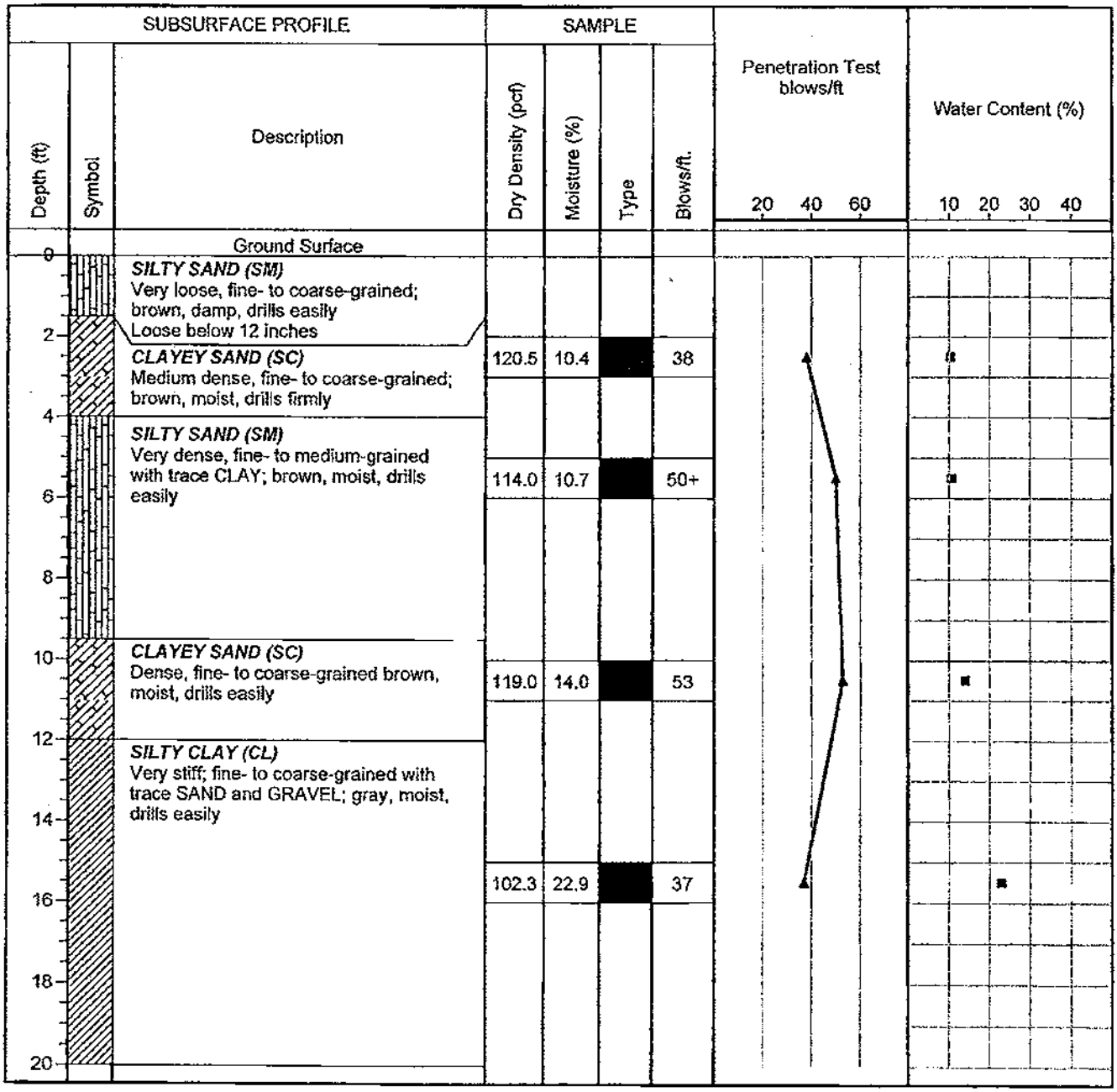
Log of Drill Hole B8

Project: Paso Robles Shopping Center | **Project No:** 012-06127

Client: Regency Centers, Inc. | **Figure No.:** A-8

Location: Highway 46 and Golden Hills Road, Paso Robles, California | **Logged By:** Dave Adams

Depth to Water> | **Initial:** None | **At Completion:** None



Drill Method: Solid Flight | **Drill Date:** 9-26-06

Drill Rig: CME 45 | **Krazan and Associates** | **Hole Size:** 4½ Inches

Driller: Brent Snyder | **Elevation:** 20 Feet

Sheet: 1 of 1

Log of Drill Hole B9

Project: Paso Robles Shopping Center — **Project No:** 012-06127

Client: Regency Centers, Inc. — **Figure No.:** A-9

Location: Highway 46 and Golden Hills Road, Paso Robles, California — **Logged By:** Dave Adams

Depth to Water> — **Initial:** None — **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SANDY SILT (ML)*** Very loose, fine- to medium-grained; with trace CLAY; brown, damp, drills easily				
2		Loose below 12 inches Very dense below 2 feet	120.0	3.4	■	50+
4		***CLAYEY SAND (SC)*** Dense, fine- to coarse-grained; brown, moist, drills easily				
6			120.8	14.5	■	56
8						
10			124.3	6.1	■	59
12						
14						
16		***SANDY SILT (ML)*** Medium dense, fine-grained with trace CLAY; brown, moist, drills easily	101.8	17.4	■	29
18						
20						

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight — **Drill Date:** 9-26-06

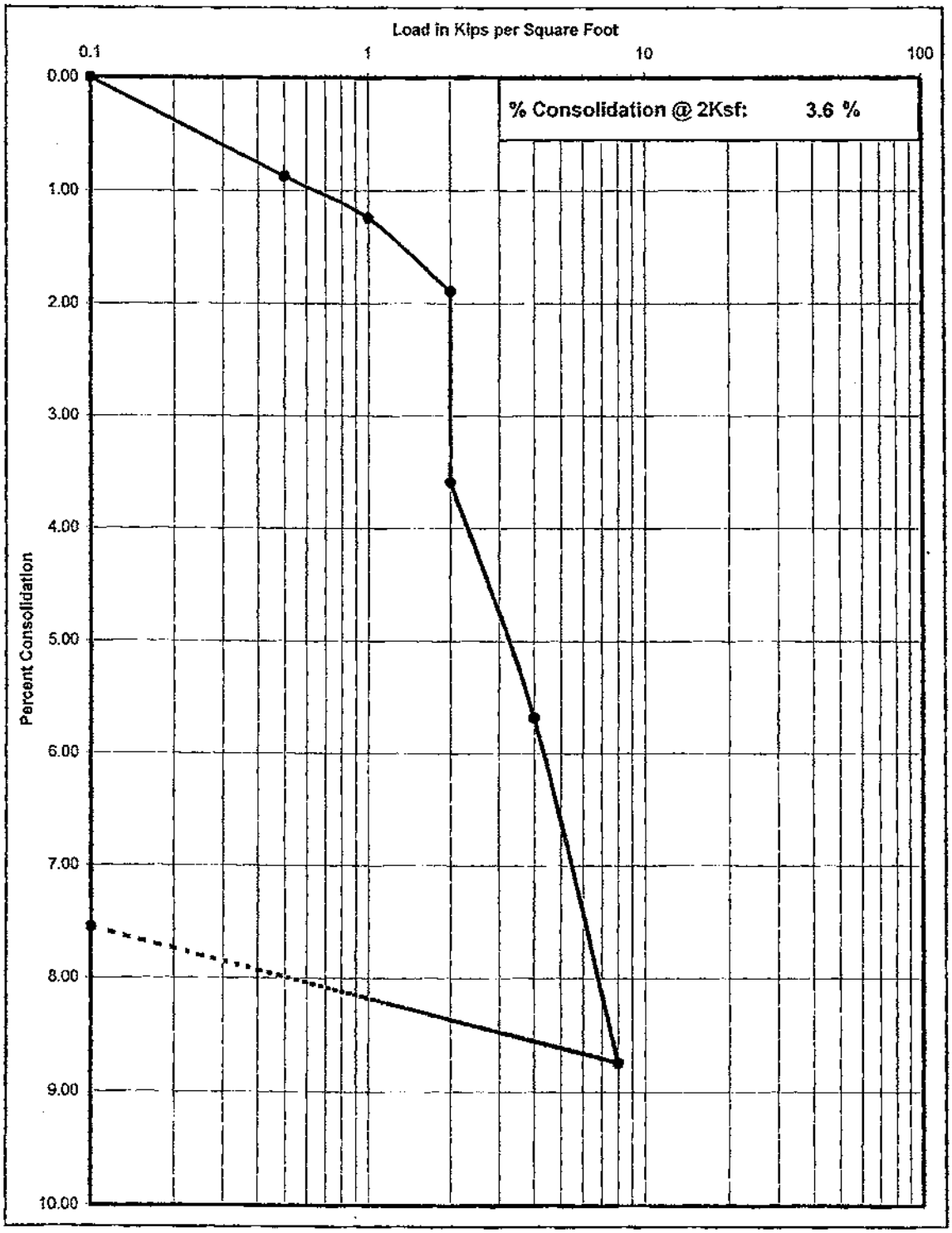
Drill Rig: CME 45 — **Krazan and Associates** — **Hole Size:** 4½ Inches

Driller: Brent Snyder — **Elevation:** 20 Feet

Sheet: 1 of 1

Consolidation Test

Project No	Boring No. & Depth	Date	Soil Classification
1206127	B7 @ 2-3'	9/27/2006	SM



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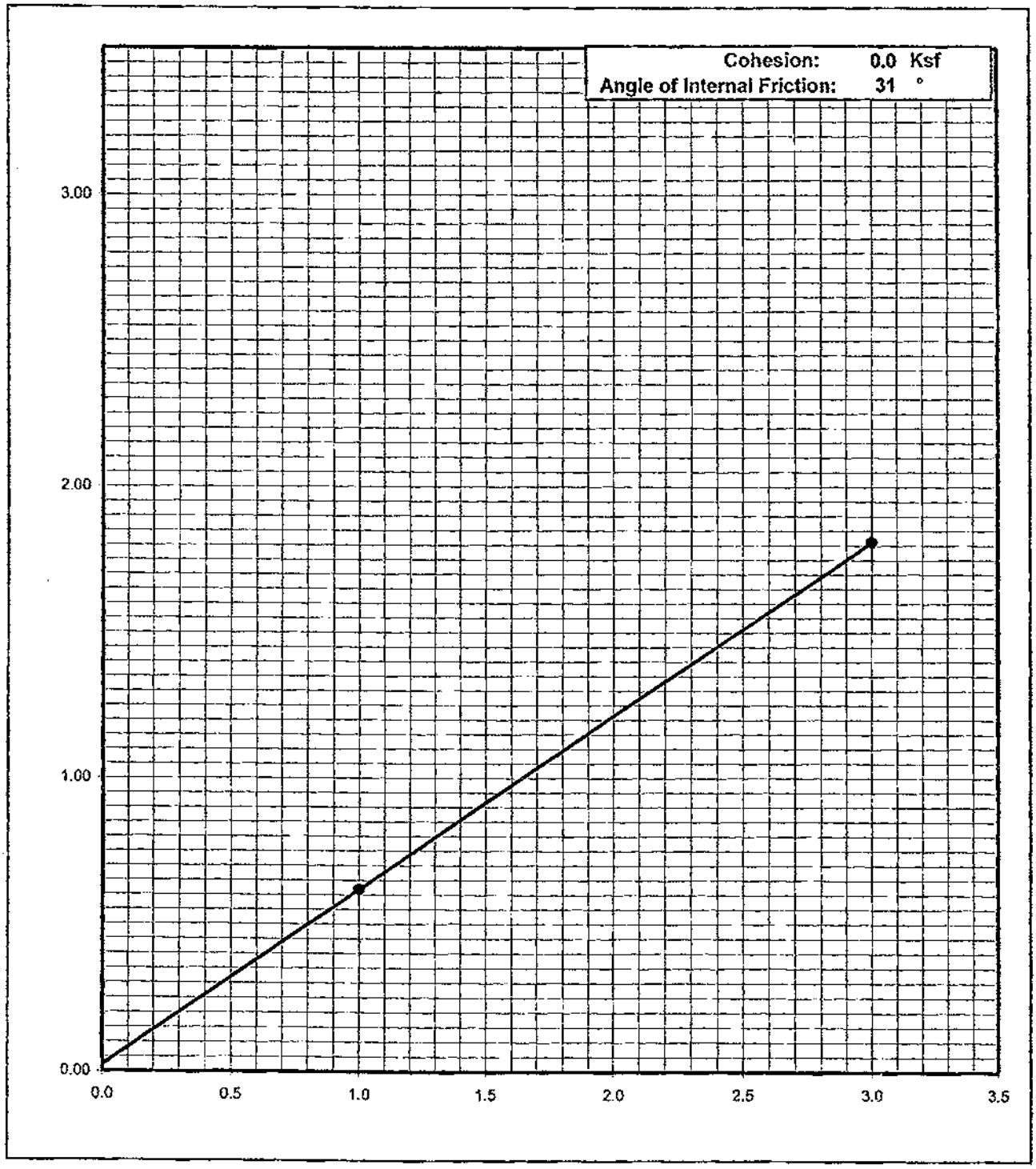
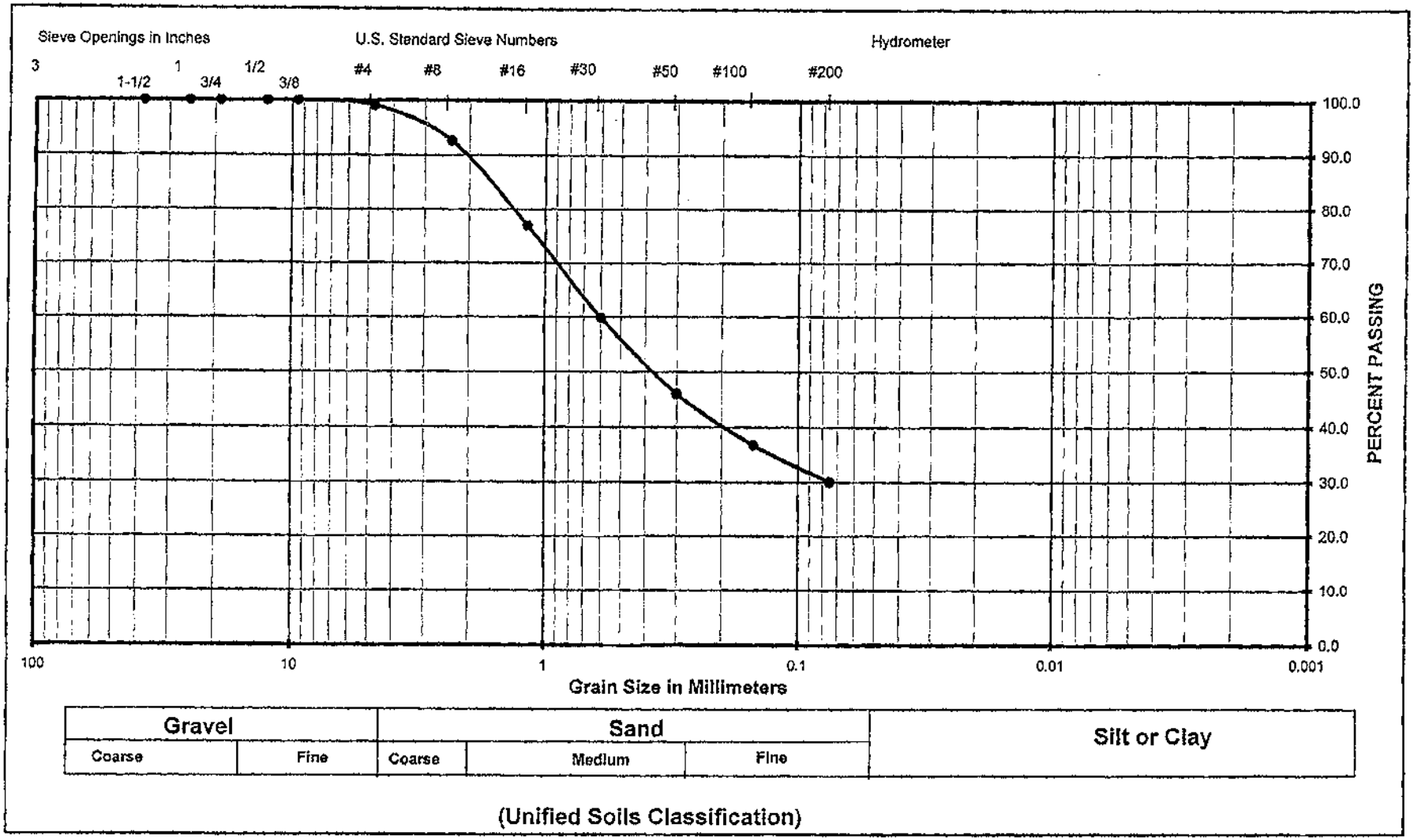
Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

Project Number	Boring No. & Depth	Soil Type	Date
1206127	B6 @ 2-3'	SM-ML	9/27/2006



Krazan Testing Laboratory

Grain Size Analysis



(Unified Soils Classification)

Project Name	Paso Robles Shopping Center
Project Number	1206127
Soil Classification	SM
Sample Number	B7 @ 2-3'

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

Project Number	: 1206127
Project Name	: Paso Robles Shopping Center
Date	: 9/26/2006
Sample location/ Depth	: B6 @ 5-6'
Sample Number	: --
Soil Classification	: SM

Trial #	1	2	3
Weight of Soil & Mold, gms	575.8		
Weight of Mold, gms	183.3		
Weight of Soil, gms	392.5		
Wet Density, Lbs/cu.ft.	118.4		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	276.0		
Moisture Content, %	8.7		
Dry Density, Lbs/cu.ft.	108.9		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	42.9		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.003

Expansion Index $_{measured}$ = 3

Expansion Index $_{50}$ = 0.3

Expansion Index = **0**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Krazan Testing Laboratory

Expansion Index Test

ASTM D - 4829/ UBC Std. 18-2

Project Number	: 1206127
Project Name	: Paso Robles Shopping Center
Date	: 9/26/2006
Sample location/ Depth	: B8 @ 2-3'
Sample Number	: SC
Soil Classification	: Undisturbed

Trial #	1	2	3
Weight of Soil & Mold, gms	594.5		
Weight of Mold, gms	207.0		
Weight of Soil, gms	387.5		
Wet Density, Lbs/cu.ft.	116.9		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	276.5		
Moisture Content, %	8.5		
Dry Density, Lbs/cu.ft.	107.7		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	40.7		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.0562

Expansion Index $_{measured}$ = 56.2

Expansion Index $_{50}$ = 49.9

Expansion Index = 50

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

Krazan Testing Laboratory

APPENDIX B

EARTHWORK SPECIFICATIONS

GENERAL

When the text of the report conflicts with the general specifications in this appendix, the recommendations in the report have precedence.

SCOPE OF WORK: These specifications and applicable plans pertain to and include all earthwork associated with the site rough grading, including but not limited to the furnishing of all labor, tools, and equipment necessary for site clearing and grubbing, stripping, preparation of foundation materials for receiving fill, excavation, processing, placement and compaction of fill and backfill materials to the lines and grades shown on the project grading plans, and disposal of excess materials.

PERFORMANCE: The Contractor shall be responsible for the satisfactory completion of all earthwork in accordance with the project plans and specifications. This work shall be inspected and tested by a representative of Krazan and Associates, Inc., hereinafter known as the Soils Engineer and/or Testing Agency. Attainment of design grades when achieved shall be certified to by the project Civil Engineer. Both the Soils Engineer and the Civil Engineer are the Owner's representatives. If the Contractor should fail to meet the technical or design requirements embodied in this document and on the applicable plans, he shall make the necessary readjustments until all work is deemed satisfactory as determined by both the Soils Engineer and the Civil Engineer. No deviation from these specifications shall be made except upon written approval of the Soils Engineer, Civil Engineer or project Architect.

No earthwork shall be performed without the physical presence or approval of the Soils Engineer. The Contractor shall notify the Soils Engineer at least 2 working days prior to the commencement of any aspect of the site earthwork.

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the Contractor shall defend, indemnify and hold the Owner and the Engineers harmless from any and all liability, real or alleged, in connection with the performance of work on this project, except for liability arising from the soil negligence of the Owner or the Engineers.

TECHNICAL REQUIREMENTS: All compacted materials shall be densified to a density not less that 90 percent relative compaction based on ASTM Test Method D1557, UBC or CAL-216, as specified in the technical portion of the Soil Engineer's report. The location and frequency of field density tests shall be as determined by the Soils Engineer. The results of these tests and compliance with these specifications shall be the basis upon which satisfactory completion of work will be judged by the Soils Engineer.

SOILS AND FOUNDATION CONDITIONS: The Contractor is presumed to have visited the site and to have familiarized himself with existing site conditions and the contents of the data presented in the soil report.

The Contractor shall make his own interpretation of the data contained in said report, and the Contractor shall not be relieved of liability under the Contractor for any loss sustained as a result of any variance between conditions indicated by or deduced from said report and the actual conditions encountered during the progress of the work.

DUST CONTROL: The work includes dust control as required for the alleviation or prevention of any dust nuisance on or about the site or the borrow area, or off-site if caused by the Contractor's operation either during the performance of the earthwork or resulting from the conditions in which the Contractor leaves the site. The Contractor shall assume all liability, including court costs of codefendants, for all claims related to dust or windblown materials attributable to his work.

SITE PREPARATION

Site preparation shall consist of site clearing and grubbing and the preparations of foundation materials for receiving fill.

CLEARING AND GRUBBING: The Contractor shall accept the site in this present condition and shall demolish and/or remove from the area of designated project, earthwork all structures, both surface and subsurface, trees, brush, roots, debris, organic matter, and all other matter determined by the Soils Engineer to be deleterious. Such materials shall become the property of the Contractor and shall be removed from the site.

Tree root systems in proposed building areas should be removed to a minimum depth of 3 feet and to such a extent which would permit removal of all roots larger than 1 inch. Tree root removed in parking areas may be limited to the upper 1½ feet of the ground surface. Backfill or tree root excavation should not be permitted until all exposed surfaces have been inspected and the Soils Engineer is present for the proper control of backfill placement and compaction. Burning in areas which are to receive fill materials shall not be permitted.

SUBGRADE PREPARATION: Surfaces to receive Engineered Fill, shall be prepared as outlined above, scarified to a depth of 12 inches, moisture-conditioned as necessary, and recompacted to 90 percent relative compaction.

Loose soil areas, areas of uncertified fill, and/or areas of disturbed soils shall be moisture-conditioned as necessary and recompacted to 90 percent relative compaction. All ruts, hummocks, or other uneven surface features shall be removed by surface grading prior to placement of any fill materials. All areas, which are to receive fill materials, shall be approved by the Soils Engineer prior to the placement of any of the fill material.

EXCAVATION: All excavation shall be accomplished to the tolerance normally defined by the Civil Engineer as shown on the project grading plans. All over excavation below the grades specified shall be backfilled at the Contractor's expense and shall be compacted in accordance with the applicable technical requirements.

FILL AND BACKFILL MATERIAL: No material shall be moved or compacted without the presence of the Soils Engineer. Material from the required site excavation may be utilized for construction site fills provided prior approval is given by the Soils Engineer. All materials utilized for constructing site fills shall be free from vegetation or other deleterious matter as determined by the Soils Engineer.

PLACEMENT, SPREADING AND COMPACTION: The placement and spreading of approved fill materials and the processing and compaction of approved fill and native materials shall be the responsibility of the Contractor. However, compaction of fill materials by flooding, ponding, or jetting shall not be permitted unless specifically approved by local code, as well as the Soils Engineer.

Both cut and fill shall be surface compacted to the satisfaction of the Soils Engineer prior to final acceptance.

SEASONAL LIMITS: No fill material shall be placed, spread, or rolled while it is frozen or thawing or during unfavorable wet weather conditions. When the work is interrupted by heavy rains, fill operations shall not be resumed until the Soils Engineer indicates that the moisture content and density of previously placed fill are as specified.

APPENDIX C

PAVEMENT SPECIFICATIONS

1. DEFINITIONS - The term "pavement" shall include asphaltic concrete surfacing, untreated aggregate base, and aggregate subbase. The term "subgrade" is that portion of the area on which surfacing, base, or subbase is to be placed.

The term "Standard Specifications": hereinafter referred to is the January 1991 Standard Specifications of the State of California, Department of Transportation, and the "Materials Manual" is the Materials Manual of Testing and Control Procedures, State of California, Department of Public Works, Division of Highways. The term "relative compaction" refers to the field density expressed as a percentage of the maximum laboratory density as defined in the applicable tests outlined in the Materials Manual.

2. SCOPE OF WORK - This portion of the work shall include all labor, materials, tools, and equipment necessary for, and reasonably incidental to the completion of the pavement shown on the plans and as herein specified, except work specifically notes as "Work Not Included."

3. PREPARATION OF THE SUBGRADE - The Contractor shall prepare the surface of the various subgrades receiving subsequent pavement courses to the lines, grades, and dimensions given on the plans. The upper 12 inches of the soil subgrade beneath the pavement section shall be compacted to a minimum relative compaction of 90 percent. The finished subgrades shall be tested and approved by the Soils Engineer prior to the placement of additional pavement courses.

4. UNTREATED AGGREGATE BASE - The aggregate base material shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate base material shall conform to the requirements of Section 26 of the Standard Specifications for Class II material, 1½ inches maximum size. The aggregate base material shall be compacted to a minimum relative compaction of 95 percent. The aggregate base material shall be spread and compacted in accordance with Section 26 of the Standard Specifications. The aggregate base material shall be spread in layers not exceeding 6 inches and each layer of aggregate material course shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

5. AGGREGATE SUBBASE - The aggregate subbase shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate subbase material shall conform to the requirements of Section 25 of the Standard Specifications for Class II material. The aggregate subbase material shall be compacted to a minimum relative compaction of 95 percent, and it shall be spread and compacted in accordance with Section 25 of the Standard Specifications. Each layer of aggregate subbase shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

6. ASPHALTIC CONCRETE SURFACING - Asphaltic concrete surfacing shall consist of a mixture of mineral aggregate and paving grade asphalt, mixed at a central mixing plant and spread and compacted on a prepared base in conformity with the lines, grades, and dimensions shown on the plans. The viscosity grade of the asphalt shall be AR-4000. The mineral aggregate shall be Type B, ½ inch maximum size, medium grading, and shall conform to the requirements set forth in Section 39 of the Standard Specifications. The drying, proportioning, and mixing of the materials shall conform to Section 39.

The prime coat, spreading and compacting equipment, and spreading and compacting the mixture shall conform to the applicable chapters of Section 39, with the exception that no surface course shall be placed when the atmospheric temperature is below 50 degrees F. The surfacing shall be rolled with a combination steel-wheel and pneumatic rollers, as described in Section 39-6. The surface course shall be placed with an approved self-propelled mechanical spreading and finishing machine.

7. FOG SEAL COAT - The fog seal (mixing type asphaltic emulsion) shall conform to and be applied in accordance with the requirements of Section 37.

Exhibit H – Final Traffic and Circulation Study

AIR POLLUTION CONTROL DISTRICT
COUNTY OF SAN LUIS OBISPO

August 6, 2007

Mrs. Susan DeCarli, City Planner
City of Paso Robles Community Development Department
1000 Spring Street
Paso Robles CA 93446

SUBJECT: APCD Comments Regarding the Golden Hills Plaza/Regency Center Initial Study / Mitigated Negative Declaration (PD06-025/CUP06-0)

Dear Mrs. DeCarli,

Thank you for including the San Luis Obispo County Air Pollution Control District (APCD) in the environmental review process. We have completed our review of the proposed project located at northwest corner of Hwy 46 East & Golden Hills Road in Paso Robles. The proposed project is a request for a Planned Development and Conditional Use Permit to build a shopping center complex totaling 289,802 square feet (sf) of commercial/retail space on an undeveloped 25 acre site. The project would include:

- A Home Improvement & Garden Center 169,112 sf
- Three Other Major Retail spaces totaling 67,000 sf
- Three Retail Shops totaling 30,890 sf
- Three Drive Thru Restaurants totaling 10,500 sf
- Two Sit-down Restaurants 12,000 sf

Pages 12 to 14 of the Initial Study for this project demonstrate efforts by the applicant to meet goals, policies and action items identified in the City of Paso Robles 2003 General Plan Update and the County's Clean Air Plan to reduce operational phase air pollution, congestion and provide transit, pedestrian and bicycle friendly amenities for this development. Even with these measures, the traffic study for this project has identified that the project will generate about 12,400 new daily vehicle trips. The operational impacts from these trips significantly exceed the APCD's Tier 3 threshold and therefore, an environmental impact report (EIR) should be prepared with standard, discretionary and off-site mitigation measures defined that will reduce the overall air quality impacts of the project to a level of insignificance. *The following are APCD comments that are pertinent to this project.*

GENERAL COMMENTS

Assemble Bill 32, the California Global Warming Solution Act of 2006 and California Governor Schwarzenegger Executive Order S-3-05 (June 1, 2005), both require reductions of greenhouse gases in the State of California. The Governor has recognized, "mitigation efforts will be necessary to reduce greenhouse gas emissions and adaptation efforts will be necessary to prepare Californian

3433 Roberto Court, San Luis Obispo, CA 93401 • 805-781-5912 • FAX: 805-781-1002
info@slocleanair.org www.slocleanair.org

for the consequences of global warming". **In order to address this issue, APCD staff recommend that greenhouse gas emissions be evaluated in the Negative Declaration and specify appropriate mitigation**.

SPECIFIC COMMENTS

GENERAL COMMENTS

As a commenting agency in the California Environmental Quality Act (CEQA) review process for a project, the APCD assesses air pollution impacts from both the construction and operational phases of a project, with separate significant thresholds for each. **Please address the action items contained in this letter that are highlighted by bold and underlined text**.

CONSTRUCTION PHASE MITIGATION

Developmental Burning

Effective February 25, 2000, **the APCD prohibited developmental burning of vegetative material within San Luis Obispo County.** Under certain circumstances where no technically feasible alternatives are available, limited developmental burning under restrictions may be allowed. This requires prior application, payment of fee based on the size of the project, APCD approval, and issuance of a burn permit by the APCD and the local fire department authority. The applicant is required to furnish the APCD with the study of technical feasibility (which includes costs and other constraints) at the time of application. If you have any questions regarding these requirements, contact Karen Brooks of our Enforcement Division at 781-5912.

Dust Control Measures

Retain air quality mitigation measure AQ-3 from Exhibit B of the Mitigated Neg Dec. Replace AQ-4 with:

Construction activities can generate fugitive dust, which could be a nuisance to local residents and businesses in close proximity to the proposed construction site. Dust complaints could result in a violation of the APCD's 402 "Nuisance" Rule. Any project with a grading area greater than 4.0 acres exceeds the APCD's PM10 quarterly threshold. **This project exceeds this threshold and shall be conditioned to comply with all applicable Air Pollution Control District regulations pertaining to the control of fugitive dust (PM10) as contained in section 6.5 of the Air Quality Handbook. All site grading and demolition plans noted shall list the following regulations:**

a. Reduce the amount of the disturbed area where possible,
b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (non-potable) water should be used whenever possible,
c. All dirt stock pile areas should be sprayed daily as needed,
d. Permanent dust control measures identified in the approved project revegetation and landscape plans should be implemented as soon as possible following completion of any soil disturbing activities,
e. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast germinating native grass seed and watered until vegetation is established,

f. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD,
g. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used,
h. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site,
i. All trucks hauling dirt, sand, soil, or other loose materials are to be covered or should maintain at least two feet of freeboard (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114,
j. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site, and
k. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used where feasible.

All PM10 mitigation measures required should be shown on grading and building plans. In addition, the contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods when work may not be in progress. **The name and telephone number of such persons shall be provided to the APCD prior to land use clearance for map recordation and finished grading of the area.**

Construction Permit Requirements

Based on the information provided, we are unsure of the types of equipment that may be present during the project's construction phase. **Replace mitigation measure AQ-2 with:**

Portable equipment, 50 horsepower (hp) or greater, used during construction activities will require California statewide portable equipment registration (issued by the California Air Resources Board) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the District's CEQA Handbook.

- Power screens, conveyors, diesel engines, and/or crushers;
- Portable generators and equipment with engines that are 50 hp or greater;
- IC engines;
- Unconfined abrasive blasting operations;
- Concrete batch plants;
- Rock and pavement crushing;
- Tub grinders; and
- Trommel screens.

To minimize potential delays, prior to the start of the project, please contact Gary Willey of the District's Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Construction Phase Emissions and Mitigation

Mitigation Measures AQ-5 & AQ-6 from the Mitigated Negative Declaration should be integrated into the following APCD comments regarding the construction phase. This project's mitigated negative declaration did not evaluate the construction phase emissions however it did identify mitigation to minimize these emissions. The applicant needs to work with the APCD's Planning Division (805-781-5912) prior to grading permit issuance and at least three months before construction activities are to begin in order to identify the construction phase emission impacts and to determine if those impacts will exceed the construction phase emission thresholds as identified in the APCD's CEQA Handbook. The UBEMIS2007 is an appropriate model for evaluating the impacts. Threshold exceedences need to be mitigated to a level of insignificance. Potential APCD construction phase mitigation includes:

Construction Activity Management Plan

Develop a comprehensive Construction Activity Management Plan designed to minimize the amount of large construction equipment operating during any given time period. **The plan shall be submitted to the District for review and approval prior to the start of construction.** The plans should include but not be limited to the following elements:

- Schedule construction truck trips during non-peak hours to reduce peak hour emissions;
- Limit the length of the construction work-day period, if necessary; and,
- Phase construction activities, if appropriate.

Standard NOx Control Measures for Construction Equipment

Replace AQ-1 with:

The standard construction equipment mitigation measures for reducing nitrogen oxide (NOx) emissions are listed below and in section 6.3.1 of the Air Quality Handbook. **These measures are applicable to all projects where construction equipment will be used:**

- Maintain all construction equipment in proper tune according to manufacturer's specifications.
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
- Maximize, to the extent feasible, the use of diesel construction equipment meeting ARB's 1996 and newer certification standard for off-road heavy-duty diesel engines.
- All on and off-road diesel equipment shall not be allowed to idle for more than 5 minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the 5 minute idling limit.

Best Available Control Technology for Construction Equipment (BACT)

The California Air Resources Board BACT measures for construction equipment are identified at the following web site: http://www.arb.ca.gov/diesel/verdev/verdev.htm. Other BACT measures include engine repowering, electrification and use of alternative fuel equipment.

Off-site Mitigation
Off-site mitigation is needed if impacts can not be fully mitigated on-site. The current mitigation rate is $14,300 per multi-pollutant ton over the APCD thresholds, evaluated over the length of the expected exceedence.

OPERATIONAL PHASE MITIGATION

Operational Permit Requirements
Based on the information provided, we are unsure of the types of equipment that may be present at the site. Operational sources may require APCD permits. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive. For a more detailed listing, refer to page A-5 in the District's CEQA Handbook.

- Portable generators and equipment with engines that are 50 hp or greater;
- Chemical product processing and or manufacturing;
- Electrical generation plants or the use of standby generator;
- Food and beverage preparation (primarily coffee roasters);
- Furniture and fixture products;
- Auto and vehicle repair and painting facilities;
- Dry cleaning;
- Boilers;
- IC Engines; and
- Cogeneration facilities.

To minimize potential delays, prior to the start of the project, please contact Gary Willey of the District's Engineering Division at (805) 781-5912 for specific information regarding permitting requirements.

Operational Phase NOx, ROG & PM10 Tier 2 Significance Impacts and Mitigation
Project consultants determined the operational impacts of this development through the use of the URBEMIS2002 computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to this project's land uses. The results of the model using conservative County average trip distances demonstrated that the operational impacts will significantly exceed the APCD's CEQA Tier 2 significance threshold value of 25lbs/day for nitrogen oxides (NOx), reactive organic gases (ROG) and particulate matter (PM10). The modeled summertime daily operational emissions for these pollutants are 96, 62 and 97 lbs/day respectively.

As a result of this estimated threshold exceedence, this project must implement all applicable Standard Mitigation Measures and all feasible Additional Mitigation Measures listed below. This list needs to be used to replace AQ-7 of the Mitigation Negative Declaration. Other measures may be proposed as replacements by contacting the APCD's Planning Division at 781-5912.

Standard Measures (Include all feasible standard mitigation measures below)

- Provide on-site bicycle parking. One bicycle parking space for every 10 car parking spaces is considered appropriate.

- Provide on-site eating, refrigeration and food vending facilities to reduce employee lunchtime trips.
- Provide preferential carpool and vanpool parking spaces.
- Provide shower and locker facilities to encourage employees to bike and/or walk to work, typically one shower and three lockers for every 25 employees.
- Increase the building energy efficiency rating by 10% above what is required by Title 24 requirements. This can be accomplished in a number of ways (increasing attic, wall, or floor insulation, installing double pane windows, using efficient interior lighting, etc.).

Discretionary Measures (Include all feasible of the following)

Site Design Mitigation for this Commercial Project

- Increase street shade tree planting.
- Increase shade tree planting in parking lots to reduce evaporative emissions from parked vehicles.
- Provide on-site banking (ATM) and postal services.
- Provide on-site child care facilities for employees.
- Provide on-site housing for employees.
- Implement on-site circulation design elements in parking lots to reduce vehicle queuing and improve the pedestrian environment with designated walkways.
- Provide pedestrian signalization and signage to improve pedestrian safety.

Transportation Demand Mitigation

- If the project is located on an established transit route, improve public transit accessibility by providing a transit turnout with direct pedestrian access to the project or improve existing transit stop amenities.
- Provide incentives to employees to carpool/vanpool, take public transportation, telecommute, walk, bike, etc by implementing the Transportation Choices Program. The applicant should Contact SLO Regional Rideshare at 541-2277 to receive free consulting services on how to start and maintain a program.
- Provide Transportation Choices Program information centers on alternative transportation modes at the site (i.e. a transportation kiosk). Contact SLO Regional Rideshare for appropriate materials at 541-2277.
- Install an electric vehicle charging station with both conductive and inductive charging capabilities.
- Employ or appoint an Employee Transportation Coordinator.
- Implement an APCD approved Trip Reduction Program.
- Provide for shuttle/mini bus service.
- Increase the quality of existing bicycle routes/lanes or add bicycle routes/lanes which access the project.
- Implement compressed work schedules.
- Implement a telecommuting program.
- Implement a lunch-time shuttle to reduce single occupant vehicle trips.
- Participate in an employee "flash pass" program, which provides free travel on transit buses.

- Include teleconferencing capabilities, such as web cams or satellite linkage, which will allow employees to attend meetings remotely without requiring them to travel out of the area.
- If the development is a large grocery store or large retail facility, provide home delivery service for customers.

Energy Efficiency Measures

- Shade tree planting along southern exposures of buildings to reduce summer cooling needs.
- Use roof material with a solar reflectance value meeting the EPA/DOE Energy Star® rating to reduce summer cooling needs.
- Use built-in energy efficient appliances, where applicable.
- Use double-paned windows.
- Use low energy parking lot and street lights (e.g. sodium).
- Use energy efficient interior lighting.
- Use low energy traffic signals (e.g. light emitting diode).
- Install door sweeps or weather stripping if more energy efficient doors and windows are not available.
- Install high efficiency or gas space heating.

Operational Phase CO Tier 2 Significance Impacts and Mitigation

The URBEMIS2002 modeled summertime carbon monoxide (CO) operational emissions for this project is 787 lbs/day which significantly exceeds the CO Tier 2 threshold of 550 lbs/day. This threshold was established to identify when a CO concentration analysis needs to determine whether the emissions could result in hazardous CO exposures. The California CO ambient air quality standards are 9 ppm for eight hours and 20 ppm for one hour. **This analysis needs to be conducted for this project.**

Section 3.2 of the 2003 CEQA Air Quality Handbook identifies CALINE4 as a Caltrans model for predicting CO concentrations near congested roadway segments or intersections. Given source, site, and default meteorological characteristics from Table 3-3 of the CEQA Handbook, the model can predict worst case impacts on receptors within 150 meters of the roadway. The user needs accurate information about site characteristics, including road widths, number of lanes, traffic control devices, and peak hour traffic loading. More refined CO concentration evaluations can be conducted with the model CAL3QHC for daily evaluations and CAL3QHCR for annual evaluations. Both of these models required local meteorological inputs and vehicle emission factors from EMFAC2007.

Operational Phase Tier 3 Significance Impacts and Mitigation

The traffic study for this project has identified that the project will generate about 12,400 new daily vehicle trips. This is approximately 7,600 fewer trips than the default trips generated for this project by the URBEMIS computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to land uses. Although the specifics of this project demonstrates a comparatively low trip rate, the air quality impacts from these new daily trips will result in a

significant exceedence of the APCD Tier 3 annual threshold: 31.5 tons ROG & NOx/year versus the 25 ton/year threshold, a 6.5 ton/year exceedence.

This Tier 3 threshold exceedence will need to be addressed with off-site mitigation funding to bring this impact to a level of insignificance. The current mitigation rate is $14,300 per multi-pollutant ton over the APCD thresholds, evaluated over the length of the project. **Prior to grading permit issuance, the applicant shall work with the APCD identify and finalize appropriate mitigation to bring the Tier 3 exceedence to a level of insignificance.**

Merge AQ-8 with the following additional measures:

- Replace diesel fleet vehicles with cleaner fueled low emission vehicles (e.g. school buses, transit buses, on and off road heavy duty vehicles, lighter duty trucks and passenger vehicles).
- Retrofit existing equipment to reduce emissions through methods such as catalyzed diesel particulate filters, diesel oxidation catalysts, or other approved technologies.

Again, thank you for the opportunity to comment on this proposal. If you have any questions or comments, feel free to contact me at 781-5912.

Sincerely,

Andy Mutziger
Air Quality Specialist

AJM/sll

cc: Regency Centers, Applicant
Karen Brooks, Enforcement Division, APCD
Gary Willey, Engineering Division, APCD
Carol Florence, Oasis Associates
Tammy Seale, PMC

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RESOLUTION NO:

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF PASO ROBLES
ADOPTING A MITIGATED NEGATIVE DECLARATION
FOR PLANNED DEVELOPMENT 06-025 AND CONDITIONAL USE PERMIT 06-013
GOLDEN HILL ROAD/HIGHWAY 46/DALLONS ROAD
APNs: 025-391-037, --038, -039, -063, AND -067
APPLICANT – REGENCY CENTERS**

WHEREAS, an application for Planned Development 06-025 and Conditional use Permit 06-013 has been filed by Regency Centers; and

WHEREAS, Planned Development 06-025 and Conditional use Permit 06-013 is a proposal to construct a regional commercial shopping center approximately 300,000 s.f. in area including retail and restaurant land uses; and

WHEREAS, the project is consistent with the General Plan land use designation Commercial Services (CS) with an Airport Overlay over a portion of the property, and the Zoning District Commercial/Light Industrial, 2006 Economic Strategy, and the Commercial/Industrial Design Guidelines; 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 Mitigated Negative Declaration was prepared and circulated for public review and comment; and

WHEREAS, public comments were received from the San Luis Obispo County Air Pollution Control District, in regard to the Draft Mitigated Negative Declaration (MND) and Initial Study and all feasible and appropriate air quality mitigation measures have been incorporated into the Mitigation Measures for Construction and Operational Phases for this project to reduce potential air quality impacts that may result from this project; and

WHEREAS, the City of Paso Robles adopted a Statement of Overriding Considerations for the 2003 General Plan Update Environmental Impact Report, including air quality impacts, and the proposed project is consistent with the applicable land use designation and zoning district, therefore no further air quality analysis and associated mitigation measures shall be required to address air quality impacts; and

WHEREAS, mitigation measures have been incorporated into the MND to address potential air quality, traffic, biological, aesthetic and cultural impacts that may result from this project to mitigate potential impacts to a less than significant level as provided in Exhibit A, Mitigation Measures Summary; and

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

WHEREAS, a public hearing was conducted by the Planning Commission on August 14, 2007 to consider the Initial Study, the proposed MND prepared for the proposed project, and to accept public testimony on the Planned Development, Conditional Use Permit, 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 adopt a Mitigated Negative Declaration for Planned Development 06-025 and Conditional Use Permit 06-013, 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 14th day of August, 2007, by the following roll call vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
CHAIRMAN HOLSTINE

ATTEST:

_____
RON WHISENAND, PLANNING COMMISSION SECRETARY

MEMORANDUM

TO: **Susan DeCarli**

FROM: **John Falkenstien**

SUBJECT: **PD 06-025, Regency Centers**

DATE: **August 14, 2007 (revised 8-7-07)**

Streets

The subject property fronts on Dallons Drive and Golden Hill Road. Dallons Drive is classified as a collector street in the Circulation Element. Golden Hill Road is classified as an arterial street.

The main entrance to the project will be located on Golden Hill Road, mid-way between Highway 46E and Dallons Drive. A traffic signal is proposed at this location with dual left turn access into the project. According the project traffic study, this traffic signal will operate at Level of Service B when the project opens. With cumulative development of other properties in the area, northbound queues may back up the Highway. In that event, signal timing coordination will be needed.

It is recommended that Dallons Drive be developed with a continuous center turn lane in order to enhance access to the project as well as to the future development of commercial properties on the north side of the street. The design will accommodate both east and westbound bike lanes. West bound bike lanes will be established with development of the properties on the north side of Golden Hill Road.

It will be beneficial to serve the project with City transit facilities. A pullover zone and bus stop canopy will be installed on the Dallons Drive frontage of the project.

The traffic study recommends that the intersection of Golden Hill Road and Dallons Drive be controlled with stop signs. The Traffic Calming policies adopted by City Council cite the modern roundabout as an alternative to stop signs. Roundabouts are shown to be safer and environmentally favorable with regard to automobile noise and emissions. Given the project's generation of significant numbers of trips, the roundabout would provide some mitigation to these impacts.

Golden Hill Road between Dallons Drive and the project entrance must be specifically designed to accommodate the roundabout. The design of Golden Hill Road between the project entrance and Highway 46E must be specifically designed to accommodate traffic signals at the project entrance and at Highway 46E. As noted, the traffic signal at the entrance will provide dual left turn access to the project.

The intersection of 46E and Golden Hill Road is proposed to provide dual left turn lanes in all four directions. This design will unload queues quickly so that green time on the Highway will be maximized. Accommodating both northbound and southbound dual left turns will require virtually all of the paved area between the curbs of Golden Hill Road between the project entrance and the Highway. A raised median will eliminate mid-

block turning movements. The median will be quite narrow and will not be amenable to landscaping.

It is anticipated that the extension of Tractor Way to Dallons Drive will occur prior to, or simultaneously with, the project improvements to Golden Hill Road. Wallace Drive access to Golden Hill Road will therefore be closed. Traffic exiting the Union 76 truck stop will access Golden Hill Road at the Regency Center entrance intersection.

The Regency project will impact the intersection of Airport Road and Highway 46 East, along with the entire 46E corridor. The City is in the Project Study Report process for the intersection of Highway 46 and Airport Road. The applicant will be required pay the project's fair share of needed improvements to this intersection.

The City has retained a consultant to study concepts for parallel routes and alternative access points to Highway 46E (specifically Union Road). The Regency project will impact the 46E corridor and therefore will contribute to the study. The project owners will also offer to dedicate a 30-foot wide strip of land along the property frontage to accommodate the eventual widening of the highway.

The Regency Project will increase trips through the intersection of Golden Hill Road and Union Road. As mitigation for impacts at this intersection, the Regency project applicants will provide a traffic study, geometric design and construction documents for a roundabout at the intersection of Golden Hill Road and Union Road.

The project will impact the intersection of Highway 46E and its intersection with Highway 101. The City's AB 1600 fee program addresses this intersection along with the intersections of Highway 46E-Golden Hill Road and Union Road-Golden Hill Road. Design and improvements stated above must be completed prior to opening of the Regency Center. In accordance with AB 1600, dollars spent on design and construction of improvements to projects on the Needs List are credited towards the fee obligation.

Sewer

Sewer is available to the project from Dallons Drive and from Golden Hill Road. Special connection fees will be assessed for the Airport trunk line that brought sewer availability to the area.

Water

Water lines are available to the project on Golden Hill Road and on Dallons Drive. Two sources of water shall be provided to fire lines in the project in accordance with plans approved by the Emergency Services Department.

Drainage and Storm Water Quality

The area surrounding north Golden Hill Road has very little topographic relief. No down steam facilities are available to accommodate increased run-off from developed properties. Drainage facilities must be designed in accordance with the City's storm drain master plan and must meet or exceed the goals of that plan.

The City is obligated under their Phase II Municipal Storm Water permit with the Regional Water Quality Control Board to require that this project be developed in accordance with Best Management Practices to mitigate impacts to the quality of storm water run-off and to limit the increase in the rate and volume of storm water run-off to the maximum extent possible. These goals are accomplished by the implementation of Low Impact Development. Low Impact Development uses certain technology-based practices to ensure that a site's post-development hydrologic functions mimic those in its pre-development state.

Recommended Site Specific Conditions

Prior to occupancy of the project, Dallons Drive shall be improved with curb, gutter, sidewalk and pavement widening adequate to accommodate a continuous center turn lane and bike lanes on both sides in accordance with plans approved by the City Engineer (west bound bike lanes will be established with development on the north side of Dallons Drive). The plans will include the provision of a bus turn-out and canopy adjacent to the project.

Prior to occupancy of the project, traffic calming measures shall be placed, and/or constructed on Dallons Drive west of the project site to mitigate the impacts of increased traffic volumes on the adjacent residential neighborhood.

Prior to occupancy of the project, the intersection of Dallons Drive and Golden Hill Road shall be improved with the installation of a modern roundabout in lieu of stop signs in accordance with plans approved by the City Engineer.

Prior to occupancy of the project, Golden Hill Road shall be improved from Highway 46E to Dallons Drive in accordance with plans approved by the City Engineer.

Prior to occupancy of the project, the intersection of Golden Hill Road and Highway 46E shall be improved in accordance with the schematic plans provided with the application and in accordance with plans approved by Caltrans and the City Engineer. Existing overhead utilities in the intersection shall be relocated underground.

Prior to occupancy of the project, the applicant will be required to pay the project's fair share of cost for improvements to the intersection of Airport Road and Highway 46E.

Prior to occupancy of the project, the applicant will be required to pay the project's fair share of cost for improvements to the intersection of State Highways 101 and 46E.

Prior to occupancy of the project, the applicant shall pay its fair share of a study of circulation routes in the Highway 46E corridor.

Prior to occupancy of the project, the applicant shall offer to dedicate 30-feet as public right-of-way along the Highway frontage of the property.

Prior to occupancy of the project, the applicant shall provide a traffic study, geometric design and construction documents for the construction of a roundabout at the intersection of Golden Hill Road and Union Road.

The project design and construction shall incorporate Low Impact Development best management practices to mitigate the impacts on quality, quantity and rate of discharge of storm water run-off from the site.

RESOLUTION NO.

**A RESOLUTION OF
THE PLANNING COMMISSION OF THE CITY OF EL PASO DE ROBLES
APPROVING PLANNED DEVELOPMENT 06-025 AND CONDITIONAL USE PERMIT 06-013
FOR PROPERTY LOCATED ON GOLDEN HILL ROAD BETWEEN DALLONS ROAD AND
HIGHWAY 46 EAST; APNs : 025-391-037, -033, -039, -063 and -067
APPLICANTS – REGENCY CENTERS**

WHEREAS, Planned Development 06-025 and Conditional Use Permit 06-013 has been filed by Regency Centers; and

WHEREAS, these applications are proposed to develop a regional shopping center on vacant property (25.08-acres in area), with approximately 300,000 s.f. of commercial retail and restaurant buildings; and

WHEREAS, as stated in the project staff report, the project is consistent with the General Plan land use designation of Commercial Services (CS) and Airport Overlay Zone 6 (on the northeast corner of the property), and Zoning District of Commercial Light Industrial (C3), and the Borkey Area Specific Plan, Sub area E and; and

WHEREAS, as stated in the project staff report, the project complies with the intent of the 2006 Economic Strategy, Gateway Design Standards and Commercial/Industrial Design Standards; and

WHEREAS, the Planning Commission held a duly noticed public hearing on August 28, 2007 on this project to accept public testimony on the Planned Development (PD 06-025) and Conditional Use Permit (CUP 06-013) applications and associated environmental review; and

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

WHEREAS, based on the information and analysis contained in the Initial Study, a determination has been made that the proposed commercial project as designed and with appropriate mitigation measures added as conditions of approval will not result in significant environmental impacts and it is appropriate for the Planning Commission to adopt a Mitigated Negative Declaration, which is included in a separate resolution; and

WHEREAS, based upon the facts and analysis presented in the staff report and the attachments thereto, the public testimony received, and subject to the Conditions of Approval listed below, the Planning Commission makes the following findings:

1. As conditioned, the design and intensity/density of the proposed Planned Development and Conditional Use Permit are consistent with the adopted codes, policies, standards and plans of the City, specifically the Zoning Ordinance and General Plan; and

2. As conditioned, the proposed development plan will not be detrimental to the health, safety, morals, comfort, convenience and general welfare of the residents and or businesses in the surrounding area, or be injurious or detrimental to property and improvements in the neighborhood or to the general welfare of the City; and

3. The proposed development plan accommodates the aesthetic quality of the City as a whole, especially where development will be visible from the gateways to the City, scenic corridors; and the public right-of-way; and

4. The proposed development plan is compatible with, and is not detrimental to, surrounding land uses and improvements, provides an appropriate visual appearance, and contributes to the mitigation of any environmental and social impacts; and

5. The proposed development plan is compatible with existing scenic and environmental resources such as hillsides, oak trees, vistas, etc.; and

6. The proposed development plan contributes to the orderly development of the City as a whole.

7. The proposed development project is consistent with and supports implementation of the 2006 Economic Strategy by providing regional and local retail opportunities within the City of Paso Robles.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby approve Planned Development 06-025 and Conditional Use Permit 06-013, subject to the following conditions:

STANDARD CONDITIONS:

1. This project shall comply with the checked standard Conditions of Approval, attached hereto as Exhibit "A" and incorporated herein by reference.

SITE SPECIFIC CONDITIONS:

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

2. The project shall be constructed in substantial conformance with the Conditions of Approval established by this Resolution and it shall be constructed in substantial conformance with the following Exhibits:

EXHIBIT	DESCRIPTION
A	Standard Conditions of Approval
B	Site Plan, Landscape Plan and Elevations

3. This is an application for:

- Major 1- Home Improvement and Garden Center 169,112 sq. ft.
- Major 2- Retail 27,000 sq. ft.
- Major 3- Retail 20,000 sq. ft.
- Major 4- Retail 20,000 sq. ft.
- Shop A- Retail 9,000 sq. ft.
- Shop B- Retail 10,090 sq. ft.
- Shop C- Retail 11,800 sq. ft.
- Pad 1- Drive Thru Restaurant 3,500 sq. ft.
- Pad 2- Drive Thru Restaurant 3,500 sq. ft.

- Pad 3- Drive Thru Restaurant 3,500 sq. ft.
- Pad 4- Sit-down Restaurant 6,000 sq. ft.
- Pad 5- Retail 6,000 sq. ft.

4. The project shall be designed and constructed to be in substantial conformance with the site plan, landscape plan, grading plan and elevations approved with this resolution.

5. Approval of this project is valid for a period of two (2) years from date of approval. Unless permits have been issued and site work has begun, the approval of PD 06-025 and CUP 06-013 shall expire on August 28, 2009. The Planning Commission may extend this expiration date for an additional three (3) years if a time extension application has been filed with the City along with the fees before the expiration date.

6. Prior to issuance of certificates of use and occupancy, the property-owner or authorized agent is required to pay the City's Development Impact Fees.

7. No underground or aboveground storage of hazardous materials shall be allowed on-site without first obtaining City approval.

8. No storage of trash cans or recycling bins shall be permitted within the public right-of-way.

9. Temporary construction noise levels in excess of 60 decibels shall be restricted to the daylight hours of 7am to 6pm. Noise levels shall be measured or monitored from site boundaries or the nearest adjoining residential use to determine compliance.

10. Use and operation of the project and its appurtenances shall be conducted in compliance with the City's General Performance Standards for all uses (Section 21.21.040 of Chapter 21.21 Performance Standards of the City's Zoning Ordinance).

11. Prior to grading permit, the applicant shall provide plans for the treatment of storm water leaving the site subject to approval by the City Engineer.

12. Tree protection measures shall be incorporated into the project site design and construction in the critical root zone shall be employed for any construction including paving or hardscape work near the oak tree adjacent to Highway 46 as specified in the project Arborist Report.

13. The project shall be in compliance the following recommendations of the San Luis Obispo County Air Pollution Control District so as to minimize creation of fugitive dust and other emissions resulting from this project (see conditions 15 through 25).

14. During construction, the applicant shall implement the following Best Available Control Technology for diesel-fueled construction equipment, where feasible:
    a. All construction equipment shall be properly maintained and tuned according to manufacturer's specifications.
    b. All off-road and portable diesel powered equipment, including but not limited to bulldozers, graders, cranes, loaders, scrapers, backhoes, generators, compressors, auxiliary power units, shall be fueled exclusively with CARB motor vehicle diesel fuel.

15. Prior to construction, a Dust Control Plan shall be prepared and approved by the APCD prior to commencement of construction activities. The Dust Control Plan shall include the following:
    a. Important elements of this plan would be detailed dust mitigation measures and provisions for monitoring for dust and construction debris during construction.

b. The contractor or builder should designate a person or persons to monitor the dust control program and to order increased watering or other measures as necessary to prevent transport of dust off-site. Their duties should include holiday and weekend periods when work may not be in progress.
c. The name and telephone number of such persons shall be provided to the APCD and adjacent residents prior to construction commencement.
d. Compliant handling procedures shall be identified.
e. A daily dust observation log shall be filled out as necessary.

16. During construction, the following measures shall be implemented to reduce PM10 emissions during earth moving activities:
    a. Reduce the amount of the disturbed area where possible.
    b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (nonpotable) water should be used whenever possible.
    c. All dirt stock-pile areas should be sprayed daily as needed.
    d. Exposed ground areas that are planned to be reworked at dates greater than one month after initial grading should be sown with a fast-germinating native grass seed and watered until vegetation is established.
    e. All disturbed soil areas not subject to revegetation should be stabilized using approved chemical soil binders, jute netting, or other methods approved in advance by the APCD.
    f. All roadways, driveways, sidewalks, etc. to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
    g. Vehicle speed for all construction vehicles shall not exceed 15 mph on any unpaved surface at the construction site.
    h. All trucks hauling dirt, sand, or other loose materials are to be covered or should maintain at least two feet of free board (minimum vertical distance between top of load and top of trailer) in accordance with CVC Section 23114. This measure has the potential to reduce PM10 emissions by 7-14%.
    i. Install wheel washers where vehicles enter and exit unpaved roads onto streets, or wash off trucks and equipment leaving the site. This measure has the potential to reduce PM10 emissions by 40-70%.
    j. Sweep streets at the end of each day if visible soil material is carried onto adjacent paved roads. Water sweepers with reclaimed water should be used when feasible. This measure has the potential to reduce PM10 emissions by 25- 60%.
    k. Permanent dust control measures shall be implemented as soon as possible following completion of any soil disturbing activities.

17. Portable equipment, 50 horsepower or greater, used during construction activities will require California statewide portable equipment registration (CARB) or an APCD permit. The following list is provided as a guide to equipment and operations that may have permitting requirements, but should not be viewed as exclusive.
    - Power screens, conveyors, diesel engines, and/or crushers;
    - Portable generators and equipment with engines that are 50 hp or greater;
    - IC engines;
    - Unconfined abrasive blasting operations;
    - Concrete batch plants;
    - Rock and pavement crushing;
    - Tub grinders; and
    - Trommel screens.

18. Prior to construction, the following measures are required in order to remain in compliance with the APCD:
    a. The applicant must obtain a compliance review with the APCD prior to the initiation of any construction activities.
    b. A list of all heavy-duty construction equipment operating at the site must be provided to the APCD. The list shall include the make, model, engine size, and year of each piece of equipment. This compliance review will identify all equipment and operations requiring permits and will assist in the identification of suitable equipment for the catalyzed diesel particulate filter.
    c. Maintain all construction equipment in proper tune according to manufacturer's specifications.
    d. Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
    e. Maximize, to the extent feasible, the use of diesel construction equipment meeting ARB's 1996 and newer certification standard for off-road heavy duty diesel engines.
    f. All on and off-road diesel equipment shall not be allowed to idle for more than 5 minutes. Signs shall be posted in the designated queuing areas to remind drivers and operators of the 5 minute idling limit.
    g. The applicant must apply for an Authority to Construct from the APCD where necessary.

19. Develop a comprehensive Construction Activity Management Plan designed to minimize the amount of large construction equipment operating during any given time period. The plan shall be submitted to the District for review and approval prior to the start of construction. The plans should include but not be limited to the following elements;

    - Schedule construction trucks trips during non-peak hours to reduce peak hour emissions;
    - Limit the length of the construction work-day period, if necessary; and
    - Phase construction activities, if appropriate.

20. During construction, monthly compliance checks throughout the construction phase are required to verify that all equipment and operations continue to comply with the APCD requirements.

21. During and post construction, the following mitigation measures shall be implemented to reduce area source emissions, where applicable.
    a. Increase walls and attic insulation by 10% above what is required by Title 24.
    b. Shade tree planting along southern exposures of buildings to reduce summer cooling needs.
    c. Shade tree planting in parking lots to reduce evaporative emissions from parked vehicles.
    d. Use built-in energy efficient appliances, were applicable.
    e. Orient buildings toward streets with convenient pedestrian and transit access.
    f. Use double-paned windows.
    g. Use low-energy parking lot and streetlights. (e.g. sodium)
    h. Use energy efficient interior lighting.
    i. Incorporate energy efficient skylights into roof plan (i.e. should meet the EPA/DOE Energy Star® rating).
    j. Install High efficiency or gas space heating.
    k. Install door sweeps and weather stripping if more efficient doors and windows are not available.

22. During and post construction, the following mitigation measures shall be implemented to reduce vehicle emissions, where applicable. Implementation of one or more of the following options, negotiated with the APCD and subject to final approval by the City of El Paso de Robles:
    a. A Flash Pass program for employees using public transit,
    b. Install or contribute to funding alternative fueling infrastructure (i.e. fueling stations for CNG, LPG, biodiesel, conductive and inductive electric vehicle charging, etc.)
    c. Fund a program to buy and scrap older, higher emission passenger and heavy duty vehicles.

d. Replace/repower heavy-duty diesel school vehicles (i.e. bus, passenger, or maintenance vehicles).
e. Purchase particulate filters or oxidation catalysts for local school buses, transit fleets.
f. Provide assistance in the implementation of projects that are identified in City or County Bicycle Master Plans.
g. Use alternatively-fueled delivery vehicles.
h. Location of an Electronic Vehicle charging station in the parking lot.
i. Transit stop enhancements (shelters, phones, etc.) within the project impact area.
j. Subject to the approval of a trip reduction plan submitted to APCD, implement a comprehensive Transportation Demand Management program for employees.
k. Provide shower stalls and locker facilities to encourage employees to bike and/or walk to work, as follows:
    - 50-199 Employees: 1 locker per 20 employees and 2 shower stalls
    - 200+ Employees: 1 locker per 20 employees and 4 shower stalls.
l. Establish an Employee Trip Reduction Program (ETRP) to reduce employee commute trips (i.e. carpooling incentives, van pools, and transit subsidies), coordinated with adjacent commercial development that attempts to achieve an Average Vehicle Ridership (AVR) for project employees of 1.60 or larger. Contact the Transportation Choices Coalition partners for free consulting services on how to start and maintain a Trip Reduction Program. Contact SLO Regional Rideshare at 541-2277.
m. Employ and implement a transportation/rideshare coordinator.
n. Provide on-site bicycle parking distributed near business entrances in easy to locate, visible locations, at a ratio of 20 car parking spaces.
o. Provide on-site eating, refrigeration and food vending facilities to reduce employee lunchtime.
p. Provide preferential carpool and vanpool parking spaces.
q. Provide on-site banking (ATM) and postal services.
r. Provide on-site childcare facilities for employees.
s. Implement on-site circulation design element in parking lots to reduce vehicle queuing and improve the pedestrian environment with designated walkways.
t. Provide pedestrian signalization and signage to improve pedestrian safety.
u. If development is a large grocery store or large retail facility, provide home delivery service for customers.

23. Air Quality Impacts - Off-Site Measures

The applicant shall negotiate with the Air Pollution Control District regarding off-site mitigation requirements, since this project exceeds the Tier 3, Threshold of Significance for multi-pollutants tons/year, to mitigate air quality impacts that may result from this project, subject to the satisfaction of the Community Development Director. Measures to offsets to reduce air pollution impacts may include, but not be limited to the following.

- Design and construct bike lanes on both sides of Dallons Road in accordance with plans approved by the City Engineer. Installation (striping and signs) of a bike lane shall extend from Golden Hill Road to Buena Vista Road.

- Prior to occupancy of the project, the intersection of Dallons Drive and Golden Hill Road shall be improved with the installation of a modern roundabout in lieu of stop signs in accordance with plans approved by the City Engineer.

- Prior to occupancy of the project, the applicant shall pay its fair share of a traffic study of circulation routes in the Highway 46E corridor which will include discussion of alternative transportation modes to help mitigate impacts.

- Prior to occupancy of the project, the applicant shall provide a traffic study, geometric design and construction documents for the construction of a roundabout at the intersection of Golden Hill Road and Union Road.

- Prior to occupancy of the project, the applicant shall construct a 10 foot wide sidewalk/bike path on Golden Hill Road, extending from the intersection of Highway 46 to Dallons Drive.

- A bus turnout/facility along the property frontage, acceptable to the City shall be identified and incorporated into project plans.

- Other off-site measures subject to review by APCD and approval of the City of El Paso de Robles.

24. The applicant shall incorporate enhanced walkway treatments for parking lot and building walkways which may incorporate colored and stamped paving or concrete, brick inlay, or other treatments as approved by the Community Development Department.

25. All lighting shall be shielded and downcast to reduce light and glare spillage onto adjacent properties in compliance with City codes, and shall be approved by the Development Review Committee prior to issuance of building permit. Illumination levels measured at ground level shall not exceed 10 foot candles. Parking lot light standards and building light fixtures shall be compatible with the agrarian architectural design of the buildings.

26. The Site and Architectural Design Guidelines shall be revised and re-submitted to the Community Development Department for review and approval prior to issuance of building permits. The Guidelines shall incorporate specific architectural design guidelines that address buildings adjacent to Highway 46 to ensure that all structures along this frontage provide attractive, well articulated rooflines, wall surfaces, trellis enhancements, buffering of rear building exits with architectural treatments and durable and dense landscape buffering, and architectural treatments for unattractive building or site appurtenances such as mechanical equipment, backflow prevention and doublecheck devices and/or require below ground locations for devices.

27. All trash enclosures shall incorporate masonry construction materials and be architecturally compatible with the buildings on the site, to be approved by the Community Development Department. Trash dumpsters shall not be visible from any public right-of-way.

28. Rear loading areas along Dallons Road shall not be visible from the public right-of-way, and shall be screened with dense landscaping, architecturally decorative walls, and trellis'. Loading areas shall be maintained in a clean manner at all times, and outdoor storage or stacking of materials shall not be permitted to be visible from the public right-of-way at any time.

29. The applicant shall submit a sign program that is in compliance with provisions in the sign ordinance and provides a unified sign design program that compliments and is coordinated with the architectural design and materials used in the buildings. Approval of a sign permit for the sign program shall be reviewed and approved by the Development Review Committee prior to issuance of sign permits.

30. A project phasing plan shall be submitted and approved by the Community Development Director prior to issuance of any grading or building permits. Phasing plan shall include phases for grading, site work, drainage/erosion control, landscaping and buildings.

31. All cart storage facilities shall be designed with architecturally decorative structures compatible with architectural building design themes and quality as approved by the Community Development Director.

32. Parking lot trees shall be installed at intervals of one shade tree per every five parking spaces. Per City Code, the parking lot design shall demonstrate a minimum of 25 percent shade cover within five years.

33. A parcel map shall be recorded to merge the existing parcels, and a reciprocal access and parking agreement shall be recorded with the Final Map for said lot merger. The Final Map shall be recorded prior to issuance of certificate of occupancy.

34. Dense landscaping and trellis details shall be provided on both sides of driveway entrances along Dallons Road, and shall be approved the Development Review Committee prior to issuance of building permits.

35. Dense landscaping shall be provided within the 30 foot wide landscape buffer along Highway 46. Dense landscaping shall be integrated with the retaining wall along the western project boundary. Landscaping for these areas shall be approved the Development Review Committee prior to issuance of building permits.

36. Prior to the start of construction, documentation shall be submitted to Emergency Services showing that required fire flows can be provided to meet all project demands.

37. All required fire risers and any required fire pumps shall be installed with buildings so that they are not visible.

38. Provide fire sprinkler systems for all buildings in the development.

39. Traffic Impacts:

    The applicant shall address impacts resulting from this development project by constructing several road improvements adjacent to the site and other off-site improvements, and by participating other off-site transportation studies. The specific fees required to be paid by the applicant shall be determined on a fair-share/pro-rata basis, and negotiated through a Development Agreement between the applicant and the City Council. The Development Agreement shall stipulate the applicant's level of participation on impact mitigations and specific fees, including the timing of improvements and timing of payment of fees. The Development Agreement shall be prepared in a form acceptable to the City Attorney, and shall be approved by the City Council.

    No issuance of grading or building permits for on- or off-site improvements shall occur until the City Council approves a Development Agreement for this project. At a minimum, the Development Agreement shall stipulate that the applicant shall be required to comply with the following requirements:

    - Prior to occupancy of the project, Dallons Drive shall be improved with curb, gutter, sidewalk and pavement widening adequate to accommodate a continuous center turn lane and bike path along the property frontage of the subject property. The plans will include the provision of a bus turn-out and canopy adjacent to the project.

    - A traffic signal shall also be installed at the project entrance on Golden Hill Road in accordance with plans approved by the City Engineer.

- Prior to occupancy of the project, Golden Hill Road shall be improved from Highway 46E to Dallons Drive in accordance with plans approved by the City Engineer.

- Prior to issuance of a building permit, the applicant will be required to enter into an agreement not to protest the formation of an assessment district to participate in the Project Study Report and the improvement of Airport Road-Highway 46E intersection.

40. The project design and construction shall incorporate Low Impact Development (LID) best management practices to mitigate the impacts on quality, quantity and rate of discharge of storm water run-off from the site. LID practices shall include standards recommended by the California Regional Water Quality Control Board to the extent practicable including:

    - Reduced and disconnected impervious surfaces
    - Native vegetation preservation
    - Bioretention
    - Tree boxes to capture and infiltrate street runoff
    - Vegetated Swales, buffers, and strips
    - Roof leader flows directed to planter boxes and other vegetated areas
    - Permeable pavement
    - Soil amendments to increase infiltration rates

41. Prior to the issuance of permits for grading/construction or prior to final inspection of any grading/construction permits, the applicant shall provide for San Joaquin Kit Fox (SJKF) habitat preservation, in a form acceptable to the CA Fish & Game Department and the City of Paso Robles. The applicable habitat replacement ratio shall be as determined in consultation with the CA Fish & Game Department and the City of Paso Robles, Lead Agency. The applicant shall have the ability to enter into an agreement with CA Fish & Game Department for payment of an in-lieu fee of $2500 per acre to an approved agency for a replacement habitat based on the score from the Kit Fox Evaluation Form and Procedure and the CA Fish & Game for each acre lost.

42. San Joaquin Kit Fox Protective Measures Before and During Construction**:**
    a. Within 30 days prior to initiation of construction, the applicant shall hire a qualified biologist acceptable to the U.S. Fish and Wildlife Service, CA Fish & Game Department, and the Community Development Director or his designee, to conduct a pre-construction survey for active kit fox dens.

    b. Before any grading or construction activities commence, all personnel associated with the project shall attend a worker education program regarding the sensitive biological resources potentially occurring in the project area (i.e., San Joaquin kit fox). This program is to include information on the kit fox, its life histories and careful review of the mitigation measures to be implemented in order to avoid or reduce impacts. A fact sheet conveying this information shall also be prepared for distribution to all contractors, their employers, and other personnel involved with construction of the project. The Community Development Department shall be notified of the time that the applicant intends to hold this meeting.

    c. To prevent entrapment of the kit fox during the construction phase of the project, all excavation, steep-walled holes or trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at

the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.

d. During the construction phase, any pipes, culverts, or similar structures with a diameter of four inches or greater that are stored at the project site for one or more overnight periods shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved, or if necessary will be moved only once to remove it from the path of activity, until the kit fox has escaped.

e. All food-related trash items such as wrappers, cans, bottles, and food scraps generated during the construction phase shall be disposed of in closed containers only and regularly removed from the site. Food items may attract kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.

f. Use of pesticides shall be in compliance with all local, state and federal regulations. (This is necessary to prevent primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which kit foxes depend.)

g. Any contractor or employee that inadvertently kills or injures a kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to a supervisor overseeing the project. In the event that such observations are made of injured or dead kit fox, the applicant shall immediately notify the U.S. Fish and Wildlife Service and the CA Fish & Game Department by telephone. Formal notification shall also be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to the CA Fish & Game Department for care, analysis, or disposition.

h. So as not to attract red fox, coyotes, or domestic dogs to the area, all waste products shall be disposed of in a manner that would not attract these animals.

i. If any potential or known San Joaquin kit fox dens are subsequently observed during the required pre-construction survey, the following mitigation measures shall apply:

(i) Fenced exclusion zones shall be established by a qualified biologist around all kit fox dens that can be avoided but may be inadvertently impacted by project activities; exclusion zone fencing shall consist of either large flagged stakes connected by rope or cord, or survey laths or wooden stakes prominently flagged with survey ribbon. Each exclusion zone shall be roughly circular in configuration with a radius of the following distance measured outward from the den or burrow entrances:
- Potential kit fox den: 50 feet
- Known kit fox den: 100 feet
- Kit fox pupping den: 150 feet

(ii) Only essential vehicle operation on existing roads (if the exclusion zone intersects a road) and simple foot traffic shall be permitted within these exclusion zones. Otherwise, all project activities such as vehicle operation, materials storage, etc., shall be prohibited. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed. If specified exclusion zones cannot be observed for any reason, the

U.S. Fish and Wildlife Service and CA Fish & Game Department shall be contacted for guidance prior to ground disturbing activities on or near the subject den or burrow.

(iii) If any known or potential San Joaquin kit fox dens are discovered within the designated project area which shall be unavoidably destroyed by the proposed project, excavation of kit fox dens shall not proceed without authorization from the U.S. Fish and Wildlife Service and CA Fish & Game Department. A copy of any such authorization received shall be provided to the City for its records.

43. Prior to issuance of building permits, the landscape plan shall be revised to provide number of replacement oak trees in compliance with the City's Oak Tree Preservation Ordinance for the two oak trees proposed to be removed. Landscape plans shall incorporate the oak tree in Caltrans right-of-way into landscape plans include protection measures to be implemented during construction per section 10.01.070 of the City Oak Tree Ordinance, and as specified for the project by A&T Arborists (July 6, 2007). Final landscape plans shall identify number and size of proposed oak trees and ensure adequate species replacement onsite. The landscape plan shall be approved by the Community Development Department prior to issuance of building permits.

44. Prior to issuance of building permits, all roof-mounted equipment located on buildings adjacent to residential properties on the western property line shall be adequately baffled to not result in increased noise from this project at the site property lines, and the equipment shall be shielded so as to not impact adjacent residences pursuant to the requirements of the City Noise element. Additionally, all buildings on the project site shall screen any roof-mounted equipment behind roof parapets or otherwise screened from public view.

45. Prior to issuance of building permits, the applicant shall submit a 30' offer of dedication to the City along the SR 46 East property frontage.

46. Prior to issuance of building permits, in order to further improve pedestrian circulation and safety, colored pavers or stamped asphalt shall be placed onsite from the south side of the Golden Hill entrance, along the edge of the parking field, to the pedestrian crosswalk/walkway at the center of the site.

47. Prior to occupancy, a minimum of ten (10) bicycle racks (each with a minimum capacity of 4 bicycles) shall be installed onsite. Racks shall have a minimum of 5' clearance from curbs, fire hydrants, street furniture, and building entrances and distributed throughout the site within easy access to all buildings and/or building pads.

48. Prior to issuance of building permits, the proposed sign tower fronting SR 46 shall be reduced in height to 30 feet. Design elements shall remain as proposed, with proposed signage to reduce in size if necessary to accommodate all tenants into the restricted tower height. Tower sign shall be approved by the Development Review Committee.

49. Prior to issuance of building permits, chain link fencing and precision block materials shall be removed from project plans, and substituted with other materials as approved by the Development Review Committee.

50. Prior to issuance of building permits, the applicant shall submit plans to underground all utilities proposed for the project.

51. In the event archaeological resources are unearthed or discovered during any construction activities, the following standards apply:

a. Construction activities shall cease, and the Community Development Director shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.
b. In the event archaeological resources are found to include human remains, or in any other case where human remains are discovered during construction, the County Coroner is to be notified in addition to the Community Development Director so that proper disposition may be accomplished.

52. All double check valves and backflow prevention fixtures shall be installed underground or screened as approved by the Community Development Director.

PASSED AND ADOPTED THIS 28th day of August, 2007 by the following Roll Call Vote:

AYES: Commissioners –
NOES: Commissioners –
ABSENT: Commissioners –
ABSTAIN: Commissioners –

_____
CHAIRMAN HOLSTINE

ATTEST:

_____
RON WHISENAND, PLANNING COMMISSION SECRETARY

EXHBIT A
OF RESOLUTION

CITY OF EL PASO DE ROBLES STANDARD DEVELOPMENT CONDITIONS FOR PLANNED DEVELOPMENTS / CONDITIONAL USE PERMITS

PROJECT #: PD 06-025

APPROVING BODY: PLANNING COMMISSION

DATE OF APPROVAL: August 28, 2007

APPLICANT: Regency Centers

LOCATION: Golden Hill Road between Hwy. 46E and Dallons Road

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

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

A. GENERAL CONDITIONS:

☒ 1. This project approval shall expire on August 28, 2009 (See Planned Development Approval Resolution) unless a time extension request is filed with the Community Development Department prior to expiration.

☒ 2. The site shall be developed and maintained in accordance with the approved plans and unless specifically provided for through the Planned Development process shall not waive compliance with any sections of the Zoning Code, all other applicable City Ordinances, and applicable Specific Plans.

☒ 3. Prior to occupancy, all conditions of approval shall be completed to the satisfaction of the City Engineer and Community Developer Director or his designee.

☒ 4. Any site specific condition imposed by the Planning Commission in approving this project may be modified or eliminated, or new conditions may be added, provided that the Planning Commission shall first conduct a public hearing in the same manner as required for the approval of this project. No such modification shall be

made unless the Commission finds that such modification is necessary to protect the public interest and/or neighboring properties, or, in the case of deletion of an existing condition, that such action is necessary to permit reasonable operation and use for this approval.

☒ 5. This project is subject to the California Environmental Quality Act (CEQA) which requires the applicant submit a $1850.00 filing fee for the Notice of Determination payable to "County of San Luis Obispo". The fee should be submitted to the Community Development Department within 24 hours of project approval which is then forwarded to the San Luis Obispo County Clerk. Please note that the project may be subject to court challenge unless the required fee is paid.

☒ 6. The site shall be kept in a neat manner at all times and the landscaping shall be continuously maintained in a healthy and thriving condition.

☒ 7. All signs shall be subject to review and approval as required by Municipal Code Section 21.19 and shall require a separate application and approval prior to installation of any sign.

☒ 8. All outdoor storage shall be screened from public view by landscaping and walls or fences per Section 21.21.110 of the Municipal Code.

☒ 9. All trash enclosures shall be constructed of decorative masonry block compatible with the main buildings. Gates shall be view obscuring and constructed of durable materials such as painted metal or chain link with plastic slatting.

☒ 10. All existing and/or new ground-mounted appurtenances such as air-conditioning condensers, electrical transformers, backflow devices etc., shall be screened from public view through the use of decorative walls and/or landscaping subject to approval by the Community Development Director or his designee. Details shall be included in the building plans.

☒ 11. All existing and/or new roof appurtenances such as air-conditioning units, grease hoods, etc. shall be screened from public view. The screening shall be architecturally integrated with the building design and constructed of compatible materials to the satisfaction of the Community Development Director or his designee. Details shall be included in the building plans.

☒ 12. All existing and/or new lighting shall be shielded so as to be directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Community Development Director or his designee.

☒ 13. All existing and/or new landscaping shall be installed with automatic irrigation systems.

☒ 14. All walls/fences and exposed retaining walls shall be constructed of decorative materials which include but are not limited to splitface block, slumpstone, stuccoed block, brick, wood, crib walls or other similar materials as determined by the Development Review Committee, but specifically excluding precision block.

☒ 15. The following areas shall be placed in the Landscape and Lighting District:

Dallons Road, Golden Hill Road

_____.

The developer shall install all improvements and landscape areas. City acceptance on behalf of the Landscape and Lighting District shall be subject to the approval of the Public Works Street Department (237-3864).

☒ 16. All parking lot landscape planters shall have a minimum outside dimension of six feet and shall be separated from parking and driving areas by a six inch high solid concrete curb.

☐ 17. The following areas shall be permanently maintained by the property owner, Homeowners' Association, or other means acceptable to the City:

_____

_____.

☒ 18. It is the property owner's responsibility to insure that all construction of private property improvements occur on private property. It is the owner's responsibility to identify the property lines and insure compliance by the owner's agents.

B. THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF BUILDING PERMITS:

☒ 1. Two sets of the revised Planning Commission approved plans incorporating all Conditions of Approval, standard and site specific, shall be submitted to the Community Development Department prior to the issuance of building permits.

☒ 2. Prior to the issuance of building permits, the
- ☒ Development Review Committee shall approve the following:
- ☐ Planning Division Staff shall approve the following:

  - ☒ a. A detailed site plan indicating the location of all structures, parking layout, outdoor storage areas, walls, fences and trash enclosures;
  - ☒ b. A detailed landscape plan;
  - ☒ c. Detailed building elevations of all structures indicating materials, colors, and architectural treatments;
  - ☐ d. Other: See PD 00-023 Resolution for specific DRC review requirements.

☐ 3. The applicant shall meet with the City's Crime Prevention Officer prior to the issuance of building permits for recommendations on security measures to be incorporated into the design of the structures to be constructed. The applicant is encouraged to contact the Police Department at (805) 237-6464 prior to plan check submittal.

C. THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO OCCUPANCY:

☒ 1. Occupancy of the facility shall not commence until such time as all Uniform Building Code and Uniform Fire Code regulations have been complied with. Prior to occupancy, plans shall be submitted to the Paso Robles Fire Department and the Building Division to show compliance. The building shall be inspected by the appropriate department prior to occupancy.

☒ 2. All public or private manufactured slopes located adjacent to public right-of-ways on property in excess of six (6) feet in vertical height and of 2.5:1 or greater slope shall be irrigated and landscaped for erosion control and to soften their appearance as follows: one 15-gallon tree per each 250 square feet of slope area, one 1-gallon or larger size shrub per each 100 square feet of slope area, and appropriate ground cover. Trees and shrubs shall be staggered in clusters to soften and vary the slope plane. Slope planting shall include a permanent irrigation system be installed by the developer prior to occupancy. In lieu of the above planting ratio, the applicant may submit a slope planting plan by a licensed landscape architect or contractor providing adequate landscaping, erosion control and slope retention measures; the slope planting plan is subject to approval by the Development Review Committee. Hydroseeding may be considered on lots of 20,000 square feet or greater.

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(Adopted by Planning Commission Resolution 94-038)

PUBLIC WORKS DEPARTMENT - The applicant shall contact the Engineering Division, (805) 237-3860, for compliance with the following conditions:

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

D. PRIOR TO ANY PLAN CHECK:

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

E. PRIOR TO ISSUANCE OF A GRADING PERMIT:

☐ 1. Prior to approval of a grading plan, the developer shall apply through the City, to FEMA and receive a Letter of Map Amendment (LOMA) issued from FEMA. The developer's engineer shall provide the required supporting data to justify the application.

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

☐ 3. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No. 553, Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to removal.

☒ 4. A complete grading and drainage plan prepared by a registered civil engineer shall be included with the improvement plans. Drainage calculations shall be submitted, with provisions made for on-site detention/ retention if adequate disposal facilities are not available, as determined by the City Engineer.

☒ 5. A Preliminary Soils and/or Geology Report shall be prepared by a registered engineer for the property to determine the presence of expansive soils or other soils problems and shall make recommendations regarding grading of the proposed site.

F. PRIOR TO ANY SITE WORK:

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

☒ 2. The applicant shall submit a composite utility plan signed as approved by a representative of each public utility, together with the improvement plans. The composite utility plan shall also be signed by the Water, Fire, Wastewater, and Street Division heads.

☒ 3. Any grading anticipated during the rainy season (October 15 to April 15) will require the approval of a Construction Zone Drainage and Erosion Control Plan to prevent damage to adjacent property. Appropriateness of areas shall be subject to City Engineer approval.

☐ 4. Any construction within an existing street shall require a Traffic Control Plan. The plan shall include any necessary detours, flagging, signing, or road closures requested. Said plan shall be prepared and signed by a registered civil or traffic engineer.

☐ 5. Landscape and irrigation plans for the public right-of-way shall be incorporated into the improvement plans and shall require a signature of approval by the Department of Public Works, Street Superintendent and the Community Development Department.

☐ 6. The owner shall offer to dedicate and improve the following street(s) to the standard indicated:

Street Name	City Standard	Standard Drawing No.

☐ 7. The owner shall offer to dedicate to the City the following easement(s). The location and alignment of the easement(s) shall be to the description and satisfaction of the City Engineer:

☐ a. Public Utilities Easement;
☐ b. Water Line Easement;
☐ c. Sewer Facilities Easement;
☐ d. Landscape Easement;
☐ e. Storm Drain Easement.

G. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

☒ 1. A final soils report shall be submitted to the City prior to the final inspection and shall certify that all grading was inspected and approved, and that all work has been done in accordance with the plans, preliminary report, and Chapter 70 of the Uniform Building Code.

☒ 2. The applicants civil and soils engineer shall submit a certification that the rough grading work has been completed in substantial conformance to the approved plans and permit.

☒ 3. When retaining walls are shown on the grading plan, said walls shall be completed before approval of the rough grade, and prior to issuance of any building permits, unless waived by the Building Official and the City Engineer.

☒ 4. All property corners shall be staked for construction control, and shall be promptly replaced if destroyed.

☐ 5. Building permits shall not be issued until the water system has been completed and approved, and a based access road installed sufficient to support the City's fire trucks per Fire Department recommendation.

☐ 6. The developer shall annex to the City's Landscape and Lighting District for payment of the operating and maintenance costs of the following:

☐ a. Street lights;
☐ b. Parkway and open space landscaping;
☐ c. Wall maintenance in conjunction with landscaping;
☐ d. Graffiti abatement;
☐ e. Maintenance of open space areas.

☐ 7. Prior to the issuance of a Building Permit for a building within Flood Insurance Rate Map (FIRM) - in zones A1-A30, AE, AO, AH, A, V1-V30, VE and V - the developer shall provide an Elevation Certificate in accordance with the National Flood Insurance Program. This form must be completed by a land surveyor, engineer or architect licensed in the State of California.

☐ 8. Prior to the issuance of a Building Permit for a building within Flood Insurance Rate Map (FIRM) in zones A1-A30, AE, AO, AH, A, V1-V30, VE and V, the developer shall provide a Flood Proofing Certificate in accordance with the National Insurance Program. This form must be completed by a land surveyor, engineer or architect licensed in the State California.

H. PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY:

☒ 1. The applicant shall pay any current and outstanding fees for Engineering Plan Checking and Construction Inspection services and any outstanding annexation fees.

☒ 2. No buildings shall be occupied until all public improvements are completed and approved by the City Engineer, and accepted by the City Council.

☒ 3. All final property corners and street monuments shall be installed before acceptance of the public improvements.

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

☐ 5. The applicant shall install all street names, traffic signs and traffic striping as directed by the City Engineer.

☐ 6. If the adjoining existing City street is inadequate for the traffic generated by the project, or will be severely damaged by the construction, the applicant shall remove the entire roadway and replace it with a minimum full half-width street plus a 12' wide travel lane and 8' wide graded shoulder adequate to provide for two-way traffic. (A finding of "rough proportionality" has been made in the resolution for this condition).

☐ 7. If the development includes a phased street construction along the project boundary for future completion by the adjacent property owner, the applicant shall provide a minimum half-width street plus a 12' wide travel lane and 4' wide graded shoulder adequate for two-way traffic. (A finding of "rough proportionality" has been made in the resolution for this condition).

☐ 8. When the project fronts on an existing street, the applicant shall pave-out from the proposed curb to the edge of pavement if the existing pavement section is adequate, and shall feather the new paving out to the centerline for a smooth transition. If the existing pavement is inadequate, the roadway shall be replaced to centerline and the remaining pavement shall be overlaid. (A finding of "rough proportionality" has been made in the resolution for this condition).

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

☒ 10. The applicant shall install all utilities (sewer, water, gas, electricity, cable TV and telephone) underground (as shown on the composite utility plan). Street lights shall be installed at locations as required by the City Engineer. All existing overhead utilities adjacent to or within the project shall be relocated underground except for electrical lines 77 kilovolts or greater. All utilities shall be extended to the boundaries of the project. All underground construction shall be completed and approved by the public utility companies, and the subgrade shall be scarified and compacted, before paving the streets.

☐ 11. Prior to paving any street the water and sewer systems shall successfully pass a pressure test. The sewer system shall also be tested by a means of a mandrel and video inspection with a copy of the video tape provided to the City. No paving shall occur until the City has reviewed and viewed the sewer video tape and has determined that the sewerline is acceptable. Any repair costs to the pipeline including trench paving restoration shall be at the developer's expense.

☒ 12. A blackline clear Mylar (0.4 MIL) copy and a blueline print of as-built improvement plans, signed by the engineer of record, shall be provided to the City Engineer prior to the final inspection. A reduced copy (i.e. 1" = 100') of the composite utility plan shall be provided to update the City's Atlas Map.

☒ 13. All construction refuse shall be separated (i.e. concrete, asphalt concrete, wood gypsum board, etc.) and removed from the project in accordance with the City's Source Reduction and Recycling Element.

****

PASO ROBLES FIRE DEPARTMENT - The applicant shall contact the Fire Department, (805) 237-3973, for compliance with the following conditions:

I. GENERAL CONDITIONS

☒ 1. Fire hydrants shall be installed at intervals as required by the Fire Chief and City Engineer. The maximum spacing for single family residential shall be 500 feet. The maximum spacing for multi-family and commercial/ residential shall be 300 feet. On-site hydrants shall be placed as required by the Fire Chief.

☐ 2. Building permits shall not be issued until the water system, including hydrants, has been tested and accepted and a based access road installed sufficient to support the City's fire apparatus (HS-20 truck loading). The access road shall be kept clear to a minimum of 24 feet at all times and shall be extended to each lot and shall be maintained to provide all weather driving conditions.

☒ 3. No buildings shall be occupied until all improvements are completed and accepted by the City for maintenance.

☐ 4. If the development includes phased street construction, temporary turn-arounds shall be provided for streets that exceed 150 feet in length. The temporary turn around shall meet City requirements as set forth in the Public Works Department Standards and Specifications.

☐ 5. All open space areas to be dedicated to the City shall be inspected by the Fire Department prior to acceptance. A report shall be submitted recommending action needed for debris, brush and weed removal and tree trimming. The developer shall clean out all debris, dead limbs and trash from areas to be recorded as open space prior to acceptance into a Benefit Maintenance District.

☐ 6. Any open space included in a private development shall be subject to the approval of a vegetation management plan approved by the Fire Chief.

☐ 7. Each tract or phase shall provide two sources of water and two points of access unless otherwise determined by the Fire Chief and Public Works Director.

☒ 8. Provisions shall be made to update the Fire Department Run Book.

Exhibit B – Site Plan, Landscape Plan and Elevations

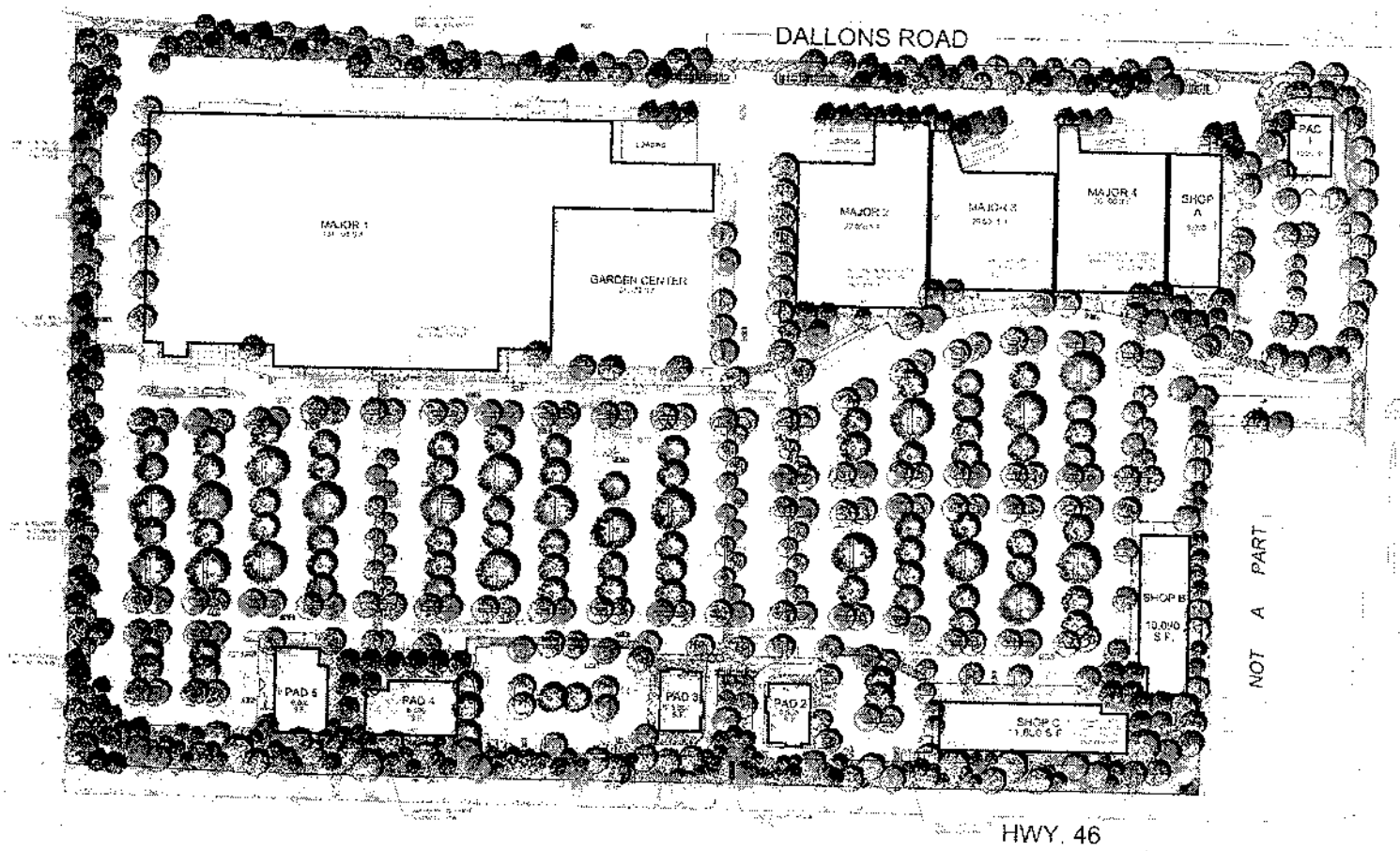
PRELIMINARY SITE PLAN

PASO ROBLES SHOPPING CENTER

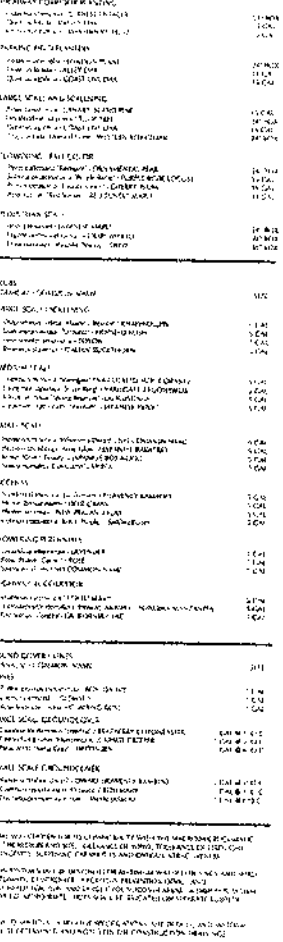
REGENCY CENTERS

PASO ROBLES, CALIFORNIA

PRELIM. SITE PLAN 1



PROPOSED PLANT LEGEND



regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

HIGHWAY 46 & GOLDEN HILLS ROAD
CONCEPTUAL PLANTING PLAN

PASO ROBLES, CALIFORNIA

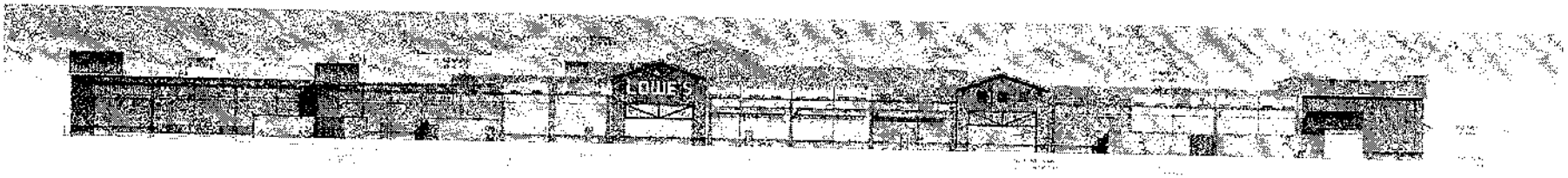
L-1

PROJECT # 7411b
DATE: APRIL 9, 2006

north

1" = 50'

FRONT ELEVATION (SOUTH)



REAR ELEVATION (NORTH)

REGENCY CENTERS INC.
96 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

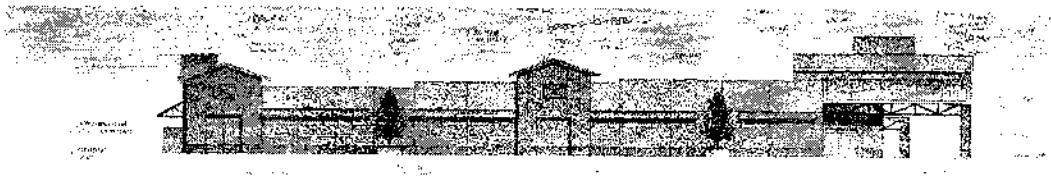
GOLDEN HILLS PLAZA

11

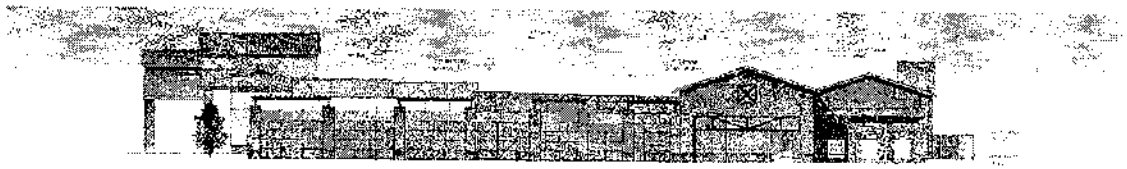
PROJECT # 06-0376-01
DATE: APRIL 2 2007

MULVANNY G2

LOWE'S



LEFT ELEVATION (WEST)



RIGHT ELEVATION (EAST)

REGENCY CENTERS INC.

GOLDEN HILLS PLAZA

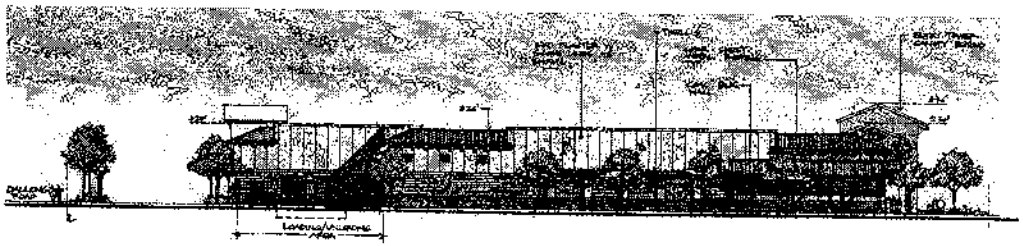
12

PROJECT # 06-0376-01
DATE: APRIL 2 2007

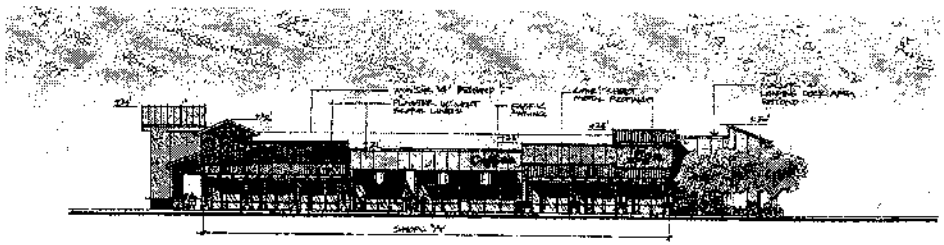
MULVANNY G2

LOWE'S

SOUTH ELEVATION



WEST ELEVATION



EAST ELEVATION

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

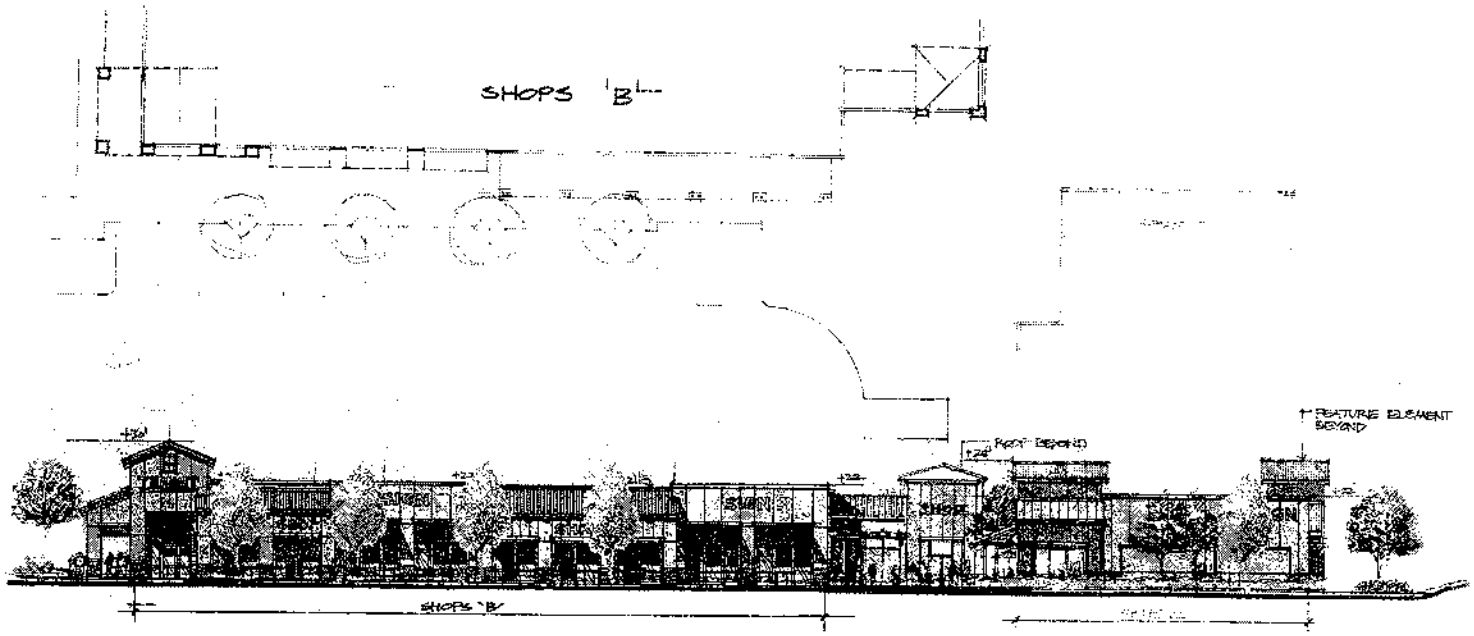
GOLDEN HILLS PLAZA

[illegible] & GOLDEN HILLS ROAD
[illegible] ELEVATIONS

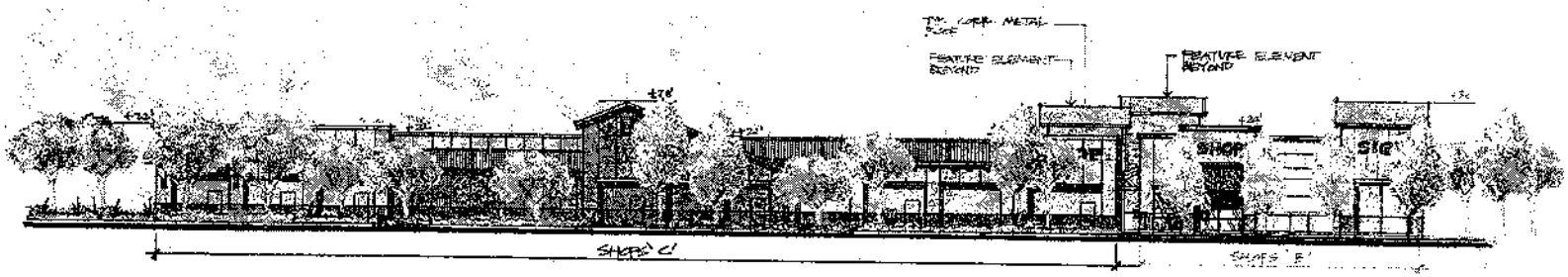
7

PROJECT # 24115
DATE APRIL 9, 2007

a division of gkkworks
1833 Victory Boulevard | GLENDALE | CA 91201
818 246 6050 | 818 240 0430 fax | www.lhaarchitects.com



WEST ELEVATION
SCALE: 3/32" = 1'-0"



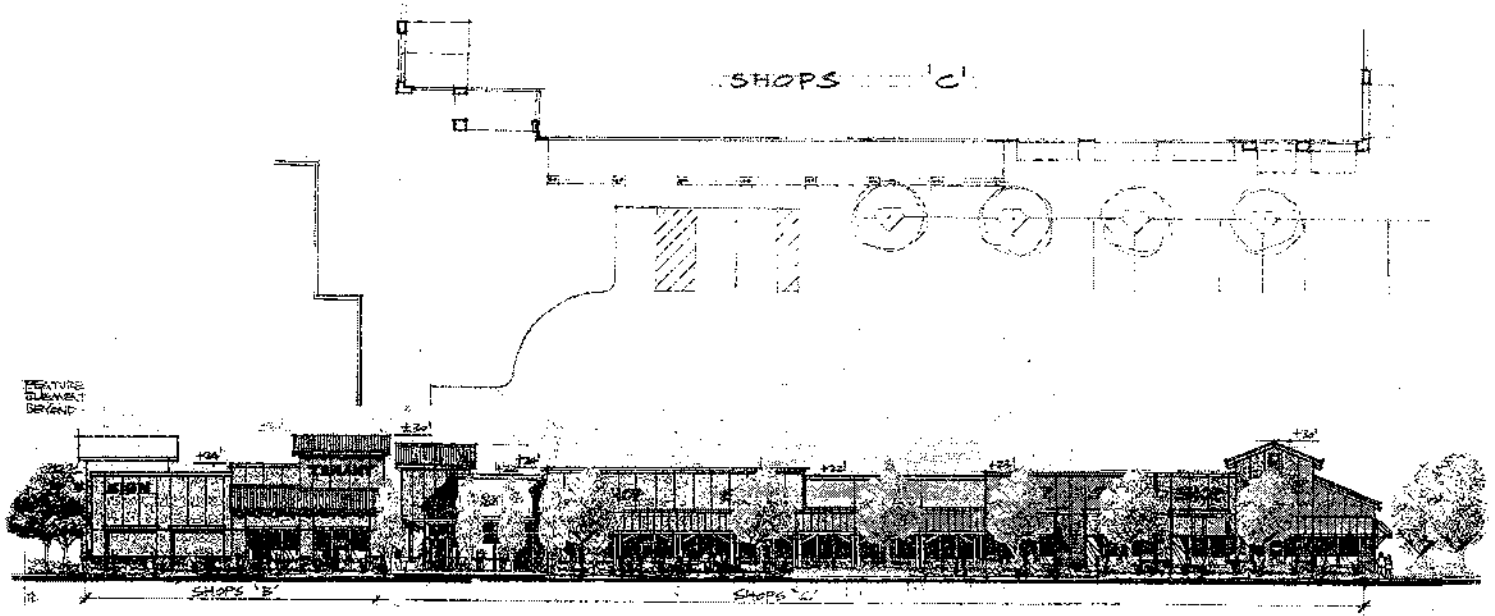
SOUTH ELEVATION
SCALE: 3/32" = 1'-0"

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA
[illegible] & GOLDEN [illegible] ROAD
ELEVATIONS OF SHOPS 'B' & 'C'

PROJECT # 24115
DATE APRIL 9, 2007

a division of gkkworks
1833 Victory Boulevard | GLENDALE, CA 91201
818.246.6050 . 818.249.0430 fax | www.thearchitects.com



NORTH ELEVATION
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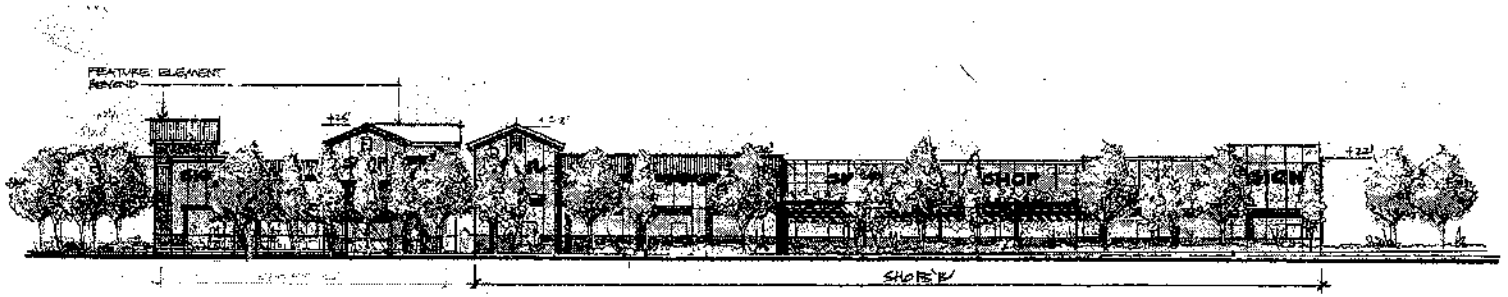


EAST ELEVATION
SCALE: 3/32" = 1'-0"

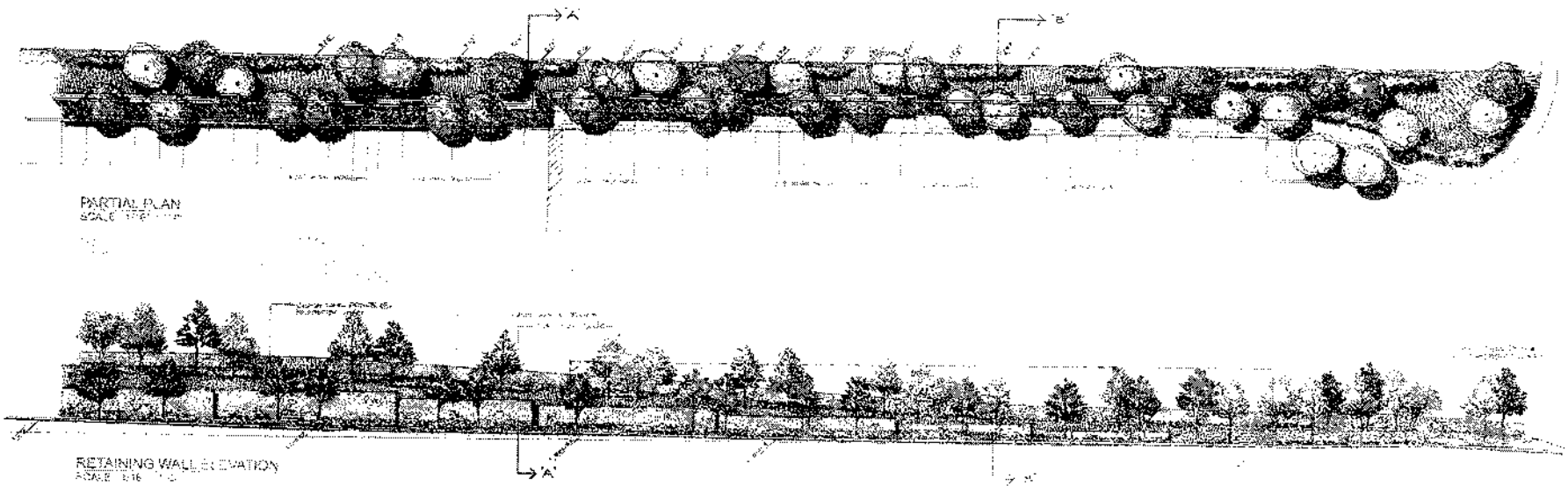
regency centers
30 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614
CLIENT

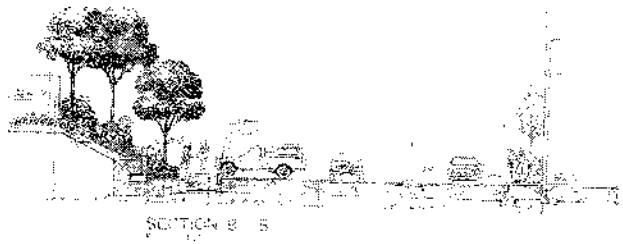
GOLDEN HILLS PLAZA
HWY 40 & GOLDEN HILLS ROAD
ELEVATIONS OF SHOPS 'B' & 'C'

8

PROJECT # 2411-5
DATE: APRIL 9, 2007

a division of gkkworks
1033 Victory Boulevard | GLENDALE | CA 91201
818 246 6050 | 818 240 0455 fax | www.lhaarchitects.com





regency centers
38 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA

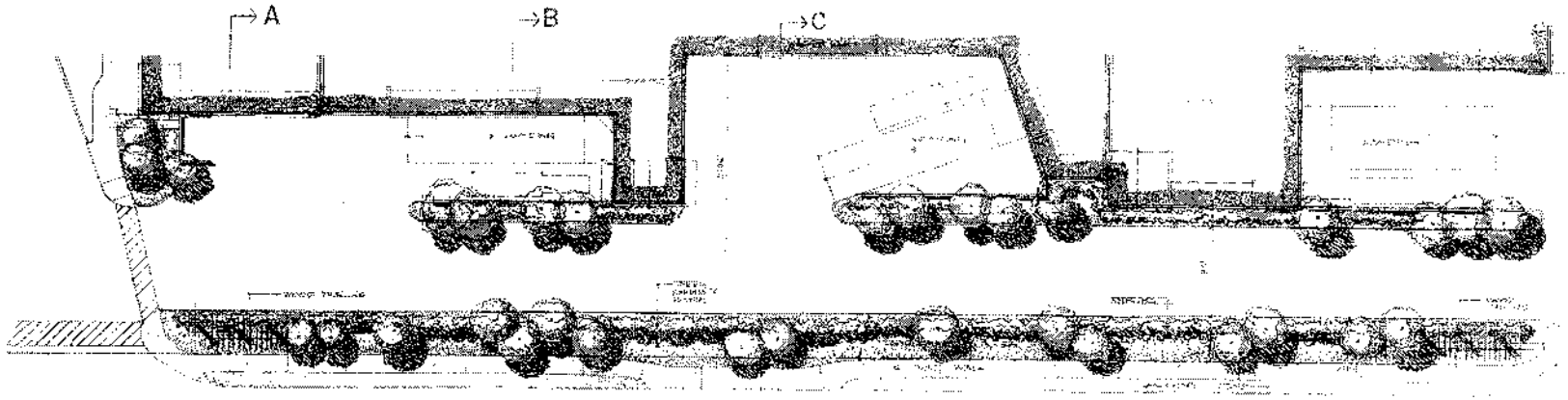
HWY 46 & GOLDEN HILLS ROAD

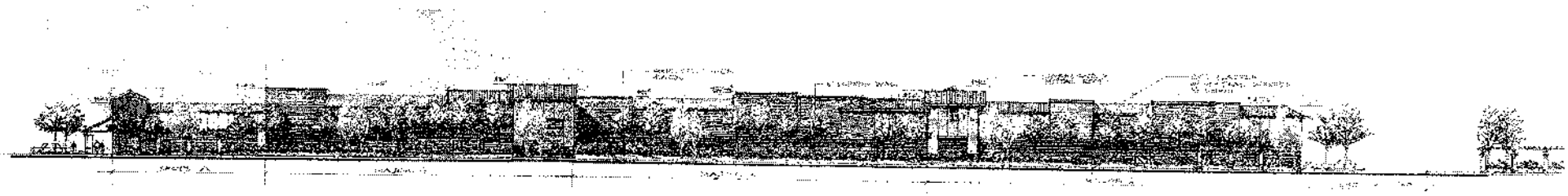
RETAINING WALL DETAIL

14

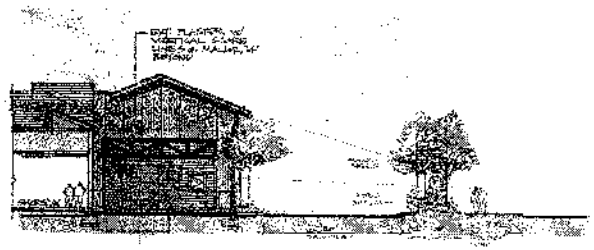
PROJECT # 24115
DATE APRIL 9 2007

a division of gkkworks
1833 Victory Boulevard | Glendale, CA 91201
818 246 6000 818 240 0430 fax | www.lrkarchitects.com

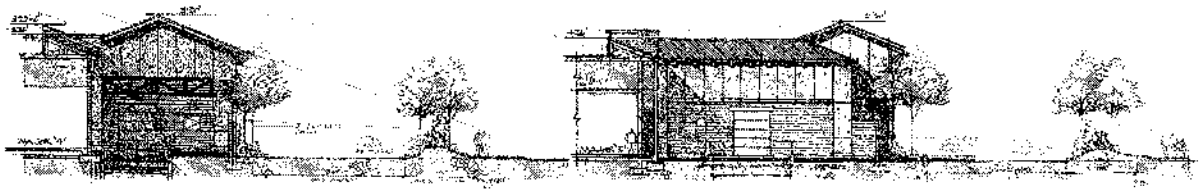




NORTH ELEVATION



SECTION A



SECTION B

SECTION C

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

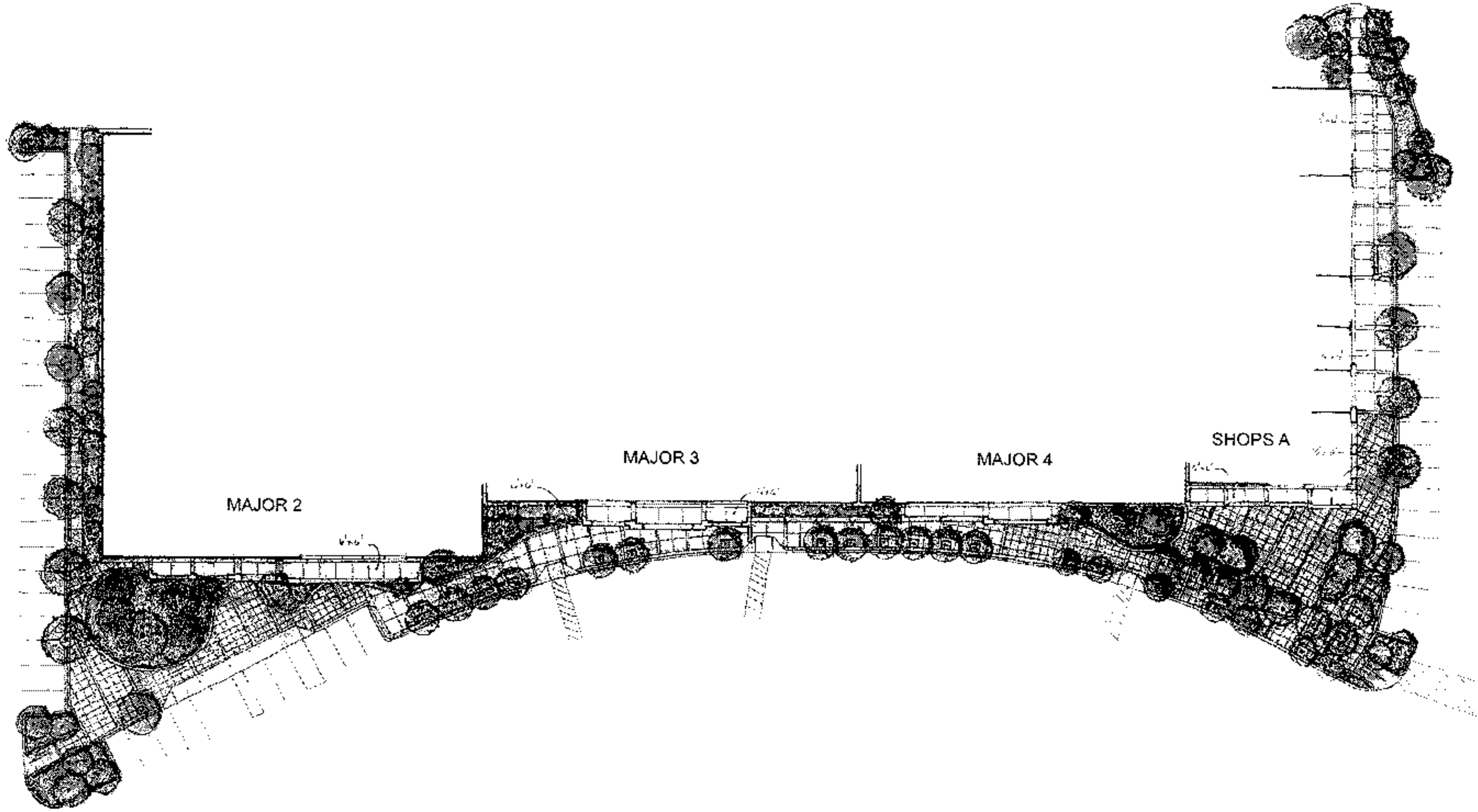
GOLDEN HILLS PLAZA

NORTH ELEVATION

15

PROJECT # 24115
DATE APRIL 9, 2007

a division of gkkworks
1633 Victory Boulevard | GLENDALE CA 91201
818 246 6050 | 818 240 0430 fax | www.thegarchitects.com



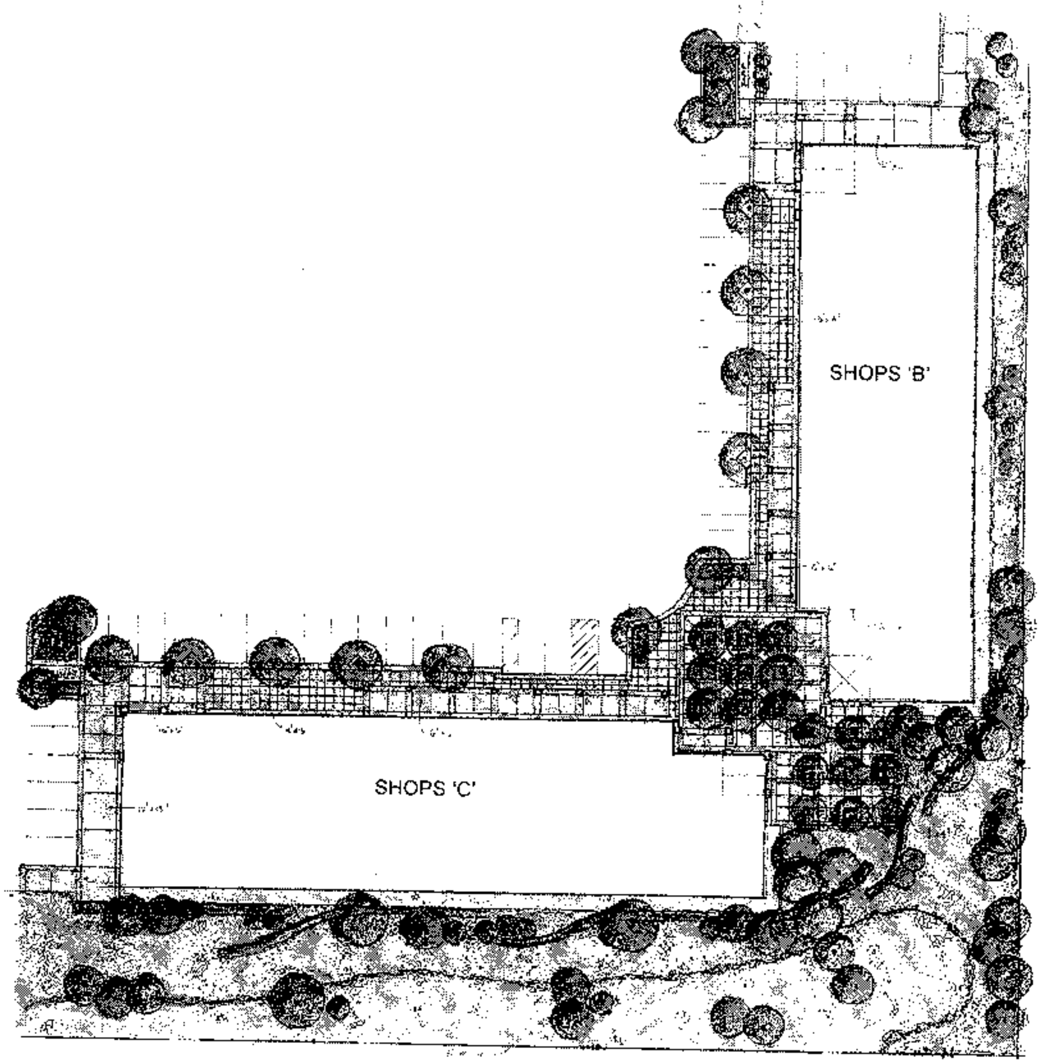
PROJECT # 24115
DATE: APRIL 9, 2007

regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE CA 92614

GOLDEN HILLS PLAZA
HWY 46 & GOLDEN HILLS ROAD
HARDSCAPE AT MAJORS

16

a division of gkkworks
1833 Victory Boulevard | GLENDALE CA 91201
818 246 6050 | 818 240 0430 fax | www.linearcitylands.com



regency centers
38 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

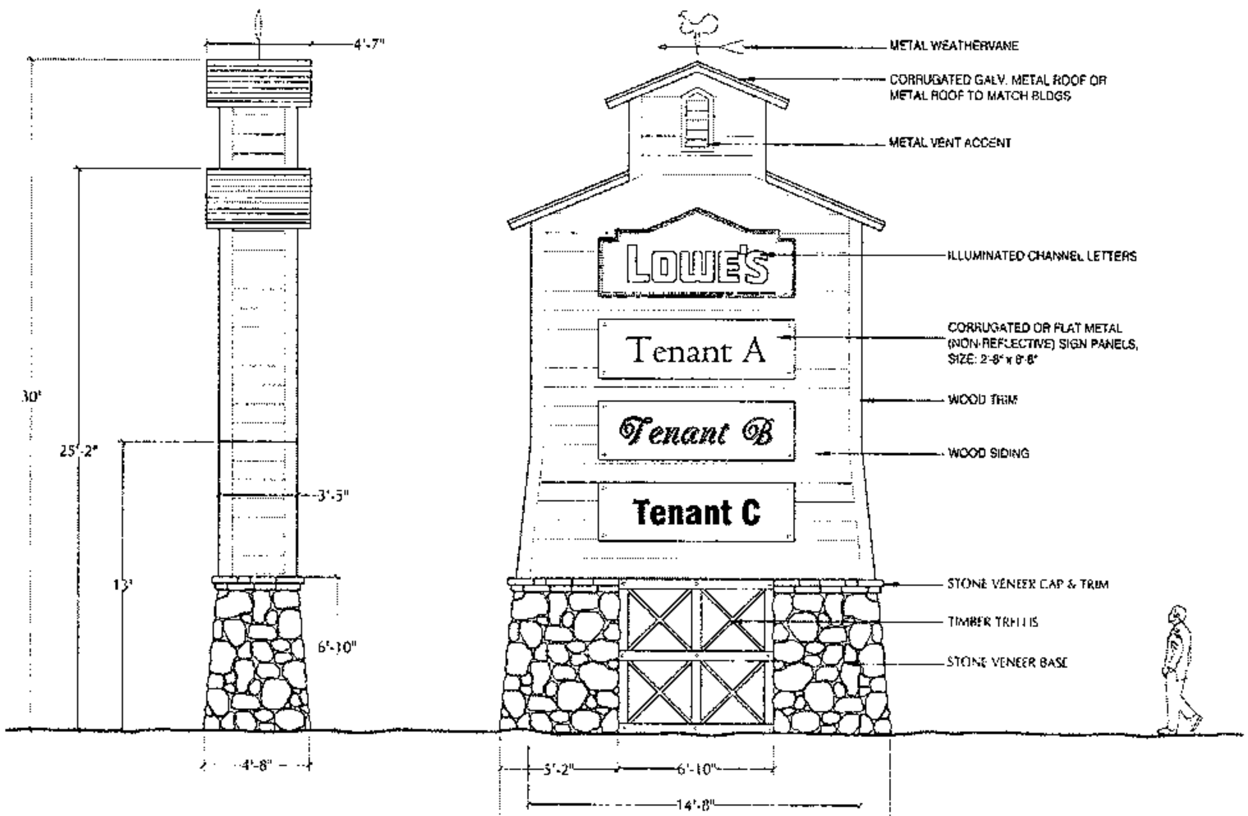
GOLDEN HILLS PLAZA

HWY 46 & GOLDEN HILLS ROAD
HARDSCAPE AT SHOPS [illegible]

17

PROJECT # 24115
DATE: APRIL 9, 2007

a division of gkkworks
1633 Victory Boulevard | GLENDALE CA 91201
818 240 0050 | 818 240 0430 fax | www.[illegible].com



regency centers
36 EXECUTIVE DRIVE
SUITE 100
IRVINE, CA 92614

GOLDEN HILLS PLAZA

PROJECT INFO

18

PROJECT # 74115
DATE APRIL 9 2007

a division of gikworks

OASIS LANDSCAPE ARCHITECTURE AND PLANNING

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

Newspaper: Tribune

Date of Publication: July 13, 2007

Meeting Date: August 14, 2007 (Planning Commission)

Project: Planned Development 06-025 and Conditional Use Permit 06-013 (Regency Centers/Lowes)

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 ADOPT A MITIGATED NEGATIVE DECLARATION, A PLANNED DEVELOPMENT 06-025 AND A CONDITIONAL USE PERMIT 06-013

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold a Public Hearing on Tuesday, August 14, 2007, at 7:30 p.m. at the City of El Paso de Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers, to consider adoption of a Mitigated Negative Declaration in accordance with the provisions of the California Environmental Quality Act (CEQA) for the following project:

Planned Development 06-025 and Conditional Use Permit 06-013: A request filed by Regency Centers for a regional shopping center including: a 169,112 s.f home improvement and garden center; and several other retail buildings with a combined building square footage of approximately 105,000 s.f., and three restaurant pads. (APNs 025-391-037, -033, -039, -063, and -067). The project is in the Commercial/Light Industrial (C-3) zoning district.

The public review period for the Mitigated Negative Declaration (MND) is from July 13, 2007 through August 11, 2007. The proposed MND 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 Planned Development, Conditional Use Permit and corresponding MND 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 this application in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at or prior to the public hearing.

Susan DeCarli, AICP
City Planner
July 13, 2007

06-013

AFFIDAVIT

OF MAIL NOTICES

PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

I, Shaun Temple, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for PD 06-025/CUP 06-013 Regency Centers on this 11th day of July 2007.

City of El Paso de Robles
Community Development Department
Planning Division

Signed: _____
Shaun Temple