TO: HONORABLE CHAIRMAN AND PLANNING COMMISSION

FROM: ED GALLAGHER, COMMUNITY DEVELOPMENT DIRECTOR

SUBJECT: PLANNED DEVELOPMENT 11-004 AND CONDITIONAL USE PERMIT 11-006 (PASO ROBLES HORSE PARK LLC)

DATE: JANUARY 24, 2012

Needs: For the Planning Commission to consider an application filed by RRM Design Group on behalf of the Paso Robles Horse Park, proposing to establish an equestrian facility for hunter and jumper competitions.

Facts:

1. The project is located on a 67-acre site located at the south end of Hughes Parkway, south of Dry Creek Road, west of Airport Road (see Attachment 1, Vicinity Map).

2. The site is zoned RA-PD (Residential Agriculture, Planned Development Overlay) with a portion of the site within the POS (Parks and Open Space) zoning district. The entire site is within the POS (Parks and Open Space) land use designation.

3. Table 21.16.200, Permitted Land Use Table, requires the approval of a Conditional Use Permit (CUP) for equestrian facilities in the RA and POS zoning districts.

4. As a result of the site having PD Overlay zoning, a Development Plan (PD) is required to be processed to the Planning Commission.

5. As discussed in the Project Description (Attachment 2), the facility would develop approximately 39.5 acres of the 67 acre site. Development would include minor grading, since the area of development is relatively flat. The site improvements would consist of:
   - Parking Areas, approximately 8.1-acres of all-weather surfacing;
   - RV Camping area, approximately 4-acres, would accommodate 28 RV spaces that would only be utilized during events and only for persons participating in the event. The RV spaces will not be available for general transient lodging;
   - Arenas and Fields, 11-acres including the large grass event area, main arena, sand arenas, warm up areas, derby field;
   - Horse Stalls, approx. 5.2 acres, includes horse stalls, wash racks, farrier area, temporary competitor tents;

- Site Facilities, approx. 4.6 acres, includes office and registration building, restroom building, caretaker residence, hay barn, maintenance shop;
- Open space areas, approx. 32.3 acres, vendor area, concession area, spectator tent, event overlook, picnic, and seating areas.
- Drainage areas would cover approximately 2 acres.

6. 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 Mitigated Negative Declaration was prepared and circulated for public review and comment. Based on the information and analysis contained in the Initial Study (and comments and responses thereto), a determination has been made that the Paso Robles Horse Park project may be approved with a Mitigated Negative Declaration.

Analysis and Conclusion:

Events

Events would be between 6 to 8 a year, generally throughout the year except for December. During the times when there is not an event, the only use of the property would be an on-site care taker managing the property. No public horse boarding, breeding or training of horses are proposed for this facility.

Structures

The structures proposed with this project are the caretaker quarters (house) the office building, the hay barn, the maintenance shop and permanent restroom building. The caretaker house is proposed to be a modular building on permanent foundation. The applicants are proposing an agrarian architecture and have included color and material for each of the structures.

Approximately 500 horse stalls will be provided for the events. They will be a combination of permanent stalls and temporary stalls depending on the number of event entries.

RV spaces

The project proposes the development of 28 RV spaces for the use by event riders/trainers. The RV spaces will not be available for the general public and will only be available for use during events.

Parking and driveways

The required handicap accessible parking spaces and the parking spaces required for the caretaker house and office building will be paved as required by the building and zoning codes. All other parking areas including the large event parking lot is proposed to be decomposed granite (DG). The use of DG seems reasonable based on the limited need during events in a rural agricultural area. The

DG lot also is a compatible surfacing to address Low Impact Design (LID) measures.

Hughes Parkway as it extends to the project entrance will be paved to City Street Standards. The driveway into the site from the entrance including all other driveways on the site would be decomposed granite. To meet the Air Quality mitigation measures, a non-polluting soil binding agent will be used on all of the DG parking and driveway areas in order to control dust.

Environmental Issues

The Mitigated Negative Declaration for this project determined that mitigation measures are required to be implemented with the project development and on-going project operation. Mitigations include measures related to San Joaquin Kit Fox habitat, air quality, greenhouse gas emissions, traffic, and drainage. The specific mitigation measures are outlined in the Initial Study included in this report as well as the resolution of approval for the Development Plan (PD).

Airport

The project is located within Airport Zone 5, with a small corner of the site within Zone 3. The Airport Land Use Plan indicates that equestrian facilities are considered Compatible, subject to standard requirements related to maximum people per acre (e.g. no more than 450 persons per acre in Zone 5 and no more than 120 persons in Zone 3). Calculations indicate that no more than 85 people per acre would be on the site on one acre at a time, even during events, which is far below the limitations. The Airport Manager did request that conditions be added to the project that would require an Avigation Easement as well as recording a Constructive Notice on the property that explains the proximity of the airport and aircraft noise that is associated with the airport (See Attachment 4).

Conclusion

The proposed project would meet the intent of the General Plan Land Use Element and Economic Strategy Plan by providing a clean and attractive business that would promote a specialized industry that would draw on local advantages to serve local and international markets.

Policy Reference: General Plan Land Use Element, Zoning Code, Airport Land Use Plan, and 2006 Economic Strategy.

Fiscal Impact: There are no specific fiscal impacts associated with approval of this Planned Development.

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

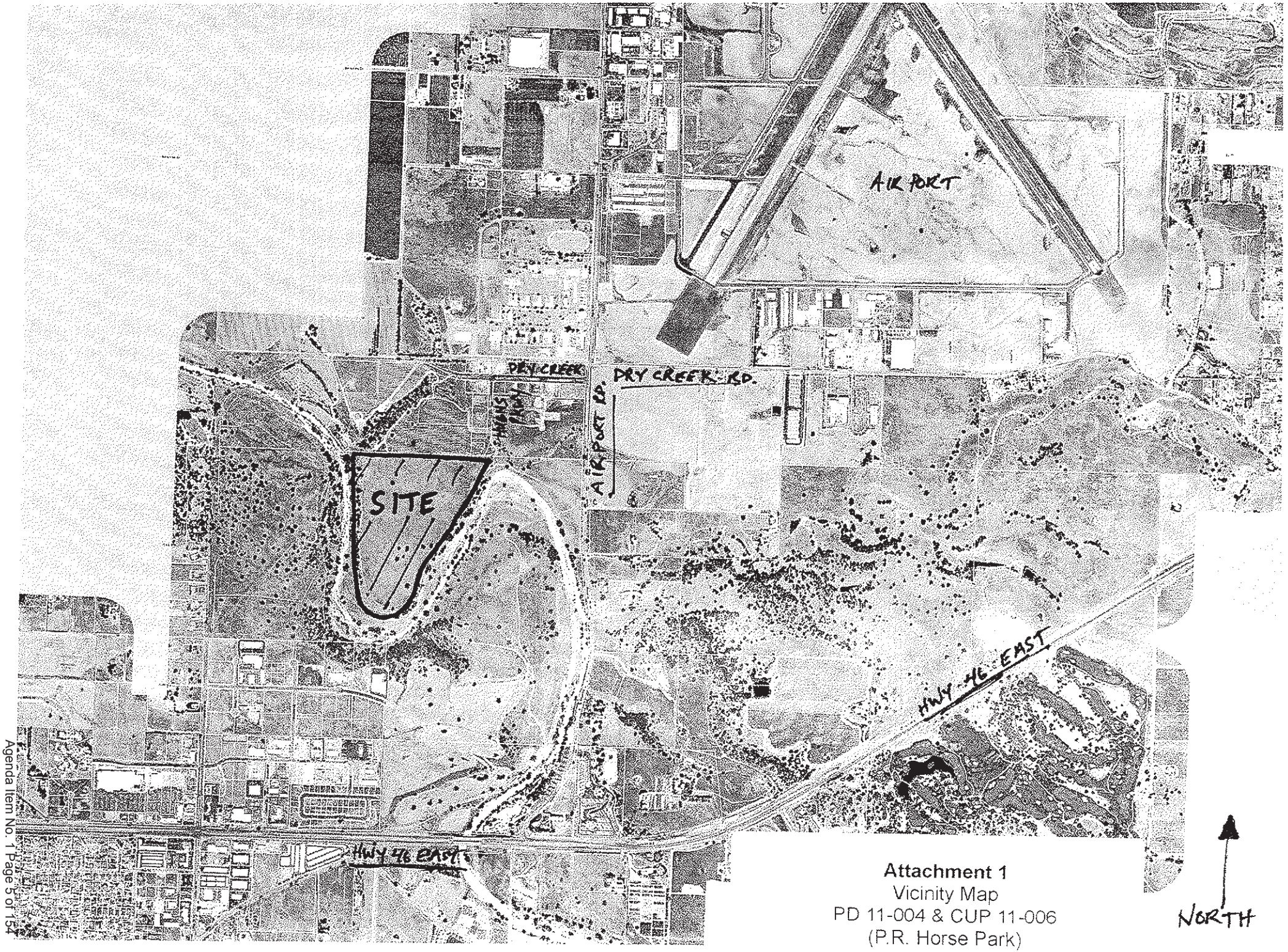
a. 1. Adopt the attached Resolution approving a Mitigated Negative Declaration for PD 11-004 & CUP 11-006, subject to the mitigation measures identified in the resolution approving PD 11-004;

2. Adopt the attached Resolution approving a Planned Development 11-004 and Conditional Use Permit 11-006, allowing the construction and operation of the equestrian facility, subject to standard and site specific conditions;

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

Attachments:

1. Vicinity Map
2. Applicant's Project Description
3. City Engineer's Memo
4. Airport Manager Memo
5. Draft Resolution to approved Mitigated Negative Declaration
6. Draft Resolution to approve PD 11-004 and CUP 11-006
7. Mail and Newspaper Affidavits



Attachment 1
Vicinity Map
PD 11-004 & CUP 11-006
(P.R. Horse Park)

Paso Robles Horse Park, LLC

Project Description

July 29, 2011

Revised Dec. 2011

rrmdesigngroup

creating environments people enjoy®

For many years the applicant has been dreaming of a mid-state equestrian showground for Hunter/Jumper competitions. That dream can come true on the 67 acre parcel of vacant land located in the northern part of Paso Robles just west of Airport Road. This property is well situated with a location and topography adequate to meet the needs of local and regional competitive hunter/jumper shows of multiple classes.

The Paso Robles Horse Park is anticipated to have only 30 to 40 days of operation per year, and project traffic will be spread throughout the day rather than at peak travel periods. The project will maintain approximately 32 acres of open space and park lands, and it contains minimal buildings and a very small amount of impervious surfaces.

The Paso Robles Horse Park can meet the growing demand for the sport as well as to serve the community of Paso Robles. The location is central in the State, conveniently located between the Bay area and Los Angeles, and is efficiently located along Highway 101 and Highway 46. Paso Robles has numerous amenities surrounding the site and make the project site superior as a long term sustainable facility. The Paso Robles Horse Park could become a major draw between the Monterey Peninsula and the Palm Desert region, and is expected to positively contribute to tourism and financially benefit the City of Paso Robles.

Paso Robles Horse Park, Paso Robles

Project Description
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Paso Robles Horse Park, Paso Robles

Project Description

1. Site Statistics

1.a Site Location - The project site is located in the City of Paso Robles off of Highway 46 east and Airport Road. It is accessed by taking Airport Road approximately 1 mile to Dry Creek Road, turning left and traveling approximately a half-mile to Hughes Parkway.

Vicinity Map

1.b Site Size - The site is 67.22 vacant acres, with approximately 55.22 acres on 2% to 10% slopes and 12.0 acres on 11% or steeper slopes on the perimeter of the site.

1.c Proposed Uses - The site will be used for hunter/jumper competitive equestrian events; it will not be used for public boarding, breeding or training horses. The event season is generally late January through November, and initially will start with two shows per year, with a possibility of several one day shows, for a total of 10-20 days of operation a year. Eventually the Horse Park might build to 6-8 shows a year, for a total of 30-40 days of operation a year.

The shows will generally start on Wednesdays and conclude on Sundays, with a Grand Prix event held on Saturday afternoons.

1.c.1 Land Use Statistics – Site coverage of the primary permanent land use areas listed below are derived from the Land Use Plan. The following land uses are proposed for the project:

1.c.1a Parking Areas (refer to Section 5.b)
- Land use site coverage: approximately 8.1 acres
- Includes designated parking areas (Parking Lot, Trailer Parking, Handicapped Parking), overflow parking adjacent to the derby field, gateway area, roads, pedestrian circulation, and landscape areas

1.c.1b RV Camping Area (refer to Section 5.c)
- Land use site coverage: approximately 4.4 acres
- Includes parking areas, roads, pedestrian circulation, picnic spaces, and landscape areas

1.c.1c Arenas and Fields (refer to Section 5.d)
- Land use site coverage: approximately 11.0 acres
- Includes large grass event area, main arena, sand arenas, warm up arenas, derby field, pedestrian circulation, and landscape areas

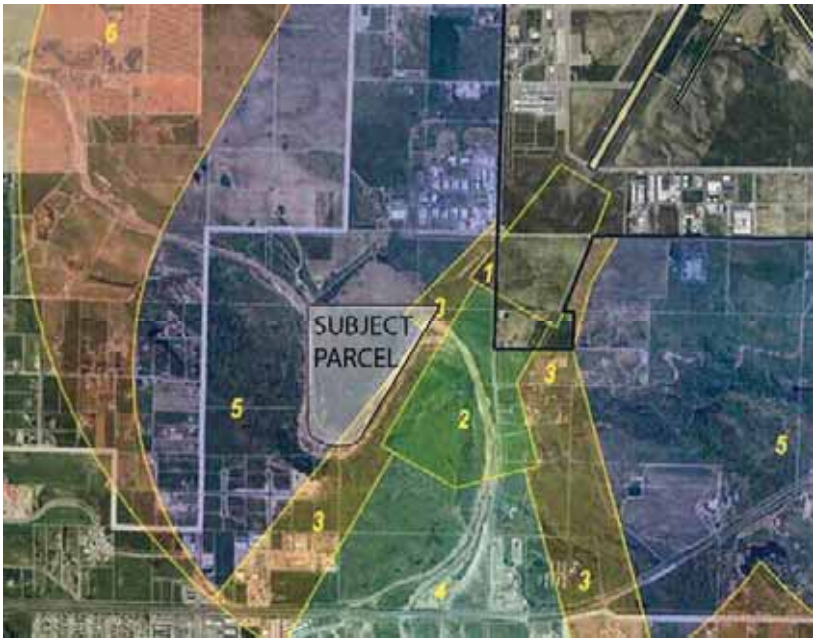
1.c.1d Horse Stalls (refer to Section 5.e)
- Land use site coverage: approximately 5.2 acres
- Includes horse stalls, wash racks, farrier area, temporary competitor tents, pedestrian circulation, and landscape areas

1.c.1e Site Facilities (refer to Section 5.f)
- Land use site coverage: approximately 4.6 acres
- Includes proposed buildings, existing well area, potential water storage, pedestrian circulation, and landscape areas

1.c.1f Parks and Open Space Area (refer to Section 5.g)
- Land use site coverage: approximately 32.3 acres
- Includes vendor area, concession truck parking area, spectator tent, event overlook, picnic and seating areas, temporary restrooms, pedestrian circulation, and landscape areas

1.c.1g Drainage Areas (refer to Section 5.h)
- Land use site coverage: approximately 2.0 acres
- Includes drainage basin and swales

1.d Airport Land Use Calculations- Nearly all of the property lies within Zone 5 of the Airport Planning Area with a small portion of the southeast corner of the site within Zone 3. The Land Use Compatibility Matrix indicates that the Horse Park complies with the Compatibility Matrix permitted uses.



Airport Safety Zones Map

1.d.1 The Airport Land Use Plan (Table 5: Maximum Allowable Nonresidential Land Use Densities and Minimum Required Open Space) specifies that no more than 450 people should be permitted per square acre in Zone 5, and no more than 120 people should be permitted per square acre in Zone 3.

1.d.1.a Based on the calculations in 1.d.1b, the Paso Robles Horse Park is planning for approximately 85 people per square acre (approximately 19% of the allowable Land Use for Zone 5, and 71% of the allowable Land Use for Zone 3).

Note that many people will carpool in one vehicle, visitors will arrive at intermittent times during the day for specific events, and in many cases, there is likely to be more than one horse per competitor (refer to Parking Calculations in Section 1.e for additional information).

1.d.1.b The Land Use Density was calculated using Appendix E of the Airport Land Use Plan, and applying 1 person per 300 sq. ft. outdoor use area for the Outdoor Entertainment (All Other) category. The Outdoor Use Area is 39.5 acres (1,720,620 sf), and it includes the entire property excepting the open space on the outlying slopes and outside of the Operations and Maintenance route, and basins and swales.

- 1,720,620 / 300 = 5,735 people attracted to the site
- Caretaker's Quarters = 2 additional people
- **5,737 total people / 67.22 acres = 85 people/ acre**

1.e Parking Calculations

1.e.1 Automobile Parking - Unlike other typical developments in the City there are no standard requirements for parking within a horse park. Therefore, experience and historical information of other horse shows have been used to estimate the necessary parking.

1.e.1a Quantity of Horses: Approximately 500 horse stalls are proposed on the site, and for each of those stalls approximately 25% (125 stalls) will be used to support the horses as tack rooms, supplies and grooming. Therefore, 375 horses are ultimately expected on the site for events.

1.e.1b Quantity of People: For each horse the applicant anticipates there will be an average of two people per horse attending because many of the competitors will have several horses or perform multiple functions (such as owner, trainer, groomer, rider and visitor).

- **375 x 2 = 750 people average**

1.e.1c People per Vehicles: The applicant estimates that many of the horses and visitors to the site will not be in single occupancy vehicles. Of the total number of people per horse, 188 people (25% of the 750) are expected to arrive in single occupancy vehicles. The remaining 75% (563 people) are expected to be carpooling in multiple occupancy vehicles, with an average of 3 people per vehicle.

1.e.1d Total Vehicles: The following is the estimated total number of expected vehicles (refer to Parking Provided in Section 1.f for additional information):

- 750 x 0.25 = 188 single occupancy vehicles average
- 750 x 0.75 = 563 multiple occupancy vehicles average
- 563/3 **=** 188 multiple occupancy vehicles average
- **188 + 188 = 376 total vehicles throughout the day average**

1.e.2 Due to the timing of the events, we estimate that there will never be 376 vehicles on the site at one time because the events will be spread throughout the 5 days of competition, and different classes and age groups will be competing at various times during the day. Many of the riders will be competing for 1 to 2 hours and then leaving for the day. The Grand Prix events will be held when the other events are completed, and many of the other competitors and visitors will have left the site.

1.e.2a There are a total of six arenas on the site. Typically only three arenas will be used in competition at one time, but there may occasionally be four arenas in use concurrently. The other arenas will be used for warm-up.

1.e.2b Since approximately 75% of the arenas may be in use, the applicant expects that only 75% of the total visitors and cars may be present at one time (but they will likely be arriving and departing throughout the day).

- **376 x 0.75 = an average of 282 total vehicles (all types) may be ultimately parked on-site at one time over the course of any given day**

1.e.3 Trailer Parking - Approximately 25% of the horses (94 horses) will arrive in large professional haulers which will not stay and may make multiple trips throughout the day. It is estimated that the remaining 75% of the horses (281 horses) are expected to be brought on the following types of private trailers and park on-site:

1.e.3a 20% of the 281 horses may be brought in large trailers, with each contain an average of 6 horses.

- **281 x 0.20 = 56 horses**
- **56/ 6 = 9 trailers**
- **A maximum of 9 large trailer parking spaces are required (some of these may not stay)**

1.e.3b 20% of the 281 horses may be brought in medium trailers, with each containing an average of 4 horses.

- **281 x 0.20 = 56 horses**
- **56/ 4 = 14 trailers**
- **A maximum of 14 medium trailer parking spaces are required (some of these may not stay)**

1.e.3c 60% of the 281 horses 25 horses may be brought in small trailers, with each containing an average of 2 horses.

- **281 x 0.60 = 169 horses**
- **169/ 2 = 85 trailers**
- **A maximum of 85 small trailer parking spaces are required**

1.e.3d Based on the above estimates, for the fully developed horse park grounds there is an estimated maximum of 108 trailer parking spaces required.

1.e.3e A total of 35 designated trailer parking spaces have been provided on the site for large and medium trailers, and small trailers will be permitted to park in the center parking spaces within the main parking lot where adequate space will be set aside based on anticipated event sizes (refer to Trailer Parking in Section 5.b.2 for additional information).

- **There will be designated trailer parking spaces adjacent to the Maintenance Shop and Yard that contains 8 trailer parking spaces that could be used for medium or small trailers, 9 spaces that will be reserved for large trailers, and 1 space that could be used for any size trailer.**
- **17 large trailer parking spaces have been provided within the designated trailer parking area adjacent to the RV Camping Area; and they could be used for small, medium or large trailers.**

1.f Parking Provided (refer to Section 5.b and the Land Use Plan for additional information, and note that the caretaker's parking spaces are not included)

1.f.1 Parking for the Paso Robles Horse Park will consist of the following:

- 517 spaces in designated parking areas (including designated and non-designated trailer parking, handicapped spaces and parking behind the horse stalls)
- 56 spaces in RV parking areas (28 RV and 28 car spaces)
- **573 net parking spaces**

1.g Landscape and Irrigation – The project is consistent with the City of Paso Robles' Landscape and Irrigation Ordinance (Chapter 21.22B) which states that turf areas shall not exceed 10% of the development's landscaped area. In the City's Completeness Review letter dated August 23, 2011, the City's Water Conservation Manager stated that the main arena is considered a use critical to the business activity of the facility, so the 10% limitation would not include this turf arena.

Drought-tolerant vegetation has been selected to reduce water use on the site, and all vegetation is low maintenance and very hardy. Trees have been selected which have deep roots and a low potential for root damage. Turf has been selected to withstand heavy use, and is low water use. Generally, the upper bluff is envisioned to be a more ornamental and maintained landscape, and the lower bluff is more like a natural open grass field.

1.g.1 The total area of shrubs, trees and groundcover within the project equals 364,061 s.f. (8.4 acres)

1.g.2 Recreational turf areas will be used around the vendors to reduce dust and create a nice place for people to gather, and they equal 36,399 s.f. (0.84 acres)

1.g.3 36,399/ 364,061 = 10% of the development's landscaped area

2. Overall Approach and Vision

The Paso Robles Horse Park site has been carefully selected to provide easy access for visitors from Highway 101, Highway 46, and the Paso Robles Municipal Airport. The proximity of many local hotels, parks, wineries, golf courses and the Waterpark create a unique experience for visitors and competitors. The applicants overall vision for the Paso Robles Horse Park is driven by a desire to:

- Create a mid-state location as a venue for hunter and jumper competition
- Be a site that is superior as a long term sustainable facility
- Become a major draw between the Monterey Peninsula and the Palm Desert region
- Create a location central in the State for local and regional competitive hunter/jumper shows of multiple classes
- Develop an exceptionally inviting venue to ultimately attract world class competition
- Reflect and build upon the history and agricultural heritage of Paso Robles
- Create a plan that is economically feasible to implement
- Contribute positively to the fiscal condition of the City
- Complete Major CUP, Development Plan, and the environmental review process in an efficient manner and within a reasonable time frame

2.a Financial Benefits to Paso Robles - The Paso Robles Horse Park fulfills the City's 2008–2011 goals for tourism and development near the airport and more, without negatively impacting schools, traffic or public safety.

The Paso Robles Horse Park is expected to draw in competitors from out of the area, and significantly contribute to the economy of Paso Robles. There is not much financial data available for a comparable facility size with similar length of event times to the proposed Paso Robles Horse Park, but it is envisioned by the applicant to be comparable (though on a smaller scale) to the case studies below and expected to bring a positive economic benefit the City.

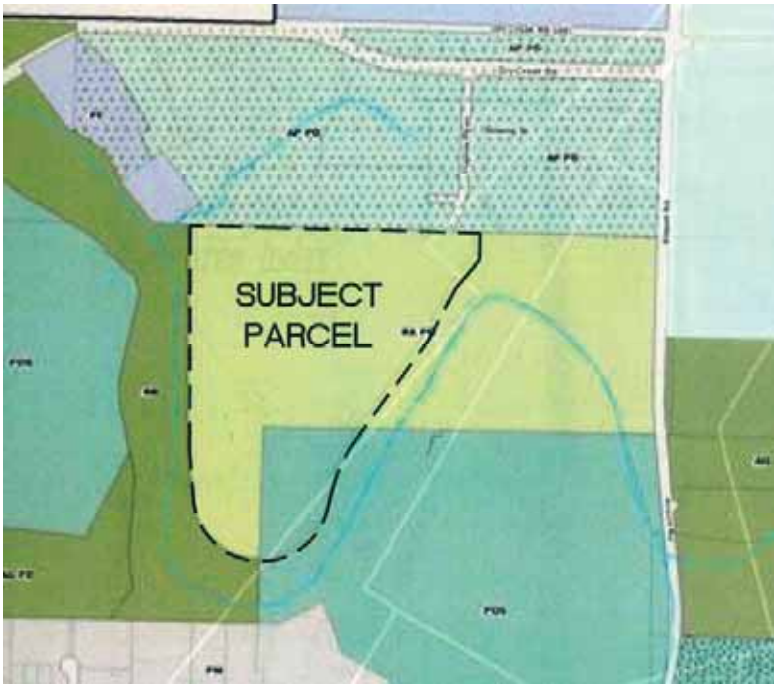
2.a.1 A 265 acre Thermal, CA. facility is City owned and on a long term (50 year) lease to the operator. Thermal is a large show which runs for 6 weeks starting late January. Last year there were between 700-800 horses per week and the facility has permanent stalls for 1,000. The City and website for this show reports that the economic impact to the local area is approximately $120 million for services and goods benefitting hotels, restaurants, etc.

2.a.2 An older study for the Thunderbird Show Park located in British Columbia and the Township of Langley, B.C. indicated the economic impact to be $125 million.

3. Site Planning Approach (see attached Conceptual Land Use Plan)

The site planning approach identifies areas where the project facilities and amenities can be located to reduce potential environmental impacts and easily serve horse park users. The project strives to create an atmosphere suitable for competitive jumping while embracing the rural surrounding native landscape.

3.a Zoning - The majority of the site is currently zoned RA/PD (Residential Agricultural and Planned Development) with a small portion zoned POS (Parks and Open Space). City staff has indicated that there will not be any zoning amendments required for the project.



Zoning Map

4. Constraints Currently Identified

4.a Biology – Preliminary biological analysis was performed by Althouse & Meade, Inc. for the applicant to identify broad categories and approximate locations of potential area of biological importance, and a Biological Study is included. In general, the site is primarily grassland and there are a few rare plants found on the edge of the site which would not be affected by the development.

A San Joaquin kit fox habitat evaluation was developed by Althouse & Meade, Inc., and approved by the Department of Fish and Game. The applicant, City staff, and the Department of Fish and Game had a meeting to discuss the San Joaquin kit fox habitat on October 12, 2011. To reduce the potential impacts within the kit fox corridor, the project's developed area was reduced to 39.5 acres.

4.b Oak Trees – There are approximately 10 large oaks on the lower plateau as well as oaks and other varietal trees along the perimeter and river banks. An arborist has provided a detailed Tree Inventory to ensure the protection of these trees. No oak trees will be removed for the project.

View of the existing grassland and trees on-site, looking south

4.c Slopes – Topographical mapping of the site has been completed to identify trees and slopes on the site. The site consists of two mostly flat plateaus with a drop between them of approximately 15 feet, and a slope to the river that surrounds three sides of the site. Grading has been proposed to allow for project circulation and building pads, and it is as minimal as possible.

4.d Traffic –City staff has indicated that a Traffic Study is not needed for this project. Project traffic will be spread throughout the day rather than at peak travel periods (refer to Section 1.e for additional information). In response to the Caltrans letter dated August 29, 2011, a focused traffic study has been prepared by Whitlock and Weinberger Transportation, Inc for the intersection of Highway 46 and Airport Road.

5. Proposed Project Program (see attached Land Use Plan for statistics and additional information)

5.a Circulation – The roads and pathways within the site will not be paved; rather they will be decomposed granite, road base, dirt with stabilizer, or other pervious material to facilitate equestrian use; and no curbs are proposed on internal circulation routes due to tripping potential for the horses. Roads have been located as far away from trees and steep slopes as possible to avoid impacts to natural resources. Circulation routes on the site will be privately owned and will be well maintained to ensure ease of use and stability of surfacing.

5.a.1 Primary Vehicular Circulation Route – The primary road widths are 24 feet wide, with 40 to 58 feet proposed around the horse stalls to facilitate the turning radii of trucks and horse trailers.

5.a.1.a Access to the site will be on Dry Creek Road from Airport Road and then south on Hughes Parkway (currently stubbed-in with utilities to within approximately 300 yards of the subject parcel).

5.a.1.b It is not anticipated that traffic on surrounding roads will be noticeably impacted. This is due to the intermittent nature of the horse events, the fact that people will be coming and going throughout the day, and there is no set arrival or departure times. Large events will be held throughout the week and competitors will be primarily leaving throughout the morning on Saturday and Sunday. The largest anticipated event is the Grand Prix and it is usually held on Saturday afternoon.

5.a.2 Operations and Maintenance Route – One-way ranch road 10 feet to 20 feet wide envisioned to be gated for personnel use only.

5.a.3 Pedestrian and Internal Circulation – 10 foot to 20 foot wide pathways accommodate pedestrians, equestrians, bicycles, scooters, wheelchairs, and golf carts (where permitted). Internal circulation has been designed to accommodate emergency vehicle access.

5.a.3.a There is an existing vehicular access easement on the northeast portion of the site, and this will be maintained as a 10 foot wide pedestrian, emergency and maintenance vehicular access route.

5.b Parking Areas – The parking areas within the site will be non-paved, dirt, decomposed granite, or other pervious material.

5.b.1 Parking Lot – The parking area is designed to facilitate flexibility of use, and allow the owner to temporarily stripe spaces in chalk as the events may warrant changing amounts of trailers and vehicle spaces. The upper parking lot contains 434 parking spaces. There will be a pedestrian pathway connecting the parking areas, and landscaping that screens the parked vehicles.

5.b.2 Trailer Parking – 10 sixty-foot long trailer parking spaces have been provided across the road from the Maintenance Shop and Yard, and it will contain 9 designated spaces for large trailers and the remaining 1 space could be used by large, medium or small trailers.

8 fifty-foot long trailer parking spaces have been provided adjacent to the Maintenance Shop and Yard, and they could be used by medium or small trailers.

17 fifty-foot long trailer parking spaces have been provided adjacent to the RV Camping Area, and they can be used by medium or small trailers.

Additionally, the main parking lot has been designed for the flexibility of allowing small trailers to park in the 40-foot spaces located in the center of the lot, and they will be striped as needed depending on event sizes.

5.b.3 Handicapped Parking – In accordance with the ADA Standards for Accessible Design there are two handicapped parking lots within the project, one on the top of the bluff with 7 spaces and one east of the horse stalls with 5 spaces. Both lots each contain 1 van space, and they will be connected with a stabilized decomposed granite, dirt, or rubber paver pathway for ADA route of access and will allow accessibility to all events on the site. If required, ADA spaces could be paved; however, it would be best for the horses if the entire site could remain unpaved.

5.b.4 Parking Behind Horse Stalls – There are 36 parallel parking spaces located on the road west of the horse stalls which can accommodate car and truck parking. Parking behind the horse stalls will be used by competitors.

5.b.5 Gateway Area & Entry Signage – The entry will be welcoming with landscaping and clear signage guiding visitors to proper locations. The existing fencing and gate will remain along the northern property line. Public art may be used in the entry to add to the sense of place. A project entry sign will be placed on the wall or fence north of the caretaker's quarters, and it will likely be lit from the ground (refer to Section 5.i.3 for additional information).

5.c RV Camping Area – The project has 28 short-term RV parking spaces for rider/trainers, and each camping site allows for water and electric hook-ups, a picnic area, one car and one RV parking space. Depending upon future studies, a conveniently located sewer dump station or individual sewer hook-ups may be provided for the camping area. The RV camping area will provide landscaping for screening, shade and cooling.

5.d Arenas and Fields – The arenas and fields have been centrally located to allow for juxtaposition of competition arenas and warm-up areas, and enable multiple viewing opportunities of events. Fields and arenas will consist of either grass or special sand "footing", and they will be surrounded by portable interior fencing as needed for events. Some arenas will have landscaping adjacent to their perimeters.

5.d.1 Large Grass Event Area – This area is all turf that can be divided into different size areas with portable fencing as needed for competitions. Seating will be on the adjacent grass slope area and in the spectator tent.

Example of large grass event area in San Juan Capistrano

5.d.2 Main Arena – This arena will require special "footing", lighting, spectator seating and/or portable bleachers. In order to qualify for international competition, a covered, lighted main arena is required by the Federation Equestrian International. Therefore, the Main Arena may become covered (steel structure) to allow for international competition in the future. The Main Arena is the only arena anticipated to be used for night events.

Example of a covered main arena in San Juan Capistrano

5.d.3 Sand Arenas – These arenas have a sand footing and could include portable bleachers for events.

Example of a Sand Arena in San Juan Capistrano

5.d.4 Warm Up Arena – This arena consists of sand footing, and may be used for lunging or warm-up.

5.e Horse Stall Areas

5.e.1 Horse Stalls – The project will contain approximately 500 covered horse stalls, and they will be a combination of temporary rented and permanent stalls. Temporary stalls will be similar to what is used at the fairgrounds in Paso Robles, and they will be approximately 12 x 12 feet in size with sides of a composite or plywood type material and have canvas roofs. Electricity will be provided to the horse stalls. There will be a 24 foot decomposed granite, road base or dirt roadway in the middle of each row of stalls to allow trailers to drive up to the drop off the horses.

Surface drainage from the horse stalls will flow towards a roadside swale on the west side of the site, and empty into the drainage basin on the southern part of the site. The horse stalls will be cleaned regularly of manure by a tractor, and the tractor will deposit the manure directly into the roll-off bins.

Example of horse Stalls and competitor tent in San Juan Capistrano

5.e.2 Farrier Area - A centrally located but temporary area has been designated for horseshoeing. The farrier area will consist of a trailer parking space, rubber mat on the ground, and locations to tie up the horses.

Example of a farrier area in San Juan Capistrano

5.e.3 Wash Racks – Three wash racks have been located on the site to allow for washing horses. Each will consist of tie down areas and hoses. Wash water will percolate beneath the wash down area through a gravel sump to native soils.

Example of wash racks in San Juan Capistrano

5.e.4 Manure Roll-Off Bins – Temporary and portable bins will be located in close proximity to the stalls to allow for a tractor to scoop up horse manure and deposit it into the bins. Manure is to be picked up throughout the day during events. Bins will always be removed at the end of each day. A local compost company has indicated they are willing to use the manure from the site.

5.e.5 Temporary Competitor Tents – Owner's tents will be permitted on the exterior of the horse stalls. These tents allow for owners to have a place to rest and socialize during non-event times.

Example of competitor tent in San Juan Capistrano

5.f Site Facilities – Architectural character for the Paso Robles Horse Park is proposed to be a rural agrarian style with non-reflective roofs.

5.f.1 Office and Registration – This building will be used to greet competitors and visitors, and will be staffed by employees. This building will either be a modified mobile home, pre-engineered or manufactured building. If it is a pre-engineered or manufactured building, it may consist of a trailer for the first year or two to determine the required building size.

Example: Office and Registration

5.f.2 Permanent Restroom – A permanent pre-fabricated or pre-engineered ADA compliant restroom will be located on the upper bluff area, and will be approximately 900 sq. ft. in size with six stalls and two sinks in the women's room and three stalls, three urinals, and two sinks in the men's room. Portable toilets will also be incorporated throughout the site during large events (refer to 5.g.7).

Example: Pre-fabricated Restroom
Manufacturer: Romtec
Model: Sierra IV

5.f.3 Caretaker's Quarters – There will be one caretaker who may have a family, and the home will have a yard and parking area. This building is to be a manufactured or modular home on a permanent foundation, and is approximately 1,500 sq. ft. in size with 3 bedrooms.

Example: Manufactured Home
Manufacturer: Bensonwood Homes
Model: Greenfield 15/15

5.f.4 Hay and Feed Barn – The barn will be a pole building that is open on all sides and is approximately 6,000 sq. ft. in size and will have 22 foot high eaves. The barn will be designed to allow for a semi-truck to drop off the hay outside the barn and be side loaded. Hay will be delivered to the horse stalls throughout the day, rather than individual competitors picking up their own.

Example: Hay and Feed Barn

5.f.5 Maintenance Shop and Yard – A maintenance shop and yard are proposed to accommodate the storage of equipment and supplies for the events. The shop will be a building that is approximately 4,000 sq. ft. in size, and consist of either a pole or pre-engineered steel building. The storage yard will be surfaced with concrete or asphalt to allow for cleaning of equipment, and enclosed with a privacy fence to protect equipment and landscaped to screen views.

Example: Maintenance Shop

5.f.6 Existing Well and Pump – The existing well and pump will be retained and continue to be used for the project (refer to Section 6.a for additional information). The 815 foot well was tested October 17, 2010 and produced a flow of 300 gallons per minute.

5.f.7 Potential Water Storage – A potential 5,000 or 7,500 gallon storage or bleeder tank for irrigation water may be located behind the Hay and Feed Barn if determined necessary.

5.g Park and Open Space Areas – The project is contiguous on the west to the Paso Robles open green space along the Huer Huero River, and the amazing off-site views have been maximized throughout. Within the project, significant park and open space areas are envisioned to be utilized. The intent is to provide public gathering spaces in logical areas that are shady or have nice views and close proximity to the event areas.

View of the Huer Huero River, looking east from the project

5.g.1 Vendor Area – Temporary mobile space has been designated for vendors on the edge of the lawn area across from the horse stalls to allow for the selling of show related items such as saddles, boots, clothing, food, videotaping, jewelry and more. There is room for 6 small spaces (12 feet x 20 feet) and 12 large spaces (12 feet x 50 feet) for vendors. Electricity will be provided to vendor area.

Example of vendors in San Juan Capistrano

5.g.2 Concession Truck Parking – Two concession truck parking spaces for the purchase of food and beverages have been provided on the upper and lower bluffs within the park and open space areas. The parking spaces may have hook-ups for water and/or electricity.

5.g.3 Spectator Tent – Currently, one temporary portable spectator tent is envisioned for events on the top bluff in the park and open space area overlooking the large grass event area for VIP guests. Additional portable tents may be sited around the fields for various events as needed.

Example of Spectator Tent in San Juan Capistrano

5.g.4 Event Overlook – A lawn overlook area has been provided on the top bluff in the park and open space area overlooking the large grass event area. The existing slope north of the large grass event area will be used for informal seating with blankets.

5.g.5 Picnic and Seating Areas – A lawn area with picnic tables and trash will be provided around the concession truck parking area, and next to the office and registration building.

5.g.6 Employee Bike Parking – Consistent with the Air Pollution Control District's recommended mitigation measures, bike racks have been provided at the office and registration building and by the maintenance shop. These spaces can be used by competitors and visitors, but is envisioned to be primarily used by local Horse Park employees.

5.g.7 Trolley or Shuttle Stop – Consistent with the Air Pollution Control District's recommended mitigation measures, a location has been identified adjacent to the RV Camping Area to facilitate shuttle or trolley service to surrounding hotels in order to reduce traffic trips during events. The stop provides safe and convenient bike/ pedestrian access to the Horse Park and would contain a shelter, benches and a location for route schedules.

5.g.8 Site Furnishings – Picnic tables will be used in the picnic and seating areas, and might be used in front of the Office and Registration building. Benches and trash and recycling receptacles with lids could be used in public gathering areas during events. Two dumpsters will be provided in the Maintenance Yard, and they will be well screened with fencing and landscaping.

5.g.9 Temporary Restrooms – Due to the elevation change, cost and variable demand for restroom facilities on the lower portion of the site, portable restrooms will be used to augment the permanent building on the upper bluff. Portable restrooms will be clustered around the site, and the amount and locations will vary depending on the size of the event.

5.g.10 Pony Rides – Temporary pony rides may be brought in during large events for children's entertainment. Note that the Site Plan does not show designated areas for this activity because the locations may vary based on events.

Example of the pony ride area in San Juan Capistrano

5.h Drainage Area – As a result of the pervious design for the project, most water should percolate on the site. The remaining drainage and run-off will be collected and filtered within the on-site drainage basin and through swales. An approximate 2 acre drainage area has been designed into the southern part of the site. It has been configured to capture and filter water from of the site.

5.h.1 Drainage Swales - A swale is proposed on the existing road on the east side of the site, and it begins southeast of the RV camping area and ends in the basin. There is also a swale incorporated into the proposed road on the west side of the site, and it starts across north of the horse stalls and ends in the basin. Vegetated swales will be located along the eastern boundary of the site and southwest of the horse stalls, and they will be used before dispersing run-off into the drainage basin.

5.i Project Fencing – There will be a mix of permanent and portable fencing on the site. The existing vineyard fencing and gate on the northern property line will remain. No additional perimeter fencing is proposed for the site.

5.i.1 Permanent Interior Rail Fence – A 4 to 6 foot high fence ranch rail fence with attached chainlink or metal mesh may be used around the hay barn to secure the hay.

5.i.2 Permanent Interior Privacy or Screen Fence – A 6 foot high solid wood privacy or screen fence may be used around the backyard area of the caretaker's quarters and around the storage yard area to screen views.

5.i.3 Temporary Portable Interior Fencing – During events, it will be necessary to add portable fencing to the fields, arenas, and high traffic areas to create unique environments for different competitions. This portable fencing will be a wood fence with a steel pointed base that is pounded into the ground and removed when the event is complete.

Example of Portable Fencing in San Juan Capistrano

6. Public Services/Utilities Approach

6.a Water – The project will be served by both City water and the existing well on the site.

6.a.1 City Water Use –The project proposes to use City water for domestic water uses at the RV campsites, office and registration building, restroom building, and caretaker's quarters. Water may be provided to concession truck parking areas and the maintenance shop.

6.a.2 Well Use – The project proposes to use the existing well on-site for landscape irrigation, dust control, water for horses, cleaning equipment, and wash racks (refer to Section 5.f.6 for more information).

- In the future, the City of Paso Robles' Recycled Water Program is expected to grow and the owner may use purple piped recycled water for irrigation of landscaping on the site.

6.b Sewer – Service will be provided by the City.

6.b.1 The permanent restroom adjacent to the office and registration building will require sewer service. The RV camping area may have individual sewer hook-ups at each camping site, or a single sewer dump station.

6.b.2 Portable restrooms will be used on the lower portion of the project (refer to RV camping areas 5.c for additional information).

6.c Law Enforcement and Fire/Life Safety – Service will be provided by the City.

6.d Lighting- Paso Robles Horse Park is a rural agricultural project, and lighting within the project will be minimal for nighttime safety and security with a goal for “dark sky” character. During non-event days, lighting will be kept to a minimum for security purposes only. Lighting will be unobtrusive and directed downwards to minimize glare and will not negatively impact adjacent properties and streets. Hooded and shielded lighting will be incorporated with cut-off fixtures and flush/recessed or frosted lenses that do not cast glare. Lighting will be efficiently designed with fixture selections that conserve energy and reduce long-term maintenance costs.

6.d.1 The following areas are proposed to be lit at night for safety (refer to the Lighting Plan):

- Roads and parking areas at key locations on the upper bluff only
- RV camping areas at key locations only
- Covered Main Arena (future construction) will have interior lighting and key exterior locations only
- Pedestrian and internal circulation routes leading to the RV camping areas and Main Arena
- Office & registration, caretaker’s quarters and restroom building will have wall mounted lighting on buildings and will be internally lit
- For large events, it may be necessary to park vehicles in the overflow parking areas. If this is to occur, temporary lighting will be brought in.

Example pole light fixture concepts (wall lights would be a similar style)

6.e Dust Control – A water truck will be used to keep dust down with non-potable well water. Lawn has been designed along the roadways on the lower portion of the site to reduce dust. Based on a request from the Air Pollution Control District, a liquid polymer will be added to the water in the trucks prior to events.

7. Entitlements Process & Environmental Review

- City – Major Conditional Use Permit and a Development Plan
- City – Certification of an Environmental Document

8. "Green" Features & Objectives of the Conceptual Site Plan

8.a Road Design Approach – Improvements within the roadway are minimized to maintain a rural appearance and at the same time limit disturbance, minimize structural improvements (paved drainage swales, curbs, etc.), minimize grading that disturbs the environment, retain native oak trees, and allow maximum maintenance of natural functions to accommodate drainage.

8.b Oak Tree Retention, Removal and Disturbance Standards – The project maintains and protects the native oak trees consistent with City regulations, and has used the early involvement of environmental professionals and a professional arborist in the site plan development.

8.c Retain Open Space & Conservation Values – The project stays off of the top of the bank of the adjacent creek and avoids disturbance of identified habitat areas. Open space is retained In large contiguous areas around the boundary of the site.

8.d Greenhouse Gas Emissions – Although the Horse Park will bring in business for local hotels and restaurants, there are several items designed into the program to reduce the amount of required trips into town.

8.d.1 Concessions and vendors provide places for Horse Park visitors to obtain meals, goods and services.

8.d.2 The RV camping areas allow 28 competitors/trainers to stay on the site rather than requiring trips back and forth into town.

8.d.3 Pony rides may be provided from time to time to allow for family entertainment on the site during competition down time.

8.d.4 Bike racks and a trolley or shuttle stop have been provided to reduce the number of vehicle trips required for the project.

8.e Low-Impact Development Principles – Many LID principles have been incorporated into the design of the Paso Robles Horse Park:

8.e.1 Site Design – Minimizes excavation for foundations, conserves existing natural areas, sets aside open space, preserves existing vegetation, and protects native growth areas.

8.e.2 Drainage – Protects natural drainage patterns and features, preserves existing topsoil while protecting it during clearing and grading, and incorporates decentralized storm water management strategies throughout design.

8.e.3 Water Quality – Provides on-site storm water capture.

8.e.4 Parking – Uses permeable paving materials for parking areas, and utilizes trees for shading.

8.e.5 Paving – Reduces impervious surfaces (sidewalks, driveways, parking and roads) to minimum required for safe traffic and pedestrian circulation, accessibility, and emergency access.

MEMORANDUM

TO: **Darren Nash**

FROM: **John Falkenstien**

SUBJECT: **PD 11-004 Paso Robles Horse Park**

DATE: **December 8, 2011**

Grading, Drainage and Storm Water Quality

The City is obligated by the Regional Water Quality Control Board to require all projects to implement low impact development 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 practical. A storm water report has been submitted with the application materials.

Traffic

The traffic study for the project indicates that the intersection of Airport Road and Highway 46E continues to operate adequately. The project's impact will be minimal, however over time; cumulative development in the area will degrade the operation of the intersection resulting in longer delays and queues. In accordance with Caltrans' Corridor Study, the City and Caltrans are currently studying options for improving the intersection of Union Road and Highway 46E and linking that intersection to Airport Road at a junction north of the highway.

Participation in future intersection improvements will be provided in the form of transportation impact fees. New impact fees based on the parallel routes planned in the 2011 Circulation Element are under study.

Streets, Sewer and Water

The horse park will take its access from the southerly extension of Hughes Parkway (a public street). Hughes Parkway will need to be improved as adequate for Emergency Services access; a minimum of 20 feet wide. City water and sanitary sewer will be extended to the project site in Hughes Parkway.

Recommended Conditions of Approval

Post construction storm water management and low impact development best management practices shall be included in the design of site improvements.

The applicant shall extend Hughes Parkway from the south boundary of Tract 2772-1 to the project site, a minimum of 20 feet wide, in accordance with plans approved by the City Engineer. A turn around area shall be constructed and right-of-way dedicated on the project site.

The applicant shall extend City sewer and water lines from the south boundary of Tract 2772-1 to the project boundary in accordance with plans approved by the City Engineer.

As recommended in the traffic study, the applicant shall arrange to avoid impact on peak hour traffic at the intersection of Highway 46E and Airport Road until such time as the City has established an alternate route.

The applicant shall pay transportation impact fees established by City Council in affect at the time of occupancy.

M E M O R A N D U M

TO: **Darren Nash, Associate Planner**

FROM: **Roger Oxborrow, Airport Manager**

RE: **Proposed Equestrian Facility**
Airport Compatibility

DATE: **August 11, 2011**

Per your request, I have reviewed the proposal to develop an equestrian facility in the area to the south of the airport and the prison. The airport is normally concerned with the following main factors when considering development in close proximity to the aircraft traffic patterns:

- The density of people congregated on the particular site.
- The coverage of buildings vs. open space on the site.
- The relative safety of persons and property when subjected to aircraft overflight.
- The impacts of aircraft noise on persons in close proximity.

In reviewing the work done on this project proposal, the obvious issues of safety and people densities have been adequately addressed. I would concur with the density review and the conclusions drawn from the published data. Building coverage is within prescribed limits, and the location of this facility within the defined airport noise contours is also consistent with recommended uses.

It should be noted, however, that the proposed site does lie beneath the approach path to one runway and the helipad. Also, more significantly, it is located directly adjacent to the departure end of the main runway. This runway (19) is referred to as the main runway because it is the designated calm wind runway, it faces into the prevailing winds that frequently come out of the south, and it is the longest runway, enabling the larger aircraft to utilize it for safety of operations. The proposed equestrian site is located in close enough proximity to the departure end of this runway that the impacts of departing aircraft (which are under full -takeoff- power and hence generating the most noise at this point), will be readily felt.

The site is located with the 55dB CNEL noise contour, and thus apparently compatible with the proposed use. However it should be remembered, that CNEL is an average noise measurement which depicts an assumed constant level over a longer period of time. In the case of the Paso Robles airport, ambient noise levels are so low that the noise generated by any aircraft fly over is generally considered a single event noise impact. Therefore, the noise generated by this single event is remarkably higher than the CNEL averages depicted in the published noise charts.

Single event noise impacts are discussed in a number of studies and research papers, and also addressed in the adopted Airport Land Use Plan. These impacts must be further considered when there are possible sensitivities that are not otherwise

addressed. Generally, such impacts are discussed in the context of people and known standards for levels of sensitivity. The introduction of horses into this area is of different concern than with people. If an animal normally resides with and is accustomed to these impacts, there are relatively few problems. Horses live next to the airport routinely, with little difficulty. To bring an animal – particularly an animal as large and potentially sensitive as a horse – into an unfamiliar environment, and subject them to a sudden loud noise as may be associated with a fully loaded aircraft on takeoff, could result in an unpredictable response/reaction by an animal.

While an equestrian facility is compliant with the standards of the Airport Land Use Plan, all persons who utilize the facility should be made aware that standard and future anticipated airport operations may have the potential to periodically impact the facility. Therefore it is recommended that mitigation measures be imposed that will assure the adequate disclosure and notification of any who utilize the facility and are subjected to the impacts discussed, as follows:

- The granting of an Avigation Easement in the most recent form approved by the City should be included as a development condition.

- An additional disclosure statement should be developed, approved by the City and included in a form that: 1.) Runs ‘with the land’ so that all future owners of the property are duly notified of the possibility of adverse noise impacts on their operation; and 2.) is included in any contract or participation agreement that outside participants, contractors or other users of the facility execute as part of their occupancy thereon.

No position to deny the requested occupancy is being recommended, but that adequate constructive notice is given to property owners and facility users. Noise impacts do exist in the subject area. The airport cannot modify or alter any established traffic patterns or operational procedures due to complaints or difficulties that may be encountered.

RESOLUTION NO:

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
APPROVING A MITIGATED NEGATIVE DECLARATION FOR
PLANNED DEVELOPMENT 11-004 & CONDITIONAL USE PERMIT 11-006
(PASO ROBLES HORSE PARK, LLC)
APN: 025-435-008

WHEREAS, Planned Development 11-004 & Conditional Use Permit 11-006, have been submitted by RRM Design Group, on behalf of the Paso Robles Horse Park, LLC, requesting to establish an equestrian facility for hunter and jumper competitions; and

WHEREAS, the project is located on a 67-acre parcel located south end of Hughes Parkway, south of Dry Creek Road, west of Airport Road; and

WHEREAS, an Initial Study was prepared for this project (attached as Exhibit A) which concludes that a Mitigated Negative Declaration may be approved; and

WHEREAS, Public Notice of the proposed Mitigated Negative Declaration was distributed as required by Section 21092 of the Public Resources Code and no written comments have been submitted; and

WHEREAS, a public hearing was conducted by the Planning Commission on January 24, 2012 to consider the Initial Study prepared for this application, and to accept public testimony regarding this proposed environmental determination; and

WHEREAS, the applicant has entered into a signed Mitigation Agreement with the City of Paso Robles (prior to Planning Commission action on the Mitigated Negative Declaration) that establishes obligation on the part of the property owner to mitigate potential future impacts as identified in the environmental document; and

WHEREAS, the Mitigation Monitoring Program, attached as Exhibit A to this resolution, has been reviewed by the Planning Commission in conjunction with its review of this project and shall be carried out by the responsible parties by the identified deadlines; and

WHEREAS, based on the information contained in the Initial Study prepared for this project and testimony received as a result of the public notice, the Planning Commission finds no substantial evidence that there would be a significant impact on the environment based on the attached Mitigation Agreement and mitigation measures described in the Initial Study and contained in the resolution approving Planned Development 11-004 as site specific conditions summarized below.

Topic of Mitigation	Condition #
Transportation	14
Air Quality	15
Greenhouse Gas	16
Biological (Kit Fox & Oak Trees)	17

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of El Paso de Robles, based on its independent judgment, approves a Mitigated Negative Declaration for Planned Development 11-004 & CUP 11-006, in accordance with the California Environmental Quality Act; and

PASSED AND ADOPTED THIS 24th day of January 2012, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

CHAIRMAN AL GARCIA

ATTEST:

ED GALLAGHER, PLANNING COMMISSION SECRETARY

ENVIRONMENTAL INITIAL STUDY CHECKLIST FORM
CITY OF PASO ROBLES

1. **PROJECT TITLE:** **Paso Robles Horse Park**

   Concurrent Entitlements: **PD 11-004 & CUP 11-006**

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

   Contact:
   Phone: (805) 237-3970
   Email:

3. **PROJECT LOCATION:** Hughes Parkway, south of Dry Creek Road, west of Airport Road.

4. **PROJECT PROPONENT:** **RRM Design Group**

   Contact Person: **Jeff Ferber (Representative)**

   Phone: **(805) 541-1794**
   Email: jcferber@rrmdesign.com

5. **GENERAL PLAN DESIGNATION:** **POS (Parks and Open Space)**

6. **ZONING:** **RA-PD (Residential Agriculture, Planned Development) with a portion of the site zoned POS (Parks and Open Space PD)**

7. **PROJECT DESCRIPTION:** Development Plan and Conditional Use Permit to develop an equestrian facility to provide for hunter/jumper competitive equestrian events. Events would be between 6 to 8 a year, generally during the months of January through November. During the times when there is not an event the only use of the property would be an on-site care taker managing for the property. No public horse boarding, breeding or training of horses are proposed for this facility.

   The facility would develop approximately 39.5 acres of the 67 acre site. Development would include minor grading, since the area of development is relatively flat. The site improvements would consist of:

   - Parking Areas, approximately 8.1-acres of all-weather surfacing;
   - RV Camping area, approximately 4-acres, would accommodate 33 RV spaces that would only be utilized during events and only for persons participating in the event. The RV spaces will not be available for general transient lodging;
   - Arenas and Fields, 11-acres including the large grass event area, main arena, sand arenas, warm up areas, derby field;
   - Horse Stalls, approx. 5.2 acres, includes horse stalls, wash racks, farrier area, temporary competitor tents;
   - Site Facilities, approx. 4.6 acres, includes office and registration building, restroom building, caretaker residence, Hay Barn, Maintenance Shop;
   - Open space areas, approx. 32.3 acres, vendor area, concession area, spectator tent, event overlook, picnic and seating areas.
   - Drainage areas would cover approximately 2 acres.

8. ENVIRONMENTAL SETTING: The Property is situated on a gently sloping terrace surrounded on three sides by the Huerhuero Creek. Four large valley oak trees are located near the south end of the terrace.

The east, south, and west sides of the property slope toward the Huerhuero creek, which is below and outside of the project boundary. Blue oak woodlands on these slopes have the greatest native plant cover and species diversity on the property. The gently sloping top of the terrace continues north of the property, where vineyards occupy most of the neighboring property. The property has been plowed historically, and remnants of an old irrigation system and agricultural pond remain. Vegetation covers 40-60 percent of the tilled ground, and average height of 10 to 14 inches. The sight is relatively flat with a natural slope between the upper terrace where the entrance and parking would be and the lower terrace which is where the event fields and stables would be. The fields have been designed to orient the existing slope, so that the slope can be used by spectators to view the activities on the lower fields.

9. OTHER AGENCIES WHOSE APPROVAL IS REQUIRED (AND PERMITS NEEDED):
None.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☒	Air Quality
☒	Biological Resources	☐	Cultural Resources	☐	Geology /Soils
☒	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials	☐	Hydrology / Water Quality
☐	Land Use / Planning	☐	Mineral Resources	☐	Noise
☐	Population / Housing	☐	Public Services	☐	Recreation
☒	Transportation/Traffic	☐	Utilities / Service Systems	☐	Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature: Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved. 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. "Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" 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 "Earlier Analyses," as described in (5) below, 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). In this case, a brief discussion should identify the following:

   a. Earlier Analysis Used. Identify and state where they are available for review.
   b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8. The explanation of each issue should identify:
   a. the significance criteria or threshold, if any, used to evaluate each question; and
   b. the mitigation measure identified, if any, to reduce the impact to less than significance

	Potentially Significant Impact	**Less Than Significant with Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

I. AESTHETICS: Would the project:

a. Have a substantial adverse effect on a scenic vista? ☐ ☐ ☐ ☒

Discussion: The project site is not located within a designated scenic vista.

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? ☐ ☐ ☐ ☒

Discussion: The site is not considered a scenic resource and is not located along a state scenic highway, and there are no historic buildings located on this site.

c. Substantially degrade the existing visual character or quality of the site and its surroundings? ☐ ☐ ☐ ☒

Discussion: The 67 acre project is located in a rural area of the City and is separated from other large acre rural lands by the Huer Huero Creek. The site is adjacent to vineyards to the north. The proposed project will include minimal structures and will consist of large expanses of exhibition fields, parking areas and open space areas. The project is in keeping with low-scale rural development pattern in the surround area and would not degrade the existing visual character or quality of the site or surroundings.

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? (Sources: 1, 2, 10) ☐ ☐ ☒ ☐

Discussion: Any new exterior lighting will be required to be shielded so that it does not produce off-site glare. The equestrian events will not be held at night. The only exterior lighting will be security and residential type lighting.

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? ☐ ☐ ☐ ☒

Discussion: According to the 2008 State of California Farmland Map, the site is considered “Other Land” which would be considered land suitable for livestock grazing, low density rural development or surrounded by development, therefore there will be no impact to Prime, Unique or farmland of state wide significance.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

Discussion: The site is not under Williamson Act contract. The proposed equestrian facility is a permitted use in the RA zoning district subject to the approval of a Conditional Use Permit. A CUP has been filed with the City and is part of the project being evaluated with this environmental review.

c. Conflict with existing zoning for, or cause rezoning of, forest, land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 5114(g))?	☐	☐	☐	☒

Discussion: See comments in Section IIb.

d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion: There are no existing forests in the area where the project is proposed. The project is designed in a manner that will be preserving the oak woodlands located on the surrounding slopes between the project area and the Huer Huero creek.

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Discussion: The proposed equestrian facility is an agricultural oriented land use and is compatible with the AG and farming operations in the vicinity, and would not result in conversion of farmland. There is evidence that the site was used for farming, given the remnants of an irrigation system. The site is disked on a yearly basis and continues to be used for cattle grazing. Additionally, the project site is zoned in a manner that would allow the proposed use. There will be no impact as a result of farmland conversion.

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a. Conflict with or obstruct implementation of the applicable air quality plan? (Source: Attachment 5)	☐	☒	☐	☐

Discussion: The San Luis Obispo County area is a non-attainment area for the State standards for ozone and suspended particulate matter. The SLO County Air Pollution Control District (APCD) administers a permit system to ensure that stationary sources do not collectively create emissions which would cause local and state standards to be exceeded. The potential for future project development to create adverse air

quality impacts falls generally into two categories: Short term and Long term impacts.

Short term impacts are associated with the grading and development portion of a project where earth work generates dust, but the impact ends when construction is complete. Long term impacts are related to the ongoing operational characteristics of a project and are generally related to vehicular trip generation and the level of offensiveness of the onsite activity being developed.

There will be short term impacts associated with grading for the proposed construction, standard conditions required by the City as well as the APCD will be implemented.

The project was sent to the APCD for review. The City received a letter from the APCD dated August 31, 2011 (Attachment 5 to this Initial Study). The APCD letter indicates that the construction phase impacts will be less than APCD's significance thresholds and no mitigation is required. The APCD indicates that the project would exceed the APCD's significance threshold of 4-acres of disturbed area and therefore the APCD estimates that the construction would result in 665 metric tons of carbon dioxide equivalents, therefore the APCD is requiring the following construction phase mitigation measure for this project:

Air Quality Mitigation Measures

AQ-1 If utility pipelines are scheduled for removal or relocation; or building are removed or renovated this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61,Subpart M – asbestos NESHAP). Also please note that developmental burning of vegetative material is prohibited.

AQ-2 **S**ince the area to be graded for the project exceeds 4-acres, the following mitigation measures to manage fugitive dust emission such that they do not exceed the APCD 20% opacity limit (APCD Rule 401) and do not impact off-site areas prompting nuisance violations (APCD Rule 402) shall be implemented:

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 stockpile 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 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.

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;

l. All PM10 mitigation measures required should be shown on grading and building plans;

m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust off-site. 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 Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-3 Construction Permit Requirements:

If portable equipment, 50 horsepower or greater, are used during construction, a 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 Districts CEQA Handbook.

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

Operational Phase Mitigation:

The APCD staff evaluated the operational phase impacts of this project using the CalEEMod.2011.1 computer model, a tool for estimating operational emissions related to the development of land uses. Staff used the models default operational inputs, limited project specifications, and reasonable worst case assumptions to indicate that impacts of the project at build-out will exceed operational phase thresholds. APCD calculations determined that in order reduce operational phase impacts, a Lifetime Off-Site mitigation Value for Air Quality impacts at a fee of $14,761 (with an Administration management cost of $1,476 as necessary) would be required. In order to off-set the Paso Robles Horse Park air quality impacts to a level of insignificance, the following mitigation measures would need to be applied to the project:

AQ-4 Prior to the issuance of a grading permit the applicant would need to pay the $14,761 fee would be required to be paid to the APCD along with any administration fees required for management as necessary. An administrative management cost of $1,476 shall be required as determined by the APCD.

AQ-5 The event participant vehicles shall not exceed 500 per day.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

AQ-6 A soil binding agent shall be used on all parking lots, drive areas and vehicle access roads that are used during events. The type of binding agent shall be approved by City Staff along with APCD Staff. In order to better control dust, the binding agent may need to be altered (by using a different manufacture or product) for best results.

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (Source: 11) Discussion: See Section III.a	☐	☐	☐	☒
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (Source: 11) Discussion: See Section III.a	☐	☐	☐	☒
d. Expose sensitive receptors to substantial pollutant concentrations? (Source: 11) Discussion: Besides the short term impacts from the actual grading, there will not be a significant impact to sensitive receptors.	☐	☐	☐	☒
e. Create objectionable odors affecting a substantial number of people? (Source: 11) Discussion: The project will not create objectionable odors. The project site of over 70 acres should adequately allow odors to dissipate prior to leaving the site.	☐	☐	☒	☐

IV. BIOLOGICAL RESOURCES: Would the project:

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

(Source: Attachment 6,7&8)

Discussion (a-f):

The property is within a strategic section of the San Joaquin Kit Fox (SJKF) migration corridor and is SJKF habitat, therefore specific, unique project design and mitigation measures are incorporated into this project as recommended through consultation with the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG). The applicant modified the site development plan to reduce the area of impact to the San Joaquin Kit Fox habitat and migration corridor by reducing the proposed area to be developed. The Biological Assessment Report and SJKF Evaluation Form are attached as Exhibits 6 and 7.

There are no wetlands on the property or designated natural communities. Oak woodland and grassland are the prominent vegetation types on the property.

Scovell Tree Surgery prepared an Arborist Report for the project site (August 2011), which includes an inventory and survey of all trees (blue oaks and valley oaks) on the property. The inventory documented approximately 17oak trees in the upper area of the site where the project will be located. Of the 17 oak trees, 7 trees are located within the development area of the project (the others are located around the perimeter of the project). No oak trees are proposed to be removed and all will be preserved and protected during project construction and on-going operation of the facility. The Arborist report is provided in attachment C, and the oak tree mitigation measures related to protection during construction are included below.

The proposed project will result in impacts on biological resources, however, with the implementation of the following mitigation measures, biological impacts will be less than significant:

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

BR-1. All construction work in and around the existing oak trees shall be done in accordance with the City of Paso Robles, Oak Tree Preservation Ordinance.

BR-2. Tree protection measures shall be in place prior to issuance of a grading/construction permits.

BR-3. Oak Tree Protection fencing shall consist of a minimum 4-foot high chain link, snow or safety fence, staked at the Critical Root Zone, or at the line of encroachment to the CRZ as instructed by the Project Arborist. Prior to the issuance of a grading permit, the Project Arborist shall inspect the location of the fencing to insure adequacy of the installation and placement.

BR-4. All existing trees shall remain unless otherwise noted.

BR-5. Low branches in danger of being torn from trees shall be pruned prior to the start of any heavy equipment work.

BR-6. Any roots 2-inches or greater in diameter that are encountered during excavation shall be clean cut by hand and sealed with an approved seal, under the Arborists supervision.

BR-7. Vehicles and stockpiled material shall be stored outside the critical root zone of the trees.

BR-8. Any trenches under the critical root zone of the native trees shall be dug by hand to avoid any large roots.

BR-9. The Arborists shall be on-site to observe any excavation within the Critical Root Zone of any oak tree.

BR-10. Within one week of ground disturbance activities, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. A pre-construction survey report shall be submitted to the lead agency immediately upon completion of the survey. The report shall detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements. A map of the Project site and nest locations shall be included with the report. The Project biologist conducting the survey shall have authority to reduce or increase the recommended buffer depending upon site conditions.

BR-11. Occupied burrows or nests of special status bird species shall be mapped using GPS or survey equipment. Work shall not be allowed within the 100 foot buffer while the nest is in use. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.

BR-12. Occupied burrows or nests of special status bird species that are within 100 feet of project work areas shall be monitored at least every two weeks through the nesting season to document nest success and check for project compliance with buffer zones. Once burrows or nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.

BR-13. Prior to the start of work between March 15 and August 15 (nesting season) on the storm water basin, or other work closer than 660 feet from a known eagle nest, a biologist shall confirm use of the previously documented golden eagle nest. A no-work buffer of at least 660 feet from an active eagle nest shall be observed until young have fledged (USFWS 2007; bald eagle guidelines). Following construction of the storm water basin, activities are not anticipated to disturb the area within 660 of the nest, so ongoing mitigation measures are not required.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

BR-14. Pre-construction surveys for silvery legless lizard shall be conducted, as applicable, prior to primary grubbing and other construction activities that affect previously undisturbed habitat under oak canopy. The surveys shall be conducted within three weeks of the start of work. If no special status species are found, construction activities may begin immediately. If a silvery legless lizard is found, a qualified biologist shall move them to the nearest safe location. Additional monitoring may be required if the project biologist determines that special status species could move onto the project site during construction, or be forced out of underground burrows during grading. The project biologist shall have the authority to stop work if special status species are found in the project areas during construction.

BR-15. A pre-construction survey shall be conducted within 30 days of beginning construction work on a portion of the Project site to identify if badgers are present. The results of the survey shall be sent to the Project manager and lead agency.

If the pre-construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover all Project areas included in the respective construction phase, and shall examine both old and new dens. If potential badger dens are too long to completely inspect from the entrance, a fiber optic scope shall be used to examine the den to the end. Inactive dens may be excavated by hand with a shovel to prevent re-use of dens during construction. If badgers are found in dens between February and July, nursing young may be present. To avoid disturbance and the possibility of direct loss of adults and nursing young, and to prevent badgers from becoming trapped in burrows during construction activity, no grading shall occur within 100 feet of active badger dens between February 1 and July 1. Between July 1 and February 1 all potential badger dens shall be inspected to determine if badgers are present. During the winter badgers do not truly hibernate, but are active and asleep in their dens for several days at a time. Because they can be torpid during the winter, they are vulnerable to disturbances that may collapse their dens before they rouse and emerge. Therefore, surveys shall be conducted for badger dens throughout the year. If badger dens are found on the Project site during the pre-construction survey, and are not raising young, they may be encouraged to vacate the den by a qualified biologist. If measures such as partially blocking den entrances do not result in the badger moving, badgers may be live trapped and moved to save locations.

BR-16. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the City of Paso Robles Planning Department, (City) that states that one or a combination of the following three San Joaquin kit fox mitigation measures has been implemented:

a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of **79 (39.5 disturbed area x2)** acres of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Game (Department) and the County.

   This mitigation alternative (a.) requires that all aspects of this program must be in place before County permit issuance or initiation of any ground disturbing activities.

b. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

   Mitigation alternative (b) above, can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was established in agreement between the Department and TNC to preserve San Joaquin

kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to "The Nature Conservancy", would total $**197,500**. This fee is calculated based on the current cost-per-unit of $2500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis Obispo County; your actual cost may increase depending on the timing of payment. This fee must be paid after the Department provides written notification about your mitigation options but prior to County permit issuance and initiation of any ground disturbing activities.

c. Purchase **79** credits in a Department-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (c) above, can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, and would total $**197,500**. This fee is calculated based on the current cost-per-credit of $2500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Your actual cost may increase depending on the timing of payment. Purchase of credits must be completed prior to County permit issuance and initiation of any ground disturbing activities.

BR-17. **Prior to issuance of grading and/or construction permits**, the applicant shall provide evidence that they have retained a qualified biologist acceptable to the City. The retained biologist shall perform the following monitoring activities:

i. **Prior to issuance of grading and/or construction permits and within 30 days prior to initiation of site disturbance and/or construction,** the biologist shall conduct a pre-activity (i.e. pre-construction) survey for known or potential kit fox dens and submit a letter to the City reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.

ii. **The qualified biologist shall conduct weekly site visits during site-disturbance activities** (i.e. grading, disking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures BR-19 through BR-26. Site disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason (see BR-19iii). When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the City.

iii. **Prior to or during project activities,** if any observations are made of San Joaquin Kit fox, or any known or potential San Joaquin kit fox dens are discovered within the project limits, the qualified biologist shall re-assess the probability of incidental take (e.g. harm or death) to kit fox. At the time a den is discovered, the qualified biologist shall contact USFWS and the CDFG for guidance on possible additional kit fox protection measures to implement and whether or not a Federal and/or State incidental take permit is needed. If a potential den is encountered during construction, work shall stop until such time the USFWS determines it is appropriate to resume work.

If incidental take of kit fox during project activities is possible, **before project activities commence,** the applicant must consult with the USFWS. The results of this consultation may

require the applicant to obtain a Federal and/or State permit for incidental take during project activities. The applicant should be aware that the presence of kit foxes or known or potential kit fox dens at the project site could result in further delays of project activities.

iv. **In addition,** the qualified biologist shall implement the following measures:

1. **Within 30 days prior to initiation of site disturbance and/or construction**, fenced exclusion zones shall be established around all known and potential kit fox dens. 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 or active kit fox den: 100 feet
   - Kit fox pupping den: 150 feet
2. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.
3. If kit foxes or known or potential kit fox dens are found on site, daily monitoring by a qualified biologist shall be required during ground disturbing activities.

Monitoring: Required prior to issuance of a grading and/or construction permit. Compliance will be verified by the City Planning Division.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES: Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

(Source: Attachment 8)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion (a-d):

An Archeological Survey was prepared by Cultural Resource Management Services (CRMS) dated August 31, 2011. The report concluded that during the field investigation that no prehistoric or historic cultural resources were encountered during the survey. Additionally as a result of a records search, of the studies that were found within a 1000-foot radius of the site, zero archeological sites were identified. Therefore, this project will have no impact to Cultural Resources. The following standard condition will be applied to this project.

In the event that buried or otherwise unknown cultural resources are discovered during construction work in the area of the find, work shall be suspended and the City of Paso Robles should be contacted immediately, and appropriate mitigations measures shall be developed by qualified archeologist or historian if necessary, at the developers expense.

VI. GEOLOGY AND SOILS: Would the project:

a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (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 the Salinas Rivers valley. The Rinconada Fault system runs on the west side of the valley, and grazes the City on its western boundary. The San Andreas Fault is on the east side of the valley and is situated about 30 miles 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 and geotechnical reports and structural engineering in accordance with local seismic influences would be applied in conjunction with any new development proposal. Based on standard conditions of approval, the potential for fault rupture and exposure of persons or property to seismic hazards is not considered significant. There are no Alquist-Priolo Earthquake Fault Zones within City limits.

ii. Strong seismic ground shaking? (Sources: 1, 2, & 3)	☐	☐	☒	☐

Discussion: The proposed project will be constructed to current CBC codes. The General Plan EIR identified impacts resulting from ground shaking as less than significant and provided mitigation measures that will be incorporated into the design of this project including adequate structural design and not constructing over active or potentially active faults.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
iii. Seismic-related 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 potential for liquefaction or other type of ground failure due to seismic events and soil conditions. To implement the EIR's mitigation measures to reduce this potential impact, the City has a standard condition to require submittal of soils and geotechnical reports, which include site-specific analysis of liquefaction potential for all building permits for new construction, and incorporation of the recommendations of said reports into the design of the project

iv. Landslides?	☐	☐	☐	☒

Discussion: See discussions above.

b. Result in substantial soil erosion or the loss of topsoil? (Sources: 1, 2, & 3)	☐	☐	☒	☐

Discussion: Per the General Plan EIR the soil condition is not erosive or otherwise unstable. As such, no significant impacts are anticipated. A geotechnical/ soils analysis will be required prior to issuance of building permits that will evaluate the site specific soil stability and suitability of grading and retaining walls proposed. This study will determine the necessary grading techniques that will ensure that potential impacts due to soil stability will not occur. An erosion control plan shall be required to be approved by the City Engineer prior to commencement of site grading.

c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☐

Discussion: See response to item a.iii, above.

d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐

Discussion: See response to item a.iii, above.

e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Discussion: The facility will be connected to the City's sanitary sewer system, therefore there is no impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
b. Conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gasses?	☐	☒	☐	☐

Discussion (a-b):

GHG-1 Greenhouse Gas Impacts and Mitigation:

Besides the mitigation requirements discussed in the Air Quality section (Section IIIa) of this Study related to Construction Phase Mitigation, APCD also discussed in their August 31, 2011, and more specifically as a result of later modeling that the project exceeds thresholds and needs to mitigate for Greenhouse Gas Impacts. The letter noted that APCD staff considered the operational impacts of this proposed planned development by running the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and resulting emissions related to the project's land uses. It was concluded that feasible GHG mitigation measures for both the construction and operational phases of this project should be identified.

The following are some measures suggested by the project Architect that were accepted by APCD Staff as being feasible for the Paso Robles Horse Park project to incorporate into the design and operation of the site and facility.

a. Install efficient lighting and lighting control systems. Site and design building to take advantage of daylight;
b. Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use;
c. Install LED exterior light fixtures;
d. Limit hours of operation of outdoor lighting;
e. Create water efficient landscapes;
f. Install water efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
g. Design buildings to be water efficient. Install water-efficient fixtures and appliances;
h. Concessions and vendors provide places for Horse Park visitors to obtain meals, goods and services;
i. The RV camping areas allow 28 competitors/trainers to stay on the site rather than requiring trips back and forth into town for lodging;
j. Pony rides may be provided from time to time to allow for family entertainment on the site during competitive down time;
k. Bike racks and a trolley or shuttle stop will be provided to reduce the number of vehicle trips required for the project.

Based on the minimal construction involved with this project along with the low frequency of events per year, along with the items listed above, it is anticipated that the project impacts related to GHG emissions will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

Discussion (a-h):

The proposed equestrian facility will be constructed in a manner that will comply with the necessary building codes as well as County Environmental Health requirements, and requirements related to the Airport Land Use Plan. Therefore it is not anticipated that the project will be constructed in a manner that would create any physical or chemical safety hazards. Additionally, during events, on a daily basis, the horse manure will be collected and placed in a roll-off container and transported to a facility that will use the manure as fertilizer.

	IX. HYDROLOGY AND WATER QUALITY: Would the project:				
a.	Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☐
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., Would the production rate of pre-existing nearby wells drop to a level which would not support existing land uses or planned uses for which permits have been granted)? Would decreased rainfall infiltration or groundwater recharge reduce stream baseflow? (Source: 7)	☐	☐	☒	☐
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (Source: 10)	☐	☐	☒	☐
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (Source: 10)	☐	☐	☒	☐

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? (Source: 10)	☐	☐	☒	☐
f.	Otherwise substantially degrade water quality?	☐	☐	☒	☐
	Discussion:				
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j.	Inundation by mudflow?	☐	☐	☒	☐
k.	Conflict with any Best Management Practices found within the City's Storm Water Management Plan?	☐	☐	☒	☐
l.	Substantially decrease or degrade watershed storage of runoff, wetlands, riparian areas, aquatic habitat, or associated buffer zones?	☐	☐	☒	☐

Discussion (a-l):

The site is relatively flat and will be designed to divert storm water from the north end of the site to the southern end, then down to the open space to infiltrate in a drainage area which is near the Huer Huero Creek. Low Impact Design measures will be used to retain the water on site and allow for water to meter out to the creek after being infiltrated through vegetation to allow for cleansing. Additionally the site is not located within a flood hazard area and the subject buildings will be utilizing City water and sewer systems. The projects impacts related to hydrological and water quality issues will be less than significant since the project will be required to comply with the City's standards related to site drainage, storm water run-off, water

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

quality and water supply.

Additionally, the project has a system for managing the disposal of horse manure during events. Employees of the facility will empty the multiple bins within the horse stall area in to roll-off containers that will be picked up each day during events and transported to a local compost company.

X. LAND USE AND PLANNING: Would the project:

a. Physically divide an established community?	☐	☐	☐	☒

Discussion: The project consists of constructing an equestrian facility on an existing 67 acre parcel of land that consists of oak woodlands on the surrounding slopes, and a relatively flat area that has been used for cattle grazing. The development of the project on the site will not physically divide an established community.

b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

Discussion:

Equestrian facilities are a permitted use with the approval of a Conditional Use Permit in the Residential Agricultural (RA) zoning and Parks and Open Space (POS) land use designation of the Zoning Code and General Plan. Therefore, there will not be impacts to land use plans or policies. There are no other land use plans or policies that would effect this site. A majority of the property is located within Airport Planning Zones 5, with the rest in Zone 3. The Land Use Compatibility Matrix within the Airport Land Use Plan indicates that equestrian facilities are permitted within Zones 3 and 5.

c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Discussion: There are no habitat conservation plans or natural community conservation plans established in this area of the City. Therefore there would be no conflicts.

XI. MINERAL RESOURCES: Would the project:

a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (Source: 1)	☐	☐	☐	☒

Discussion: There are no known mineral resources at this project site.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (Source: 1)	☐	☐	☐	☒

Discussion: There are no known mineral resources at this project site.

XII. NOISE: Would the project result in:

a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? (Source: 1)	☐	☐	☒	☐
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (Sources: 1, 4)	☐	☐	☒	☐

Discussion: The construction phase of the project will be required to comply with the City's noise level requirements. The noise associated with the 6-8 weekend events per year on the remotely located property would be less than significant.

XIII. POPULATION AND HOUSING: Would the project:

a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (Source: 1)	☐	☐	☐	☒

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Discussion (a-c):

The project will not create induce population growth, displace housing or people. The AG related use is permitted on the Residential Ag zoned property.

XIV. PUBLIC SERVICES: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

a.	Fire protection? (Sources: 1,10)	☐	☐	☐	☒
b.	Police protection? (Sources: 1,10)	☐	☐	☐	☒
c.	Schools?	☐	☐	☐	☒
d.	Parks?	☐	☐	☐	☒
e.	Other public facilities? (Sources: 1,10)	☐	☐	☐	☒

Discussion (a-e):

Since the project is on property that is within City limits and is a permitted use under the current zoning and General Plan Land Use designation (subject to the proposed CUP) the project will not create an impact to public services. Also, the construction of facilities that require building permits will pay development impact fees that would go towards public facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Discussion (a&b):

The project will not impact recreational facilities.

XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures or effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☒	☐	☐
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐

(Source: Attachment 9)

Discussion (a,b): The traffic study that was prepared by W-Trans for the project (December 2011) indicates that the intersection of Airport Road and Highway 46E continues to operate adequately. The project's impact will be minimal, however over time, cumulative development in the area will degrade the operation of the intersection resulting in longer delays and queues. In accordance with Caltrans' Corridor Study, the City and Caltrans are currently studying options for improving the intersection of Union Road and Highway 46E and linking that intersection to Airport Road at a junction north of the highway.

		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Participation in future intersection improvements will be provided in the form of transportation impact fees. New impact fees based on the parallel routes planned in the 2011 Circulation Element are under study.

T-1 As recommended in the traffic study, the applicant shall arrange to avoid impact on peak hour traffic at the intersection of Highway 46E and Airport Road until such time as the City has established an alternate route.

T-2 The applicant shall pay transportation impact fees established by City Council in affect at the time of occupancy.

c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e.	Result in inadequate emergency access?	☐	☐	☐	☒
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

Discussion (c-f): The location of the project site is in an area away from busy streets and intersections. The site is large enough to allow for adequate circulation on-site so that traffic will not impact air traffic patterns, create hazardous design features or incompatible uses. The project will provide adequate emergency access and will not conflict with adopted policies related to transit, bicycle or pedestrian facilities.

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project=s projected demand in addition to the provider=s existing commitments?	☐	☐	☐	☒
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g. Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Discussion (a-g):

The project would be a small scale development that would include a house, office and restroom, and since it complies with the RA zone and the POS land use designation, and since utilities are available for connection to this site, the existing utilities and service systems will be adequate for this project, therefore there is no impact to Utilities and Service systems.

XVIII. 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?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact

Discussion: As noted within this environmental document, and with the mitigation measures outlined in the document, the projects impacts related to habitat for wildlife species (San Joaquin Kit Fox) will be less than significant with mitigation incorporated. There will be no impact to fish habitat as well as no impact to fish and wildlife populations. The site is routinely maintained and mowed, so impact to fish, wildlife, of plant habitat is less than significant.

b. 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)?	☐	☐	☐	☒

Discussion: Therefore, the project will not have impacts that are individually limited, but cumulatively considerable.

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Discussion: The project will not cause substantial adverse effects on human beings, either directly or indirectly.

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).

Earlier Documents Prepared and Utilized in this Analysis and Background / Explanatory Materials

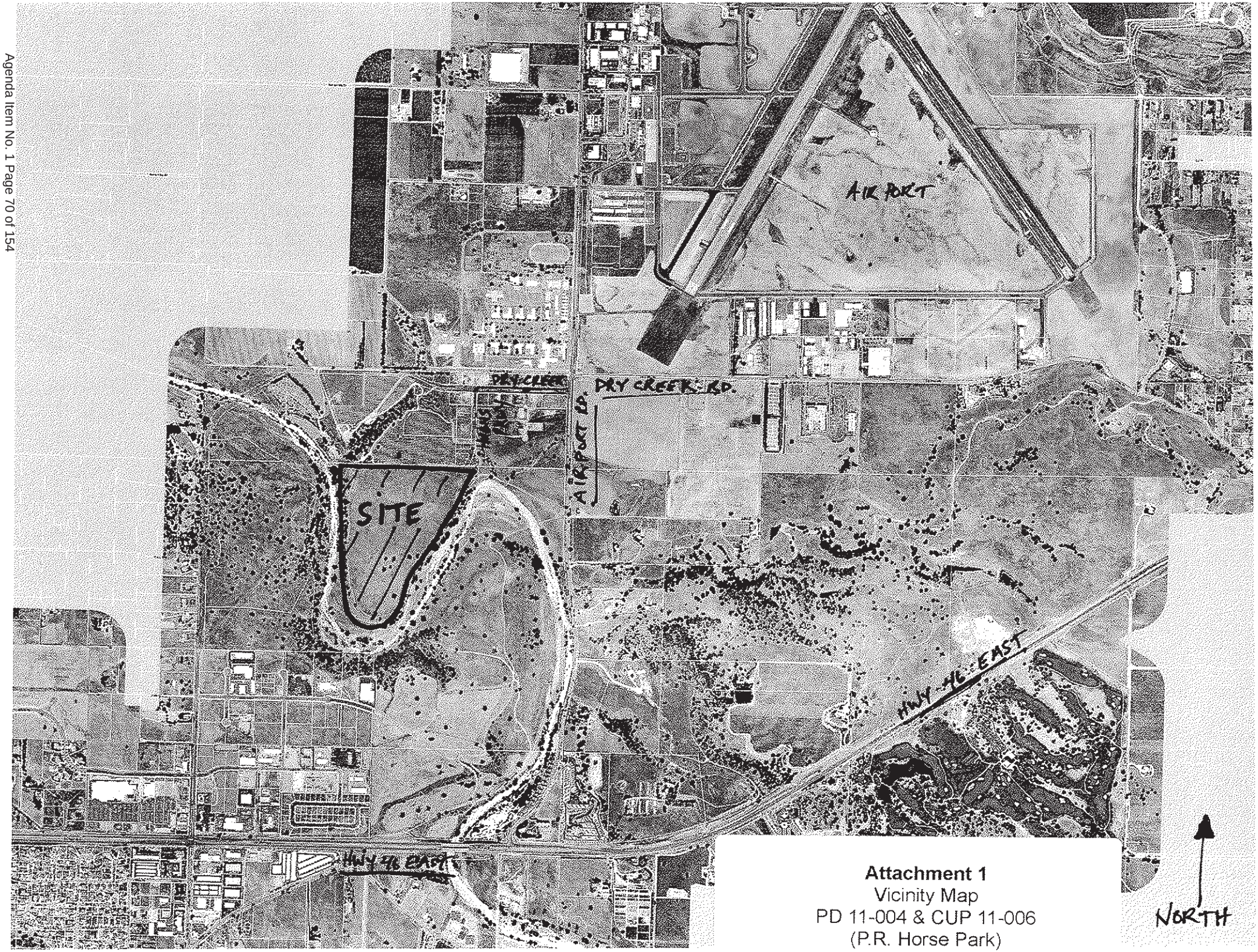
Reference #	Document Title	Available for Review at:
1	City of Paso Robles General Plan	City of Paso Robles Community Development Department 1000 Spring Street Paso Robles, CA 93446
2	City of Paso Robles Zoning Code	Same as above
3	City of Paso Robles Environmental Impact Report for General Plan Update	Same as above
4	2005 Airport Land Use Plan	Same as above
5	City of Paso Robles Municipal Code	Same as above
6	City of Paso Robles Water Master Plan	Same as above
7	City of Paso Robles Urban Water Management Plan 2005	Same as above
8	City of Paso Robles Sewer Master Plan	Same as above
9	City of Paso Robles Housing Element	Same as above
10	City of Paso Robles Standard Conditions of Approval for New Development	Same as above
11	San Luis Obispo County Air Pollution Control District Guidelines for Impact Thresholds	APCD 3433 Roberto Court San Luis Obispo, CA 93401
12	San Luis Obispo County – Land Use Element	San Luis Obispo County Department of Planning County Government Center San Luis Obispo, CA 93408
13	USDA, Soils Conservation Service, Soil Survey of San Luis Obispo County, Paso Robles Area, 1983	Soil Conservation Offices Paso Robles, Ca 93446

Attachments:

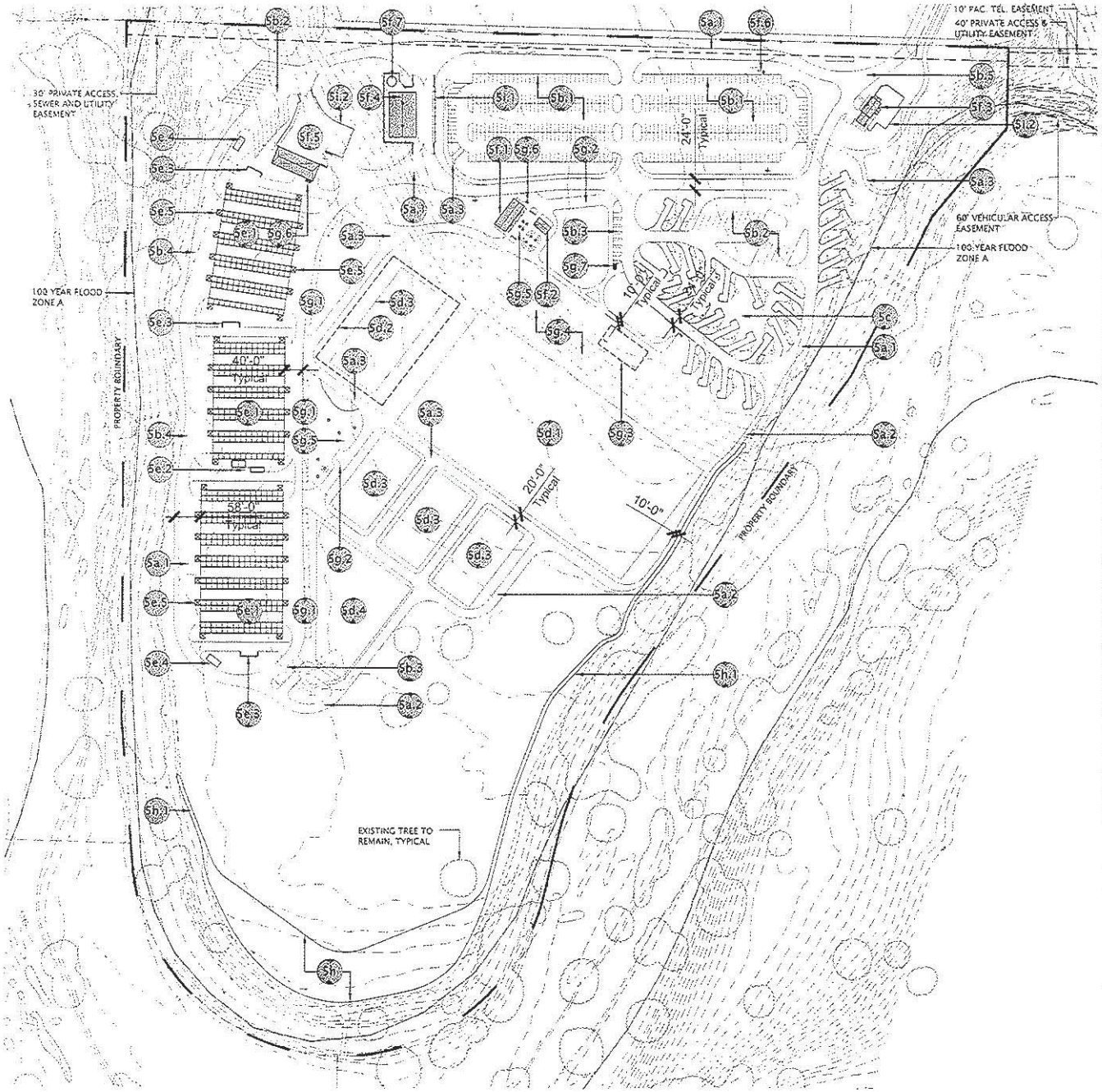
1. **Vicinity Map**
2. **Site Plan**
3. **Mitigation Agreement**
4. **Monitoring Table**

The following attachments are on file in the Community Development Department:

5. **APCD - Letter**
6. **Biological Study**
7. **Kit Fox Evaluation**
8. **Arborist Report**
9. **Cultural Study**
10. **Traffic Study**



Attachment 1
Vicinity Map
PD 11-004 & CUP 11-006
(P.R. Horse Park)



LEGEND *

Circulation:
- Primary Vehicular Circulation Route
- Operations and Maintenance Route (Limited Access Ranch Road)
- Pedestrian & Internal Circulation

Parking Areas:
- Parking Lot
- Trailer Parking
- Handicapped Parking
- Parking behind Horse Stalls
- Gateway Area & Entry Signage

- RV Camping Area

Arenas & Fields
- Large Grass Event Area (600' x 300')
- Main Arena (Phase 3) (260' x 200') Lighting & Bleachers
- Sand Arenas (200' x 100') & Temporary Bleachers
- Warm Up Arena (Variable size)

Horse Stall Areas:
- Horse Stalls (Phase One - 210) (Phase One - 140) (Phase One - 150)
- Farrier Area
- Wash Racks
- Manure Roll-Off Bins (Portable)
- Temporary Competitor Tents

Site Facilities:
- Office and Registration
- Permanent Restroom
- Caretaker's Quarters
- Hay and Feed Barn
- Maintenance Shop and Yard
- Existing Well and Pump
- Potential Water Storage

Park and Open Space Areas:
- Vendor Area (Mobile)
- Concession Truck Parking
- Spectator Tent (Temporary Portable)
- Event Overlook
- Picnic and Seating Areas
- Employee Bike Parking
- Trolley or Shuttle Stop

- Drainage Area
- Drainage Swale

Project Fencing:
- Interior Rail Fence - 4' to 6' high
- Interior Privacy or Screen Fence - 6' high

* Refer to Project Description for additional information

S1 Sheet

rrmdesigngroup creating environments people enjoy

0 50 100 200

Oct 28, 2011

PASO ROBLES HORSE PARK | Site Plan

Paso Robles Horse Park, LLC

Attachment 2
Site Plan
PD 11-004 & CUP 11-006
(P.R. Horse Park)

CITY OF EL PASO DE ROBLES
MITIGATION AGREEMENT FOR
DRAFT MITIGATED NEGATIVE DECLARATION

Lead Agency: City of El Paso de Robles
Director of Community Development
1000 Spring Street
Paso Robles, CA 93446

Contact Person: Ed Gallagher, Community Development Director

File No.:.....PD 11-004/CUP 11-006
Applicant:.....Paso Robles Horse Park, LLC.
Project Description:.....to construct an equestrian facility
Location:.....Hughes Parkway, south of Dry Creek Road, west of Airport Road.

MITIGATION AGREEMENT:

As the applicant and property owner, we hereby agree to the mitigation measures listed in the attached Exhibit "A", Mitigation Monitoring Plan, as identified in the related Initial Study, which are necessary in order to avoid or reduce any adverse environmental effects to a less than significant level and no significant adverse effects would occur as a result of the projects approval. I also understand that additional mitigation measures may be required following the review of the "Proposed Negative Declaration" by the public and by the applicable advisory and final decision-making bodies.

FUTURE INDEPENDENT CEQA REVIEW:

As the applicant and property owner, we understand and hereby agree that in addition to the mitigation measures identified in Exhibit "A", the City reserves the right to further review future development plans within the Project for CEQA compliance independently of the Initial Study attached to Resolution 11-___, to adopt a Mitigated Negative Declaration for PD 11-004/CUP 11-006.

This agreement shall be binding on the applicant/owner and on any successors in interest.

IN WITNESS WHEREOF, the Community Development Director or his assign, representing the City of El Paso de Robles, and the applicant/owner or his legal representative have executed this agreement on the _____day of _____, 2011.

APPLICANT: Paso Robles Horse Park, LLC.
P.O. Box 590
Rancho Santa Fe, CA 92067

By: _____

CITY OF EL PASO DE ROBLES

By:_____
ED GALLAGHER
Community Development Director

Exhibit A

Mitigation Monitoring and Reporting Plan

Project File No./Name: PD 11-004, CUP 11-006 – Paso Robles Horse Park, LLC.
Approving Resolution No.:
Date:

The following environmental Mitigation Measures were either incorporated into the approved plans or were incorporated into the Conditions of Approval. Each and every Mitigation Measure listed below has been found by the approving body to lessen the level of environmental impact of the project to a less than significant level. A completed and signed checklist for each mitigation measure indicates that it has been completed.

See attached Mitigation Summary Table for Mitigation Measure Descriptions.

Mitigation Measure	Type	Monitoring Dept or Agency	Shown on Plans	Verified Implementation	Remarks
AQ-1	Project	Planning Division, Building Division			
AQ-2	Project and Ongoing	Planning Division			
AQ-3	Project	Planning Division, Building Division			
AQ-4	Project	Planning Division, Building Division			
BR-1	Project	Planning Division			
BR-2	Project	Planning Division			
BR-3	Project	Planning Division			
BR-4	Project	Planning Division			
BR-5	Project	Planning Division			
BR-6	Ongoing	Planning Division			
BR-7	Project	Planning Division			
BR-8	Project	Planning Division			
BR-9	Project	Planning Division			
BR-10	Project	Planning Division			
BR-11	Project	Planning Division			
BR-12	Project	Planning Division			
BR-13	Project	Planning Division			
BR-14	Project	Planning Division			
BR-15	Project	Planning Division			
BR-16	Project	Planning Division			
BR-17	Project	Planning Division			
T-1	Project	Planning Division			
T-2	Project	Planning Division			

Mitigation Measure	Type	Monitoring Dept or Agency	Shown on Plans	Verified Implementation	Remarks

Explanation of Headings:

Type	Project, ongoing, cumulative
Monitoring Dept. or Agency	Dept or Agency responsible for monitoring a particular MM
Shown on Plans	When a MM is shown on the plans, this column will be initialed & dated
Verified Implementation	When a MM has been implemented, this column will be initial & dated
Remarks	Area for describing status of ongoing MM, or other information

Mitigation Summary Table

Air Quality Mitigation Measures

AQ-1 If utility pipelines are scheduled for removal or relocation; or building are removed or renovated this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61,Subpart M – asbestos NESHAP). Also please note that developmental burning of vegetative material is prohibited.

AQ-2 Since the area to be graded for the project exceeds 4-acres, the following mitigation measures to manage fugitive dust emission such that they do not exceed the APCD 20% opacity limit (APCD Rule 401) and do not impact off-site areas prompting nuisance violations (APCD Rule 402) shall be implemented:

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 stockpile 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 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.
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;
l. All PM10 mitigation measures required should be shown on grading and building plans;
m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust off-site. 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 Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-3 Construction Permit Requirements:

If portable equipment, 50 horsepower or greater, are used during construction, a 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 Districts CEQA Handbook.

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

Operational Phase Mitigation:

The APCD staff evaluated the operational phase impacts of this project using the CalEEMod.2011.1 computer model, a tool for estimating operational emissions related to the development of land uses. Staff used the models default operational inputs, limited project specifications, and reasonable worst case assumptions to indicate that impacts of the project at build-out will exceed operational phase thresholds. APCD calculations determined that in order reduce operational phase impacts, a Lifetime Off-Site mitigation Value for Air Quality impacts at a fee of $14,761 (with an Administration management cost of $1,476 as necessary) would be required. In order to off-set the Paso Robles Horse Park air quality impacts to a level of insignificance, the following mitigation measures would need to be applied to the project:

AQ-4 Prior to the issuance of a grading permit the applicant would need to pay the $14,761 fee would be required to be paid to the APCD along with any administration fees required for management as necessary. An administrative management cost of $1,476 shall be required as determined by the APCD.

AQ-5 The event participant vehicles shall not exceed 500 per day.

AQ-6 A soil binding agent shall be used on all parking lots, drive areas and vehicle access roads that are used during events. The type of binding agent shall be approved by City Staff along with APCD Staff. In order to better control dust, the binding agent may need to be altered (by using a different manufacture or product) for best results.

GH-1 Greenhouse Gas Impacts and Mitigation:

Besides the mitigation requirements discussed in the Air Quality section (Section IIIa) of this Study related to Construction Phase Mitigation, APCD also discussed in their August 31, 2011, and more specifically as a result of later modeling that the project exceeds thresholds and needs to mitigate for Greenhouse Gas Impacts. The letter noted that APCD staff considered the operational impacts of this proposed planned development by running the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and resulting emissions related to the project's land uses. It was concluded that feasible GHG mitigation measures for both the construction and operational phases of this project should be identified.

The following are some measures suggested by the project Architect that were accepted by APCD Staff as being feasible for the Paso Robles Horse Park project to incorporate into the design and operation of the site and facility.

a. Install efficient lighting and lighting control systems. Site and design building to take advantage of daylight;
b. Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use;
c. Install LED exterior light fixtures;
d. Limit hours of operation of outdoor lighting;
e. Create water efficient landscapes;
f. Install water efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
g. Design buildings to be water efficient. Install water-efficient fixtures and appliances;
h. Concessions and vendors provide places for Horse Park visitors to obtain meals, goods and services;
i. The RV camping areas allow 28 competitors/trainers to stay on the site rather than requiring trips back and forth into town for lodging;
j. Pony rides may be provided from time to time to allow for family entertainment on the site during competitive down time;
k. Bike racks and a trolley or shuttle stop will be provided to reduce the number of vehicle trips required for the project.

GH-2 GHG Emissions Reductions

Table 20
Office of the California Attorney General
Methods to Offset or Reduce Global Warming Impacts
Applicable to the Proposed Project

Emission-Reduction Method	Project Consistency
Energy Efficiency & Renewable Energy	
Incorporate green building practices and design elements.	*Substantially Consistent with Mitigation*. The proposed project would be required to comply with the California 2010 Green Building Standards. In addition, implementation of Mitigation Measure AQ-7 would include additional requirements that are anticipated to further reduce energy demand associated with onsite structures. Such measures include energy efficient lighting, heating and cooling systems, appliances, and control systems.
Meet recognized green building and energy efficiency benchmarks.	
Install energy efficient lighting (e.g., light emitting diodes (LEDs)), heating and cooling systems, appliances, equipment, and control systems.	
Install efficient lighting, (including LEDs) for traffic, street and other outdoor lighting.	
Use passive solar design, e.g., orient buildings and incorporate landscaping to maximize passive solar heating during cool seasons, minimize solar heat gain during hot seasons, and enhance natural ventilation. Design buildings to take advantage of sunlight.	*Substantially Consistent with Mitigation*. Implementation of Mitigation Measure AQ-7 would require use of passive solar design features.
Install light colored "cool" roofs and cool pavements.	*Partially Consistent with Mitigation*. Implementation of Mitigation Measure AQ-7 would require the proposed project to incorporate cool pavements.
Water Conservation and Efficiency	
Incorporate water-reducing features into building and landscape design	*Substantially Consistent with Mitigation*. Implementation of Mitigation Measure AQ-7 would require installation of water-reducing features and water-efficient landscapes and use of water-efficient irrigation methods.
Create water-efficient landscapes.	
Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls, and use water-efficient irrigation methods.	
Devise a comprehensive water conservation strategy appropriate for the project and location.	*Substantially Consistent with Mitigation*. Implementation of Mitigation Measure AQ-7 would require installation of water-efficient fixtures and appliances.
Design buildings to be water efficient. Install water-efficient fixtures and appliances.	

Table 20
Office of the California Attorney General
Methods to Offset or Reduce Global Warming Impacts
Applicable to the Proposed Project

Emission-Reduction Method	Project Consistency
Devise a comprehensive water conservation strategy appropriate for the project and location. The strategy may include many of the specific items listed above, plus other innovative measures that are appropriate to the specific project.	
Solid Waste Measures	
Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).	*Substantially Consistent with Mitigation*. Implementation of Mitigation Measure AQ-1,m would require reuse and recycling of construction waste to the maximum extent feasible.
Land Use Measures	
Incorporate public transit into project design.	*Partially Consistent with Mitigation*. The proposed project site is not serviced by public transit. The proposed Traffic Demand Management Program includes a shuttle bus service that would provide transportation to onsite events from the City of Paso Robles.
Preserve and create open space and parks. Preserve existing trees, and plant replacement trees at a set ratio.	*Partially Consistent with Mitigation*. In accordance with Mitigation Measure 7 the proposed project would preserve, to the extent practical, existing trees. Landscaping would be included in the project design.
Transportation and Motor Vehicles	
Create a ridesharing program. Promote existing ride sharing programs, e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading for ride sharing vehicles, and providing a web site or message board for coordinating rides.	*Substantially Consistent with Mitigation*. Implementation of Mitigation Measure AQ-2,b would require Horse Park operators to encourage event attendees to utilize alternative means of transportation and car/van pooling.
Source: CAGO 2010.	

Biological Resources Mitigation Measures

Oak Tree Mitigations

BR-1. Tree protection measures shall be in place prior to issuance of a grading/construction permits.

BR-2. Oak Tree Protection fencing shall consist of a minimum 4-foot high chain link, snow or safety fence, staked at the Critical Root Zone, or at the line of encroachment to the CRZ as instructed by the Project Arborist. Prior to the issuance of a grading permit, the Project Arborist shall inspect the location of the fencing to insure adequacy of the installation and placement.

BR-3. All existing trees shall remain unless otherwise noted.

BR-4. Low branches in danger of being torn from trees shall be pruned prior to the start of any heavy equipment work.

BR-5. Any roots 2-inches or greater in diameter that are encountered during excavation shall be clean cut by hand and sealed with an approved seal, under the Arborists supervision.

BR-6. Vehicles and stockpiled material shall be stored outside the critical root zone of the trees.

BR-7. Any trenches under the critical root zone of the native trees shall be dug by hand to avoid any large roots.

BR-8. The Arborists shall be on-site to observe any excavation within the Critical Root Zone of any oak tree.

Common Wildlife Mitigations

Nesting Birds

BR-9. Within one week of ground disturbance activities, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. A pre-construction survey report shall be submitted to the lead agency immediately upon completion of the survey. The report shall detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements. A map of the Project site and nest locations shall be included with the report. The Project biologist conducting the survey shall have authority to reduce or increase the recommended buffer depending upon site conditions.

Burrowing Owls

BR-10. Occupied burrows or nests of special status bird species shall be mapped using GPS or survey equipment. Work shall not be allowed within the 100 foot buffer while the nest is in use. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.

BR-11. Occupied burrows or nests of special status bird species that are within 100 feet of project work areas shall be monitored at least every two weeks through the nesting season to document nest success and check for project compliance with buffer zones. Once burrows or

nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.

Golden Eagle

BR-12. Prior to the start of work between March 15 and August 15 (nesting season) on the storm water basin, or other work closer than 660 from a known eagle nest, a biologist shall confirm use of the previously documented golden eagle nest. A no-work buffer of at least 660 feet from an active eagle nest shall be observed until young have fledged (USFWS 2007; bald eagle guidelines). Following construction of the storm water basin, activities are not anticipated to disturb the area within 660 of the nest, so ongoing mitigation measures are not required.

Silvery Legless Lizard

BR-13. Pre-construction surveys for silvery legless lizard shall be conducted, as applicable, prior to primary grubbing and other construction activities that affect previously undisturbed habitat under oak canopy. The surveys shall be conducted within three weeks of the start of work. If no special status species are found, construction activities may begin immediately. If a silvery legless lizard is found, a qualified biologist shall move them to the nearest safe location. Additional monitoring may be required if the project biologist determines that special status species could move onto the project site during construction, or be forced out of underground burrows during grading. The project biologist shall have the authority to stop work if special status species are found in the project areas during construction.

American Badger

BR-14. A pre-construction survey shall be conducted within 30 days of beginning construction work on a portion of the Project site to identify if badgers are present. The results of the survey shall be sent to the Project manager and lead agency.

If the pre-construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover all Project areas included in the respective construction phase, and shall examine both old and new dens. If potential badger dens are too long to completely inspect from the entrance, a fiber optic scope shall be used to examine the den to the end. Inactive dens may be excavated by hand with a shovel to prevent re-use of dens during construction. If badgers are found in dens between February and July, nursing young may be present. To avoid disturbance and the possibility of direct loss of adults and nursing young, and to prevent badgers from becoming trapped in burrows during construction activity, no grading shall occur within 100 feet of active badger dens between February 1 and July 1. Between July 1 and February 1 all potential badger dens shall be inspected to determine if badgers are present. During the winter badgers do not truly hibernate, but are active and asleep in their dens for several days at a time. Because they can be torpid during the winter, they are vulnerable to disturbances that may collapse their dens before they rouse and emerge. Therefore, surveys shall be conducted for badger dens throughout the year. If badger dens are found on the Project site during the pre-construction survey, and are not raising young, they may be encouraged to vacate the den by a qualified biologist. If measures such as partially blocking den entrances do not result in the badger moving, badgers may be live trapped and moved to save locations.

San Joaquin Kit Fox

BR-15. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the County of San Luis Obispo, Department of Planning and Building, Environmental and Resource Management Division (County) (see contact information below) that states that one or a combination of the following three San Joaquin kit fox mitigation measures has been implemented:

a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of 79 (39.5 disturbed area x2) acres of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Game (Department) and the County.

   This mitigation alternative (a.) requires that all aspects of this program must be in place before County permit issuance or initiation of any ground disturbing activities.

b. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

   Mitigation alternative (b) above, can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was established in agreement between the Department and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to "The Nature Conservancy", would total $197,500. This fee is calculated based on the current cost-per-unit of $2500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis Obispo County; your actual cost may increase depending on the timing of payment. This fee must be paid after the Department provides written notification about your mitigation options but prior to County permit issuance and initiation of any ground disturbing activities.

c. Purchase 79 credits in a Department-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

   Mitigation alternative (c) above, can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, and would total $197,500. This fee is calculated based on the current cost-per-credit of $2500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Your actual cost may increase depending on the timing of payment. Purchase of

credits must be completed prior to County permit issuance and initiation of any ground disturbing activities.

BR-16. Prior to issuance of grading and/or construction permits, the applicant shall provide evidence that they have retained a qualified biologist acceptable to the City. The retained biologist shall perform the following monitoring activities:

i. Prior to issuance of grading and/or construction permits and within 30 days prior to initiation of site disturbance and/or construction, the biologist shall conduct a pre-activity (i.e. pre-construction) survey for known or potential kit fox dens and submit a letter to the City reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.

ii. The qualified biologist shall conduct weekly site visits during site-disturbance activities (i.e. grading, disking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures BR-19 through BR-26. Site disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason (see BR-19iii). When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the City.

iii. Prior to or during project activities, if any observations are made of San Joaquin Kit fox, or any known or potential San Joaquin kit fox dens are discovered within the project limits, the qualified biologist shall re-assess the probability of incidental take (e.g. harm or death) to kit fox. At the time a den is discovered, the qualified biologist shall contact USFWS and the CDFG for guidance on possible additional kit fox protection measures to implement and whether or not a Federal and/or State incidental take permit is needed. If a potential den is encountered during construction, work shall stop until such time the USFWS determines it is appropriate to resume work.

If incidental take of kit fox during project activities is possible, before project activities commence, the applicant must consult with the USFWS. The results of this consultation may require the applicant to obtain a Federal and/or State permit for incidental take during project activities. The applicant should be aware that the presence of kit foxes or known or potential kit fox dens at the project site could result in further delays of project activities.

iv. In addition, the qualified biologist shall implement the following measures:

1. Within 30 days prior to initiation of site disturbance and/or construction, fenced exclusion zones shall be established around all known and potential kit fox dens. 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 or active kit fox den: 100 feet

- Kit fox pupping den: 150 feet

2. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.
3. If kit foxes or known or potential kit fox dens are found on site, daily monitoring by a qualified biologist shall be required during ground disturbing activities.

Monitoring: Required prior to issuance of a grading and/or construction permit. Compliance will be verified by the City Planning Division.

Transportation/Circulation

T-1 As recommended in the traffic study, the applicant shall arrange to avoid impact on peak hour traffic at the intersection of Highway 46E and Airport Road until such time as the City has established an alternate route.

T-2 The applicant shall pay transportation impact fees established by City Council in affect at the time of occupancy.

RESOLUTION NO: 12-_____

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES APPROVING
PLANNED DEVELOPMENT 11-004 & CONDITIONAL USE PERMIT 11-006
(PASO ROBLES HORSE PARK, LLC)
APN: 025-435-008

WHEREAS, Planned Development 11-004 & Conditional Use Permit 11-006, have been submitted by RRM Design Group, on behalf of the Paso Robles Horse Park, LLC, requesting to establish an equestrian facility for hunter and jumper competitions; and

WHEREAS, the project is located on a 67-acre parcel located south end of Hughes Parkway, south of Dry Creek Road, west of Airport Road; and

WHEREAS, the site is within the Residential-Agriculture, Planned Development Overlay (RA-PD) zone with a small portion of the site being in the Parks and Open Space (POS) district; and

WHEREAS, the site is within the Parks and Open Space (POS) land use category; and

WHEREAS, Chapter 21.23B.030 of the Zoning Code requires the review of a Development Plan (PD) by the Planning Commission; and

WHEREAS, Table 21.16.200, Permitted Land Use Table of the Zoning Code, requires the approval of a Conditional Use Permit (CUP) for equestrian facilities in the RA and POS Zoning District; and

WHEREAS, in conjunction with PD 11-004, CUP 11-006 is being processed as required by the Zoning Code; and

WHEREAS, a public hearing was conducted by the Planning Commission on January 24, 2012, to consider facts as presented in the staff report prepared for this project, and to accept public testimony regarding this proposed development plan and conditional use permit; and

WHEREAS, a resolution was adopted by the Planning Commission approving a Mitigated Negative Declaration for this project, and a Mitigated Negative Declaration was prepared for the proposed Planned Development application in accordance with the California Environmental Quality Act; and

WHEREAS, based upon 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. The project is consistent with the adopted codes, policies, standards and plans of the City; and

2. The proposed development plan & conditional use permit 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 plan as conditioned would meet the intent of the General Plan and Zoning Ordinance by providing the opportunity for clean attractive business to be located in the Business Park/Planned Industrial designated areas of the City.

8. The establishment, maintenance or operation of the requested uses applied for, will not, under the circumstances of the particular case, be detrimental to the health, safety, morals, comfort, convenience and general welfare of the persons residing or working in the neighborhood of such proposed use, since the project has gone through the development review process including, environmental review and the processing of a Conditional Use Permit as required by Table 21.16.200 for equestrian facilities in the POS & RA zoning districts.

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles does hereby Planned Development 11-004 & Conditional Use Permit 11-006, subject to the following condition:

STANDARD CONDITIONS:

1. The applicant/developer shall comply with those standard conditions which are indicated as applicable in "Exhibit A" to this resolution.

2. Any condition imposed by the Planning Commission in granting this Conditional Use Permit 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 granting of the original permit. 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 under the Conditional Use Permit.

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.

3. 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
B.	Project Description
C.	Title Sheet
D.	Site Plan
E.	Land Use Plan
F.	Preliminary Grading & Drainage
G.	Sections
H.	On-Site Utility Plan
I.	Off-Site Utility Plan
J.	Stormwater Management Plan
K.	Planting Plan
L.	Lighting Plan
M.	Elevations
N.	Color Board

4. This PD 11-004 along with CUP 11-006 allows for the development of the 67-acre site into an equestrian facility that would hold hunter and jumper horse competitions. Development of the 39-acre portion of the site would be developed as follows:

    - Parking Areas, approximately 8.1-acres of all-weather surfacing;
    - RV Camping area, approximately 4-acres, would accommodate 28 RV spaces that would only be utilized during events and only for persons participating in the event. The RV spaces will not be available for general transient lodging;
    - Arenas and Fields, 11-acres including the large grass event area, main arena, sand arenas, warm up areas, derby field;
    - Horse Stalls, approx. 5.2 acres, 500 horse stalls, wash racks, farrier area, temporary competitor tents;
    - Site Facilities, approx. 4.6 acres, includes office and registration building, restroom building, caretaker residence, Hay Barn, Maintenance Shop;
    - Open space areas, approx. 32.3 acres, vendor area, concession area, spectator tent, event overlook, picnic and seating areas.
    - Drainage areas would cover approximately 2 acres.

5. The equestrian events would be limited to the maximum of 8 shows per year, for a total of 40 competition days per year. Events shall be held in the daytime hours and end at dusk.

6. The RV Camping area shall be limited to 28 spaces, only be used during equestrian events and only be utilized by event competitors or trainers.

7. Prior to issuance of a building permit, an Avigation Easement shall be recorded over the property, in a manner approved by the Airport Manager.

8. Prior to the issuance of a building permit, the applicant shall record a Constructive Notice against the property that would notify existing and future property owners that given the project's location next to the City of Paso Robles Airport, that there will be the on-going

possibility of adverse noise impacts from aircraft on the operation of the equestrian facility. The Notice shall also provide language that requires the event organizer to include the above language in event entry forms and be acknowledged by all participants and horse owners prior to each event.

9. Prior to the issuance of a building permit for each building the following final details shall be submitted for Planning Division Staff review:
   a. Final site plan and architectural elevations;
   b. Exterior light fixtures;
   c. Final colors/materials;
   d. Detailed landscape plan including transformer, backflow and other equipment screening;
   e. Fencing Plan (if any fencing)

10. The project landscape plan is subject to the requirements within the City's Landscape Ordinance. If the landscape area is over 1 acre, a Landscape Design Package (LDP) is required to be completed and approved by the City prior to landscape and irrigation installation.

11. Post construction storm water management and low impact development best management practices shall be included in the design of site improvements.

12. The applicant shall extend Hughes Parkway from the south boundary of Tract 2772-1 to the project site, a minimum of 20 feet wide, in accordance with plans approved by the City Engineer. A turn around area shall be constructed and right-of-way dedicated on the project site.

13. The applicant shall extend City sewer and water lines from the south boundary of Tract 2772-1 to the project boundary in accordance with plans approved by the City Engineer.

14. The following are traffic impact related mitigation measures:

    (T-1) As recommended in the traffic study, the applicant shall arrange to avoid impact on peak hour traffic at the intersection of Highway 46E and Airport Road until such time as the City has established an alternate route.

    (T-2) The applicant shall pay transportation impact fees established by City Council in affect at the time of occupancy.

15. 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 emission resulting from use of construction equipment as follows:

    AQ-1 If utility pipelines are scheduled for removal or relocation; or building are removed or renovated this project may be subject to various regulatory jurisdictions, including the requirements stipulated in the National Emission Standard for Hazardous Air Pollutants (40CFR61,Subpart M – asbestos NESHAP). Also please note that developmental burning of vegetative material is prohibited.

    AQ-2 Since the area to be graded for the project exceeds 4-acres, the following mitigation measures to manage fugitive dust emission such that they do not exceed the APCD

20% opacity limit (APCD Rule 401) and do not impact off-site areas prompting nuisance violations (APCD Rule 402) shall be implemented:

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 stockpile 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 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.
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;
l. All PM10 mitigation measures required should be shown on grading and building plans;
m. The contractor or builder shall designate a person or persons to monitor the fugitive dust emissions and enhance the implementation of the measures necessary to minimize dust complaints, reduce visible emissions below 20% opacity, and to prevent transport of dust off-site. 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 Compliance Division prior to the start of any grading, earthwork or demolition.

AQ-3 Construction Permit Requirements:

If portable equipment, 50 horsepower or greater, are used during construction, a 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 Districts CEQA Handbook.

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

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

Operational Phase Mitigation:

The APCD staff evaluated the operational phase impacts of this project using the CalEEMod.2011.1 computer model, a tool for estimating operational emissions related to the development of land uses. Staff used the models default operational inputs, limited project specifications, and reasonable worst case assumptions to indicate that impacts of the project at build-out will exceed operational phase thresholds. APCD calculations determined that in order reduce operational phase impacts, a Lifetime Off-Site mitigation Value for Air Quality impacts at a fee of $14,761 (with an Administration management cost of $1,476 as necessary) would be required. In order to off-set the Paso Robles Horse Park air quality impacts to a level of insignificance, the following mitigation measures would need to be applied to the project:

AQ-4 Prior to the issuance of a grading permit the applicant would need to pay the $14,761 fee would be required to be paid to the APCD along with any administration fees required for management as necessary. An administrative management cost of $1,476 shall be required as determined by the APCD.

AQ-5 The event participant vehicles shall not exceed 500 per day.

AQ-6 A soil binding agent shall be used on all parking lots, drive areas and vehicle access roads that are used during events. The type of binding agent shall be approved by City Staff along with APCD Staff. In order to better control dust, the binding agent may need to be altered (by using a different manufacture or product) for best results.

16. 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 greenhouse gas emissions (GHG):

GHG-1 Greenhouse Gas Impacts and Mitigation:

Besides the mitigation requirements discussed in the Air Quality section (Section IIIa) of this Study related to Construction Phase Mitigation, APCD also discussed in their August 31, 2011, and more specifically as a result of later modeling that the project exceeds thresholds and needs to mitigate for Greenhouse Gas Impacts. The letter noted that APCD staff considered the operational impacts of this proposed planned development by running the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and resulting emissions related to the project's land uses. It was concluded that feasible GHG mitigation measures for both the construction and operational phases of this project should be identified.

The following are some measures suggested by the project Architect that were accepted by APCD Staff as being feasible for the Paso Robles Horse Park project to incorporate into the design and operation of the site and facility.

a. Install efficient lighting and lighting control systems. Site and design building to take advantage of daylight;
b. Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use;
c. Install LED exterior light fixtures;
d. Limit hours of operation of outdoor lighting;
e. Create water efficient landscapes;
f. Install water efficient irrigation systems and devices, such as soil moisture-based irrigation controls;
g. Design buildings to be water efficient. Install water-efficient fixtures and appliances;
h. Concessions and vendors provide places for Horse Park visitors to obtain meals, goods and services;
i. The RV camping areas allow 28 competitors/trainers to stay on the site rather than requiring trips back and forth into town for lodging;
j. Pony rides may be provided from time to time to allow for family entertainment on the site during competitive down time;
k. Bike racks and a trolley or shuttle stop will be provided to reduce the number of vehicle trips required for the project.

Based on the minimal construction involved with this project along with the low frequency of events per year, along with the items listed above, it is anticipated that the project impacts related to GHG emissions will be less than significant.

17. The following is a mitigation measure related to Kit Fox habitat identified within the Mitigated Negative Declaration prepared for this project:

BR-1. All construction work in and around the existing oak trees shall be done in accordance with the City of Paso Robles, Oak Tree Preservation Ordinance.

BR-2. Tree protection measures shall be in place prior to issuance of a grading/construction permits.

BR-3. Oak Tree Protection fencing shall consist of a minimum 4-foot high chain link, snow or safety fence, staked at the Critical Root Zone, or at the line of encroachment to the CRZ as instructed by the Project Arborist. Prior to the issuance of a grading permit, the Project Arborist shall inspect the location of the fencing to insure adequacy of the installation and placement.

BR-4. All existing trees shall remain unless otherwise noted.

BR-5. Low branches in danger of being torn from trees shall be pruned prior to the start of any heavy equipment work.

BR-6. Any roots 2-inches or greater in diameter that are encountered during excavation shall be clean cut by hand and sealed with an approved seal, under the Arborists supervision.

BR-7. Vehicles and stockpiled material shall be stored outside the critical root zone of the trees.

BR-8. Any trenches under the critical root zone of the native trees shall be dug by hand to avoid any large roots.

BR-9. The Arborists shall be on-site to observe any excavation within the Critical Root Zone of any oak tree.

BR-10. Within one week of ground disturbance activities, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. If surveys do not locate nesting birds, construction activities may be conducted. If nesting birds are located, no construction activities shall occur within 100 feet of nests until chicks are fledged. A pre-construction survey report shall be submitted to the lead agency immediately upon completion of the survey. The report shall detail appropriate fencing or flagging of the buffer zone and make recommendations on additional monitoring requirements. A map of the Project site and nest locations shall be included with the report. The Project biologist conducting the survey shall have authority to reduce or increase the recommended buffer depending upon site conditions.

BR-11. Occupied burrows or nests of special status bird species shall be mapped using GPS or survey equipment. Work shall not be allowed within the 100 foot buffer while the nest is in use. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.

BR-12. Occupied burrows or nests of special status bird species that are within 100 feet of project work areas shall be monitored at least every two weeks through the nesting season to document nest success and check for project compliance with buffer zones. Once burrows or nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work may commence in these areas.

BR-13. Prior to the start of work between March 15 and August 15 (nesting season) on the storm water basin, or other work closer than 660 from a known eagle nest, a biologist shall confirm use of the previously documented golden eagle nest. A no-work buffer of at least 660 feet from an active eagle nest shall be observed until young have fledged (USFWS 2007; bald eagle guidelines). Following construction of the storm water basin, activities are not anticipated to disturb the area within 660 of the nest, so ongoing mitigation measures are not required.

BR-14. Pre-construction surveys for silvery legless lizard shall be conducted, as applicable, prior to primary grubbing and other construction activities that affect previously undisturbed habitat under oak canopy. The surveys shall be conducted within three weeks of the start of work. If no special status species are found, construction activities may begin immediately. If a silvery legless lizard is found, a qualified biologist shall move them to the nearest safe location. Additional monitoring may be required if the project biologist determines that special status species could move onto the project site during construction, or be forced out of underground burrows during grading. The project biologist shall have the authority to stop work if special status species are found in the project areas during construction.

BR-15. A pre-construction survey shall be conducted within 30 days of beginning construction work on a portion of the Project site to identify if badgers are present. The results of the survey shall be sent to the Project manager and lead agency.

If the pre-construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover all Project areas included in the respective construction phase, and shall examine both old and new dens. If potential badger dens are too long to completely inspect from the entrance, a fiber optic scope shall be used to examine the den to the end. Inactive dens may be excavated by hand with a shovel to prevent re-use of dens during construction. If badgers are found in dens between February and July, nursing young may be present. To avoid disturbance and the possibility of direct loss of adults and nursing young, and to prevent badgers from becoming trapped in burrows during construction activity, no grading shall occur within 100 feet of active badger dens between February 1 and July 1. Between July 1 and February 1 all potential badger dens shall be inspected to determine if badgers are present. During the winter badgers do not truly hibernate, but are active and asleep in their dens for several days at a time. Because they can be torpid during the winter, they are vulnerable to disturbances that may collapse their dens before they rouse and emerge. Therefore, surveys shall be conducted for badger dens throughout the year. If badger dens are found on the Project site during the pre-construction survey, and are not raising young, they may be encouraged to vacate the den by a qualified biologist. If measures such as partially blocking den entrances do not result in the badger moving, badgers may be live trapped and moved to save locations.

BR-16. Prior to issuance of grading and/or construction permits, the applicant shall submit evidence to the County of San Luis Obispo, Department of Planning and Building, Environmental and Resource Management Division (County) (see contact information below) that states that one or a combination of the following three San Joaquin kit fox mitigation measures has been implemented:

a. Provide for the protection in perpetuity, through acquisition of fee or a conservation easement of **79 (39.5 disturbed area x2)** acres of suitable habitat in the kit fox corridor area (e.g. within the San Luis Obispo County kit fox habitat area, northwest of Highway 58), either on-site or off-site, and provide for a non-wasting endowment to provide for management and monitoring of the property in perpetuity. Lands to be conserved shall be subject to the review and approval of the California Department of Fish and Game (Department) and the County.

   This mitigation alternative (a.) requires that all aspects of this program must be in place before County permit issuance or initiation of any ground disturbing activities.

b. Deposit funds into an approved in-lieu fee program, which would provide for the protection in perpetuity of suitable habitat in the kit fox corridor area within San Luis Obispo County, and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (b) above, can be completed by providing funds to The Nature Conservancy (TNC) pursuant to the Voluntary Fee-Based Compensatory Mitigation Program (Program). The Program was established in agreement between the Department and TNC to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The fee, payable to "The Nature Conservancy", would total $**197,500**. This fee is calculated based on the current cost-per-unit of $2500 per acre of mitigation, which is scheduled to be adjusted to address the increasing cost of property in San Luis Obispo County; your actual cost may increase depending on the timing of payment. This fee must be paid after the Department provides written notification about your mitigation options but prior to County permit issuance and initiation of any ground disturbing activities.

c. Purchase **79** credits in a Department-approved conservation bank, which would provide for the protection in perpetuity of suitable habitat within the kit fox corridor area and provide for a non-wasting endowment for management and monitoring of the property in perpetuity.

Mitigation alternative (c) above, can be completed by purchasing credits from the Palo Prieto Conservation Bank (see contact information below). The Palo Prieto Conservation Bank was established to preserve San Joaquin kit fox habitat, and to provide a voluntary mitigation alternative to project proponents who must mitigate the impacts of projects in accordance with the California Environmental Quality Act (CEQA). The cost for purchasing credits is payable to the owners of The Palo Prieto Conservation Bank, and would total $**197,500**. This fee is calculated based on the current cost-per-credit of $2500 per acre of mitigation. The fee is established by the conservation bank owner and may change at any time. Your actual cost may increase depending on the timing of payment. Purchase of credits must be completed prior to County permit issuance and initiation of any ground disturbing activities.

BR-17. **Prior to issuance of grading and/or construction permits**, the applicant shall provide evidence that they have retained a qualified biologist acceptable to the City. The retained biologist shall perform the following monitoring activities:

i. **Prior to issuance of grading and/or construction permits and within 30 days prior to initiation of site disturbance and/or construction,** the biologist shall conduct a pre-activity (i.e. pre-construction) survey for known or potential kit fox dens and submit a letter to the City reporting the date the survey was conducted, the survey protocol, survey results, and what measures were necessary (and completed), as applicable, to address any kit fox activity within the project limits.

ii. **The qualified biologist shall conduct weekly site visits during site-disturbance activities** (i.e. grading, disking, excavation, stock piling of dirt or gravel, etc.) that proceed longer than 14 days, for the purpose of monitoring compliance with required Mitigation Measures BR-19 through BR-26. Site disturbance activities lasting up to 14 days do not require weekly monitoring by the biologist unless observations of kit fox or their dens are made on-site or the qualified biologist recommends monitoring for some other reason (see

BR-19iii). When weekly monitoring is required, the biologist shall submit weekly monitoring reports to the City.

iii. **Prior to or during project activities,** if any observations are made of San Joaquin Kit fox, or any known or potential San Joaquin kit fox dens are discovered within the project limits, the qualified biologist shall re-assess the probability of incidental take (e.g. harm or death) to kit fox. At the time a den is discovered, the qualified biologist shall contact USFWS and the CDFG for guidance on possible additional kit fox protection measures to implement and whether or not a Federal and/or State incidental take permit is needed. If a potential den is encountered during construction, work shall stop until such time the USFWS determines it is appropriate to resume work.

If incidental take of kit fox during project activities is possible, **before project activities commence,** the applicant must consult with the USFWS. The results of this consultation may require the applicant to obtain a Federal and/or State permit for incidental take during project activities. The applicant should be aware that the presence of kit foxes or known or potential kit fox dens at the project site could result in further delays of project activities.

iv. **In addition,** the qualified biologist shall implement the following measures:

1. **Within 30 days prior to initiation of site disturbance and/or construction**, fenced exclusion zones shall be established around all known and potential kit fox dens. 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 or active kit fox den: 100 feet
    - Kit fox pupping den: 150 feet

2. All foot and vehicle traffic, as well as all construction activities, including storage of supplies and equipment, shall remain outside of exclusion zones. Exclusion zones shall be maintained until all project-related disturbances have been terminated, and then shall be removed.

3. If kit foxes or known or potential kit fox dens are found on site, daily monitoring by a qualified biologist shall be required during ground disturbing activities.

PASSED AND ADOPTED THIS 24th day of January 2012 by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

_____

AL GARCIA, CHAIRMAN

ATTEST:

_____

ED GALLAGHER, PLANNING COMMISSION SECRETARY

EXHIBIT A OF RESOLUTION

CITY OF EL PASO DE ROBLES
STANDARD DEVELOPMENT CONDITIONS

☒ Planned Development	☒ Conditional Use Permit
☐ Tentative Parcel Map	☐ Tentative Tract Map
Approval Body: Planning Commission	Date of Approval: Jan. 24, 2012
Applicant: PR Horse Park, LLC	Location: Hughes Parkway
APN: 025-435-008	

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 – PD/CUP:

☒ 1. This project approval shall expire on Jan. 24, 2014 unless a time extension request is filed with the Community Development Department, or a State mandated automatic time extension is applied 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. To the extent allowable by law, Owner agrees to hold City harmless from costs and expenses, including attorney's fees, incurred by City or held to be the liability of City in connection with City's defense of its actions in any proceeding brought in any State or Federal court challenging the City's actions with respect to the project. Owner understands and acknowledges that City is under no obligation to defend any legal actions challenging the City's actions with respect to the project.

☒ 4. Any site specific condition imposed by the Planning Commission in approving this project **(Conditional Use Permit)** 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. 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.

☒ 6. 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.

☐ 7. 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.

☐ 8. Prior to the issuance of a Building Permit a landscape and irrigation plan consistent with the Landscape and Irrigation Ordinance, shall be submitted for City review and approval. The plan needs to be designed in a manner that utilizes drought tolerant plants, trees and ground covers and minimizes, if not eliminates the use of turf. The irrigation plan shall utilize drip irrigation and limit the use of spray irrigation. All existing and/or new landscaping shall be installed with automatic irrigation systems.

☐ 9. A reciprocal parking and access easement and agreement for site access, parking, and maintenance of all project entrances, parking areas, landscaping, hardscape, common open space, areas and site lighting standards and fixtures, shall be recorded prior to or in conjunction with the Final Map. Said easement and agreement shall apply to all properties, and be referenced in the site Covenants, Conditions and Restrictions (CC&Rs).

☐ 10. All outdoor storage shall be screened from public view by landscaping and walls or fences per Section 21.21.110 of the Municipal Code.

☐ 11. For commercial, industrial, office or multi-family projects, all refuse enclosures are required to provide adequate space for recycling bins. The enclosure shall be architecturally compatible with the primary building. Gates shall be view obscuring and constructed of durable materials. Check with Paso Robles Waste Disposal to determine the adequate size of enclosure based on the number and size of containers to be stored in the enclosure.

☒ 12. For commercial, industrial, office or multi-family projects, 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.

☒ 13. 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.

☒ 14. 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.

☐ 15. 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.

☒ 16. 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.

☐ 17. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No.835 N.S., 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.

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

☐ 19. Prior to recordation of the map or prior to occupancy of a project, all conditions of approval shall be completed to the satisfaction of the City Engineer and Community Developer Director or his designee.

☐ 20. 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.

(Adopted by Planning Commission Resolution _____)

☒ 21. 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:

B. GENERAL CONDITIONS – TRACT/PARCEL MAP:

☐ 1. In accordance with Government Section 66474.9, the subdivider shall defend, indemnify and hold harmless the City, or its agent, officers and employees, from any claim, action or proceeding brought within the time period provided for in Government Code section 66499.37, against the City, or its agents, officers, or employees, to attack, set aside, void, annul the City's approval of this subdivision. The City will promptly notify subdivider of any such claim or action and will cooperate fully in the defense thereof.

☐ 2. The Covenants, Conditions, and Restrictions (CC&Rs) and/or Articles Affecting Real Property Interests are subject to the review and approval of the Community Development Department, the Public Works Department and/or the City Attorney. They shall be recorded concurrently with the Final Map or prior to the issuance of building permits, whichever occurs first. A recorded copy shall be provided to the affected City Departments.

☐ 3. The owner shall petition to annex residential Tract (or Parcel Map)_____ into the City of Paso Robles Community Facilities District No. 2005-1 for the purposes of mitigation of impacts on the City's Police and Emergency Services Departments.

☐ 4. Street names shall be submitted for review and approval by the Planning Commission, prior to approval of the final map.

☐ 5. The following areas shall be permanently maintained by the property owner, Homeowners' Association, or other means acceptable to the City:

_____

_____.

****

ENGINEERING DIVISION- 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.

C. PRIOR TO ANY PLAN CHECK:

☒ 1. The applicant shall enter into an Engineering Plan Check and Inspection Services Agreement with the City.

D. 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. 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 its removal.

☒ 3. A complete grading and drainage plan shall be prepared for the project by a registered civil engineer and subject to approval by the City Engineer. The project shall conform to the City's Storm Water Discharge Ordinance.

☐ 4. A Preliminary Soils and/or Geology Report providing technical specifications for grading of the site shall be prepared by a Geotechnical Engineer.

☒ 5. A Storm Water Pollution Prevention Plan per the State General Permit for Strom Water Discharges Associated with Construction Activity shall be provided for any site that disturbs greater than or equal to one acre, including projects that are less than one acre that are part of a larger plan of development or sale that would disturb more than one acre.

E. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

☒ 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.

☐ 3. Landscape and irrigation plans for the public right-of-way shall be incorporated into the improvement plans and shall require approval by the Streets Division Supervisor and the Community Development Department.

☐ 4. In a special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM) the owner shall provide an Elevation Certificate in accordance with the National Flood Insurance program. This form must be completed by a land surveyor or civil engineer licensed in the State of California.

F. PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY OR RECORDATION OF THE FINAL MAP:

The Planning Commission has made a finding that the fulfillment of the construction requirements listed below are a necessary prerequisite to the orderly development of the surrounding area.

☒ 1. The applicant shall pay any current and outstanding fees for Engineering Plan Checking and Construction Inspection services.

☒ 2. All public improvements are completed and approved by the City Engineer, and accepted by the City Council for maintenance.

☒ 3. The owner shall offer to dedicate and improve the following street(s) to the standard indicated:

Hughes Parkway

Street Name	City Standard	Standard Drawing No.

☐ 4. If, at the time of approval of the final map, any required public improvements have not been completed and accepted by the City the owner shall be required to enter into a Subdivision Agreement with the City in accordance with the Subdivision Map Act.

Bonds required and the amount shall be as follows:
Performance Bond.....100% of improvement costs.
Labor and Materials Bond.....50% of performance bond.

☐ 5. If the existing City street adjacent to the frontage of the project is inadequate for the traffic generated by the project, or will be severely damaged by the construction, the applicant shall excavate the entire structural section and replace it with a standard half-width street plus a 12' wide travel lane and 8' wide graded shoulder adequate to provide for two-way traffic.

☐ 6. If the existing pavement and structural section of the City street adjacent to the

frontage of the project is adequate, the applicant shall provide a new structural section from the proposed curb to the edge of pavement and shall overlay the existing paving to centerline for a smooth transition.

☐ 7. Due to the number of utility trenches required for this project, the City Council adopted Pavement Management Program requires a pavement overlay on _____ along the frontage of the project.

☐ 8. The applicant shall install all utilities. 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.

☐ 9. 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.

☐ 10. 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/open space landscaping;
- ☐ c. Wall maintenance in conjunction with landscaping;
- ☐ d. Graffiti abatement;
- ☐ e. Maintenance of open space areas.

☐ 11. For a building with a Special Flood Hazard Area as indicated on a Flood Insurance Rate Map (FIRM), the developer shall provide an Elevation Certificate in accordance with the National Flood Insurance Program. This form must be completed by a lands surveyor or civil engineer licensed in the State of California.

☐ 12. All final property corners shall be installed.

☐ 13. All areas of the project shall be protected against erosion by hydro seeding or landscaping.

☒ 14. 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.

☒ 15. Clear blackline mylars and paper prints of record drawings, signed by the engineer of record, shall be provided to the City Engineer prior to the final inspection. An electronic autocad drawing file registered to the California State Plane – Zone 5 / NAD83 projected coordinate system, units in survey feet, shall be provided.

****

PASO ROBLES DEPARTMENT OF EMERGENCY SERVICES- The applicant shall contact the Department of Emergency Services, (805) 227-7560, for compliance with the following conditions:

G. GENERAL CONDITIONS

1. ☒ Prior to the start of construction:
   - ☒ Plans shall be reviewed, approved and permits issued by Emergency Services for underground fire lines.
   - ☒ Applicant shall provide documentation to Emergency Services that required fire flows can be provided to meet project demands.
   - ☒ Fire hydrants shall be installed and operative to current, adopted edition of the California Fire Code.
   - ☒ A based access road sufficient to support the department's fire apparatus (HS-20 truck loading) shall be constructed and maintained for the duration of the construction phase of the project.
   - ☒ Access road shall be at least twenty (20) feet in width with at least thirteen (13) feet, six (6) inches of vertical clearance.

2. ☒ Provide central station monitored fire sprinkler system for all residential, commercial and industrial buildings that require fire sprinklers in current, adopted edition of the California Building Code, California Fire Code and Paso Robles Municipal Code.

   ☒ Plans shall be reviewed, approved and permits issued by Emergency Services for the installation of fire sprinkler systems.

3. ☒ Provide central station monitored fire alarm system for all residential, commercial and industrial buildings that require fire alarm system in current, adopted edition of the California Building Code, California Fire Code and Paso Robles Municipal Code.

4. ☒ If required by the Fire Chief, provide on the address side of the building if applicable:

   - ☒ Fire alarm annunciator panel in weatherproof case.
   - ☒ Knox box key entry box or system.
   - ☒ Fire department connection to fire sprinkler system.

5. ☒ Provide temporary turn-around to current City Engineering Standard for phased construction streets that exceed 150 feet in length.

6. ☒ Project shall comply with all requirements in current, adopted edition of California Fire Code and Paso Robles Municipal Code.

7. ☒ Prior to the issuance of Certificate of Occupancy:

   ☒ Final inspections shall be completed on all underground fire lines, fire sprinkler systems, fire alarm systems and chemical hood fire suppression systems.

   ☒ Final inspections shall be completed on all buildings.

Paso Robles Horse Park, LLC

Project Description

July 29, 2011

Revised Dec. 2011

rrmdesigngroup

creating environments people enjoy®

For many years the applicant has been dreaming of a mid-state equestrian showground for Hunter/Jumper competitions. That dream can come true on the 67 acre parcel of vacant land located in the northern part of Paso Robles just west of Airport Road. This property is well situated with a location and topography adequate to meet the needs of local and regional competitive hunter/jumper shows of multiple classes.

The Paso Robles Horse Park is anticipated to have only 30 to 40 days of operation per year, and project traffic will be spread throughout the day rather than at peak travel periods. The project will maintain approximately 32 acres of open space and park lands, and it contains minimal buildings and a very small amount of impervious surfaces.

The Paso Robles Horse Park can meet the growing demand for the sport as well as to serve the community of Paso Robles. The location is central in the State, conveniently located between the Bay area and Los Angeles, and is efficiently located along Highway 101 and Highway 46. Paso Robles has numerous amenities surrounding the site and make the project site superior as a long term sustainable facility. The Paso Robles Horse Park could become a major draw between the Monterey Peninsula and the Palm Desert region, and is expected to positively contribute to tourism and financially benefit the City of Paso Robles.

Paso Robles Horse Park, Paso Robles

Project Description
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Paso Robles Horse Park, Paso Robles

Project Description

1. Site Statistics

1.a Site Location - The project site is located in the City of Paso Robles off of Highway 46 east and Airport Road. It is accessed by taking Airport Road approximately 1 mile to Dry Creek Road, turning left and traveling approximately a half-mile to Hughes Parkway.

Vicinity Map

1.b Site Size - The site is 67.22 vacant acres, with approximately 55.22 acres on 2% to 10% slopes and 12.0 acres on 11% or steeper slopes on the perimeter of the site.

1.c Proposed Uses - The site will be used for hunter/jumper competitive equestrian events; it will not be used for public boarding, breeding or training horses. The event season is generally late January through November, and initially will start with two shows per year, with a possibility of several one day shows, for a total of 10-20 days of operation a year. Eventually the Horse Park might build to 6-8 shows a year, for a total of 30-40 days of operation a year.

The shows will generally start on Wednesdays and conclude on Sundays, with a Grand Prix event held on Saturday afternoons.

1.c.1 Land Use Statistics – Site coverage of the primary permanent land use areas listed below are derived from the Land Use Plan. The following land uses are proposed for the project:

1.c.1a Parking Areas (refer to Section 5.b)
- Land use site coverage: approximately 8.1 acres
- Includes designated parking areas (Parking Lot, Trailer Parking, Handicapped Parking), overflow parking adjacent to the derby field, gateway area, roads, pedestrian circulation, and landscape areas

1.c.1b RV Camping Area (refer to Section 5.c)
- Land use site coverage: approximately 4.4 acres
- Includes parking areas, roads, pedestrian circulation, picnic spaces, and landscape areas

1.c.1c Arenas and Fields (refer to Section 5.d)
- Land use site coverage: approximately 11.0 acres
- Includes large grass event area, main arena, sand arenas, warm up arenas, derby field, pedestrian circulation, and landscape areas

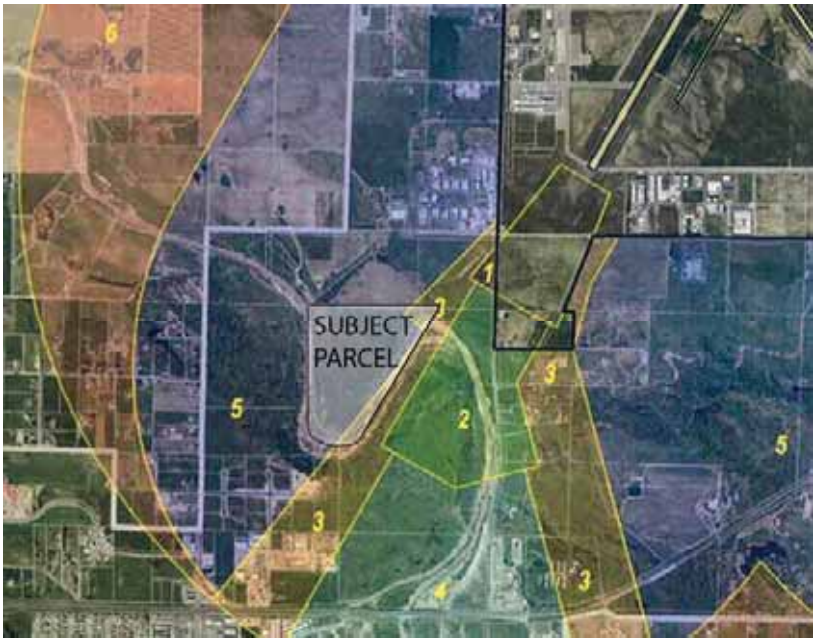
1.c.1d Horse Stalls (refer to Section 5.e)
- Land use site coverage: approximately 5.2 acres
- Includes horse stalls, wash racks, farrier area, temporary competitor tents, pedestrian circulation, and landscape areas

1.c.1e Site Facilities (refer to Section 5.f)
- Land use site coverage: approximately 4.6 acres
- Includes proposed buildings, existing well area, potential water storage, pedestrian circulation, and landscape areas

1.c.1f Parks and Open Space Area (refer to Section 5.g)
- Land use site coverage: approximately 32.3 acres
- Includes vendor area, concession truck parking area, spectator tent, event overlook, picnic and seating areas, temporary restrooms, pedestrian circulation, and landscape areas

1.c.1g Drainage Areas (refer to Section 5.h)
- Land use site coverage: approximately 2.0 acres
- Includes drainage basin and swales

1.d Airport Land Use Calculations- Nearly all of the property lies within Zone 5 of the Airport Planning Area with a small portion of the southeast corner of the site within Zone 3. The Land Use Compatibility Matrix indicates that the Horse Park complies with the Compatibility Matrix permitted uses.



Airport Safety Zones Map

1.d.1 The Airport Land Use Plan (Table 5: Maximum Allowable Nonresidential Land Use Densities and Minimum Required Open Space) specifies that no more than 450 people should be permitted per square acre in Zone 5, and no more than 120 people should be permitted per square acre in Zone 3.

1.d.1.a Based on the calculations in 1.d.1b, the Paso Robles Horse Park is planning for approximately 85 people per square acre (approximately 19% of the allowable Land Use for Zone 5, and 71% of the allowable Land Use for Zone 3).

Note that many people will carpool in one vehicle, visitors will arrive at intermittent times during the day for specific events, and in many cases, there is likely to be more than one horse per competitor (refer to Parking Calculations in Section 1.e for additional information).

1.d.1.b The Land Use Density was calculated using Appendix E of the Airport Land Use Plan, and applying 1 person per 300 sq. ft. outdoor use area for the Outdoor Entertainment (All Other) category. The Outdoor Use Area is 39.5 acres (1,720,620 sf), and it includes the entire property excepting the open space on the outlying slopes and outside of the Operations and Maintenance route, and basins and swales.

- 1,720,620 / 300 = 5,735 people attracted to the site
- Caretaker's Quarters = 2 additional people
- **5,737 total people / 67.22 acres = 85 people/ acre**

1.e Parking Calculations

1.e.1 Automobile Parking - Unlike other typical developments in the City there are no standard requirements for parking within a horse park. Therefore, experience and historical information of other horse shows have been used to estimate the necessary parking.

1.e.1a Quantity of Horses: Approximately 500 horse stalls are proposed on the site, and for each of those stalls approximately 25% (125 stalls) will be used to support the horses as tack rooms, supplies and grooming. Therefore, 375 horses are ultimately expected on the site for events.

1.e.1b Quantity of People: For each horse the applicant anticipates there will be an average of two people per horse attending because many of the competitors will have several horses or perform multiple functions (such as owner, trainer, groomer, rider and visitor).

- **375 x 2 = 750 people average**

1.e.1c People per Vehicles: The applicant estimates that many of the horses and visitors to the site will not be in single occupancy vehicles. Of the total number of people per horse, 188 people (25% of the 750) are expected to arrive in single occupancy vehicles. The remaining 75% (563 people) are expected to be carpooling in multiple occupancy vehicles, with an average of 3 people per vehicle.

1.e.1d Total Vehicles: The following is the estimated total number of expected vehicles (refer to Parking Provided in Section 1.f for additional information):

- 750 x 0.25 = 188 single occupancy vehicles average
- 750 x 0.75 = 563 multiple occupancy vehicles average
- 563/3 **=** 188 multiple occupancy vehicles average
- **188 + 188 = 376 total vehicles throughout the day average**

1.e.2 Due to the timing of the events, we estimate that there will never be 376 vehicles on the site at one time because the events will be spread throughout the 5 days of competition, and different classes and age groups will be competing at various times during the day. Many of the riders will be competing for 1 to 2 hours and then leaving for the day. The Grand Prix events will be held when the other events are completed, and many of the other competitors and visitors will have left the site.

1.e.2a There are a total of six arenas on the site. Typically only three arenas will be used in competition at one time, but there may occasionally be four arenas in use concurrently. The other arenas will be used for warm-up.

1.e.2b Since approximately 75% of the arenas may be in use, the applicant expects that only 75% of the total visitors and cars may be present at one time (but they will likely be arriving and departing throughout the day).

- **376 x 0.75 = an average of 282 total vehicles (all types) may be ultimately parked on-site at one time over the course of any given day**

1.e.3 Trailer Parking - Approximately 25% of the horses (94 horses) will arrive in large professional haulers which will not stay and may make multiple trips throughout the day. It is estimated that the remaining 75% of the horses (281 horses) are expected to be brought on the following types of private trailers and park on-site:

1.e.3a 20% of the 281 horses may be brought in large trailers, with each contain an average of 6 horses.

- **281 x 0.20 = 56 horses**
- **56/ 6 = 9 trailers**
- **A maximum of 9 large trailer parking spaces are required (some of these may not stay)**

1.e.3b 20% of the 281 horses may be brought in medium trailers, with each containing an average of 4 horses.

- **281 x 0.20 = 56 horses**
- **56/ 4 = 14 trailers**
- **A maximum of 14 medium trailer parking spaces are required (some of these may not stay)**

1.e.3c 60% of the 281 horses 25 horses may be brought in small trailers, with each containing an average of 2 horses.

- **281 x 0.60 = 169 horses**
- **169/ 2 = 85 trailers**
- **A maximum of 85 small trailer parking spaces are required**

1.e.3d Based on the above estimates, for the fully developed horse park grounds there is an estimated maximum of 108 trailer parking spaces required.

1.e.3e A total of 35 designated trailer parking spaces have been provided on the site for large and medium trailers, and small trailers will be permitted to park in the center parking spaces within the main parking lot where adequate space will be set aside based on anticipated event sizes (refer to Trailer Parking in Section 5.b.2 for additional information).

- **There will be designated trailer parking spaces adjacent to the Maintenance Shop and Yard that contains 8 trailer parking spaces that could be used for medium or small trailers, 9 spaces that will be reserved for large trailers, and 1 space that could be used for any size trailer.**
- **17 large trailer parking spaces have been provided within the designated trailer parking area adjacent to the RV Camping Area; and they could be used for small, medium or large trailers.**

1.f Parking Provided (refer to Section 5.b and the Land Use Plan for additional information, and note that the caretaker's parking spaces are not included)

1.f.1 Parking for the Paso Robles Horse Park will consist of the following:

- 517 spaces in designated parking areas (including designated and non-designated trailer parking, handicapped spaces and parking behind the horse stalls)
- 56 spaces in RV parking areas (28 RV and 28 car spaces)
- **573 net parking spaces**

1.g Landscape and Irrigation – The project is consistent with the City of Paso Robles' Landscape and Irrigation Ordinance (Chapter 21.22B) which states that turf areas shall not exceed 10% of the development's landscaped area. In the City's Completeness Review letter dated August 23, 2011, the City's Water Conservation Manager stated that the main arena is considered a use critical to the business activity of the facility, so the 10% limitation would not include this turf arena.

Drought-tolerant vegetation has been selected to reduce water use on the site, and all vegetation is low maintenance and very hardy. Trees have been selected which have deep roots and a low potential for root damage. Turf has been selected to withstand heavy use, and is low water use. Generally, the upper bluff is envisioned to be a more ornamental and maintained landscape, and the lower bluff is more like a natural open grass field.

1.g.1 The total area of shrubs, trees and groundcover within the project equals 364,061 s.f. (8.4 acres)

1.g.2 Recreational turf areas will be used around the vendors to reduce dust and create a nice place for people to gather, and they equal 36,399 s.f. (0.84 acres)

1.g.3 36,399/ 364,061 = 10% of the development's landscaped area

2. Overall Approach and Vision

The Paso Robles Horse Park site has been carefully selected to provide easy access for visitors from Highway 101, Highway 46, and the Paso Robles Municipal Airport. The proximity of many local hotels, parks, wineries, golf courses and the Waterpark create a unique experience for visitors and competitors. The applicants overall vision for the Paso Robles Horse Park is driven by a desire to:

- Create a mid-state location as a venue for hunter and jumper competition
- Be a site that is superior as a long term sustainable facility
- Become a major draw between the Monterey Peninsula and the Palm Desert region
- Create a location central in the State for local and regional competitive hunter/jumper shows of multiple classes
- Develop an exceptionally inviting venue to ultimately attract world class competition
- Reflect and build upon the history and agricultural heritage of Paso Robles
- Create a plan that is economically feasible to implement
- Contribute positively to the fiscal condition of the City
- Complete Major CUP, Development Plan, and the environmental review process in an efficient manner and within a reasonable time frame

2.a Financial Benefits to Paso Robles - The Paso Robles Horse Park fulfills the City's 2008–2011 goals for tourism and development near the airport and more, without negatively impacting schools, traffic or public safety.

The Paso Robles Horse Park is expected to draw in competitors from out of the area, and significantly contribute to the economy of Paso Robles. There is not much financial data available for a comparable facility size with similar length of event times to the proposed Paso Robles Horse Park, but it is envisioned by the applicant to be comparable (though on a smaller scale) to the case studies below and expected to bring a positive economic benefit the City.

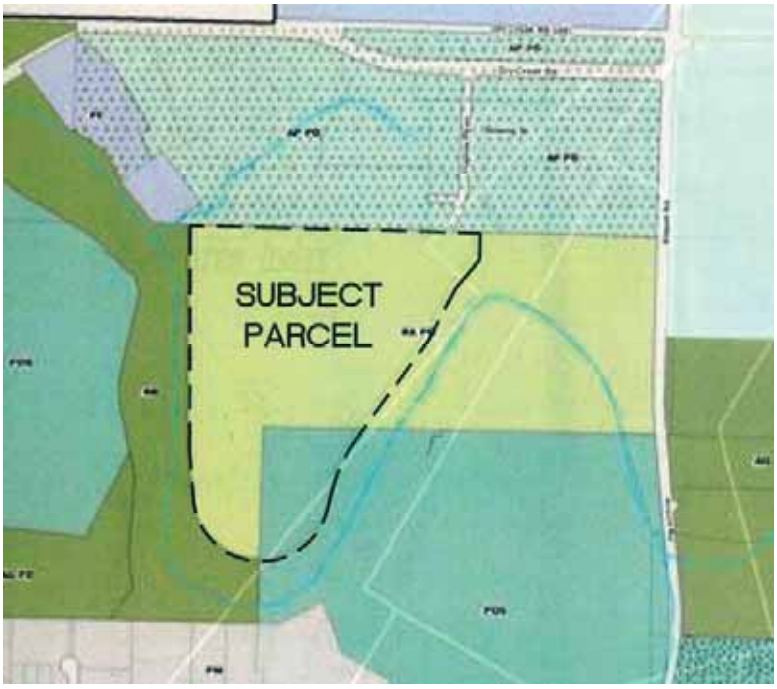
2.a.1 A 265 acre Thermal, CA. facility is City owned and on a long term (50 year) lease to the operator. Thermal is a large show which runs for 6 weeks starting late January. Last year there were between 700-800 horses per week and the facility has permanent stalls for 1,000. The City and website for this show reports that the economic impact to the local area is approximately $120 million for services and goods benefitting hotels, restaurants, etc.

2.a.2 An older study for the Thunderbird Show Park located in British Columbia and the Township of Langley, B.C. indicated the economic impact to be $125 million.

3. Site Planning Approach (see attached Conceptual Land Use Plan)

The site planning approach identifies areas where the project facilities and amenities can be located to reduce potential environmental impacts and easily serve horse park users. The project strives to create an atmosphere suitable for competitive jumping while embracing the rural surrounding native landscape.

3.a Zoning - The majority of the site is currently zoned RA/PD (Residential Agricultural and Planned Development) with a small portion zoned POS (Parks and Open Space). City staff has indicated that there will not be any zoning amendments required for the project.



Zoning Map

4. Constraints Currently Identified

4.a Biology – Preliminary biological analysis was performed by Althouse & Meade, Inc. for the applicant to identify broad categories and approximate locations of potential area of biological importance, and a Biological Study is included. In general, the site is primarily grassland and there are a few rare plants found on the edge of the site which would not be affected by the development.

A San Joaquin kit fox habitat evaluation was developed by Althouse & Meade, Inc., and approved by the Department of Fish and Game. The applicant, City staff, and the Department of Fish and Game had a meeting to discuss the San Joaquin kit fox habitat on October 12, 2011. To reduce the potential impacts within the kit fox corridor, the project's developed area was reduced to 39.5 acres.

4.b Oak Trees – There are approximately 10 large oaks on the lower plateau as well as oaks and other varietal trees along the perimeter and river banks. An arborist has provided a detailed Tree Inventory to ensure the protection of these trees. No oak trees will be removed for the project.

View of the existing grassland and trees on-site, looking south

4.c Slopes – Topographical mapping of the site has been completed to identify trees and slopes on the site. The site consists of two mostly flat plateaus with a drop between them of approximately 15 feet, and a slope to the river that surrounds three sides of the site. Grading has been proposed to allow for project circulation and building pads, and it is as minimal as possible.

4.d Traffic –City staff has indicated that a Traffic Study is not needed for this project. Project traffic will be spread throughout the day rather than at peak travel periods (refer to Section 1.e for additional information). In response to the Caltrans letter dated August 29, 2011, a focused traffic study has been prepared by Whitlock and Weinberger Transportation, Inc for the intersection of Highway 46 and Airport Road.

5. Proposed Project Program (see attached Land Use Plan for statistics and additional information)

5.a Circulation – The roads and pathways within the site will not be paved; rather they will be decomposed granite, road base, dirt with stabilizer, or other pervious material to facilitate equestrian use; and no curbs are proposed on internal circulation routes due to tripping potential for the horses. Roads have been located as far away from trees and steep slopes as possible to avoid impacts to natural resources. Circulation routes on the site will be privately owned and will be well maintained to ensure ease of use and stability of surfacing.

5.a.1 Primary Vehicular Circulation Route – The primary road widths are 24 feet wide, with 40 to 58 feet proposed around the horse stalls to facilitate the turning radii of trucks and horse trailers.

5.a.1.a Access to the site will be on Dry Creek Road from Airport Road and then south on Hughes Parkway (currently stubbed-in with utilities to within approximately 300 yards of the subject parcel).

5.a.1.b It is not anticipated that traffic on surrounding roads will be noticeably impacted. This is due to the intermittent nature of the horse events, the fact that people will be coming and going throughout the day, and there is no set arrival or departure times. Large events will be held throughout the week and competitors will be primarily leaving throughout the morning on Saturday and Sunday. The largest anticipated event is the Grand Prix and it is usually held on Saturday afternoon.

5.a.2 Operations and Maintenance Route – One-way ranch road 10 feet to 20 feet wide envisioned to be gated for personnel use only.

5.a.3 Pedestrian and Internal Circulation – 10 foot to 20 foot wide pathways accommodate pedestrians, equestrians, bicycles, scooters, wheelchairs, and golf carts (where permitted). Internal circulation has been designed to accommodate emergency vehicle access.

5.a.3.a There is an existing vehicular access easement on the northeast portion of the site, and this will be maintained as a 10 foot wide pedestrian, emergency and maintenance vehicular access route.

5.b Parking Areas – The parking areas within the site will be non-paved, dirt, decomposed granite, or other pervious material.

5.b.1 Parking Lot – The parking area is designed to facilitate flexibility of use, and allow the owner to temporarily stripe spaces in chalk as the events may warrant changing amounts of trailers and vehicle spaces. The upper parking lot contains 434 parking spaces. There will be a pedestrian pathway connecting the parking areas, and landscaping that screens the parked vehicles.

5.b.2 Trailer Parking – 10 sixty-foot long trailer parking spaces have been provided across the road from the Maintenance Shop and Yard, and it will contain 9 designated spaces for large trailers and the remaining 1 space could be used by large, medium or small trailers.

8 fifty-foot long trailer parking spaces have been provided adjacent to the Maintenance Shop and Yard, and they could be used by medium or small trailers.

17 fifty-foot long trailer parking spaces have been provided adjacent to the RV Camping Area, and they can be used by medium or small trailers.

Additionally, the main parking lot has been designed for the flexibility of allowing small trailers to park in the 40-foot spaces located in the center of the lot, and they will be striped as needed depending on event sizes.

5.b.3 Handicapped Parking – In accordance with the ADA Standards for Accessible Design there are two handicapped parking lots within the project, one on the top of the bluff with 7 spaces and one east of the horse stalls with 5 spaces. Both lots each contain 1 van space, and they will be connected with a stabilized decomposed granite, dirt, or rubber paver pathway for ADA route of access and will allow accessibility to all events on the site. If required, ADA spaces could be paved; however, it would be best for the horses if the entire site could remain unpaved.

5.b.4 Parking Behind Horse Stalls – There are 36 parallel parking spaces located on the road west of the horse stalls which can accommodate car and truck parking. Parking behind the horse stalls will be used by competitors.

5.b.5 Gateway Area & Entry Signage – The entry will be welcoming with landscaping and clear signage guiding visitors to proper locations. The existing fencing and gate will remain along the northern property line. Public art may be used in the entry to add to the sense of place. A project entry sign will be placed on the wall or fence north of the caretaker's quarters, and it will likely be lit from the ground (refer to Section 5.i.3 for additional information).

5.c RV Camping Area – The project has 28 short-term RV parking spaces for rider/trainers, and each camping site allows for water and electric hook-ups, a picnic area, one car and one RV parking space. Depending upon future studies, a conveniently located sewer dump station or individual sewer hook-ups may be provided for the camping area. The RV camping area will provide landscaping for screening, shade and cooling.

5.d Arenas and Fields – The arenas and fields have been centrally located to allow for juxtaposition of competition arenas and warm-up areas, and enable multiple viewing opportunities of events. Fields and arenas will consist of either grass or special sand "footing", and they will be surrounded by portable interior fencing as needed for events. Some arenas will have landscaping adjacent to their perimeters.

5.d.1 Large Grass Event Area – This area is all turf that can be divided into different size areas with portable fencing as needed for competitions. Seating will be on the adjacent grass slope area and in the spectator tent.

Example of large grass event area in San Juan Capistrano

5.d.2 Main Arena – This arena will require special "footing", lighting, spectator seating and/or portable bleachers. In order to qualify for international competition, a covered, lighted main arena is required by the Federation Equestrian International. Therefore, the Main Arena may become covered (steel structure) to allow for international competition in the future. The Main Arena is the only arena anticipated to be used for night events.

Example of a covered main arena in San Juan Capistrano

5.d.3 Sand Arenas – These arenas have a sand footing and could include portable bleachers for events.

Example of a Sand Arena in San Juan Capistrano

5.d.4 Warm Up Arena – This arena consists of sand footing, and may be used for lunging or warm-up.

5.e Horse Stall Areas

5.e.1 Horse Stalls – The project will contain approximately 500 covered horse stalls, and they will be a combination of temporary rented and permanent stalls. Temporary stalls will be similar to what is used at the fairgrounds in Paso Robles, and they will be approximately 12 x 12 feet in size with sides of a composite or plywood type material and have canvas roofs. Electricity will be provided to the horse stalls. There will be a 24 foot decomposed granite, road base or dirt roadway in the middle of each row of stalls to allow trailers to drive up to the drop off the horses.

Surface drainage from the horse stalls will flow towards a roadside swale on the west side of the site, and empty into the drainage basin on the southern part of the site. The horse stalls will be cleaned regularly of manure by a tractor, and the tractor will deposit the manure directly into the roll-off bins.

Example of horse Stalls and competitor tent in San Juan Capistrano

5.e.2 Farrier Area - A centrally located but temporary area has been designated for horseshoeing. The farrier area will consist of a trailer parking space, rubber mat on the ground, and locations to tie up the horses.

Example of a farrier area in San Juan Capistrano

5.e.3 Wash Racks – Three wash racks have been located on the site to allow for washing horses. Each will consist of tie down areas and hoses. Wash water will percolate beneath the wash down area through a gravel sump to native soils.

Example of wash racks in San Juan Capistrano

5.e.4 Manure Roll-Off Bins – Temporary and portable bins will be located in close proximity to the stalls to allow for a tractor to scoop up horse manure and deposit it into the bins. Manure is to be picked up throughout the day during events. Bins will always be removed at the end of each day. A local compost company has indicated they are willing to use the manure from the site.

5.e.5 Temporary Competitor Tents – Owner's tents will be permitted on the exterior of the horse stalls. These tents allow for owners to have a place to rest and socialize during non-event times.

Example of competitor tent in San Juan Capistrano

5.f Site Facilities – Architectural character for the Paso Robles Horse Park is proposed to be a rural agrarian style with non-reflective roofs.

5.f.1 Office and Registration – This building will be used to greet competitors and visitors, and will be staffed by employees. This building will either be a modified mobile home, pre-engineered or manufactured building. If it is a pre-engineered or manufactured building, it may consist of a trailer for the first year or two to determine the required building size.

Example: Office and Registration

5.f.2 Permanent Restroom – A permanent pre-fabricated or pre-engineered ADA compliant restroom will be located on the upper bluff area, and will be approximately 900 sq. ft. in size with six stalls and two sinks in the women's room and three stalls, three urinals, and two sinks in the men's room. Portable toilets will also be incorporated throughout the site during large events (refer to 5.g.7).

Example: Pre-fabricated Restroom
Manufacturer: Romtec
Model: Sierra IV

5.f.3 Caretaker's Quarters – There will be one caretaker who may have a family, and the home will have a yard and parking area. This building is to be a manufactured or modular home on a permanent foundation, and is approximately 1,500 sq. ft. in size with 3 bedrooms.

Example: Manufactured Home
Manufacturer: Bensonwood Homes
Model: Greenfield 15/15

5.f.4 Hay and Feed Barn – The barn will be a pole building that is open on all sides and is approximately 6,000 sq. ft. in size and will have 22 foot high eaves. The barn will be designed to allow for a semi-truck to drop off the hay outside the barn and be side loaded. Hay will be delivered to the horse stalls throughout the day, rather than individual competitors picking up their own.

Example: Hay and Feed Barn

5.f.5 Maintenance Shop and Yard – A maintenance shop and yard are proposed to accommodate the storage of equipment and supplies for the events. The shop will be a building that is approximately 4,000 sq. ft. in size, and consist of either a pole or pre-engineered steel building. The storage yard will be surfaced with concrete or asphalt to allow for cleaning of equipment, and enclosed with a privacy fence to protect equipment and landscaped to screen views.

Example: Maintenance Shop

5.f.6 Existing Well and Pump – The existing well and pump will be retained and continue to be used for the project (refer to Section 6.a for additional information). The 815 foot well was tested October 17, 2010 and produced a flow of 300 gallons per minute.

5.f.7 Potential Water Storage – A potential 5,000 or 7,500 gallon storage or bleeder tank for irrigation water may be located behind the Hay and Feed Barn if determined necessary.

5.g Park and Open Space Areas – The project is contiguous on the west to the Paso Robles open green space along the Huer Huero River, and the amazing off-site views have been maximized throughout. Within the project, significant park and open space areas are envisioned to be utilized. The intent is to provide public gathering spaces in logical areas that are shady or have nice views and close proximity to the event areas.

View of the Huer Huero River, looking east from the project

5.g.1 Vendor Area – Temporary mobile space has been designated for vendors on the edge of the lawn area across from the horse stalls to allow for the selling of show related items such as saddles, boots, clothing, food, videotaping, jewelry and more. There is room for 6 small spaces (12 feet x 20 feet) and 12 large spaces (12 feet x 50 feet) for vendors. Electricity will be provided to vendor area.

Example of vendors in San Juan Capistrano

5.g.2 Concession Truck Parking – Two concession truck parking spaces for the purchase of food and beverages have been provided on the upper and lower bluffs within the park and open space areas. The parking spaces may have hook-ups for water and/or electricity.

5.g.3 Spectator Tent – Currently, one temporary portable spectator tent is envisioned for events on the top bluff in the park and open space area overlooking the large grass event area for VIP guests. Additional portable tents may be sited around the fields for various events as needed.

Example of Spectator Tent in San Juan Capistrano

5.g.4 Event Overlook – A lawn overlook area has been provided on the top bluff in the park and open space area overlooking the large grass event area. The existing slope north of the large grass event area will be used for informal seating with blankets.

5.g.5 Picnic and Seating Areas – A lawn area with picnic tables and trash will be provided around the concession truck parking area, and next to the office and registration building.

5.g.6 Employee Bike Parking – Consistent with the Air Pollution Control District's recommended mitigation measures, bike racks have been provided at the office and registration building and by the maintenance shop. These spaces can be used by competitors and visitors, but is envisioned to be primarily used by local Horse Park employees.

5.g.7 Trolley or Shuttle Stop – Consistent with the Air Pollution Control District's recommended mitigation measures, a location has been identified adjacent to the RV Camping Area to facilitate shuttle or trolley service to surrounding hotels in order to reduce traffic trips during events. The stop provides safe and convenient bike/ pedestrian access to the Horse Park and would contain a shelter, benches and a location for route schedules.

5.g.8 Site Furnishings – Picnic tables will be used in the picnic and seating areas, and might be used in front of the Office and Registration building. Benches and trash and recycling receptacles with lids could be used in public gathering areas during events. Two dumpsters will be provided in the Maintenance Yard, and they will be well screened with fencing and landscaping.

5.g.9 Temporary Restrooms – Due to the elevation change, cost and variable demand for restroom facilities on the lower portion of the site, portable restrooms will be used to augment the permanent building on the upper bluff. Portable restrooms will be clustered around the site, and the amount and locations will vary depending on the size of the event.

5.g.10 Pony Rides – Temporary pony rides may be brought in during large events for children's entertainment. Note that the Site Plan does not show designated areas for this activity because the locations may vary based on events.

Example of the pony ride area in San Juan Capistrano

5.h Drainage Area – As a result of the pervious design for the project, most water should percolate on the site. The remaining drainage and run-off will be collected and filtered within the on-site drainage basin and through swales. An approximate 2 acre drainage area has been designed into the southern part of the site. It has been configured to capture and filter water from of the site.

5.h.1 Drainage Swales - A swale is proposed on the existing road on the east side of the site, and it begins southeast of the RV camping area and ends in the basin. There is also a swale incorporated into the proposed road on the west side of the site, and it starts across north of the horse stalls and ends in the basin. Vegetated swales will be located along the eastern boundary of the site and southwest of the horse stalls, and they will be used before dispersing run-off into the drainage basin.

5.i Project Fencing – There will be a mix of permanent and portable fencing on the site. The existing vineyard fencing and gate on the northern property line will remain. No additional perimeter fencing is proposed for the site.

5.i.1 Permanent Interior Rail Fence – A 4 to 6 foot high fence ranch rail fence with attached chainlink or metal mesh may be used around the hay barn to secure the hay.

5.i.2 Permanent Interior Privacy or Screen Fence – A 6 foot high solid wood privacy or screen fence may be used around the backyard area of the caretaker's quarters and around the storage yard area to screen views.

5.i.3 Temporary Portable Interior Fencing – During events, it will be necessary to add portable fencing to the fields, arenas, and high traffic areas to create unique environments for different competitions. This portable fencing will be a wood fence with a steel pointed base that is pounded into the ground and removed when the event is complete.

Example of Portable Fencing in San Juan Capistrano

6. Public Services/Utilities Approach

6.a Water – The project will be served by both City water and the existing well on the site.

6.a.1 City Water Use –The project proposes to use City water for domestic water uses at the RV campsites, office and registration building, restroom building, and caretaker's quarters. Water may be provided to concession truck parking areas and the maintenance shop.

6.a.2 Well Use – The project proposes to use the existing well on-site for landscape irrigation, dust control, water for horses, cleaning equipment, and wash racks (refer to Section 5.f.6 for more information).

- In the future, the City of Paso Robles' Recycled Water Program is expected to grow and the owner may use purple piped recycled water for irrigation of landscaping on the site.

6.b Sewer – Service will be provided by the City.

6.b.1 The permanent restroom adjacent to the office and registration building will require sewer service. The RV camping area may have individual sewer hook-ups at each camping site, or a single sewer dump station.

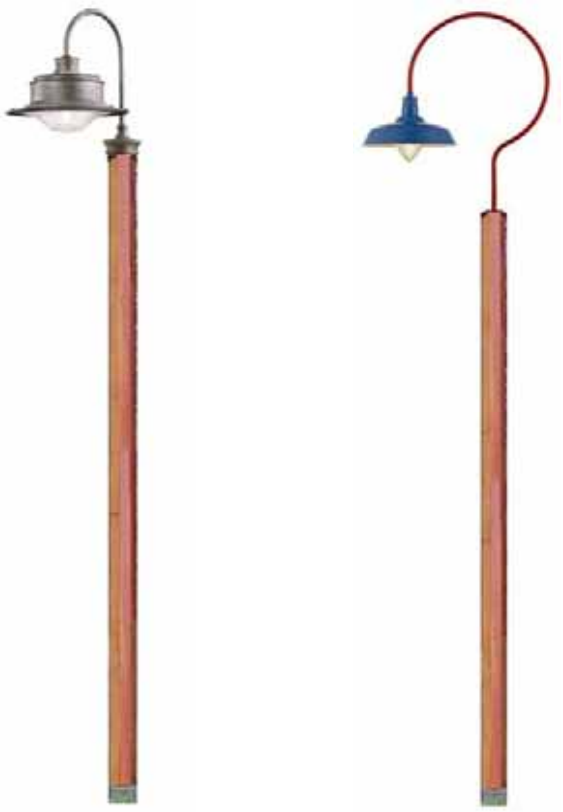
6.b.2 Portable restrooms will be used on the lower portion of the project (refer to RV camping areas 5.c for additional information).

6.c Law Enforcement and Fire/Life Safety – Service will be provided by the City.

6.d Lighting- Paso Robles Horse Park is a rural agricultural project, and lighting within the project will be minimal for nighttime safety and security with a goal for “dark sky” character. During non-event days, lighting will be kept to a minimum for security purposes only. Lighting will be unobtrusive and directed downwards to minimize glare and will not negatively impact adjacent properties and streets. Hooded and shielded lighting will be incorporated with cut-off fixtures and flush/recessed or frosted lenses that do not cast glare. Lighting will be efficiently designed with fixture selections that conserve energy and reduce long-term maintenance costs.

6.d.1 The following areas are proposed to be lit at night for safety (refer to the Lighting Plan):

- Roads and parking areas at key locations on the upper bluff only
- RV camping areas at key locations only
- Covered Main Arena (future construction) will have interior lighting and key exterior locations only
- Pedestrian and internal circulation routes leading to the RV camping areas and Main Arena
- Office & registration, caretaker’s quarters and restroom building will have wall mounted lighting on buildings and will be internally lit
- For large events, it may be necessary to park vehicles in the overflow parking areas. If this is to occur, temporary lighting will be brought in.



Example pole light fixture concepts (wall lights would be a similar style)

6.e Dust Control – A water truck will be used to keep dust down with non-potable well water. Lawn has been designed along the roadways on the lower portion of the site to reduce dust. Based on a request from the Air Pollution Control District, a liquid polymer will be added to the water in the trucks prior to events.

7. Entitlements Process & Environmental Review

- City – Major Conditional Use Permit and a Development Plan
- City – Certification of an Environmental Document

8. "Green" Features & Objectives of the Conceptual Site Plan

8.a Road Design Approach – Improvements within the roadway are minimized to maintain a rural appearance and at the same time limit disturbance, minimize structural improvements (paved drainage swales, curbs, etc.), minimize grading that disturbs the environment, retain native oak trees, and allow maximum maintenance of natural functions to accommodate drainage.

8.b Oak Tree Retention, Removal and Disturbance Standards – The project maintains and protects the native oak trees consistent with City regulations, and has used the early involvement of environmental professionals and a professional arborist in the site plan development.

8.c Retain Open Space & Conservation Values – The project stays off of the top of the bank of the adjacent creek and avoids disturbance of identified habitat areas. Open space is retained In large contiguous areas around the boundary of the site.

8.d Greenhouse Gas Emissions – Although the Horse Park will bring in business for local hotels and restaurants, there are several items designed into the program to reduce the amount of required trips into town.

8.d.1 Concessions and vendors provide places for Horse Park visitors to obtain meals, goods and services.

8.d.2 The RV camping areas allow 28 competitors/trainers to stay on the site rather than requiring trips back and forth into town.

8.d.3 Pony rides may be provided from time to time to allow for family entertainment on the site during competition down time.

8.d.4 Bike racks and a trolley or shuttle stop have been provided to reduce the number of vehicle trips required for the project.

8.e Low-Impact Development Principles – Many LID principles have been incorporated into the design of the Paso Robles Horse Park:

8.e.1 Site Design – Minimizes excavation for foundations, conserves existing natural areas, sets aside open space, preserves existing vegetation, and protects native growth areas.

8.e.2 Drainage – Protects natural drainage patterns and features, preserves existing topsoil while protecting it during clearing and grading, and incorporates decentralized storm water management strategies throughout design.

8.e.3 Water Quality – Provides on-site storm water capture.

8.e.4 Parking – Uses permeable paving materials for parking areas, and utilizes trees for shading.

8.e.5 Paving – Reduces impervious surfaces (sidewalks, driveways, parking and roads) to minimum required for safe traffic and pedestrian circulation, accessibility, and emergency access.

Paso Robles Horse Park
MAJOR CONDITIONAL USE PERMIT
and
DEVELOPMENT PLAN

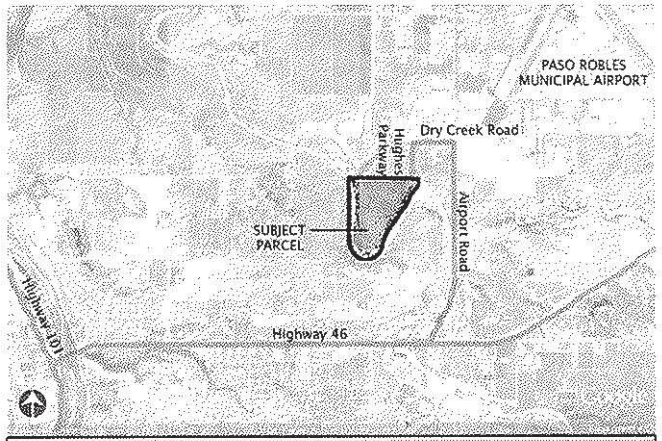
APPLICANT/ OWNER

Paso Robles Horse Park, LLC
Property Owner: Linda Starkman
P.O. Box 590
Rancho Santa Fe, CA 92067
(858) 756-5193

PROJECT REPRESENTATIVE

RRM Design Group
Project Manager: Jeff Ferber
3765 South Higuera Street, Suite 102
San Luis Obispo, CA 93401
(805) 543-1794

SHEET INDEX



VICINITY MAP

PROJECT SUMMARY

Site Size:	67.22 acres
Permanent Parking:	
Parking Lot (Includes non-designated trailer parking)	434
Handicapped Parking	12
Trailer Parking (Designated)	35
Parallel Parking	36
RV Camping	28
RV Car Parking	28
TOTAL PARKING	573
Arenas & Fields	
Large Grass Event Area (600 x 300)	1
Main Arena (260 x 200) Future Covered	1
Sand Arenas (200 x 100)	3
Warm Up Arena	1
TOTAL ARENAS & FIELDS	6
Horse Stalls:	
TOTAL HORSE STALLS:	500
Site Facilities:	
Office & Registration 2,800 s.f.	1
Permanent Restroom 900 s.f.	1
Caretaker's Quarters 1,500 s.f. (3 bedrooms)	1
Hay & Feed Barn 6,000 s.f.	1
Maintenance Shop & Yard 4,000 s.f.	1

T1 Sheets

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PASO ROBLES HORSE PARK | Title Sheet
Paso Robles Horse Park, LLC

PASO ROBLES HORSE PARK
Paso Robles Horse Park, LLC
Site Plan
Oct 12, 2011
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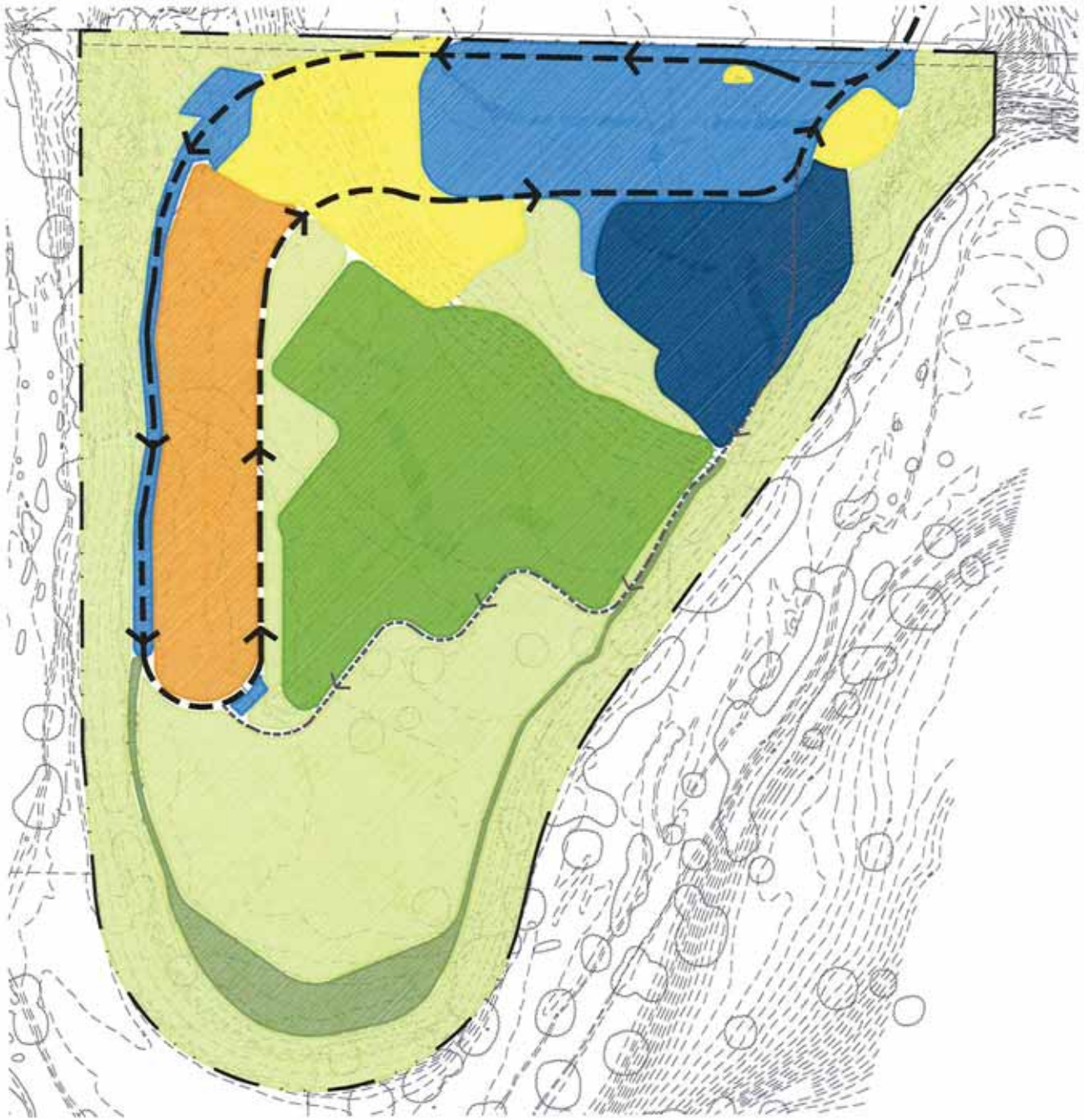
S1
Sheet
LEGEND *
Circulation:
Primary Vehicular Circulation Route
Operations and Maintenance Route (Limited Access Ranch Road)
Pedestrian & Internal Circulation
Parking Areas:
Parking Lot (Includes non-designated trailer parking)
Trailer Parking (Designated)
Handicapped Parking
Parking behind Horse Stalls
Gateway Area & Entry Signage
RV Camping Area
Arenas & Fields
Large Grass Event Area (600' x 300')
Main Arena (Future Covered) (260' x 200') Lighting & Bleachers
Sand Arenas (200' x 100') & Temporary Bleachers
Warm Up Arena (Variable size)
Horse Stall Areas:
Horse Stalls (500)
Farrier Area
Wash Racks
Manure Roll-Off Bins (Portable)
Temporary Competitor Tents
Site Facilities:
Office and Registration
Permanent Restroom
Caretaker's Quarters
Hay and Feed Barn
Maintenance Shop and Yard
Existing Well and Pump
Potential Water Storage
Park and Open Space Areas:
Vendor Area (Mobile)
Concession Truck Parking
Spectator Tent (Temporary Portable)
Event Overlook
Picnic and Seating Areas
Employee Bike Parking
Trolley or Shuttle Stop
Drainage Area
Drainage Swale
Project Fencing:
Interior Rail Fence - 4' to 6' high
Interior Privacy or Screen Fence - 6' high
* Refer to Project Description for additional information
EXISTING TREE TO REMAIN, TYPICAL
PROPERTY BOUNDARY
100 YEAR FLOOD ZONE A



LEGEND

Non-Paved Vehicular Circulation:
- Primary Vehicular Circulation Route
- Operations and Maintenance Route

Parking Areas:

Parking Lot (Includes non-designated trailer parking)	434
Handicapped Parking	12
Trailer Parking (Designated)	18
Parallel Parking by Horse Stalls	36
Pedestrian & Internal Circulation	
Gateway Area & Entry Signage	
Landscape & Open Space Areas	

RV Camping Areas:

RV Parking with Hook-ups	28
RV Car Parking	28
Trailer Parking	17
Picnic Spaces	
Vehicular Circulation	
Pedestrian & Internal Circulation	
Landscape Areas	
TOTAL PARKING	573

Arenas & Fields

Large Grass Event Area (600 x 300)	1
Main Arena with special footing (260 x 200) & Bleachers	1
Covered Main Arena & Lighting	1
Sand Arenas (200 x 100) & Bleachers	3
Warm Up Arena (Variable size)	1
Pedestrian & Internal Circulation	
Spectator Seating & Lawn	

Horse Stall Areas:

Permanent & Temporary Stalls	500
Temporary Farrier Areas	1
Wash Racks	3
Manure Roll-Off Bin	2
Pedestrian & Internal Circulation	
Temporary Competitor Tents	

Site Facilities:

Office & Registration	1
Permanent Restroom	1
Caretaker's Quarters	1
Hay & Feed Barn	1
Maintenance Shop & Yard	1
Existing Well & Pump	1
Potential Water Storage	1
Pedestrian & Internal Circulation	
Bike Parking	
Trolley or Transit Stop	
Landscape & Open Space Areas	

Park and Open Space Areas:
- Lawn and Electricity for Vendors
- Picnic and Seating Areas
- Event Overlook Areas
- Concession Truck Parking
- Portable Restrooms
- Temporary Portable Spectator Tents
- Temporary Pony Rides
- Pedestrian & Internal Circulation
- Natural Open Space & Landscaping

Drainage Area

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S2
Sheet

PASO ROBLES HORSE PARK | Land Use Plan

Paso Robles Horse Park, LLC

PASO ROBLES HORSE PARK | Grading Plan

Paso Robles Horse Park, LLC

July 29, 2011

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C1
Sheet

PASO ROBLES HORSE PARK | Grading Plan

Paso Robles Horse Park, LLC

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C2

Sheet

PASO ROBLES HORSE PARK | Sections

Paso Robles Horse Park, LLC

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C3

Sheet

PASO ROBLES HORSE PARK | Sections

Paso Robles Horse Park, LLC

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C4 Sheet

PASO ROBLES HORSE PARK
Paso Robles Horse Park, LLC
On-Site Utility Plan
July 29, 2011
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C5
Sheet
HUGES PARKWAY
SEE SHEET C6 MATCHLINE
(E) POWER POLE
EXISTING WELL & PUMP
CARETAKER'S QUARTERS
PROJECT BOUNDARY
8" DOMESTIC WATER
POTENTIAL SEWER FORCE MAIN
POTENTIAL 4" GRAVITY SAN. SEWER
TANK FILL LINE AND IRRIGATION WATER FROM WELL
POTENTIAL SEWER WET WELL AND EJECTOR PUMP
FIRE HYDRANT
IRRIG
PARKING LOT
HAY BARN
PERMANENT RESTROOM
OFFICE
PROPOSED WATER TANK
SHOP
SS
WS
W

CARETAKER'S RESIDENCE
SEE SHEET C5
MATCHLINE
PROJECT BOUNDARY
PARCEL MAP PR 07-0294
HUGHES PARKWAY ACCESS ROAD
POTENTIAL 8" SAN. SEWER EXTENSION
TRACT 2772-1
POSSIBLE POINT OF CONNECTION TO EXISTING 8" SAN. SEWER LINE
POINT OF CONNECTION TO EXISTING 8" WATER LINE
BOEING PARKWAY
DRY CREEK ROAD

PASO ROBLES HORSE PARK | Storm Water Management Plan

Paso Robles Horse Park, LLC

July 29, 2011

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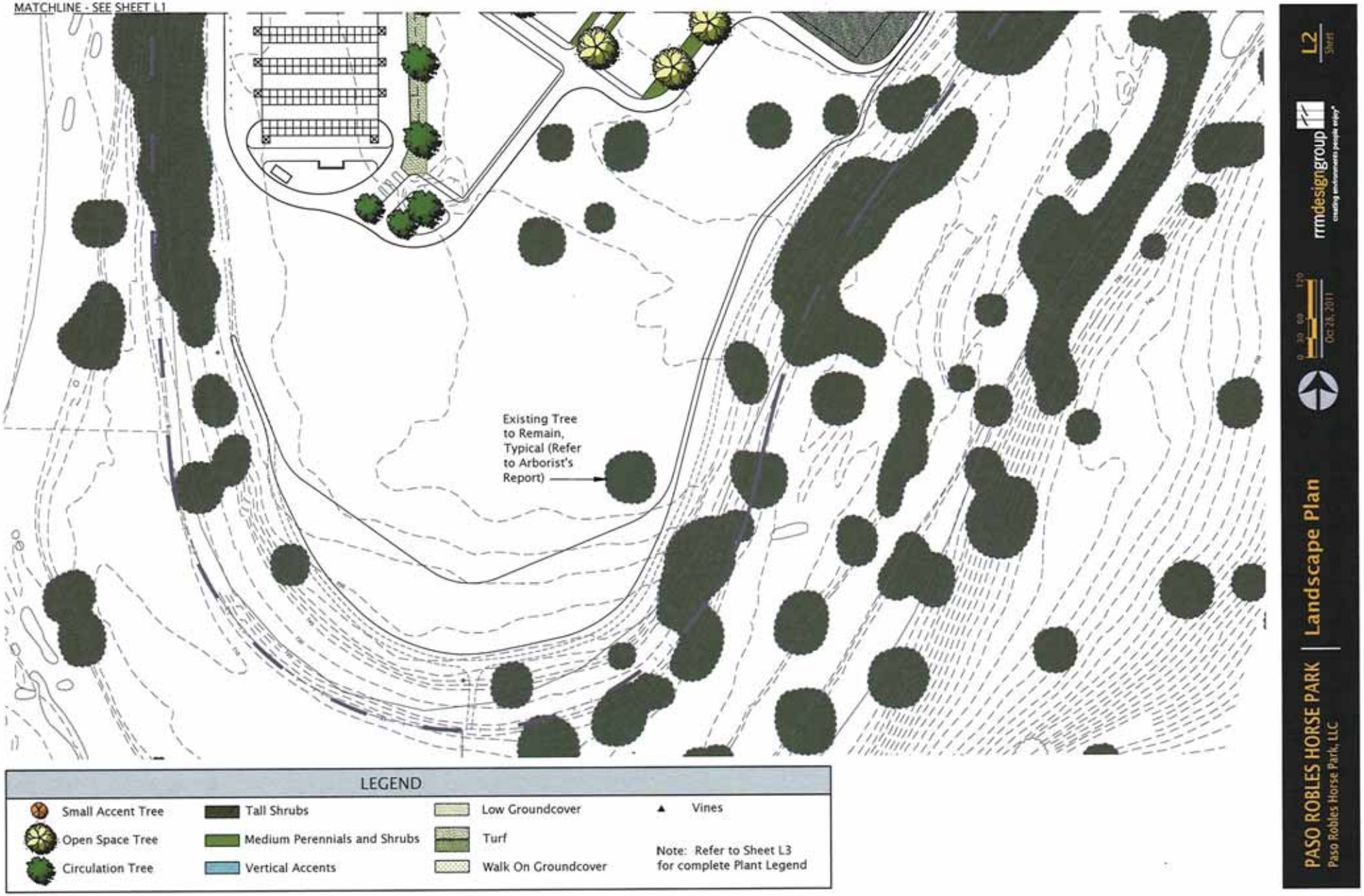
C7

Sheet


Existing Tree to Remain, Typical (Refer to Arborist's Report)
MATCHLINE - SEE SHEET L2
LEGEND
Small Accent Tree
Open Space Tree
Circulation Tree
Tall Shrubs
Medium Perennials and Shrubs
Vertical Accents
Low Groundcover
Turf
Walk On Groundcover
Vines
Note: Refer to Sheet L3 for complete Plant Legend
PASO ROBLES HORSE PARK
Paso Robles Horse Park, LLC
Landscape Plan
rrmdesigngroup
Oct 28, 2011
L1
Sheet


MATCHLINE - SEE SHEET L1
Existing Tree to Remain, Typical (Refer to Arborist's Report)
LEGEND
Small Accent Tree
Open Space Tree
Circulation Tree
Tall Shrubs
Medium Perennials and Shrubs
Vertical Accents
Low Groundcover
Turf
Walk On Groundcover
Vines
Note: Refer to Sheet L3 for complete Plant Legend
PASO ROBLES HORSE PARK
Paso Robles Horse Park, LLC
Landscape Plan
rrmdesigngroup
L2
Sheet
Oct 28, 2011

CERCIS OCCIDENTALIS
WESTERN REDBUD

COTINUS COGGYGRIA 'PURPUREUS'
PURPLE SMOKE TREE

PISTACIA CHINENSIS
CHINESE PISTACHE

CERASTIUM TOMENTOSUM
SNOW-IN-SUMMER

CISTUS SPECIES
ROCKROSE

HYPERICUM CALYCINUM
ST. JOHNSWORT

PRELIMINARY TREE LIST

BOTANICAL NAME	COMMON NAME	SIZE/ DIAMETER *
Small Accent Tree - 25' to 35' High		
CERCIS OCCIDENTALIS	WESTERN REDBUD	5 GAL/ 8 FOOT CANOPY
COTINUS COGGYGRIA 'PURPUREUS'	PURPLE SMOKE TREE	15 GAL/ 25 FOOT CANOPY
LAGERSTROEMIA INDICA	CRAPE MYRTLE	15 GAL/ 8 FOOT CANOPY
PRUNUS ILICIFOLIA	HOLLYLEAF CHERRY	15 GAL/ 8 FOOT CANOPY
Open Space Tree - 30' to 80' High		
JUGLANS HINDSII	BLACK WALNUT	15 GAL/ 25 FOOT CANOPY
LITHOCARPUS DENSIFLORUS	TANBARK OAK	15 GAL/ 25 FOOT CANOPY
PLATANUS RACEMOSA	CALIFORNIA SYCAMORE	5 GAL/ 30 FOOT CANOPY
QUERCUS DOUGLASII	BLUE OAK	15 GAL/ 20 FOOT CANOPY
QUERCUS KELLOGGII	CALIFORNIA BLACK OAK	15 GAL/ 25 FOOT CANOPY
QUERCUS LOBATA	VALLEY OAK	5 GAL/ 70 FOOT CANOPY
Circulation Tree - 25' to 65' High		
ARBUTUS MENZIESII	MADRONE	15 GAL/ 25 FOOT CANOPY
CALLISTEMON VIMINALIS	WEEPING BOTTLEBRUSH	15 GAL/ 12 FOOT CANOPY
GARRYA ELLIPTICA	COAST SILK TASSEL	15 GAL/ 12 FOOT CANOPY
PISTACIA CHINENSIS	CHINESE PISTACHE	15 GAL/ 20 FOOT CANOPY

NOTES:

* ALL TREES MUST BE INSTALLED WITH A CALIPER AS SPECIFIED IN THE AMERICAN NURSERYMAN'S ASSOCIATION AMERICAN STANDARD FOR NURSERY STOCK

PRELIMINARY GROUNDCOVER LIST

BOTANICAL NAME	COMMON NAME	SPACING
Low Groundcover - Up to 3' High		
ARCTOSTAPHYLOS SPECIES	MANZANITA	6 TO 8 FEET O.C.
ARTEMESIA CAL. 'CANYON GREY'	CALIFORNIA SAGEBRUSH	5 FEET O.C.
CEANOTHUS SPECIES	CEANOTHUS	5 TO 8 FEET O.C.
CERASTIUM TOMENTOSUM	SNOW-IN-SUMMER	18 INCHES O.C.
CISTUS SPECIES	ROCKROSE	2 TO 4 FEET O.C.
FESTUCA OVINA GLAUCA	BLUE FESCUE	6 INCHES O.C.
HYPERICUM CALYCINUM	ST. JOHNSWORT	24 INCHES O.C.
MAHONIA REPENS	CREEPING MAHONIA	24 INCHES O.C.
ROSMARINUS O 'PROSTRATUS'	TRAILING ROSEMARY	4 FEET O.C.
Turf		
"TIFFWAY II" BERMUDA GRASS *	BERMUDA GRASS	SOD OR STOLONS
"PACIFIC VISTA" FESCUE BLEND	TURF BLEND	SEED
"FASTTRACT" PERENNIAL RYEGRASS		
KENTUCKY BLUEGRASS		
Walk On Groundcover		
CERASTIUM TOMENTOSUM	SNOW IN SUMMER	12 INCHES O.C.
DIANTHUS GRATIANOPOLITANUS	TINY RUBIES CHEDDAR PINKS	24 INCHES O.C.
OPHIOPOGON JAPONICUS 'NANA'	DWARF MONDO GRASS	8 INCHES O.C.
SEDUM ACRE 'AUREUM'	STONECROP	6 INCHES O.C.
SEDUM ALBUM 'CORAL CARPET'	CORAL CARPET STONECROP	6 INCHES O.C.
THYMUS X CITRIODORUS	GOLD THYME	12 INCHES O.C.

* NOTE: MAY BE INTERSEEDED WITH PERENNIAL RYEGRASS IN WINTER

PRELIMINARY SHRUB & VINE LIST

BOTANICAL NAME	COMMON NAME	SPACING
Tall Shrubs - 6' High or Greater		
CARPENTERIA CALIFORNICA	BUSH ANEMONE	3 FEET O.C.
CEANOTHUS SPECIES	CALIFORNIA LILAC	6 TO 8 FEET O.C.
DENDROMECON RIGIDA	BUSH POPPY	5 FEET O.C.
ELAEAGNUS PUNGENS	SILVERBERRY	6 FEET O.C.
FREMONTODENDRON SPECIES	FLANNEL BUSH	8 FEET O.C.
HETEROMELES ARBUTIFOLIA	TOYON	6 FEET O.C.
MAHONIA SPECIES	MAHONIA	3 TO 6 FEET O.C.
RHAMNUS SPECIES	COFFEEBERRY	3 FEET O.C.
RHUS OVATA	SUGAR BUSH	3 FEET O.C.
ROMNEYA COULTERI	MATILIA POPPY	5 FEET O.C.
VIBURNUM TINUS 'ROBUSTUM'	ROUNDLEAF LAURUSTINUS	3 FEET O.C.
Medium Perennials and Shrubs - 3' to 8' High		
ARCTOSTAPHYLOS SPECIES	MANZANITA	6 TO 8 FEET O.C.
BACCHARIS PILULARIS	DWARF COYOTE BUSH	5 FEET O.C.
CEANOTHUS SPECIES	CEANOTHUS	5 TO 8 FEET O.C.
CISTUS SPECIES	ROCKROSE	2 TO 4 FEET O.C.
LAVANDULA SPECIES	LAVENDER	2 TO 3 FEET O.C.
PENSTEMON HETEROPHYLLUS	FOOTHILL PENSTEMON	18 INCHES O.C.
RIBES AUREUM GRACILLIMUM	GOLDEN CURRANT	2 FEET O.C.
ROSMARINUS SPECIES	ROSEMARY	3 FEET O.C.
SALVIA MELLIFERA	BLACK SAGE	4 FEET O.C.
SANTOLINA SPECIES	LAVENDER COTTON	2 TO 3 FEET O.C.
Vertical Accents		
DESCHAMPSIA CAESPITOSA	TUFTED HAIR GRASS	18 INCHES O.C.
FESTUCA CALIFORNICA	CALIFORNIA FESCUE	24 INCHES O.C.
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	12 INCHES O.C.
KNIPHOFIA UVARIA	RED HOT POKER	18 INCHES O.C.
MUHLENBERGIA RIGENS	DEER GRASS	24 INCHES O.C.
NASSELLA PULCHRA	PURPLE NEEDLE GRASS	24 INCHES O.C.
YUCCA WHIPPLEI PERCUSA	OUR LORD'S CANDLE	36 INCHES O.C.
Vines		
HEDERA HELIX *	ENGLISH IVY	2 FEET O.C.
POLYGONUM AUBERTII	SILVER LACE VINE	12 FEET O.C.
WISTERIA SINENSIS	CHINESE WISTERIA	30 FEET O.C.

* NOTE: SHADE AREAS ONLY

LANDSCAPE IRRIGATION

THE PROPOSED LANDSCAPE AREAS WILL BE IRRIGATED WITH A COMBINATION OF ROTORS, LOW FLOW SPRAY HEADS AND DRIP IRRIGATION. IT IS ENVISIONED THAT IRRIGATION WATER WILL BE SUPPLIED BY THE EXISTING WELL, AND IT IS CURRENTLY SIZED TO MEET PROJECTED DEMAND. THE IRRIGATION SYSTEM WILL BE CONTROLLED BY A TIME CLOCK WITH THE ABILITY TO ADJUST RUNTIMES BY DATA COLLECTED FROM RAIN AND ET SENSORS. THE PROJECT UTILIZES PLANT MATERIAL THAT IS WELL SUITED TO THE ENVIRONMENTAL CONDITIONS, AND THE PLANTS THRIVE WITH LOW WATER USAGE.

LANDSCAPE STATISTICS

TREE, SHRUB & GROUNDCOVER AREAS (Drought tolerant/ Drip irrigated)	364,061 s.f.	8.4 acres
TURF - HORSE COMPETITION AREAS (Low Water/ Rotor irrigated)	312,267 s.f.	7.2 acres
TURF - RECREATIONAL AREAS (Low Water/ Rotor & low flow spray irrigated)	36,399 s.f.	0.8 acres
ALL OTHER PERMEABLE AREAS (Open space, fields, roads, parking & paths)	2,200,533 s.f.	50.5 acres

HETEROMELES ARBUTIFOLIA
TOYON

ROMNEYA COULTERI
MATILIA POPPY

VIBURNUM TINUS 'ROBUSTUM'
ROUNDLEAF LAURUSTINUS

SANTOLINA SPECIES
LAVENDER COTTON

KNIPHOFIA UVARIA
RED HOT POKER

HELICTOTRICHON SEMPERVIRENS
BLUE OAT GRASS

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L3
Sheet

Oct 28, 2011

PASO ROBLES HORSE PARK | Landscape Plan

Paso Robles Horse Park, LLC

PASO ROBLES HORSE PARK
Paso Robles Horse Park, LLC
Lighting Plan
Oct 28, 2011
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L4
Sheet
LEGEND
Pole Mounted Lights
Wall Mounted Lights
Interior Lights
Note: No additional lighting is proposed
Refer to Project Description for additional information

EXAMPLE: OFFICE AND REGISTRATION

EAST ELEVATION (FRONT)

SOUTH ELEVATION (SIDE)

NORTH ELEVATION (SIDE)

WEST ELEVATION (BACK)

MATERIALS:
ROOF - Standing Seam Metal or Composition Shingles
SIDING - Metal or Vertical Board
SHUTTERS - Metal or Wood
POSTS - Wood or Steel
(Refer to Colorboard for additional information)

NOTES:
No roof mounted equipment will be used unless fully screened.
Electrical and gas meters shall be concealed within the building.
HVAC equipment shall be screened with landscaping on the western side of the building (back).

EXAMPLE: VEHICLE STORAGE AND SHOP

NORTH ELEVATION (FRONT)

EAST ELEVATION (SIDE)

SOUTH ELEVATION (BACK)

WEST ELEVATION (SIDE)

MATERIALS:
ROOF - Standing Seam Metal
SIDING - Metal
POSTS - Wood or Steel
(Refer to Colorboard for additional information)

NOTES:
No roof mounted equipment will be used unless fully screened.
Electrical and gas meters shall be concealed within the building.
No HVAC equipment is proposed.

EXAMPLE: HAY AND FEED BARN

EAST & WEST ELEVATION (FRONT & BACK)

SOUTH & NORTH ELEVATION (SIDES)

MATERIALS:
ROOF - Standing Seam Metal
SIDING - Metal
POSTS - Wood or Steel
(Refer to Colorboard for additional information)

NOTES:
No roof mounted equipment is proposed.
No electrical or gas meters are proposed.
No HVAC equipment is proposed.

PASO ROBLES HORSE PARK | Elevations
Paso Robles Horse Park, LLC
July 29, 2011
rrmdesigngroup
A1 Sheet

EXAMPLE: CARETAKER'S QUARTERS

EAST ELEVATION (BACK)

NORTH ELEVATION (SIDE)

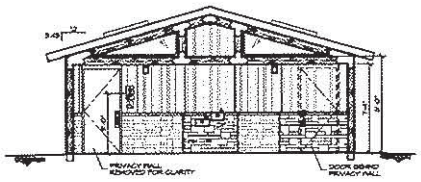
PERSPECTIVE LOOKING FROM THE WEST
(SIDE AND FRONT)

MATERIALS:
ROOF - Composition Shingles
SIDING - Vertical Board
(Refer to Colorboard for additional information)

NOTES:
No roof mounted equipment will be used unless fully screened.
Electrical and gas meters shall be concealed within the building.
HVAC equipment shall be screened with landscaping on the eastern side of the building (back).

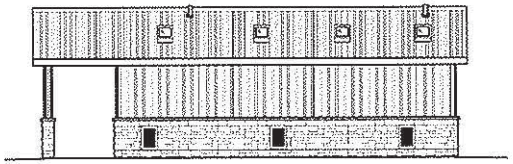
EXAMPLE: RESTROOM

WEST ELEVATION (FRONT)



PERSPECTIVE LOOKING FROM THE NORTHWEST
(FRONT AND SIDE)

NORTH AND SOUTH ELEVATION (SIDES)



MATERIALS:
ROOF - Composition Shingles
SIDING - Board and Batten
BASE - Stone Veneer
(Refer to Colorboard for additional information)

NOTES:
No roof mounted equipment is proposed.
Electrical and gas meters shall be concealed within the building.
No HVAC equipment is proposed.

EXAMPLE: SIDING COLORS AND MATERIALS

OFFICE AND REGISTRATION, VEHICLE STORAGE AND SHOP, AND HAY BARN

Wall Color
(Cherry Red)

Wall Material
(Flexrib)

Trim Color
(White)

RESTROOM

Natural Wood

CARETAKER'S QUARTERS

Wall Color (Beige)
Accent Color (Cherry Red)
Trim (White)

EXAMPLE: POST AND BASE MATERIALS

RESTROOM

Alpine Ledgestone Base
(Chardonnay)

RESTROOM

Natural Wood Posts

EXAMPLE: ROOF MATERIALS & COLORS

OFFICE AND REGISTRATION, VEHICLE STORAGE AND SHOP, AND HAY BARN

Roof Color
(Silver)

Non-Reflective
Standing Seam Metal

RESTROOM & CARETAKER'S QUARTERS

Composition Shingles
(Brown)

PASO ROBLES HORSE PARK | Colorboard
Paso Robles Horse Park, LLC
July 29, 2011
rrmdesigngroup
A3 Sheet

AFFIDAVIT

OF MAIL NOTICES

PLANNING COMMISSION/CITY COUNCIL PROJECT NOTICING

I, Theresa Variano, employee of the City of El Paso de Robles, California, do hereby certify that the mail notices have been processed as required for Planned Development 11-004/ CUP 11-006 (Paso Robles Horse Park) on this 23rd day of December 2011.

City of El Paso de Robles
Community Development Department
Planning Division

Signed: Theresa Variano
Theresa Variano

forms\mailaffi.691

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL
PROJECT NOTICING

Newspaper: Tribune

Date of Publication: December 22, 2011

Hearing Date: January 24, 2012
(Planning Commission)

Project: Notice of Intent to Adopt a Mitigated Negative Declaration and Planned Development 11-004 & Conditional Use Permit 11-006 (Paso Robles Horse Park)

I, Theresa Variano, 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: Theresa Variano
Theresa Variano

CITY OF EL PASO DE ROBLES

NOTICE OF PUBLIC HEARING

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION AND PLANNED DEVELOPMENT 11-004 & CONDITIONAL USE PERMIT 11-006

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold a Public Hearing on Tuesday, January 24, 2012. The meeting will be held at 7:30 p.m. at the City of El Paso de Robles, 1000 Spring Street, Paso Robles, California, in the City Council Chambers, to consider an adoption of a Planned Development, Conditional Use Permit and the associated Mitigated Negative Declaration (statement that there will be no significant environmental effects if certain mitigation measures are implemented) in accordance with the provisions of the California Environmental Quality Act (CEQA) for the following project:

- ***Planned Development 11-004 & Conditional Use Permit 11-006:*** Request to construct the Paso Robles Horse Park, an Equestrian Facility that would be used for hunter/jumper competitions. There would be 6-8 events a year, generally held on Wednesdays to Sundays. The plan would include the construction of competition arenas and fields, horse stalls, an RV camping area for competitors, caretaker residence, barn, maintenance building, office building and associated parking areas, restrooms and landscaping.

The project has been filed by RRM Design Group on behalf of Paso Robles Horse Park, LLC. The site is located at the south end of Hughes Parkway, south of Dry Creek Road, west of Airport Road. (APN: 025-435-008).

The public review period for the Mitigated Negative Declaration (MND) is December 23, 2011 through January 24, 2012. 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.

Questions about this application may be directed to the Community Development Department at (805) 237-3970 or via email at **planning@prcity.com.** Comments on the proposed Project may be mailed to the Community Development Department, 1000 Spring Street, Paso Robles, CA 93446 or emailed to planning@prcity.com provided that such comments are received prior to the time of the hearing.

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.

Darren Nash, Associate Planner
December 22, 2011 6970192