

TO: CHAIRMAN AND MEMBERS OF THE PLANNING COMMISSION
FROM: ED GALLAGHER, COMMUNITY DEVELOPMENT DIRECTOR
SUBJECT: PLANNED DEVELOPMENT 08-001 & CONDITIONAL USE PERMIT 08-001 AMENDMENT
(PASO ROBLES RV RESORT – PASO 33, LP)

DATE: FEBRUARY 14, 2012

Needs: To open the continued public hearing related to the Paso Robles Recreational Vehicle (RV) Resort, and consider approval of these applications.

Facts: 1. The 73 acre site is located at the northern end of Golden Hill Road, on the east side of the road (see Attachment 1, Vicinity Map).
2. This project was reviewed by the Planning Commission on January 10, 2012, where the Planning Commission continued the item in order to allow additional time for City Staff to work with the applicants to gather additional information related to the following issues that were raised by the Planning Commission and the Public:

- Location of fencing vs. wall
- Traffic Impact Fee confusion
- RV stacking at the Registration Office/Entry Road
- Detention basin on adjacent parcel
- Number of tent camping sites
- Check in hours
- Drainage
- Architectural Elevations

Discussion on each of these issues is provided for in the Analysis and Conclusion section of this staff report.

3. The City has received a letter dated from neighbors that live on Circle B Road (See Attachments 3). Response to the letter is also included in the Analysis and Conclusion section of this report.

Analysis
And
Conclusion:

Fence/Wall:

North Coast Engineering has provided revised plans that show the location of the wall and fence (See Attachment 4, Exhibits C1-C8). Most of the wall would be decorative masonry with open fencing in the ravine area at the north end of the project, and open fencing at the southwest corner of the site leading into the project. In the areas where RV's can be seen from Circle B homes, the plan has been revised to show the placement of a masonry wall.

Traffic Impact Fees:

At the January 10th Planning Commission meeting, commissioners had questions regarding the consistency between the previous project approval and the current recommendations. The impact fee condition has been revised to simply require fees in accordance with rates adopted by council in effect at the time they will be collected. The applicants support the revised language. See Attachment 2, City Engineering's Memo, which explains the issue more in depth.

RV Stacking:

See Exhibit D of the PD Resolution (Attachment 4) that shows that there is room for a minimum of 22, 30-35 foot long RVs to stack along the entry driveway.

Detention Basin on Munde property:

Exhibit G of the PD Resolution shows the area of the drainage easement. From the exhibit it is clear that there are multiple ways to access the site and still accommodate the basin.

Tent/Tent Camping Sites:

North Coast Engineering has provided a table on the plans that indicate that there will be 11 tent camping sites and up to 20 tent cabins. The combined total of RV sites, tent sites and tent-cabin sites will not exceed 332 spaces.

Check-in Hours:

If RVs show up to the resort at times when the registration building is closed, directions will be located on the building that give direction to the customers to proceed to a site and meet with an resort employee the next morning to take care of the registration. There will not be a situation where RVs cannot access a site after hours.

Drainage:

Drainage from the project must be managed in accordance with the City's interim storm water design criteria and in a responsible manner so as not to affect downstream properties. These criteria will be ensured through the grading plan check process.

Architectural Elevations:

The architectural elevations that were approved with the original project will be used for this revised project. See Attachments H-K of the PD Resolution (Attachment 4).

Generator Use:

One change in a condition from the original project is the request to use generators for RV spaces that do not have electrical service (which are only the sites in the dry camping area). The generators would be required to be turned off by the 10p.m. curfew.

The following issues were brought up in the letter from Circle B neighbors, dated February 3, 2012 (Attachment 3).

- **Why is the new proposal not being evaluated as a new project?**
The entitlements that were originally approved in 2009 are still valid. The Zoning Code provides a process for amending an existing entitlement “project” by applying for an amendment. The City processes an amendment through the public hearing process in the same manner in which the original project was reviewed and approved, except that in this case, since there is not a Rezone and General Plan Amendment being processed, the project ends at the Planning Commission (unless there is an appeal).
- **Why is it not in the best interests of the City and the public to do a new EIR for this project?**
An Environmental Impact Report (EIR) was not required for this project. A Mitigated Negative Declaration (MND) was approved. With this amendment the only change in environmental review was a change in the mitigation associated with Kit Fox habitat to reflect the reduction in the site disturbance. The California Environmental Quality Act (CEQA) allows that an addendum to an existing MND may be approved when environmental impacts are less.

The original MND did not require mitigation measures in relation to noise and public services and the proposed changes to the project do not generate impacts to this issues that would require new mitigation measures. Regarding water, see comments below related to drainage.

- **Won't this project, which will add hundreds of RVs to the existing Highway 46 East/ Golden Hill Road intersection, make this stressed road segment worse?**
The project is consistent with the City's Land Use Element and is therefore the subject of traffic modeling conducted by the City through the 2011 Circulation Element of the General Plan. With each development the City collects traffic impact fees which contribute to the development of infrastructure contemplated by the Circulation Element.

Ultimately, an intersection with the Highway at Union Road and a north-south route parallel to Golden Hill Road is conceived to relieve the pressure that will inevitably build at the intersection of Highway 46 and Golden Hill Road.

- **Does the City or developer plan to address this issue of flood control at the entrance to this project?**
The applicants plans to extend Golden Hill Road to the north will include drainage facilities to relieve the ponding that has historically occurred at the north end of Golden Hill Road.
- **Have public services been evaluated with the development of this project, can the City guarantee emergency services can be provided to the RV Park?**
Emergency Services has evaluated the proposed and has included conditions of approval necessary to provide adequate emergency service.
- **Has the City evaluated the RV use and will the City regret the RV Park being located at this site in the future?**
RV Parks are a permitted use in the Parks and Open Space (POS) zoning district with the approval of the Development Plan (PD) and Conditional Use Permit (CUP). A PD and CUP was recommended by the Planning Commission and ultimately approved by the City Council for an RV park on this site.

Policy

Reference: General Plan Land Use Element; General Plan Update EIR certified in 2003; Zoning Code and California Environmental Quality Act (CEQA), Airport Land Use Plan, Economic Strategy.

Fiscal

Impact: None

Options:

After consideration of all public testimony, that the Planning Commission may choose the following options:

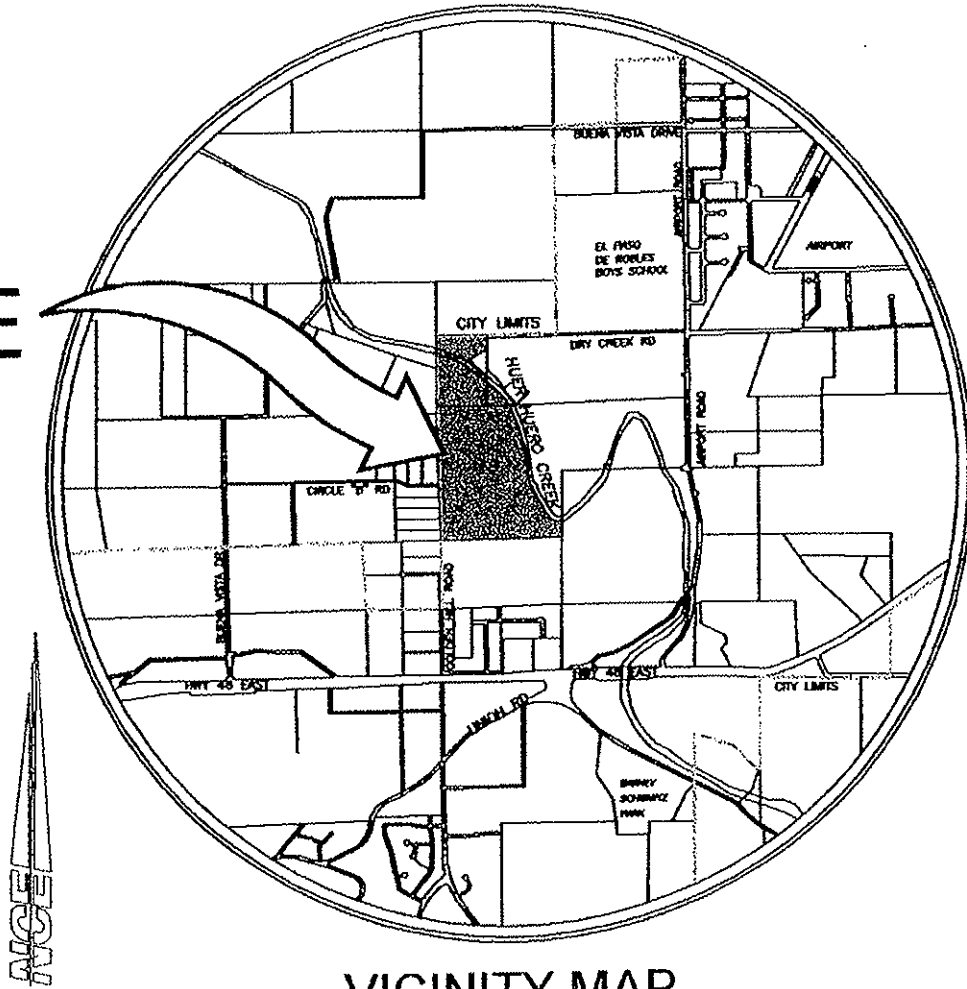
- a.
 - 1. Adopt a Resolution approving an amendment to PD 08-001 & CUP 08-001, as proposed, subject to site-specific and standard conditions of approval;
 - 2. Adopt a Resolution approving an Addendum to the Mitigated Negative Declaration related to Biological Resources (Kit Fox);
- b.
 - 1. Adopt a Resolution approving an amendment to PD 08-001 & CUP 08-001, with the requirement to construct the masonry wall as originally approved subject to site-specific and standard conditions of approval;
 - 2. Adopt a Resolution approving an Addendum to the Mitigated Negative Declaration related to Biological Resources (Kit Fox).
- c. Amend, modify or reject the foregoing option.

Prepared by Darren Nash, Associate Planner

Attachments:

1. Vicinity Map
2. City Engineer Memo
3. Letter from Neighbors
4. Resolution approving Amendment to PD 08-001 & CUP 08-001
5. Resolution approving an addendum to Mitigated Negative Declaration
6. Mail and Newspaper Affidavits

SITE



VICINITY MAP
NO SCALE

Attachment 1
Vicinity Map
PD 08-001 & CUP 08-001 Amendment
(Paso Robles RV Resort)

MEMORANDUM

TO: Darren Nash
FROM: John Falkenstien
SUBJECT: PD 08-001 Amended Paso Robles RV Resort
DATE: January 17, 2012

Traffic

Our concern has been whether transportation impact fees in effect today amount to appropriate mitigation for the transportation impacts of the Paso Robles Motorcoach Resort. Impact fees adopted in 2006 were discounted for commercial and industrial uses from rates proposed and justified by Taussig and Associates.

Upon researching the issue, it is difficult to determine to what extent, if any, this discount was applied to transient occupancy uses. The 2006 justification study determined a transportation impact fee of \$811.80 per Average Daily Trip. If this rate were applied to the trips generated by the 332 spaces proposed, the total project fee would be \$996,890 (based on 3.7 trips per space as noted in the project traffic study). Impact fees in effect today would yield \$837,636 based on the current rate of \$2,523 per space. The difference does not appear large enough to warrant mitigation beyond the adopted fees.

The City Council has authorized a study to update the traffic mitigation fees in accordance with the new Circulation Element. Eventually, impact fees collected upon occupancy will accurately reflect current studies and the projects directly mitigating traffic impacts in this area.

The condition of approval written in 2009 referencing fees in the range of \$1.6 million was simply copied from another approved project in the area with greater traffic impacts. The intention was to put the applicant on notice of a gap between adopted fees and those under study; and what may eventually be necessary to properly mitigate transportation impacts.

Streets

The first phase of the project will complete Golden Hill Road from the north boundary of the Erskine industrial subdivision to the entry of the park. A public road turn around must be provided at this point.

At the time of development of Phase II we'll need to consider whether it would be a prudent use of resources to continue to extend Golden Hill Road to the north. While the extension of Golden Hill Road to Dry Creek Road is shown in the 2011 Circulation Element, its priority is considered low and the likelihood of its completion in the foreseeable future seems remote. The Municipal Code requires improvements with adjacent development. It has long been council and planning commission policy to require frontage improvements with development. The updated Circulation Element reflects this policy. If the road extension is not constructed, an agreement will be needed with a deposit of funds to guarantee the road's eventual installation in order to remain consistent with policy.

The alternative to the agreement would be to amend the Circulation Element of the General Plan to eliminate the connection of Golden Hill Road to Dry Creek Road.

Attachment 2

City Engineer Memo
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

Recommended Conditions

Low impact development best management practices as outlined in the project submittals shall be incorporated into the project grading plans and shall meet design criteria adopted by the City in effect at the time of development of the project.

The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.

Prior to occupancy of Phase I, Golden Hill Road shall be fully constructed from the north boundary of Tract 2269 to the project entrance in accordance with plans approved by the City Engineer. The plans shall include provisions for a public traffic turn-around.

At the time of development of Phase II, the applicant shall enter into an agreement to construct Golden Hill Road from the termination of Phase 1 improvements to the north boundary of the property. The agreement will provide that the City may accept a cash deposit in lieu of construction, based upon a construction cost estimate approved by the City Engineer.

A 12-inch water main shall be extended in the Golden Hill Road right-of-way to the north project boundary in accordance with plans approved by the City Engineer and in accordance with the phasing plan proposed. The plans shall include fire hydrants and an aggregate based access road.

Prior to grading of Phase 2, the applicant shall provide a floodplain study prepared by a civil engineer demonstrating compliance with the City's floodplain ordinance.

The Paso Robles Planning Commission
City Hall
1000 Spring Street
Paso Robles, CA 93446

Gentlemen and Madam:

In the interests of expediting the exchange of information at the Planning Commission meeting of Tuesday, Feb 14th we are sending you some questions re the Planned Development and Conditional Use Permit 08-001 ahead of time, so we don't have to waste your time posing them at the meeting. This way you can have the answers ready and we can move on.

1. Given that the current RV park proposal has 1) a different owner, 2) comes with a totally new design/site plan, 3) increases the density on the land, 4) aims to attract a different and broader segment of the RV/tent camping public, and 5) states that **“the original conditions of approval are not consistent”** with the proposed design, why is this new proposal not being evaluated as **an entirely new project** rather than an amendment to a former project approved three years ago, one which was entirely different in purpose and character?
2. Because the way in which this project plans to use the land is entirely different from the previous proposal, the environmental factors reviewed in the Mitigated Negative Declaration that went with that project must be reexamined and new ones added, such as Noise, Water, and Public Services. Why is it not in the best interests of the City and the public to do a **new EIR** for this project?
3. The City recognizes that the **junction of the 46E and Golden Hill** is a troubled intersection already overstressed today even before the Lowes Center and the Industrial Park are built out. The PR General Plan Circulation Element Report cites a 59% utilization capacity today and predicts a future **109% utilization capacity** for the HW 101 to Union Road segment of the 46 East, defined as “forced or breakdown conditions for motorists frequently during the day.” Would not permitting a project that would add hundreds of RVs, RVs towing vehicles and other campers of all descriptions turning into and off this stressed road segment at its single major intersection worsen this situation? Has the fact that this is an emergency evacuation corridor, a major city ingress and egress—been taken into consideration?
4. Does the City or the developer plan to address the issue of flood control at the entrance to this project? The measures taken when the industrial park and Lowes Center were built have done little to improve the problem.

5. Has the impact of hundreds of people at this location on the City's already strained **Public Services** been calculated? Can the City guarantee emergency services for this migrant population? At whose cost? The taxpayers?
6. There are many other **potential uses permitted** in the zoning for this parcel. Has the Planning Commission discussed these with the City Council to be sure that in the future they will not regret locking the city into a low end use for this valuable land within our city limits?

Thank you for your time in reviewing our questions. We look forward to hearing your answers at the Planning Commission meeting on February 14th.

Yours with concerns,

The Neighbors of North Golden Hill

Cc Paso Robles City Council
Mayor Duane Picanco
John Hamon
Ed Steinbeck
Fred Strong
✓ Nick Gilman

RESOLUTION NO.:

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
APPROVING AN AMENDMENT TO
PLANNED DEVELOPMENT 08-001 & CONDITIONAL USE PERMIT 08-001
(Paso Robles RV Resort)
APN: 025-435-022, & 023

WHEREAS, PD 08-001 & CUP 08-001 (The PR Motorcoach Resort project) was approved by the City Council on February 10, 2004, via Resolutions 09-025, 09-026 & 09-027; and

WHEREAS, the project is located on the 73-acre site at the northern end of Golden Hill Road, on the east side of the road; and

WHEREAS, the project allows for the development of a 332 space RV resort; and

WHEREAS, North Coast Engineering on behalf of Paso 33 LP, has applied to amend PD 08-001 & CUP 08-001; and

WHEREAS, the proposed amendment would consist of the following changes:

- Consider a new design that would reduce the disturbed area (grading) from 73 acres to 50;
- Reduce the amount of grading, retaining walls and paving for roads;
- Reduce the RV space size and reduce the use of impermeable materials;
- Relocate reception building to the northeast, further away from Golden Hill Road;
- Eliminate the club house;
- Replace the masonry wall proposed along Golden Hill Rd. with an combination of masonry wall, open fence and screening landscaping;
- Eliminate the RV sites at the south east corner of the site, reducing views of RVs from Golden Hill Rd.;
- Request to review various conditions of approval related to road improvements and fees;
- Addendum to the Mitigated Negative Declaration related to Kit Fox mitigation as a result of less site impact.

WHEREAS, at its January 10, 2012 meeting, the Planning Commission continued the open public hearing to the February 14, 2012 Planning Commission meeting, to allow for additional time for staff to work with the applicants to answer questions raised by the Planning Commission and the public related to the proposed project; and

WHEREAS, at its February 14, 2012 meeting, the Planning Commission opened the continued public hearing on the Project, to accept public testimony on the proposed amendments to Planned Development 08-001 & CUP 08-001; and

WHEREAS, a resolution was adopted by the Planning Commission approving an addendum to the previously approved Mitigated Negative Declaration (Res. 09-025) for this project, in accordance with the California Environmental Quality Act; and

WHEREAS, the previously approved Mitigated Negative Declaration (Res. 09-025) for the project and the mitigation measures outlined in the Resolution remain in effect, except for the addendum approved concurrent with this Amendment, as adopted in Resolution _____; and

WHEREAS, with the Planning Commission's approval of this Resolution, Resolutions 09-026 & 09-027 shall be superseded by the findings and conditions of approval within this Resolution; and

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

Section 1. Findings

In accordance with Sections 21.23.250 and 21.23B.050 of the Zoning Code, based on facts and analysis set forth in the staff report for this item, and taking into consideration comments received from the public and/or other governmental agencies having purview in the subject development plan and conditional use permit applications, the Planning Commission (City Council) hereby makes the following findings:

- a. The design and intensity (density of the proposed development is consistent with the following:
 1. The goals and policies established by the General Plan;
 - a. *The project site is located in the Parks and Open Space Land Use Category. The purpose of this land use category includes provision of sites for recreation uses.*
 - b. *The project site is also located in the Airport Overlay Land Use Category. This overlay land use category allows business and non-residential land uses. RV Parks are considered to be a type of transient lodging and not a residential use. Conditions #6 will limit the length of stay for any RV space or tents or tent/cabins to a maximum of 30 consecutive days.*
 - c. *Consistent with Policy OS-1A of the Conservation Element, a 58 acre portion of the site has been dedicated to the City for open space purposes.*
 - d. *The project is designed to maximize protection of oaks and biological resources as called for in Policies C-3A and C-3B of the Conservation Element. Additionally, Condition #10 requires submittal and implementation of an oak tree replacement plan and Condition #1 of Resolution _____ requires mitigation of impacts to Kit Fox habitat.*
 - e. *Conditions # 20 will require construction of pedestrian paths (sidewalks) and incorporation of air quality mitigation measures, which will implement Policies C-2-B and C-2C of the Conservation Element.*
 2. The policies and development standards established by any applicable specific plan;
The project site is not located within any specific plan area.
 3. The Zoning Code, particularly the purpose and intent of the zoning district in which a development project is located;
 - (a) *The project site is located in the Parks and Open Space (POS) Zone. RV Parks are subject to approval of a Conditional Use Permit (CUP) in the POS Zone. The purpose of a CUP is to enable the City to impose conditions to ensure that land uses will be compatible with neighboring properties and implement City codes and policies.*
 - (b) *The project site is located in Airport Land Use Plan Zone 5. RV parks are permitted uses in this zone.*

4. All other adopted codes, policies, standards, and plans of the City;
 - a. *This resolution contains several conditions designed to implement the Municipal Code, City State, and Regional governmental policies, regulations and adopted standards related to public infrastructure (e.g., streets, water, sewer, storm drainage), building and fire safety, general public safety.*
 - b. *The project expands the City's inventory of transient lodgings, which advances the following policies in the 2006 Economic Strategy*
 - (1) *The overall policy pertaining to "Place", which calls for the establishment of "distinctive, quality, stable, safe and sustainable physical improvements and attractions that welcome ... commerce, tourism,... and wealth necessary to maintain and enhance quality of life."*
 - (2) *The "Positioning" policy, which calls for the promotion of local industry, products, services and destinations via expansion and diversification of hotel products, including end destination full-service resorts;*
- b. The Paso Robles RV Resort is consistent with the adopted codes, policies, standards and plans of the City; 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 recreational parks in the Parks and Open Space zoning districts; and
- c. The Paso Robles RV Resort 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; since the project will be required to comply with the recommended conditions of approval, including any environmental mitigation measures, and comply with any building and fire codes; and
- d. The Paso Robles RV Resort 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; in this particular case, the project site is not located in a City gateway area or a scenic corridor and has minimal frontage to the public street, however, based on the project being designed to fit the subject site and based on the site plan, architecture and landscaping, the proposed development will accommodate the aesthetic quality of the City as a whole; and
- e. The Paso Robles RV Resort 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, because the project has been designed to provide significant buffers, including setbacks, screen walls and landscaping from the residential neighborhood to the west, and additionally as a result of the site planning, building architecture and environmental mitigation, and included with this project.
- f. The Paso Robles RV Resort is compatible with existing scenic and environmental resources such as hillsides, oak trees, vistas, etc. as a result of the project being designed to limit the amount of grading and oak tree impacts by developing in the flatter areas of the site, which allows for the preservation of the existing hillsides and oak trees; and
- g. The establishment, maintenance or operation of the Paso Robles RV Resort, 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 recreational vehicle parks in the POS zoning districts; and

- h. The Paso Robles RV Resort contributes to the orderly development of the City as a whole, since the project will utilize the existing infrastructure in Golden Hill Road, consisting of sewer water and other utilities; and
- i. The Paso Robles RV Resort as conditioned would meet the intent of the General Plan and Zoning Ordinance by providing a transient occupancy/resort type use in close proximity to golf courses and commercial recreation.
- j. The Paso Robles RV Resort would be consistent with the Economic Strategy, since it would allow for the expansion and diversification of transient occupancy projects, by providing an end-destination full-service resort.

Section 2. Conditions of Approval

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission of the City of El Paso de Robles approves the amendment to PD 08-001 & CUP 08-001 subject to the following conditions:

PLANNING:

- 1. The Amendment to Planned Development 08-001 and Conditional Use Permit 08-001, allows for the development of the 332 space Paso Robles Recreational Vehicle (RV) Resort on the 73 acre site (APN 025-435-022 and 025-435-023).
- 2. The project is proposed to be developed in 2 phases. In the event that the applicant wishes to change the phasing order, after verification from the City Engineer that there are no concerns, the DRC may approve the phasing changer request.
- 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	Cover Sheet
C1-C8	Site Plan
D	RV Stacking Exhibit
E	Circle-B Access Road
F	Privacy Wall Sections
G	Drainage Basin
H1-H3	Registration Building Details
I1-I3	Pool House Details
J1-J2	Misc. Items
K	Outdoor Lighting
L1-L11	Landscape Plans
M1-M4	Storm Water Run Off Control Plan
N1-N13	Grading and Drainage Plans

- 4. Recreational vehicle parks are regulated by the State Department of Housing and Community Development. The City will not be issuing grading or building permits. In order to insure that the project mitigation measures and conditions of approval are satisfied in a timely manner (i.e. prior to the issuance of a grading permit, encroachment permit, or occupancy) an agreement shall be entered into between the applicants and the City outlining timing of project mitigation and condition completion. The agreement shall be subject to approval by the City Attorney and be executed prior to the State's issuance of a grading or any building permit. City Attorney time and materials shall be paid by the applicants prior to execution of the Agreement.

5. With the adoption of this Resolution, Resolutions 09-026(PD Resolution) & 09-027 (CUP Resolution) shall be superseded.
6. The maximum length of stay for any RV, tent or tent/cabin space is 30 consecutive days.
7. The maximum number of tent sites would be eleven (11); the maximum number of tent/cabins shall be twenty (20). The total number of RV, tent, and tent/cabin spaces shall be no more than 332. In the event that there is a reduction or elimination of tent or tent/cabin spaces, those spaces may be converted to RV spaces.
8. Prior to the issuance of a building permit, the Development Review Committee (DRC) shall review the following items to insure substantial compliance with the above listed Exhibits:
 - Final site details such as landscaping, decorative paving, benches, exterior lighting and any other site planning details;
 - Architectural elevations, including final materials, colors and details;
 - Final placement of the boundary wall/fence;
 - Equipment such as back flow devices, transformers, a/c condensers and appropriate screening methods for both views and noise. Back flow and double check-valves shall not be visible from Golden Hill Road;
 - Final grading and drainage plans.
 - Signage
9. Landscape screening shall be reviewed by Planning Staff after two years from the time of installation to insure that landscaping is in good healthy condition and being maintained in an acceptable manner.
10. Prior to the issuance of a grading permit, the applicants will need to provide an Oak Tree Replacement plan that indicates the location and timing of the planting of the required oak tree replacement trees.
11. In the event if in the future there is request to add additional impervious concrete or asphalt to the project, the request will need to be approved by both the Engineering and Planning Divisions to insure the addition of the impervious surface is consistent with the Low Impact Development plan for this project.
12. 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.
13. Special events beyond typical resort activities shall be reviewed by the Planning Department to insure compliance with the Zoning Code and ALUP. The Police Department shall also review the activities. The number of people per acre shall be in compliance with the maximum density identified by the ALUP.
14. Prior to the issuance of a permit by the State for construction and/or grading, as required by Section 21.22B.050 (Landscape and Irrigation Ordinance) since the landscape area for this project will be over 1 acre, a Landscape Document Package (LPD) as outlined in the Ordinance shall be provided prior to the issuance of a water meter.
15. 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.

16. Quiet hours shall be observed after 10p.m. every night to minimize noise disturbance. Any use of generators shall be only for RV sites that do not have electrical service, which would only be the dry camping area. All generators shall be turned off by the 10p.m. quiet hour.
17. All on-site operations shall be in conformance with the City's performance standards contained in Section 21.21.040 and as listed below:
 - a. Fire and Explosion Hazards. All activities involving, and all storage of, inflammable and explosive materials shall be provided with adequate safety devices against the hazard of fire and explosion and adequate firefighting and fire-suppression equipment and devices standard in industry and as approved by the fire department. All incineration is prohibited.
 - b. Radioactivity or Electrical Disturbance. Devices that radiate radio-frequency energy shall be so operated as not to cause interference with any activity carried on beyond the boundary line of the property upon which the device is located. Further, no radiation of any kind shall be emitted which is dangerous to humans. All radio transmissions shall occur in full compliance with Federal Communications Commission (FCC) and other applicable regulations.
 - c. Noise. No land use shall increase the ambient noise level as measured at the nearest residentially zoned property line to a level that constitutes a public nuisance.
 - d. Vibration. No vibrations shall be permitted so as to cause a noticeable tremor measurable without instruments at the lot line.
 - e. Smoke. Except for fireplaces and barbecues, no emission shall be permitted at any point from any chimney which would constitute a violation of standards established by the San Luis Obispo County Air Pollution Control District (APCD).
 - f. Odors. Except for fireplaces and barbecues, no emission shall be permitted of odorous gases or other odorous matter in such quantities as to constitute a public nuisance.
 - g. Fly Ash, Dust, Fumes, Vapors, Gases and Other Forms of Air Pollution. No emission shall be permitted which can cause damage to health, animals, vegetations or other forms of property, or which can cause any excessive soiling at any point. No emissions shall be permitted in excess of the standards established by the San Luis Obispo County Air Pollution Control District (APCD).
 - h. Glare. No direct glare, whether produced by floodlight, high-temperature processes such as combustion or welding or other processes, so as to be visible from any boundary line of the property on which the same is produced shall be permitted. Sky-reflected glare from buildings or portions thereof shall be so controlled by reasonable means as are practical to the end that said sky-reflected glare will not inconvenience or annoy persons or interfere with the use and enjoyment of property in and about the area where it occurs.
 - i. Liquid or Solid Wastes. No discharge shall be permitted at any point into any public sewer, private sewage disposal system or stream, or into the ground, of any materials of such nature or temperature as can contaminate any water supply, interfere with bacterial processes in sewage treatment, or otherwise cause the emission of dangerous or offensive elements, except in accord with standards approved by the California Department of Health or such other governmental agency as shall have jurisdiction over such activities. Manufacturing, processing, treatment and other activities involving use of toxic or hazardous materials shall be designed to incorporate the best available control technologies and wherever technically feasible shall employ a "closed loop" system of containment.

- j. Transportation Systems Impacts. Vehicular, bikeway and/or pedestrian traffic, directly attributable to the proposed land use, shall not increase to a significant extent without implementation of adequate mitigation measures in a form to be approved by the city engineer. In determining significance of impacts, consideration shall be given to cumulative (projected build-out) capacity of streets and highways serving the land use. Mitigation measures required may include but not be limited to curb, gutter, sidewalk, street and/or alley, bikeway, transit related improvements and traffic signalization. Mitigation may be required as pursuant to the California Environmental Quality Act (CEQA), or as a condition of a discretionary review. (Ord. 665 N.S. § 28, 1993; (Ord. 405 N.S. § 2 (part), 1977)

ENGINEERING:

18. Low impact development best management practices as outlined in the project submittals shall be incorporated into the project grading plans and shall meet design criteria adopted by the City in effect at the time of development of the project.
19. The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.
20. Prior to occupancy of Phase I, Golden Hill Road shall be fully constructed from the north boundary of Tract 2269 to the project entrance in accordance with plans approved by the City Engineer. The plans shall include provisions for a public traffic turn-around.
21. At the time of development of Phase II, the applicant shall enter into an agreement to construct Golden Hill Road from the termination of Phase 1 improvements to the north boundary of the property. The agreement will provide that the City may accept a cash deposit in lieu of construction, based upon a construction cost estimate approved by the City Engineer.
22. A 12-inch water main shall be extended in the Golden Hill Road right-of-way to the north project boundary in accordance with plans approved by the City Engineer and in accordance with the phasing plan proposed. The plans shall include fire hydrants and an aggregate based access road.
23. Prior to grading of Phase 2, the applicant shall provide a floodplain study prepared by a civil engineer demonstrating compliance with the City's floodplain ordinance.

EMERGENCY SERVICES

24. Prior to the start of construction, documentation shall be submitted to Emergency Services showing that required fire flows can be provided to meet all project demands.
25. Provide fire hydrants at not greater than five hundred (500) foot intervals.
26. Provide central station monitored fire sprinkler system for all buildings greater than five thousand (5,000) square feet.
27. Provide fire department connection to the fire sprinkler system on the address side of the building for all buildings with fire sprinklers.
28. Provide exterior fire alarm enunciator panel in weather proof enclosure on the address side of the building for all buildings with fire sprinklers.
29. Provide Knox Box fire department rapid entry device on address side of the building for all buildings that will be accessed by the public and/or that have fire sprinkler systems.

Section 3. Environmental Mitigation Measures

Air Quality Mitigation Measures:

- APCD-1** Prior to any grading on the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if Naturally Occurring Asbestos (NOA) is present within the area that will be disturbed. If NOA is not present, an exemption form must be filed with the District. If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos (Air Toxics Control Measure) ACTM.
- APCD-2** The project shall be conditioned to comply with all applicable District regulations pertaining to the control of fugitive dust (PM-10) as contained in section 6.5 of the Air Quality Handbook. All site grading and demolition plans noted shall list the following regulations:
- a. Reduce the amount of the disturbed area where possible.
 - b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (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.

APCD-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.

APCD-4 Develop a comprehensive Construction Activity Management Plan designed to minimize the amount of large construction equipment operating during any given time period. The plan should be submitted to the District for review and approval prior to the start of construction. The plans should include but not be limited to the following elements:

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

APCD-5 Standard NOx Control Measures for Construction Equipment

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

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

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

Maximize to the extent feasible, the use of on-road heavy-duty equipment and trucks that meet the ARB's 1998 or newer certification standard for on-road heavy-duty diesel engines.

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

APCD 6 OPERATIONAL PHASE MITIGATION

Greenhouse Gas Impacts and Mitigation

While California successfully passed Assembly Bill 32, California's Global Solutions Act of 2006, little guidance was provided to lead agencies regarding how to address greenhouse gas (GHG) impacts in the CEQA process. In the 2007 California legislative session, Senate Bill 97 was passed and required that the California Office of Planning and Research, by July 1, 2009, prepare and develop guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. As guidelines are not currently available, the APCD suggests that projects subject to CEQA should quantify project related GHG emissions and identify feasible mitigation.

The APCD staff considered the operational impact of this proposed development by running the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to this project's land uses. This indicated that operational phase impacts of the greenhouse gas known as carbon dioxide (CO2) will be approximately 7,277 pounds per day in the summer and 6,906 pounds per day in the winter. While statewide/global thresholds have not yet been defined for GHG impacts, SLO County APCD recommends the implementation of feasible mitigation measures that minimize project related GHG impacts. Examples of potential measures for this development include:

- Developments within Urban Reserve Lines with walking or bicycling access to nearby commercial and transit services thus reducing automobile dependence;
- Install on-site solar power infrastructure to offset grid-based power consumption;
- Provide low-speed neighborhood electric vehicles (NEVs) and charging stations for internal use by resort patrons;
 - Include pedestrian amenities that provide improved connectivity to existing amenities;
 - Securing shuttle services;
- Green building techniques such as:
 - Installing outdoor electrical outlets to encourage the use of electric appliances and tools;
 - Planting of native, drought resistant landscaping;
 - Use of locally or nearby produced building materials; and,
 - Use of renewable or reclaimed building materials.

Other measures suitable for GHG as well as ozone precursor mitigation are listed below in this comment letter.

Operational Permit Requirements

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

- Portable generators and equipment with engines that 50 hp or greater;
- Electric generation plants or the use of standby generator; and
- Cogeneration facilities.

Traffic Impact Mitigation Measures:

- T-1.** The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.
- T-2.** Golden Hill Road shall be constructed in general conformance to the preliminary road improvement plans approved by the City Engineer, and in accordance with the phasing plan proposed.

Biological Resources Mitigation Measures

- BR-1** **Avoidance and protection of vernal pools on the property.** Vernal pools shall be avoided and protected where possible. If listed fairy shrimp species are found in vernal pools on the property, the vernal pools shall be avoided and a 50-foot setback distance shall be observed for all activities. If rare species are not found and vernal pools cannot be avoided, a vernal pool mitigation plan shall be prepared by a qualified biologist that specifies creation of vernal pool habitat in kind at a one to one ratio within open space areas on the property.

- BR-2** Interpretive signs shall be developed in cooperation with the project biologist to inform guests at the Resort of the sensitive biological resources located on and near the property. Signs shall be placed on at least two sides of all vernal pools or vernal pool complexes that remain within the project open space areas. The signs shall provide general information about vernal pools in the Paso Robles region, including potential rare species that could be present.
- BR-3** Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist or qualified biologist and a licensed land surveyor. Data for each tree should include date, species, number of stems, diameter at breast height (dbh) of each stem, critical root zone (CRZ) diameter, canopy diameter, tree height, health, habitat notes, and nests observed.
- BR-4** An oak tree protection plan shall be prepared and approved by the City of Paso Robles.
- BR-5** Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the dripline or CRZ of the tree (whichever distance is greater), and trunk damage.
- BR-6** Impacts to oak trees shall be assessed by a licensed arborist. Mitigations for impacted trees shall comply with the City of Paso Robles tree ordinance.
- BR-7** Replacement oaks for removed trees must be equivalent to 25% of the diameter of the removed tree(s). For example, the replacement requirement for removal of two trees of 15 inches dbh (30 total diameter inches), would be 7.5 inches (30" removed x 0.25 replacement factor). This requirement could be satisfied by planting five 1.5 inch trees, or three 2.5 inch trees, or any other combination totaling 7.5 inches. A minimum of two 24 inch box, 1.5 inch trees shall be required for each oak tree removed.
- BR-8** Replacement trees should be seasonally maintained (browse protection, weed reduction and irrigation, as needed) and monitored annually for at least 7 years. Replacement trees shall be of local origin, and of the same species as was impacted or removed.
- BR-9** **Within one week of ground disturbance or tree removal/trimming activities**, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. To avoid impacts to nesting birds, grading and construction activities that affect trees and grasslands shall not be conducted during the breeding season from March 15 to August 15. If construction activities must be conducted during this period, nesting bird surveys shall take place within one week of habitat disturbance. 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. Construction activities shall observe a 300-foot buffer for occupied raptor nests. A 500-foot buffer shall be observed from occupied nests of all special status species (refer to BR-12 and BR-13). 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.
- BR-10** To prevent disturbance to nesting eagles, if construction is planned between January 30th and August 15th, a pre-construction survey should be conducted to determine if eagles are present. If eagles are not present after March 15th, work could commence. If eagles are present on the nest, work within 500 feet of the occupied nest should be delayed until after either adult eagles have left the nest, or eagle chicks have fledged and are no longer dependent on the nest as determined by a qualified biologist. At the commencement of work, a qualified biologist should monitor the eagles. If commencement of construction disturbs the eagles, the qualified monitor would be authorized to stop construction activity within range of the nest that causes disturbance to the eagles. Work within that area could commence once the eagle chicks have fledged and are no longer dependent on the nest.
- BR-11** **If the project design cannot avoid shining navarretia on the property**, a mitigation and monitoring plan shall be developed by the project biologist to replace lost navarretia habitat at a 1:1 ratio on-site. The mitigation plan will provide details on appropriate mitigation sites, seed collection and distribution methods, and maintenance and monitoring requirements.

- BR-12 Interpretive signs shall be developed in cooperation with the project biologist** to inform guests at the Resort of the sensitive biological resources including the Golden Eagle nest located on and near the property. Signage shall be placed on all sides of the rare plant occurrence, and shall have specific information about the plant and its ecology, including photographs.
- BR-13 All occupied Golden Eagle nests shall be mapped using GPS or survey equipment.** The mapped locations shall be placed on a copy of the grading plans with a 500-foot buffer indicated. Work shall not be allowed within the 500 foot buffer while the nest is in use by eagles. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.
- BR-14 Occupied nests of special status bird species that are within 500 feet of project** work areas shall be monitored bi-monthly through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependent on the nest, work can commence.
- BR-15 Interpretive signs shall be developed in cooperation with the project biologist** to inform guests at the Resort of the sensitive biological resources located on and near the property. If the golden eagle nest continues to be occupied seasonally at the time the Resort opens to the public, signs shall be placed on the hilltop to exclude entry within approximately 500 feet of the eagle nest.
- BR-16 Prior to removal of any trees over 20 inches dbh,** a survey shall be conducted by a qualified biologist to determine if any of the trees proposed for removal or trimming harbor sensitive bat species or maternal bat colonies. Maternal bat colonies may not be disturbed.
- BR-17 The following supplemental measures for kit fox protection** are from the December 17, 2008 letter from Dan Meade of Althouse and Meade, Inc. The following measures when employed on the site, would reduce potential impacts to the San Joaquin Kit Fox. The consideration of these additional measures and the substantial widening of the proposed open space corridor, adjustment to the offsite mitigation requirements may be appropriate. The reduction of the mitigation ratio for kit fox payments from four to one to three to one can be made with review and approval by the Department of Fish and Game.
1. Kit fox friendly fencing shall be used for into all fences on the property, including the masonry screen wall, if project Biologist see as necessary. For chain link, wildlife, no-climb, or other wire fences with openings, at ground level less than eight inches square, kit fox passages shall be made in the fences every 100 yards. Passages shall be created by cutting wire and placing spreader bars to form a smooth 8-inch wide by 12-inch high, or as specified by the Endangered Species Recovery Program. In solid walls, an 8-inch diameter concrete pipe shall be placed at ground level in the wall every 100 yards.
 2. Four SJKF escape dens and a chambered den shall be constructed as per guidelines provided in the Endangered Species Recovery Program. The precise location of each den shall be designated in the field by a qualified kit fox biologist.
 3. BR-31. All pets on the property shall be kept on a leash at all times. Owners shall be required to clean up after their pets. Resort maintenance personnel shall conduct daily clean up on the property to remove pet waste.
 4. Lighting shall be shielded to prevent direct lighting of the riparian corridor. All lighting shall be directed down and shall be low intensity.
 5. Use of poisons including rodenticides on the property should be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe labels and other restrictions, mandated by the U.S. Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent poison must be utilized, zinc phosphate should be used because of proven lower risk to kit fox. (U.S. Fish and Wildlife Service, 1999).

6. Quiet hours shall be observed after 10 pm every night to reduce disturbance.
7. Speed limits. To avoid accidental injury to animals on the property a speed limit of 10 miles per hour shall be enforced on the property for all vehicles. Speed limits shall be posted at the entrance gate and throughout roadways on the property.
8. To enhance habitat for use by kit fox vegetation management shall be conducted on neighborhood properties, including the City sewer facility on the north bank of the Heur Heuro Creek adjacent to the Paso Robles Motorcoach Resort property. Work shall consist of removal of overgrown vegetation and removal of barrier fence when appropriate.
9. Neighborhood fencing improvements shall be conducted where fencing is a barrier to kit fox movement on properties adjacent to the Paso Robles Motorcoach property. Improvements will consist of either replacement of fences with kit fox friendly fencing, or creation of kit fox passages in existing fences every 100 yards where feasible.

BR-18 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 **100 (50 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 City or State 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 **\$250,000**. 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 **100** 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 **\$250,000**. 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 City or State permit issuance and initiation of any ground disturbing activities.

BR-19 **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.

- BR-20** **Prior to issuance of grading and/or construction permits**, the applicant shall clearly delineate the following as a note on the project plans: “*Speed signs of 25 mph (or lower) shall be posted for all construction traffic to minimize the probability of road mortality of the San Joaquin kit fox*”. Speed limit signs shall be installed on the project site **within 30 days prior to initiation of site disturbance and/or construction**.
- BR-21** **During the site disturbance and/or construction phase**, grading and construction activities after dusk shall be prohibited unless coordinated through the City, during which additional kit fox mitigation measures may be required.
- BR-22** **Prior to issuance of grading and/or construction permit and within 30 days prior to initiation of site disturbance and/or construction**, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources (i.e. San Joaquin kit fox). At a minimum, as the program relates to the kit fox, the training shall include the kit fox’s life history, all mitigation measures specified by the City, as well as any related biological report(s) prepared for the project. The applicant shall notify the City shortly prior to this meeting. A kit fox fact sheet shall also be developed prior to the training program, and distributed at the training program to all contractors, employers and other personnel involved with the construction of the project.
- BR-23** **During the site-disturbance and/or construction phase**, to prevent entrapment of the San Joaquin kit fox, all excavations, steep-walled holes and trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.
- BR-24** **During the site-disturbance and/or construction phase**, any pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved. If necessary, the pipe may be moved only once to remove it from the path of activity, until the kit fox has escaped.
- BR-25** **During the site-disturbance and/or construction phase**, all food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of only in closed containers. These containers shall be regularly removed from the site. Food items may attract San Joaquin kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.

- BR-26** Prior to, during and after the site-disturbance and/or construction phase, use of pesticides or herbicides shall be in compliance with all local, State and Federal regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.
- BR-27** During the site-disturbance and/or construction phase, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant shall immediately notify the USFWS and CDFG by telephone. In addition, formal notification shall be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to CDFG for care, analysis, or disposition.
- BR-28** Prior to final inspection, or occupancy, whichever comes first, should any long internal or perimeter fencing be proposed or installed, the applicant shall do the following to provide for kit fox passage:
- i. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12 inches.
 - ii. If a more solid wire mesh fence is used, 8" x 12" openings near the ground shall be provided every 100 yards
 - iii. Upon fence installation, the applicant shall notify the City to verify proper installation. Any fencing constructed after issuance of a final permit shall follow the above guidelines

Monitoring (San Joaquin Kit Fox Measures BR-18 to BR-26): Compliance will be verified by the City of Paso Robles, Planning Division in consultation with the California Department of Fish and Game. As applicable, each of these measures shall be included on construction plans.

- BR-29** A pre-construction survey shall be conducted within thirty days of beginning work on the project to identify if badgers are using the site. The results of the survey shall be sent to the project manager, CDFG, and the City of Paso Robles.
- If the pre-construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover the entire property, 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 on the property between February and July, nursing young may be present. To avoid disturbance and the possibility of direct take 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 and July. 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 inactive 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 property during the pre-construction survey, the CDFG wildlife biologist for the area shall be contacted to review current allowable management practices.

Hazard Mitigation Measures

H-1 – Airport and Aircraft Safety: Development of any new land use on the project site shall not create an undue public safety risk from overflight of aircraft. The eastern portion of project site is in Airport Safety Zone 3 for turning and sideline zones and the western portion is Safety Zone 4 for outer approach and departure zones. All development plan, proposed use, or subdivision on the project site is subject to the nonresidential land use densities and open space requirements as provided in Chapter 4 of the Paso Robles ALUP which are excerpted below (Table 5, ALUP, 2007).

<i>Handley Property Airport Safety Areas</i>	<i>Maximum Land Use Density (persons/acre)</i>	<i>Maximum Single Acre Land Use Density (persons/acre)</i>	<i>Maximum Percent Open Space (% gross area)</i>
<i>Safety Zone 3</i>	<i>60</i>	<i>120</i>	<i>25²</i>
<i>Safety Zone 4</i>	<i>40</i>	<i>120</i>	<i>20²</i>

¹ No structures, congregations of equipment or vehicles, or public venues shall be located within 250 feet of any extended runway centerline and within 6000 feet of the corresponding runway end.

² When feasible, development should be planned in a manner that maintains maximum open space within 50 feet of any extended runway centerline.

H-2 - Airspace Protection: No object or structure may be erected, and no plant allowed to grow, to penetrate any “imaginary surface” as defined in Federal Aviation Regulations Part 77. Any proposed feature approaching these surfaces will be referred to the airport manager for review and recommendation. Building within the height limits of this specific plan will not approach the FAA imaginary surfaces.

H-3 - Operations Interference: No use shall be established which produces visually significant quantities of smoke.

H-4 - Bird Attractants: No use shall be established and no activity conducted which attracts birds to the extent of creating a significant hazard of bird strikes. Examples are outdoor storage or disposal of food or grain, or large, artificial water features. This provision is not intended to prevent enhancement or protection of existing wetlands, the mitigation of impacts to wetlands or construction of required detention basins.

H-5 Avigation Easements: At the time of subdivision development, avigation easements shall be recorded for each affected parcel in a form approved by the County of San Luis Obispo Airport Land Use Commission.

H-6 Real Estate Disclosure: All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area. The format of the disclosure shall be approved by the County of San Luis Obispo Airport Land Use Commission.

Cultural Resources Mitigation Measures

CR-1: Prior to issuance of development permits, the applicant shall retain a qualified historic archaeologist to monitor initial grubbing and grading on the site and to develop a recovery program if necessary. The monitor shall have the authority to stop work in the event potentially significant cultural resources are discovered.

CR-2: In the event archaeological resources are unearthed or discovered during any construction activities, the following standards apply:

- Construction activities shall cease, and the Community Development Director shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.
- In the event archaeological resources are found to include human remains, or in any other case where human remains are discovered during construction, the County Coroner is to be notified in addition to the Community Development Director so that proper disposition may be accomplished.

PASSED AND ADOPTED THIS 14th day of February, 2012 by the following Roll Call Vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

CHAIRMAN AL GARCIA

ATTEST:

ED GALLAGHER, PLANNING COMMISSION SECRETARY

EXHIBIT A OF RESOLUTION

CITY OF EL PASO DE ROBLES STANDARD DEVELOPMENT CONDITIONS
FOR PLANNED DEVELOPMENTS / CONDITIONAL USE PERMITS

PROJECT #: PD 08-001 & CUP 08-001 Amendment

APPROVING BODY: Planning Commission

DATE OF APPROVAL: February 14, 2012

APPLICANT: PR RV Resort

LOCATION: NORTH END OF GOLDEN HILL ROAD

The following conditions that have been checked are standard conditions of approval for the above referenced project. The checked conditions shall be complied with in their entirety before the project can be finalized, unless otherwise specifically indicated. In addition, there may be site specific conditions of approval that apply to this project in the resolution.

COMMUNITY DEVELOPMENT DEPARTMENT - The applicant shall contact the Community Development Department, (805) 237-3970, for compliance with the following conditions:

A. GENERAL CONDITIONS:

- 1. This project approval shall expire on February 14, 2014 (See Planned Development Approval Resolution) unless a time extension request is filed with the Community Development Department prior to expiration.
- 2. The site shall be developed and maintained in accordance with the approved plans and unless specifically provided for through the Planned Development process shall not waive compliance with any sections of the Zoning Code, all other applicable City Ordinances, and applicable Specific Plans.
- 3. Prior to occupancy, all conditions of approval shall be completed to the satisfaction of the City Engineer and Community Developer Director or his designee.
- 4. Any site specific condition imposed by the Planning Commission in approving this project may be modified or eliminated, or new conditions may be added, provided that the Planning Commission shall first conduct a public hearing in the same manner as required for the approval of this project. No such modification shall be made unless the Commission finds that such modification is necessary to protect the public interest and/or neighboring properties, or, in the case of deletion of an existing condition, that such action is necessary to permit reasonable operation and use for this approval.
- 5. This project is subject to the California Environmental Quality Act (CEQA) which requires the applicant submit a \$_____00 filing fee for the Notice of Determination payable to "County of San Luis Obispo". The fee should be submitted to the Community Development Department within 24 hours of project approval which is then forwarded to the San Luis Obispo County Clerk. Please note that the project may be subject to court challenge unless the required fee is paid.

(Adopted by Planning Commission Resolution 94-038)

- 6. The site shall be kept in a neat manner at all times and the landscaping shall be continuously maintained in a healthy and thriving condition.
- 7. All signs shall be subject to review and approval as required by Municipal Code Section 21.19 and shall require a separate application and approval prior to installation of any sign.
- 8. All outdoor storage shall be screened from public view by landscaping and walls or fences per Section 21.21.110 of the Municipal Code.
- 9. All trash enclosures shall be constructed of decorative masonry block compatible with the main buildings. Gates shall be view obscuring and constructed of durable materials such as painted metal or chain link with plastic slatting.
- 10. All existing and/or new ground-mounted appurtenances such as air-conditioning condensers, electrical transformers, backflow devices etc., shall be screened from public view through the use of decorative walls and/or landscaping subject to approval by the Community Development Director or his designee. Details shall be included in the building plans.
- 11. All existing and/or new roof appurtenances such as air-conditioning units, grease hoods, etc. shall be screened from public view. The screening shall be architecturally integrated with the building design and constructed of compatible materials to the satisfaction of the Community Development Director or his designee. Details shall be included in the building plans.
- 12. All existing and/or new lighting shall be shielded so as to be directed downward in such a manner as to not create off-site glare or adversely impact adjacent properties. The style, location and height of the lighting fixtures shall be submitted with the building plans and shall be subject to approval by the Community Development Director or his designee.
- 13. All existing and/or new landscaping shall be installed with automatic irrigation systems.
- 14. All walls/fences and exposed retaining walls shall be constructed of decorative materials which include but are not limited to splitface block, slumpstone, stuccoed block, brick, wood, crib walls or other similar materials as determined by the Development Review Committee, but specifically excluding precision block.
- 15. The following areas shall be placed in the Landscape and Lighting District:

_____.

The developer shall install all improvements and landscape areas. City acceptance on behalf of the Landscape and Lighting District shall be subject to the approval of the Public Works Street Department (237-3864).

- 16. All parking lot landscape planters shall have a minimum outside dimension of six feet and shall be separated from parking and driving areas by a six inch high solid concrete curb.

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

- 18. It is the property owner's responsibility to insure that all construction of private property improvements occur on private property. It is the owner's responsibility to identify the property lines and insure compliance by the owner's agents.

B. THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF BUILDING PERMITS:

- 1. Two sets of the revised Planning Commission approved plans incorporating all Conditions of Approval, standard and site specific, shall be submitted to the Community Development Department prior to the issuance of building permits.
- 2. Prior to the issuance of building permits, the
 - Development Review Committee shall approve the following;
 - Planning Division Staff shall approve the following:
 - a. A detailed site plan indicating the location of all structures, parking layout, outdoor storage areas, walls, fences and trash enclosures;
 - b. A detailed landscape plan;
 - c. Detailed building elevations of all structures indicating materials, colors, and architectural treatments;
 - d. Other: See site specific conditions in PD 08-001 Resolution
- 3. The applicant shall meet with the City's Crime Prevention Officer prior to the issuance of building permits for recommendations on security measures to be incorporated into the design of the structures to be constructed. The applicant is encouraged to contact the Police Department at (805) 237-6464 prior to plan check submittal.

C. THE FOLLOWING CONDITIONS SHALL BE COMPLETED PRIOR TO OCCUPANCY:

- 1. Occupancy of the facility shall not commence until such time as all Uniform Building Code and Uniform Fire Code regulations have been complied with. Prior to occupancy, plans shall be submitted to the Paso Robles Fire Department and the Building Division to show compliance. The building shall be inspected by the appropriate department prior to occupancy.
- 2. All public or private manufactured slopes located adjacent to public right-of-ways on property in excess of six (6) feet in vertical height and of 2.5:1 or greater slope shall be irrigated and landscaped for erosion control and to soften their appearance as follows: one 15-gallon tree per each 250 square feet of slope area, one 1-gallon or larger size shrub per each 100 square feet of slope area, and appropriate ground cover. Trees and shrubs shall be staggered in clusters to soften and vary the slope plane. Slope planting shall include a permanent irrigation system be installed by the developer prior to occupancy. In lieu of the above planting ratio, the applicant may submit a slope planting plan by a licensed landscape architect or contractor providing adequate landscaping, erosion control and slope retention measures; the slope planting plan is subject to approval by the Development Review Committee. Hydroseeding may be considered on lots of 20,000 square feet or greater.

(Adopted by Planning Commission Resolution 94-038)

PUBLIC WORKS DEPARTMENT - The applicant shall contact the Engineering Division, (805) 237-3860, for compliance with the following conditions:

APPLICANT: PR RV PREPARED BY: JF

REPRESENTATIVE: NCE CHECKED BY: _____

PROJECT: PD 08-001 TO PLANNING: _____

All conditions marked are applicable to the above referenced project for the phase indicated.

D. PRIOR TO ANY PLAN CHECK:

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

E. PRIOR TO ISSUANCE OF A GRADING PERMIT:

- 1. Prior to approval of a grading plan, the developer shall apply through the City, to FEMA and receive a Letter of Map Amendment (LOMA) issued from FEMA. The developer's engineer shall provide the required supporting data to justify the application.
- 2. The proposed structures and grading shall not encroach into the 100-year floodway as specified in Municipal Code Chapter 21.14 "Flood Damage Prevention Regulations".
- 3. Any existing Oak trees located on the project site shall be protected and preserved as required in City Ordinance No. 553, Municipal Code No. 10.01 "Oak Tree Preservation", unless specifically approved to be removed. An Oak tree inventory shall be prepared listing the Oak trees, their disposition, and the proposed location of any replacement trees required. In the event an Oak tree is designated for removal, an approved Oak Tree Removal Permit must be obtained from the City, prior to removal.
- 4. A complete grading and drainage plan prepared by a registered civil engineer shall be included with the improvement plans. Drainage calculations shall be submitted, with provisions made for on-site detention/ retention if adequate disposal facilities are not available, as determined by the City Engineer.
- 5. A Preliminary Soils and/or Geology Report shall be prepared by a registered engineer for the property to determine the presence of expansive soils or other soils problems and shall make recommendations regarding grading of the proposed site.

F. PRIOR TO ANY SITE WORK:

- 1. All off-site public improvement plans shall be prepared by a registered civil engineer and shall be submitted to the City Engineer for review and approval. The improvements shall be designed and placed to the Public Works Department Standards and Specifications.

- 2. The applicant shall submit a composite utility plan signed as approved by a representative of each public utility, together with the improvement plans. The composite utility plan shall also be signed by the Water, Fire, Wastewater, and Street Division heads.
- 3. Any grading anticipated during the rainy season (October 15 to April 15) will require the approval of a Construction Zone Drainage and Erosion Control Plan to prevent damage to adjacent property. Appropriateness of areas shall be subject to City Engineer approval.
- 4. Any construction within an existing street shall require a Traffic Control Plan. The plan shall include any necessary detours, flagging, signing, or road closures requested. Said plan shall be prepared and signed by a registered civil or traffic engineer.
- 5. Landscape and irrigation plans for the public right-of-way shall be incorporated into the improvement plans and shall require a signature of approval by the Department of Public Works, Street Superintendent and the Community Development Department.
- 6. The owner shall offer to dedicate and improve the following street(s) to the standard indicated:

<u>Golden Hill Road</u>	<u>Arterial</u>	<u>A-1</u>
Street Name	City Standard	Standard Drawing No.
- 7. The owner shall offer to dedicate to the City the following easement(s). The location and alignment of the easement(s) shall be to the description and satisfaction of the City Engineer:
 - a. Public Utilities Easement;
 - b. Water Line Easement;
 - c. Sewer Facilities Easement;
 - d. Landscape Easement;
 - e. Storm Drain Easement.

G. PRIOR TO ISSUANCE OF A BUILDING PERMIT:

- 1. A final soils report shall be submitted to the City prior to the final inspection and shall certify that all grading was inspected and approved, and that all work has been done in accordance with the plans, preliminary report, and Chapter 70 of the Uniform Building Code.
- 2. The applicants civil and soils engineer shall submit a certification that the rough grading work has been completed in substantial conformance to the approved plans and permit.
- 3. When retaining walls are shown on the grading plan, said walls shall be completed before approval of the rough grade, and prior to issuance of any building permits, unless waived by the Building Official and the City Engineer.
- 4. All property corners shall be staked for construction control, and shall be promptly replaced if destroyed.
- 5. Building permits shall not be issued until the water system has been completed and approved, and a based access road installed sufficient to support the City's fire trucks per Fire Department recommendation.

- 6. The developer shall annex to the City's Landscape and Lighting District for payment of the operating and maintenance costs of the following:
 - a. Street lights;
 - b. Parkway and open space landscaping;
 - c. Wall maintenance in conjunction with landscaping;
 - d. Graffiti abatement;
 - e. Maintenance of open space areas.
- 7. Prior to the issuance of a Building Permit for a building within Flood Insurance Rate Map (FIRM) - in zones A1-A30, AE, AO, AH, A, V1-V30, VE and V - the developer shall provide an Elevation Certificate in accordance with the National Flood Insurance Program. This form must be completed by a land surveyor, engineer or architect licensed in the State of California.
- 8. Prior to the issuance of a Building Permit for a building within Flood Insurance Rate Map (FIRM) in zones A1-A30, AE, AO, AH, A, V1-V30, VE and V, the developer shall provide a Flood Proofing Certificate in accordance with the National Insurance Program. This form must be completed by a land surveyor, engineer or architect licensed in the State California.

H. PRIOR TO ISSUANCE OF CERTIFICATE OF OCCUPANCY:

- 1. The applicant shall pay any current and outstanding fees for Engineering Plan Checking and Construction Inspection services and any outstanding annexation fees.
- 2. No buildings shall be occupied until all public improvements are completed and approved by the City Engineer, and accepted by the City Council.
- 3. All final property corners and street monuments shall be installed before acceptance of the public improvements.
- 4. All top soil removed shall be stockpiled and evenly distributed over the slopes and lots upon completion of rough grading to support hydroseeding and landscaping. All slope areas shall be protected against erosion by hydroseeding or landscaping.
- 5. The applicant shall install all street names, traffic signs and traffic striping as directed by the City Engineer.
- 6. If the adjoining existing City street is inadequate for the traffic generated by the project, or will be severely damaged by the construction, the applicant shall remove the entire roadway and replace it with a minimum full half-width street plus a 12' wide travel lane and 8' wide graded shoulder adequate to provide for two-way traffic. (A finding of "rough proportionality" has been made in the resolution for this condition).
- 7. If the development includes a phased street construction along the project boundary for future completion by the adjacent property owner, the applicant shall provide a minimum half-width street plus a 12' wide travel lane and 4' wide graded shoulder adequate for two-way traffic. (A finding of "rough proportionality" has been made in the resolution for this condition).
- 8. When the project fronts on an existing street, the applicant shall pave-out from the proposed curb to the edge of pavement if the existing pavement section is adequate, and shall feather the new paving out to the centerline for a smooth transition. If the existing pavement is inadequate, the roadway shall be replaced to centerline and the remaining pavement shall be overlaid. (A finding

of "rough proportionality" has been made in the resolution for this condition).

- 9. Any utility trenching in existing streets shall be overlaid to restore a smooth riding surface as required by the City Engineer. Boring and jacking rather than trenching may be required on newly constructed or heavily traveled City streets.
- 10. The applicant shall install all utilities (sewer, water, gas, electricity, cable TV and telephone) underground (as shown on the composite utility plan). Street lights shall be installed at locations as required by the City Engineer. All existing overhead utilities adjacent to or within the project shall be relocated underground except for electrical lines 77 kilovolts or greater. All utilities shall be extended to the boundaries of the project. All underground construction shall be completed and approved by the public utility companies, and the subgrade shall be scarified and compacted, before paving the streets.
- 11. Prior to paving any street the water and sewer systems shall successfully pass a pressure test. The sewer system shall also be tested by a means of a mandrel and video inspection with a copy of the video tape provided to the City. No paving shall occur until the City has reviewed and viewed the sewer video tape and has determined that the sewerline is acceptable. Any repair costs to the pipeline including trench paving restoration shall be at the developer's expense.
- 12. A blackline clear Mylar (0.4 MIL) copy and a blueline print of as-built improvement plans, signed by the engineer of record, shall be provided to the City Engineer prior to the final inspection. A reduced copy (i.e. 1" = 100') of the composite utility plan shall be provided to update the City's Atlas Map.
- 13. All construction refuse shall be separated (i.e. concrete, asphalt concrete, wood gypsum board, etc.) and removed from the project in accordance with the City's Source Reduction and Recycling Element.

PASO ROBLES FIRE DEPARTMENT - The applicant shall contact the Fire Department, (805) 237-3973, for compliance with the following conditions:

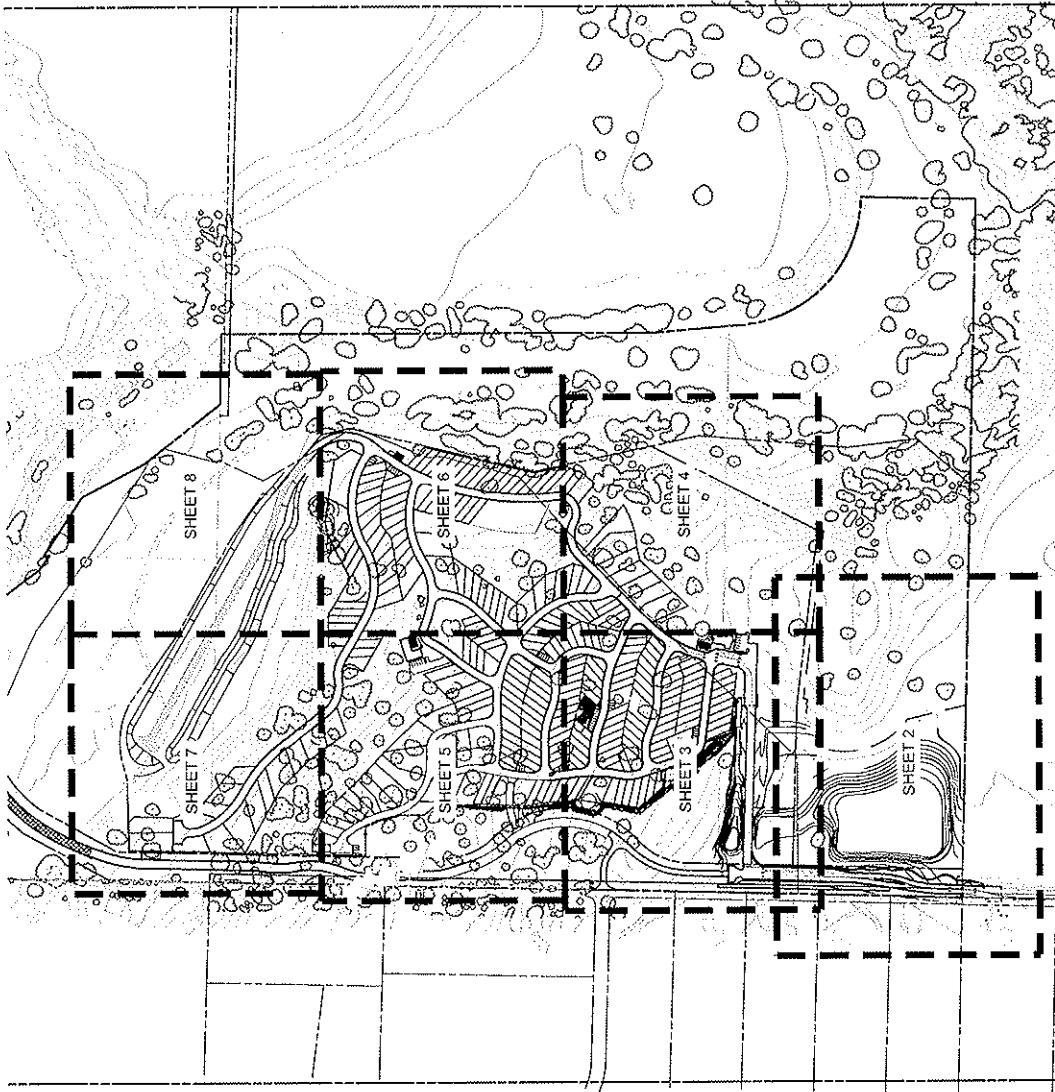
I. GENERAL CONDITIONS

- 1. Fire hydrants shall be installed at intervals as required by the Fire Chief and City Engineer. The maximum spacing for single family residential shall be 500 feet. The maximum spacing for multi-family and commercial/ residential shall be 300 feet. On-site hydrants shall be placed as required by the Fire Chief.
- 2. Building permits shall not be issued until the water system, including hydrants, has been tested and accepted and a based access road installed sufficient to support the City's fire apparatus (HS-20 truck loading). The access road shall be kept clear to a minimum of 24 feet at all times and shall be extended to each lot and shall be maintained to provide all weather driving conditions.
- 3. No buildings shall be occupied until all improvements are completed and accepted by the City for maintenance.
- 4. If the development includes phased street construction, temporary turn-arounds shall be

(Adopted by Planning Commission Resolution 94-038)

provided for streets that exceed 150 feet in length. The temporary turn around shall meet City requirements as set forth in the Public Works Department Standards and Specifications.

- 5. All open space areas to be dedicated to the City shall be inspected by the Fire Department prior to acceptance. A report shall be submitted recommending action needed for debris, brush and weed removal and tree trimming. The developer shall clean out all debris, dead limbs and trash from areas to be recorded as open space prior to acceptance into a Benefit Maintenance District.
- 6. Any open space included in a private development shall be subject to the approval of a vegetation management plan approved by the Fire Chief.
- 7. Each tract or phase shall provide two sources of water and two points of access unless otherwise determined by the Fire Chief and Public Works Director.
- 8. Provisions shall be made to update the Fire Department Run Book.

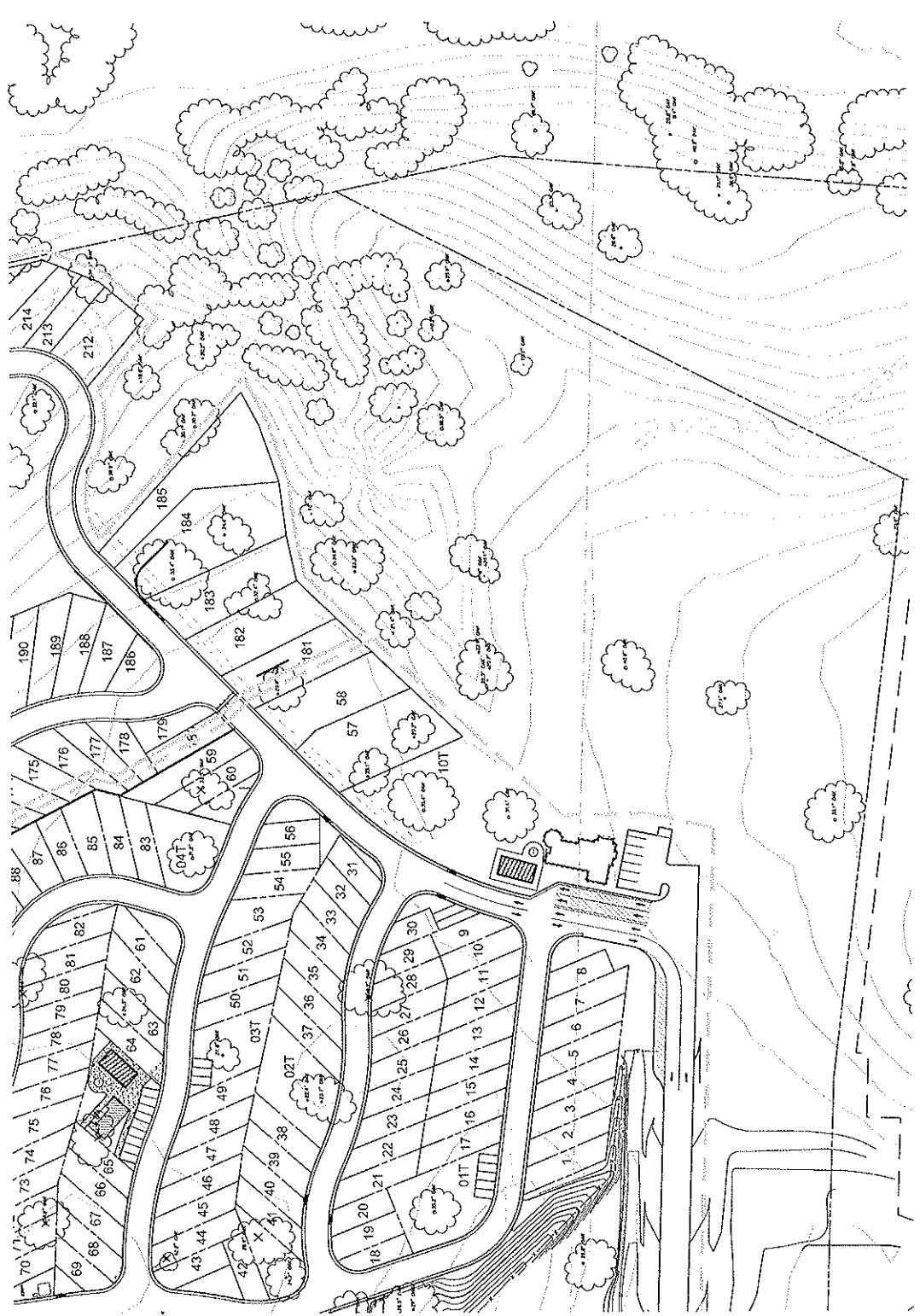


"PASO ROBLES RV RESORT"
REVISED SITE PLAN EXHIBIT

Exhibit C1
Site Plan
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

NGE
NORTH COAST ENGINEERING, INC.
225 S. DUNDON, P.O. BOX 8, PUEBLO, COLORADO 81001-0008
SHEET 1 OF 22

NORTH COAST ENGINEERING, INC. copyright © 2011



SITE COUNTS

RV SITES	304
TOTAL CAMPING SITES	31
TOTAL COUNTS	335
COMBINED TOTAL	335

NOTE: TOTAL OF PHASE 1 & PHASE 2 SITES MAY EXCEED 335.

LEGEND

- RV SITE #
- TOTAL CAMPING SITE #
- PHASE 1 SITES
- PHASE 2 SITES
- ROADS
- WALKS
- RV PAD
- RV PAD WITH WALK
- RV PAD WITH WALK FOR PHASE 1
- RV PAD WITH WALK FOR PHASE 2



"PASO ROBLES RV RESORT"
REVISED SITE PLAN EXHIBIT

Exhibit C4
Site Plan
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

NGE
NORTH COAST ENGINEERING, INC.
225 DIVISION AVE. SUITE 800, PASO ROBLES, CA 93426
SHEET 14 OF 12



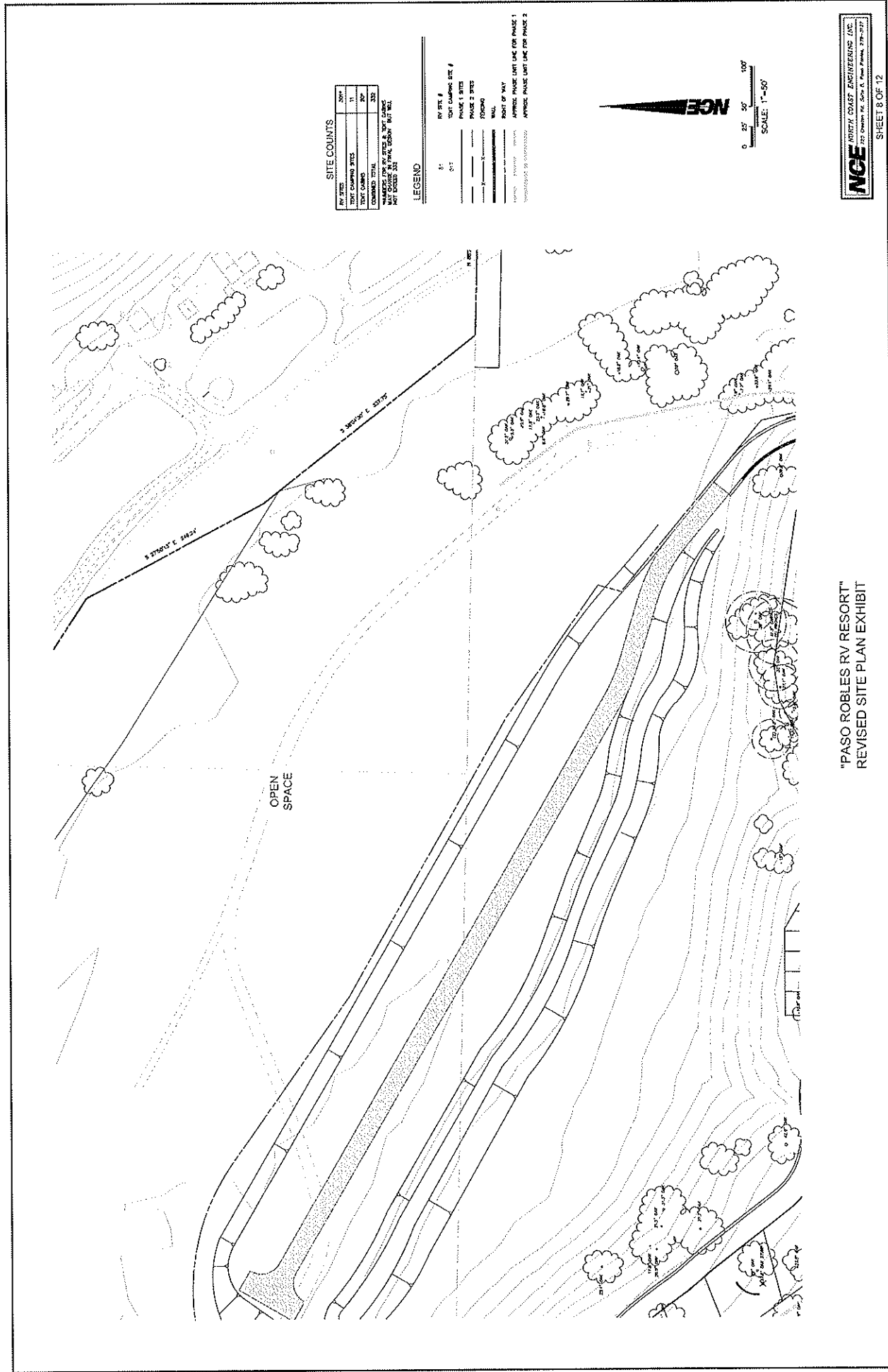
SITE COUNTS

RV SITES	207
TENT CAMPING SITES	11
COMBINED TOTAL	218

"PASO ROBLES RV RESORT"
REVISED SITE PLAN EXHIBIT

Exhibit C6
Site Plan
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

NCE
NORTH COAST ENGINEERING, INC.
225 Camino Del Sur, Suite K, Paso Robles, CA 93426
TEL: 805.238.8888 FAX: 805.238.8889



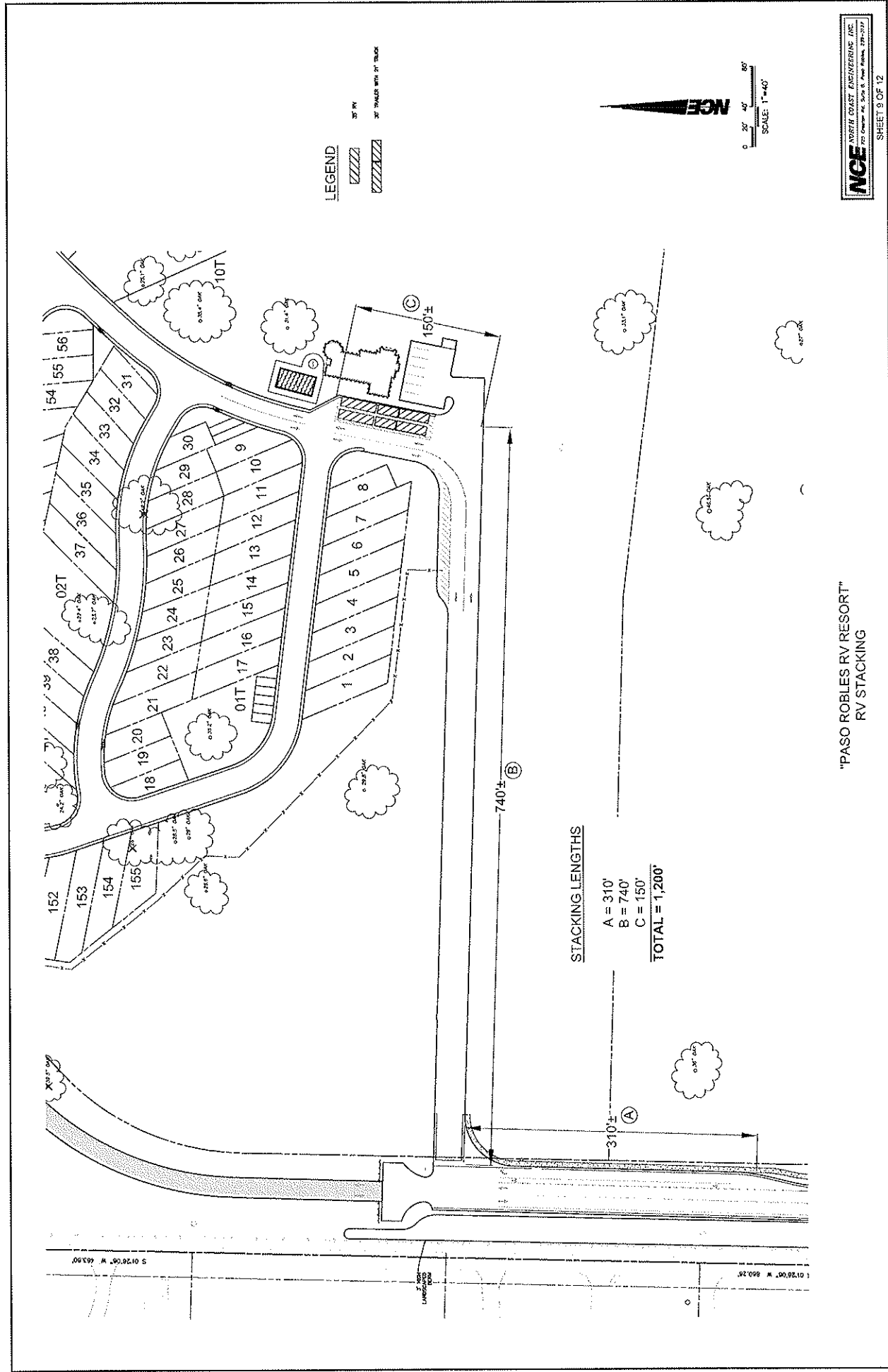
"PASO ROBLES RV RESORT"
REVISED SITE PLAN EXHIBIT

Exhibit C8
Site Plan
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

NCE
NORTH COAST ENGINEERING, INC.
225 Highway 101, Suite A, Paso Robles, CA 93426
TEL: 805.238.7272 FAX: 805.238.7273

SHEET 8 OF 12

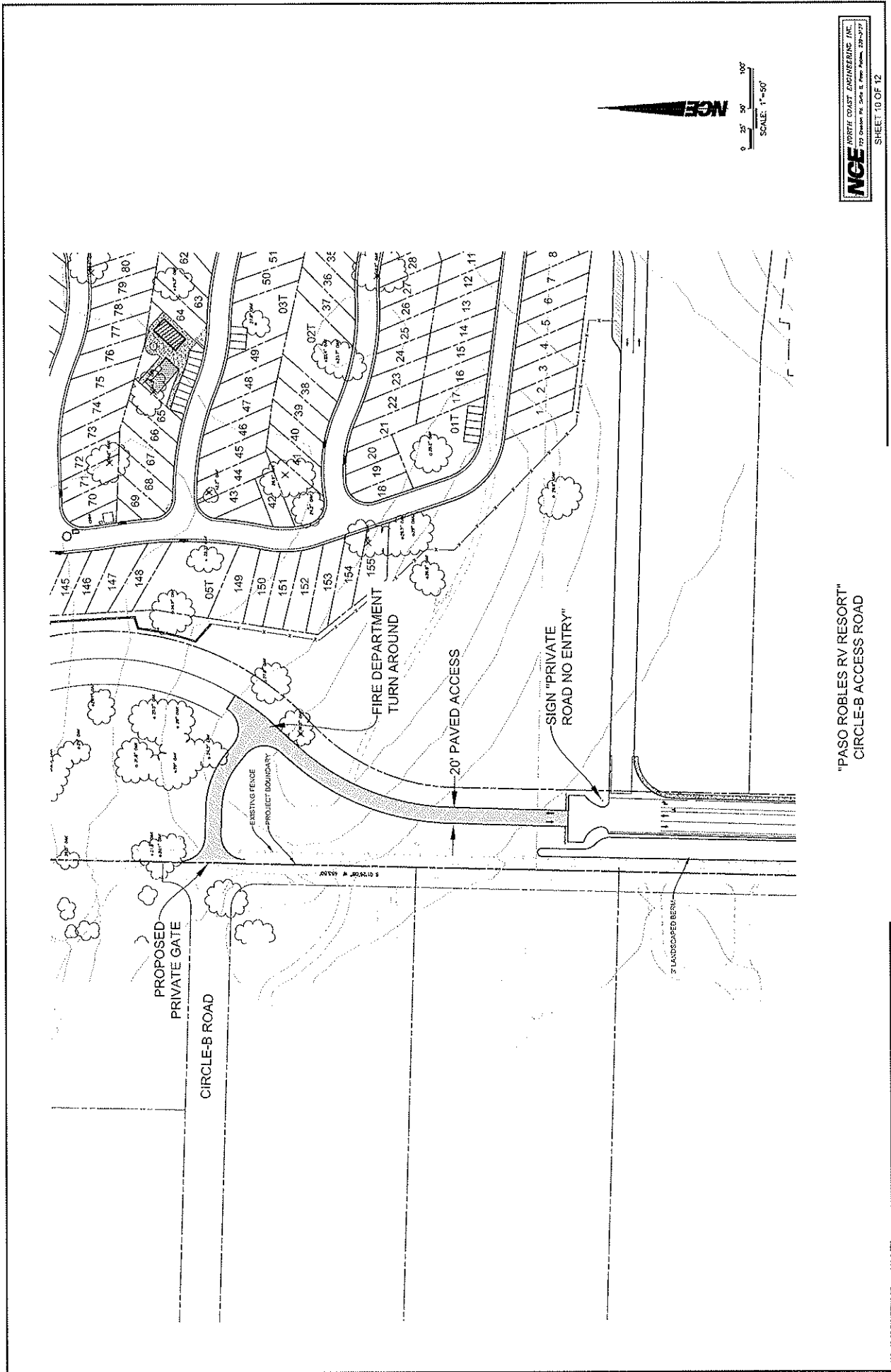
PROJECT: 09/11/2009/08/19/2019 13177 revised design - Exhibit C8 (2022) 2523.05 - 1/25/22



"PASO ROBLES RV RESORT"
RV STACKING

NCE
NORTH COAST ENGINEERING INC.
222 COLLEGE AVE. SUITE 6 PASO ROBLES, CA 93427
SHEET 9 OF 12

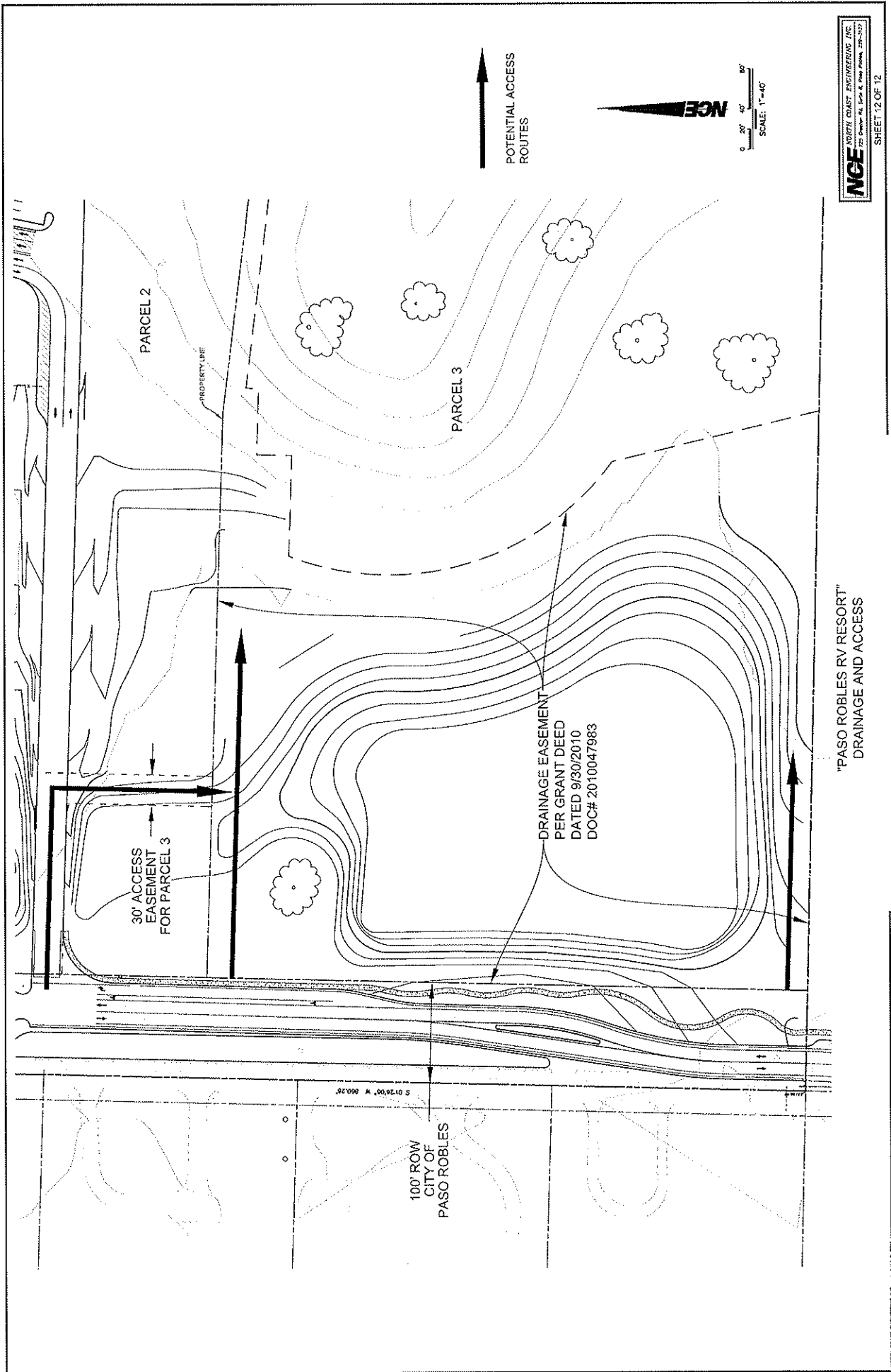
Exhibit D
RV Stacking Exhibit
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)



"PASO ROBLES RV RESORT"
CIRCLE-B ACCESS ROAD

Exhibit E
Circle B Access Road
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

NCE
NORTH COAST ENGINEERING, INC.
722 OAKVIEW BL. SUITE E, PLEASANTON, CA 94566-3737
SHEET 10 OF 12



NCE
NORTH COAST ENGINEERING, INC.
2725 GARDNER AVE. SUITE 8
PASO ROBLES, CA 93426
SHEET 12 OF 12

Exhibit G
Drainage Basin
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

PASO ROBLES
MOTORCOACH
RESORT

GOLDEN HILL RD
PASO ROBLES, CA 93446

(805) 239-4560

FAX (805) 239-9912

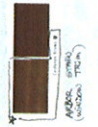
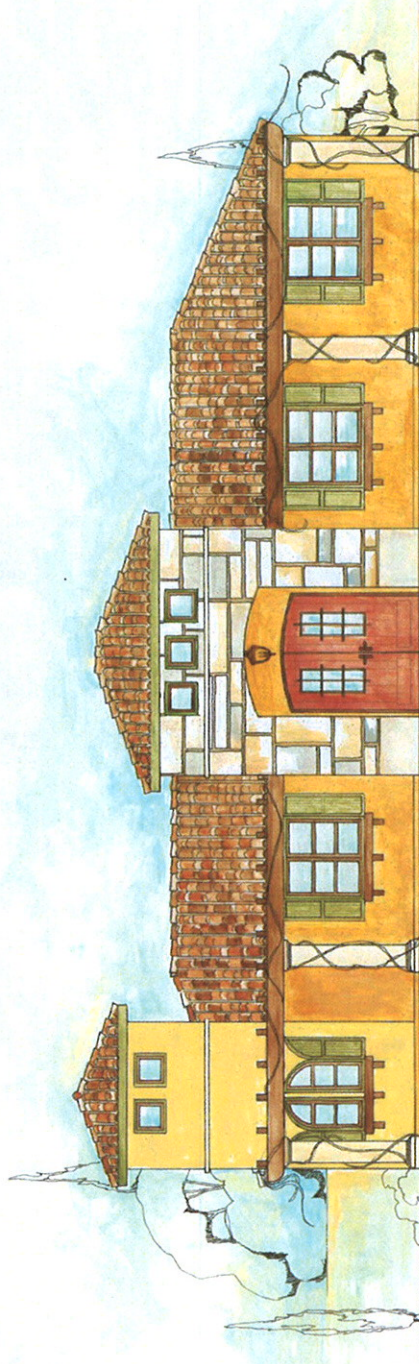


DATE: _____

BY: _____

NO. _____

REV. _____



REGISTRATION

PROJECT TITLE
**REGISTRATION
COLOR &
MATERIALS
SCHEDULE**

01-107
FEB 7, 2007

PROJECT NO.
DATE

A1

Exhibit H1
Registration Bldg
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

PASO ROBLES
MOTORCOACH
RESORT

GOLDEN HILL RD
PASO ROBLES, CA 93446

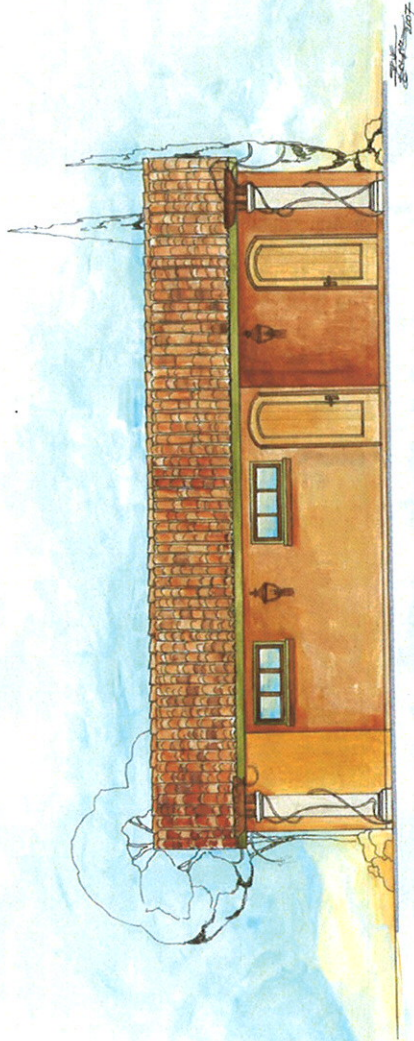
(805) 239-4560

FAX (805) 239-9912



DATE: _____
BY: _____
PROJECT NO.: _____
SHEET NO.: _____
SHEET TITLE: _____

PROJECT TITLE: **POOLHOUSE
COLOR &
MATERIALS
SCHEDULE**
PROJECT NO.: 01-107
DATE: FEB 7, 2007
SHEET NO.: **A4**



Brick color (E)



Brick color (B)



Trim color (A)



Brick color (C)

POOLHOUSE

Exhibit I1
Pool House Bldg.
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

PASO ROBLES
MOTORCOACH
RESORT

GOLDEN HILL RD
PASO ROBLES, CA 93446

(805) 239-4560

FAX (805) 239-9912

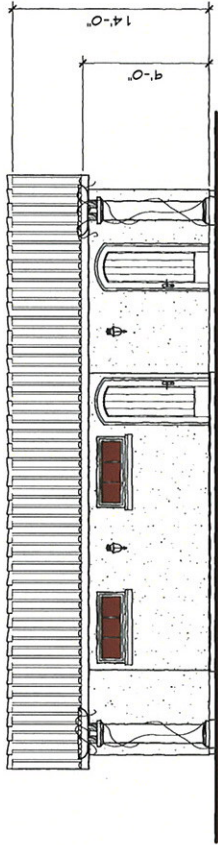


DATE: _____

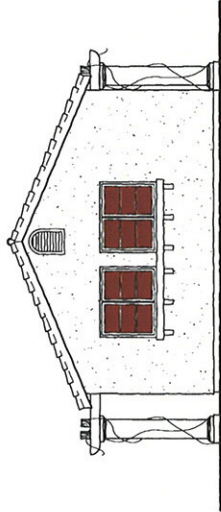
BY: _____

NO. _____

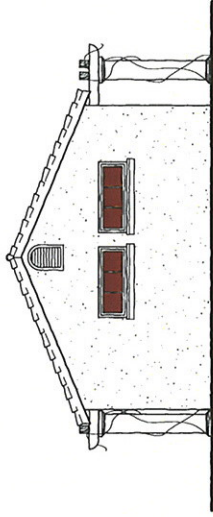
REV. _____



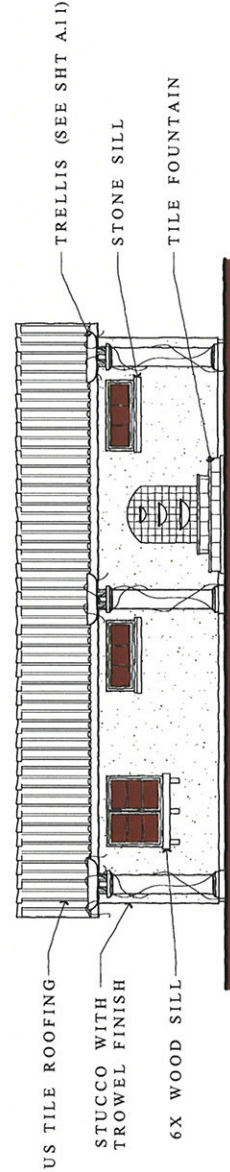
SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION



NORTH ELEVATION

SCALE: 1/4" = 1'-0"

PROJECT TITLE
**POOLHOUSE
ELEVATIONS**

04-107
Project No. _____
Date _____

FEB 7, 2007
Project No. _____
Date _____

A6

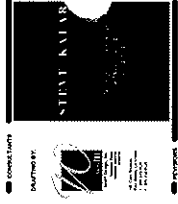
Exhibit I3
Pool House Bldg.
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

PASO ROBLES
MOTORCOACH
RESORT

GOLDEN HILL RD
PASO ROBLES, CA 93446

(805) 239-4560

FAX (805) 239-5912

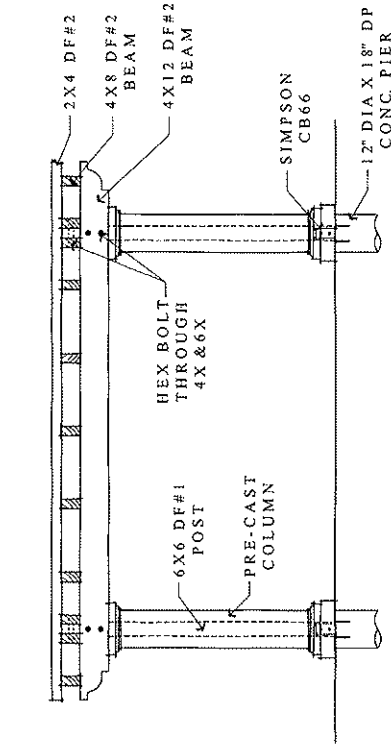


NO.	REVISION	DATE

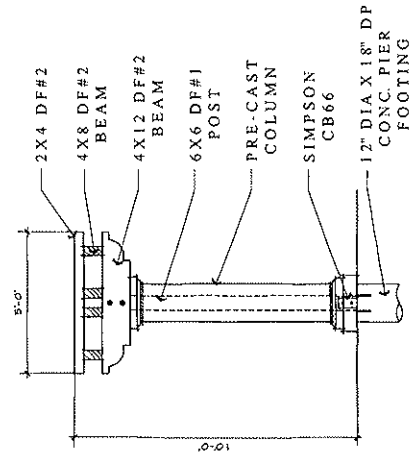
MISC ITEMS

01-107
DATE: FEB 7, 2007

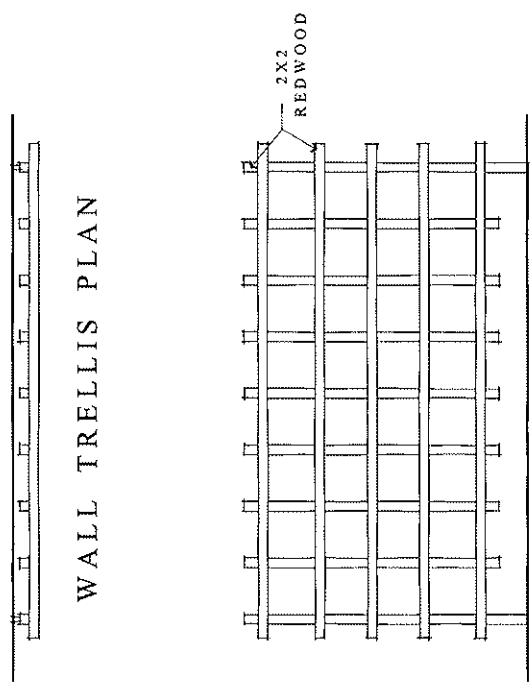
A13



TRELLIS FRONT ELEVATION

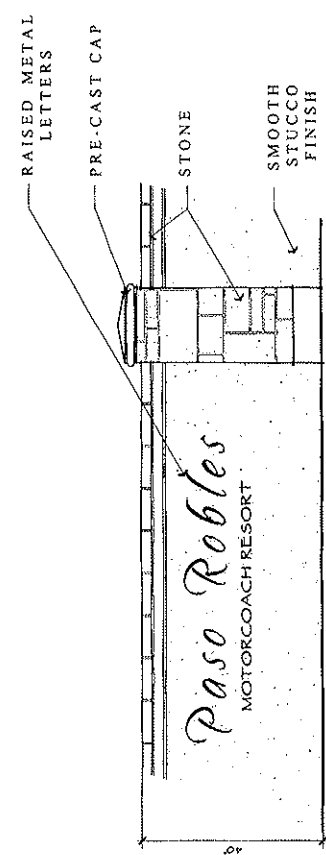


TRELLIS SIDE ELEVATION



WALL TRELLIS PLAN

WALL TRELLIS ELEVATION



ENTRY SIGNAGE@TYPICAL WALL

Exhibit J-2
Misc. Details
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

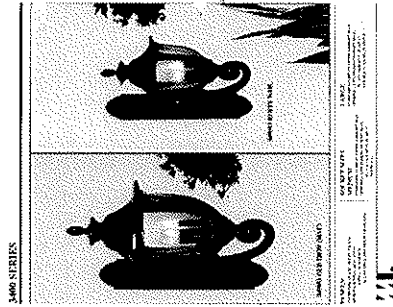
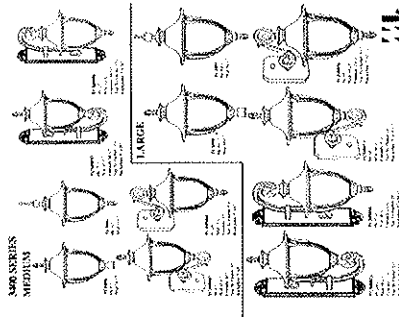
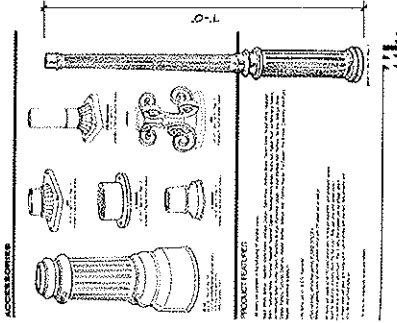
PASO ROBLES
MOTORCOACH
RESORT

GOLDEN HILL RD
PASO ROBLES, CA 93446

(805) 239-4560
FAX (805) 239-9912



DATE: _____
BY: _____
CHECK NO: _____
AMOUNT: _____
PAY TO THE ORDER OF: _____
TOTAL: _____
BALANCE: _____



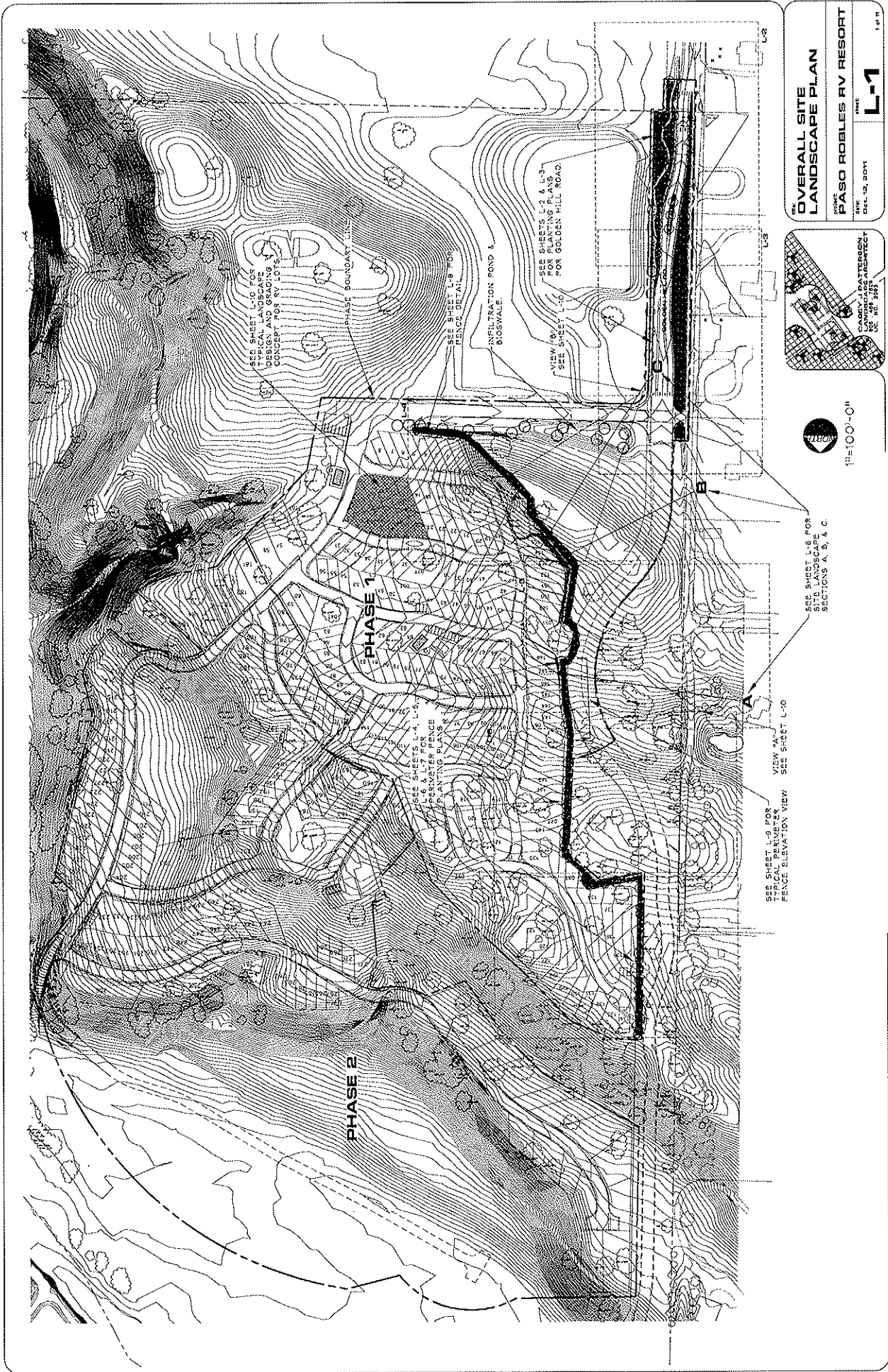
PROJECT: _____
DATE: _____
BY: _____
CHECK NO: _____
AMOUNT: _____
PAY TO THE ORDER OF: _____
TOTAL: _____
BALANCE: _____

OUTDOOR
LIGHTING

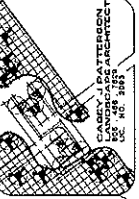
01-107 FEB. 7, 2007

A14

Exhibit K
Outdoor Lighting
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

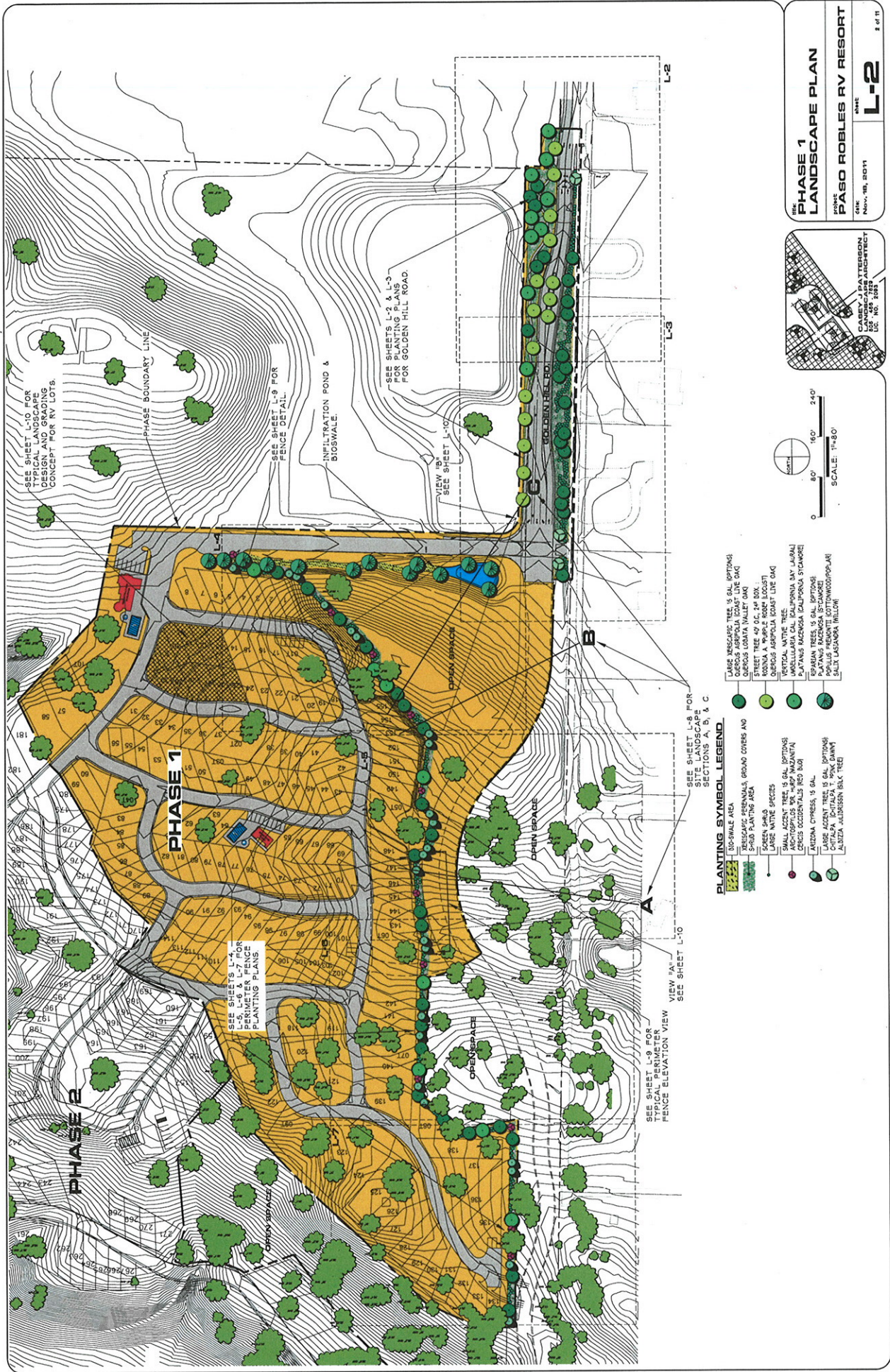


OVERALL SITE LANDSCAPE PLAN
 PASO ROBLES RV RESORT
 DATE: 06-12-2011
 SCALE: **L-1**
 1/4" = 1'-0"



CARMY & GATTHERER
 ARCHITECT
 200 N. 1ST ST.
 PASO ROBLES, CA 94381

Exhibit L1-L11
 Landscape Plans
 PD 08-001 & CUP 08-001 Amend.
 (PR RV Park)



SEE SHEET L-10 FOR
TYPICAL LANDSCAPE
DESIGN AND GRADING
CONCEPT FOR RV LOTS.

PHASE BOUNDARY LINE

SEE SHEET L-9 FOR
FENCE DETAIL.

INLET TRATION POND &
BICSWALE.

SEE SHEETS L-2 & L-3
FOR PLANTING PLANS
FOR GOLDEN HILL ROAD.

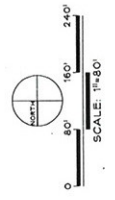
VIEW 10
SEE SHEET L-10

SEE SHEET L-9 FOR
TYPICAL PERIMETER
FENCE ELEVATION VIEW

VIEW "A"
SEE SHEET L-10

SEE SHEET L-8 FOR
TYPICAL PERIMETER
FENCE ELEVATION VIEW
SECTIONS A, B, & C

- PLANTING SYMBOL LEGEND**
- LARGE MESQUITE TREE 15 GAL (OPTIONAL)
 - LARGE ARROYO TREE 15 GAL (OPTIONAL)
 - QUERCUS LOBATA (VALLEY OAK)
 - STREET TREE 49 GAL (400)
 - LARGE ARROYO TREE 15 GAL (OPTIONAL)
 - VERTICAL NATIVE TREE
 - UMBELLULARIA DAL CALIFORNIA BAY (LAUREL)
 - LAURUS NOBILIS (SWEET GUM)
 - POPULUS FREMONTII (COTTONWOOD)
 - SALIX LASANORA (BULLOCK)
 - LARGE ACCENT TREE 15 GAL (OPTIONAL)
 - SMALL ACCENT TREE 15 GAL (OPTIONAL)
 - ARCTOSTAPHYLOS (RED BAY)
 - QUERCUS OCCIDENTALIS (RED OAK)
 - ARIZONA CYPRESS 15 GAL
 - LARGE ACCENT TREE 15 GAL (OPTIONAL)
 - ALNUS (ALDER) 15 GAL (OPTIONAL)

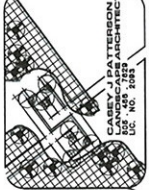


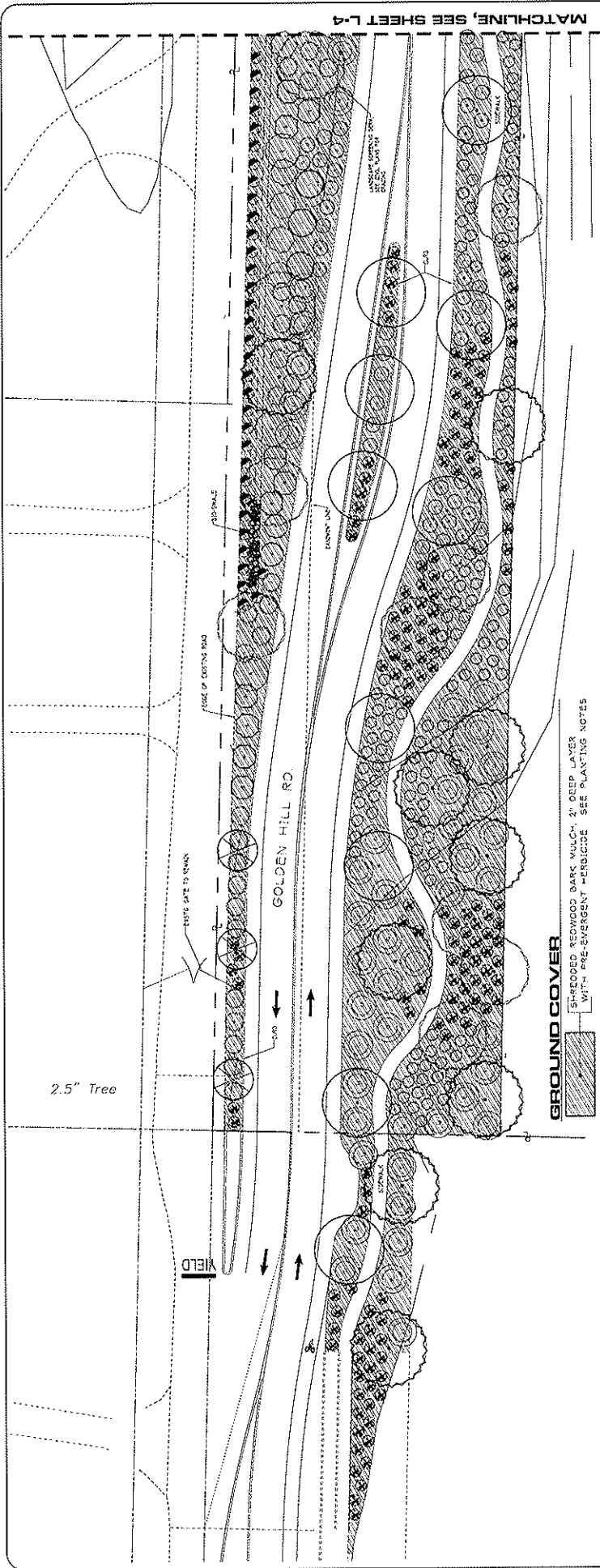
**THE PHASE 1
LANDSCAPE PLAN**

DATE: Nov., '86, 2011

L-2

1 of 11





LANDSCAPE UNIT, SEE CALCULATION
 TOTAL PLANTING AREA (7.31) - 24605 SF
 NOTE: PROPOSED IS LESS THAN 1 ACRE
 MAXIMUM LAWN AREA 10% OF "L-4" - 24605 SF
 AMOUNT ON PLAN - NONE

SEE SHEET L-3 FOR PLANTING NOTES



PLANT NAME	QUANTITY	SIZE	CONTAINER	PLANTING RATE
JUJUCUS PATENS (WIRE GRASS)	34	4" POT	0" LINER	7
CAREX PRAEGRACILIS or PANSA (CAL. MEADOW or DUNE SEDGE)	20	4" POT	0" LINER	7
MULLEBERGIA RIGENS (SEDER GRASS)	217	4" POT	0" LINER	5
LEYMUS C. (CANTON PRINCE)	82	1 GAL.		15
ERIGONUM P. (FOLIOLOSUM (CALIFORNIA DUCKWEED))	105	4" POT	0" LINER	20
LESPERYUCCA WIPPLE (FOUR LORDS CANDLE)	26	5 GAL.		15
ARTEMISIA CAL. (CANTON GRAY)	83	4" POT	0" LINER	15
CALIFORNIA SAGES (SAGE)	31	1 GAL.		15
SALVA LEUCOPHYLLA (POINT SAL)	45	5 GAL.		15
RAVENS CROCEA (REDBERRY)	16	1 GAL.		15
ARGENTAEYLOS GLAUCA (SILBERT VIOZANTAI)	17	5 GAL.		15
CELANDEUS (DARK STAR)	23	5 GAL.		15
ROSA (LILAC)	6	1 GAL.		15
FRANCOUS (JOYCE COULTER)				
CREeping MOUNTAIN LILAC				

PLANT NAME	QUANTITY	SIZE	CONTAINER	PLANTING RATE
CESTROVULVES ARBUTIFOLIA (MAYON)	7	5 GAL.		15
PREMONTODENDRON (KEN TAYLOR) (FLAME BUSH)	7	5 GAL.		15
CERCIS OCCIDENTALIS (WERNER REDJUD)	5	15 GAL.		15
QUERCUS AGRIIFOLIA (LIVE OAK)	20	15 GAL.		15
ROSA (PURPLE ROSE) (ROGUST)	15	15 GAL.		15
QUERCUS LOBATA (VALLEY OAK)	10	15 GAL.		15

GROUND COVER
 SHREDDED REDWOOD DARK MULCH, 2" DEEP LAYER WITH PERMEABLE PERISCIDE SEE PLANTING NOTES

GOLDEN HILL ROAD PLANTING PLAN

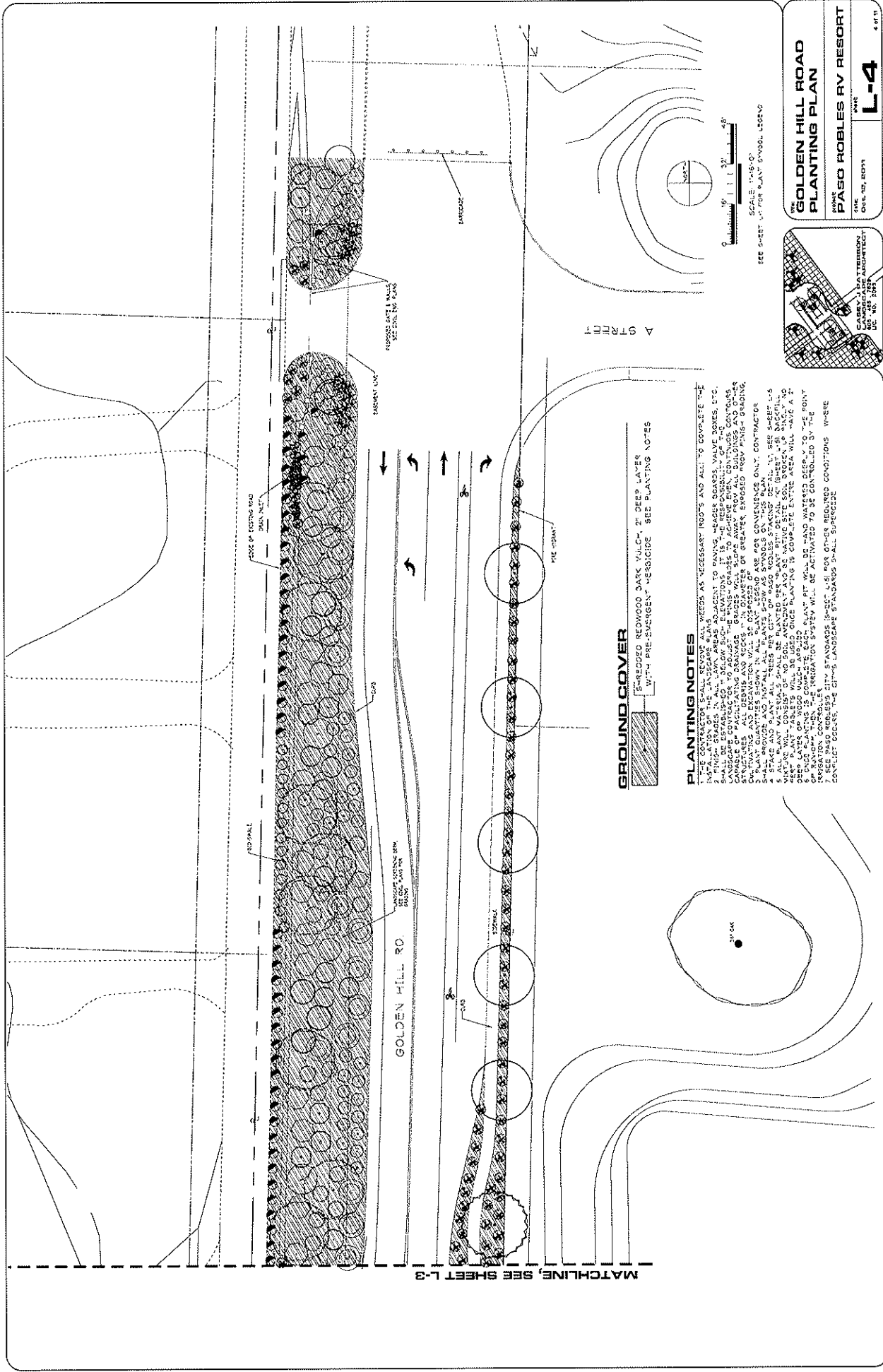
PASO ROBLES RV RESORT

DATE: 08.20.2011

SCALE: 1" = 10'

PROJECT NO: L-3

3 of 11



**GOLDEN HILL ROAD
PLANTING PLAN**

DATE: 01/12/2011
DRAWN BY: J. ROY
SCALE: 1/8" = 1'-0"

SEE SHEET L-1 FOR PLANT SYMBOL LEGEND

THE GOLDEN HILL ROAD
PLANTING PLAN
WAS PREPARED BY
LANDSCAPE ARCHITECT
J. ROY
DATE: 01/12/2011

L-4

4 OF 11

GROUND COVER

RE-SEED REDWOOD DARK VALLEY 2" DEEP LAYER WITH PRE-EMERGENT HERBICIDE SEE PLANTING NOTES

- PLANTING NOTES**
1. THE CONTRACTOR SHALL REMOVE ALL WEEDS AS NECESSARY ROOTS AND SHALL COMPLETE THE FINISH GRADES IN ALL LAVA AREAS ADJACENT TO PAVING, LEADER BOARDS, VALVE BOXES, ETC.
 2. THE CONTRACTOR SHALL REMOVE ALL WEEDS AS NECESSARY ROOTS AND SHALL COMPLETE THE FINISH GRADES IN ALL LAVA AREAS ADJACENT TO PAVING, LEADER BOARDS, VALVE BOXES, ETC.
 3. THE CONTRACTOR SHALL REMOVE ALL WEEDS AS NECESSARY ROOTS AND SHALL COMPLETE THE FINISH GRADES IN ALL LAVA AREAS ADJACENT TO PAVING, LEADER BOARDS, VALVE BOXES, ETC.
 4. STAKE AND BURY ALL TREES PER CITY OF PASO ROBLES STAKING DETAIL "L" SEE SHEET L-5
 5. THE CONTRACTOR SHALL REMOVE ALL WEEDS AS NECESSARY ROOTS AND SHALL COMPLETE THE FINISH GRADES IN ALL LAVA AREAS ADJACENT TO PAVING, LEADER BOARDS, VALVE BOXES, ETC.
 6. THE CONTRACTOR SHALL REMOVE ALL WEEDS AS NECESSARY ROOTS AND SHALL COMPLETE THE FINISH GRADES IN ALL LAVA AREAS ADJACENT TO PAVING, LEADER BOARDS, VALVE BOXES, ETC.
 7. SEE PASO ROBLES CITY STANDARDS SHEET L-51 FOR OTHER REQUIRED CONDITIONS W/STREET CONFLICT OCCURS, THE OTHER LANDSCAPE STANDARDS SHALL SUPERSEDE

MATCHLINE, SEE SHEET L-6

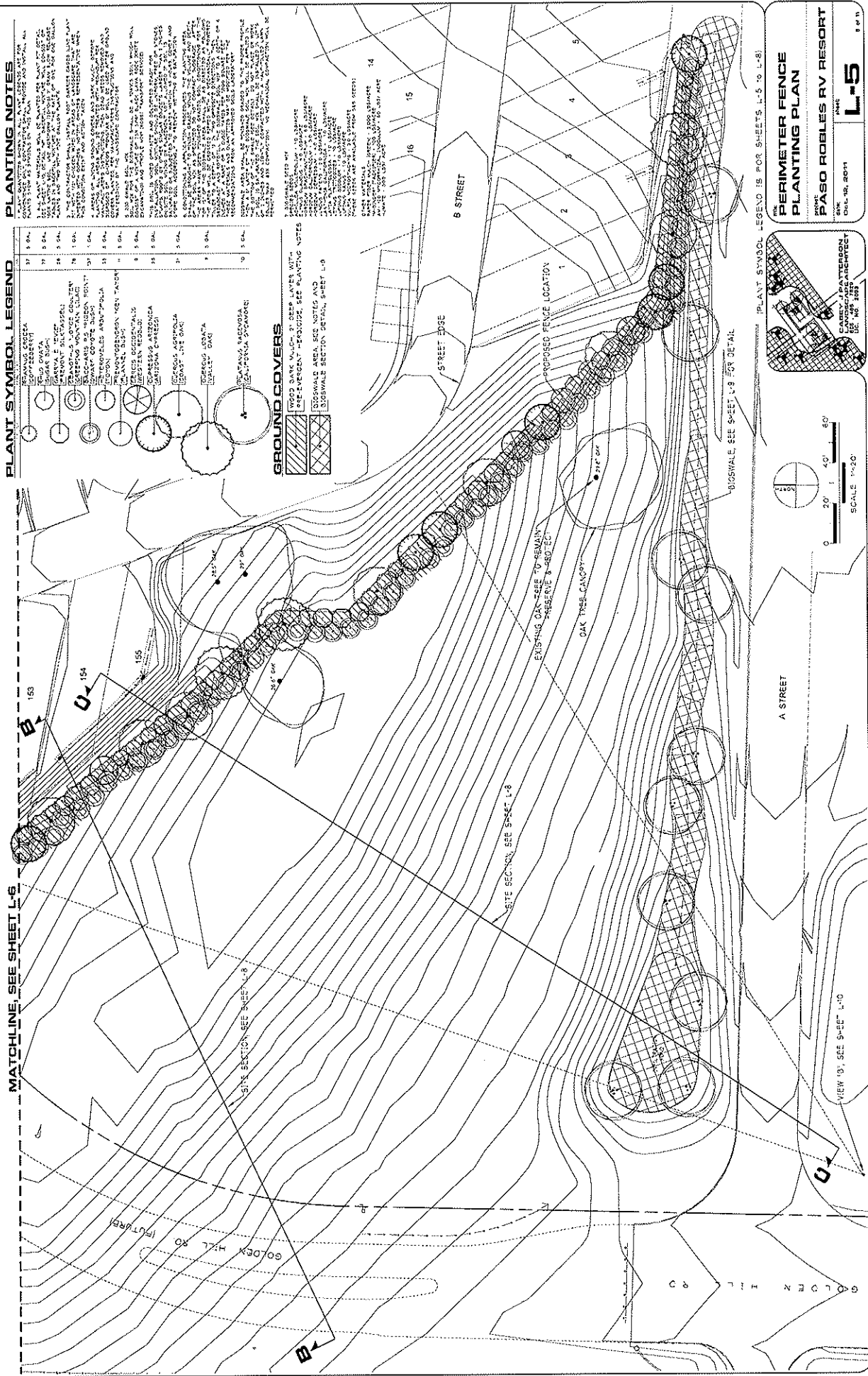
PLANT SYMBOL LEGEND

PLANTING NOTES

SYMBOL	PLANTING NOTES
(Symbol)	1. PLANTING NOTES
(Symbol)	2. PLANTING NOTES
(Symbol)	3. PLANTING NOTES
(Symbol)	4. PLANTING NOTES
(Symbol)	5. PLANTING NOTES
(Symbol)	6. PLANTING NOTES
(Symbol)	7. PLANTING NOTES
(Symbol)	8. PLANTING NOTES
(Symbol)	9. PLANTING NOTES
(Symbol)	10. PLANTING NOTES
(Symbol)	11. PLANTING NOTES
(Symbol)	12. PLANTING NOTES
(Symbol)	13. PLANTING NOTES
(Symbol)	14. PLANTING NOTES
(Symbol)	15. PLANTING NOTES
(Symbol)	16. PLANTING NOTES
(Symbol)	17. PLANTING NOTES
(Symbol)	18. PLANTING NOTES
(Symbol)	19. PLANTING NOTES
(Symbol)	20. PLANTING NOTES
(Symbol)	21. PLANTING NOTES
(Symbol)	22. PLANTING NOTES
(Symbol)	23. PLANTING NOTES
(Symbol)	24. PLANTING NOTES
(Symbol)	25. PLANTING NOTES
(Symbol)	26. PLANTING NOTES
(Symbol)	27. PLANTING NOTES
(Symbol)	28. PLANTING NOTES
(Symbol)	29. PLANTING NOTES
(Symbol)	30. PLANTING NOTES
(Symbol)	31. PLANTING NOTES
(Symbol)	32. PLANTING NOTES
(Symbol)	33. PLANTING NOTES
(Symbol)	34. PLANTING NOTES
(Symbol)	35. PLANTING NOTES
(Symbol)	36. PLANTING NOTES
(Symbol)	37. PLANTING NOTES
(Symbol)	38. PLANTING NOTES
(Symbol)	39. PLANTING NOTES
(Symbol)	40. PLANTING NOTES
(Symbol)	41. PLANTING NOTES
(Symbol)	42. PLANTING NOTES
(Symbol)	43. PLANTING NOTES
(Symbol)	44. PLANTING NOTES
(Symbol)	45. PLANTING NOTES
(Symbol)	46. PLANTING NOTES
(Symbol)	47. PLANTING NOTES
(Symbol)	48. PLANTING NOTES
(Symbol)	49. PLANTING NOTES
(Symbol)	50. PLANTING NOTES

GROUND COVERS

SYMBOL	GROUND COVERS
(Symbol)	1. GROUND COVERS
(Symbol)	2. GROUND COVERS
(Symbol)	3. GROUND COVERS
(Symbol)	4. GROUND COVERS
(Symbol)	5. GROUND COVERS
(Symbol)	6. GROUND COVERS
(Symbol)	7. GROUND COVERS
(Symbol)	8. GROUND COVERS
(Symbol)	9. GROUND COVERS
(Symbol)	10. GROUND COVERS
(Symbol)	11. GROUND COVERS
(Symbol)	12. GROUND COVERS
(Symbol)	13. GROUND COVERS
(Symbol)	14. GROUND COVERS
(Symbol)	15. GROUND COVERS
(Symbol)	16. GROUND COVERS
(Symbol)	17. GROUND COVERS
(Symbol)	18. GROUND COVERS
(Symbol)	19. GROUND COVERS
(Symbol)	20. GROUND COVERS
(Symbol)	21. GROUND COVERS
(Symbol)	22. GROUND COVERS
(Symbol)	23. GROUND COVERS
(Symbol)	24. GROUND COVERS
(Symbol)	25. GROUND COVERS
(Symbol)	26. GROUND COVERS
(Symbol)	27. GROUND COVERS
(Symbol)	28. GROUND COVERS
(Symbol)	29. GROUND COVERS
(Symbol)	30. GROUND COVERS
(Symbol)	31. GROUND COVERS
(Symbol)	32. GROUND COVERS
(Symbol)	33. GROUND COVERS
(Symbol)	34. GROUND COVERS
(Symbol)	35. GROUND COVERS
(Symbol)	36. GROUND COVERS
(Symbol)	37. GROUND COVERS
(Symbol)	38. GROUND COVERS
(Symbol)	39. GROUND COVERS
(Symbol)	40. GROUND COVERS
(Symbol)	41. GROUND COVERS
(Symbol)	42. GROUND COVERS
(Symbol)	43. GROUND COVERS
(Symbol)	44. GROUND COVERS
(Symbol)	45. GROUND COVERS
(Symbol)	46. GROUND COVERS
(Symbol)	47. GROUND COVERS
(Symbol)	48. GROUND COVERS
(Symbol)	49. GROUND COVERS
(Symbol)	50. GROUND COVERS



PERIMETER FENCE PLANTING PLAN

PASO ROBLES RV RESORT

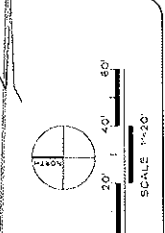
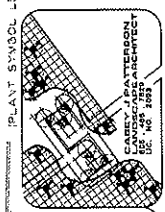
DATE: 10/20/2011

SCALE: 1"=20'

PROJECT NO: 1011

DATE: 10/20/2011

SCALE: 1"=20'



PLANT SYMBOL LEGEND IS FOR SHEETS L-5 TO L-8

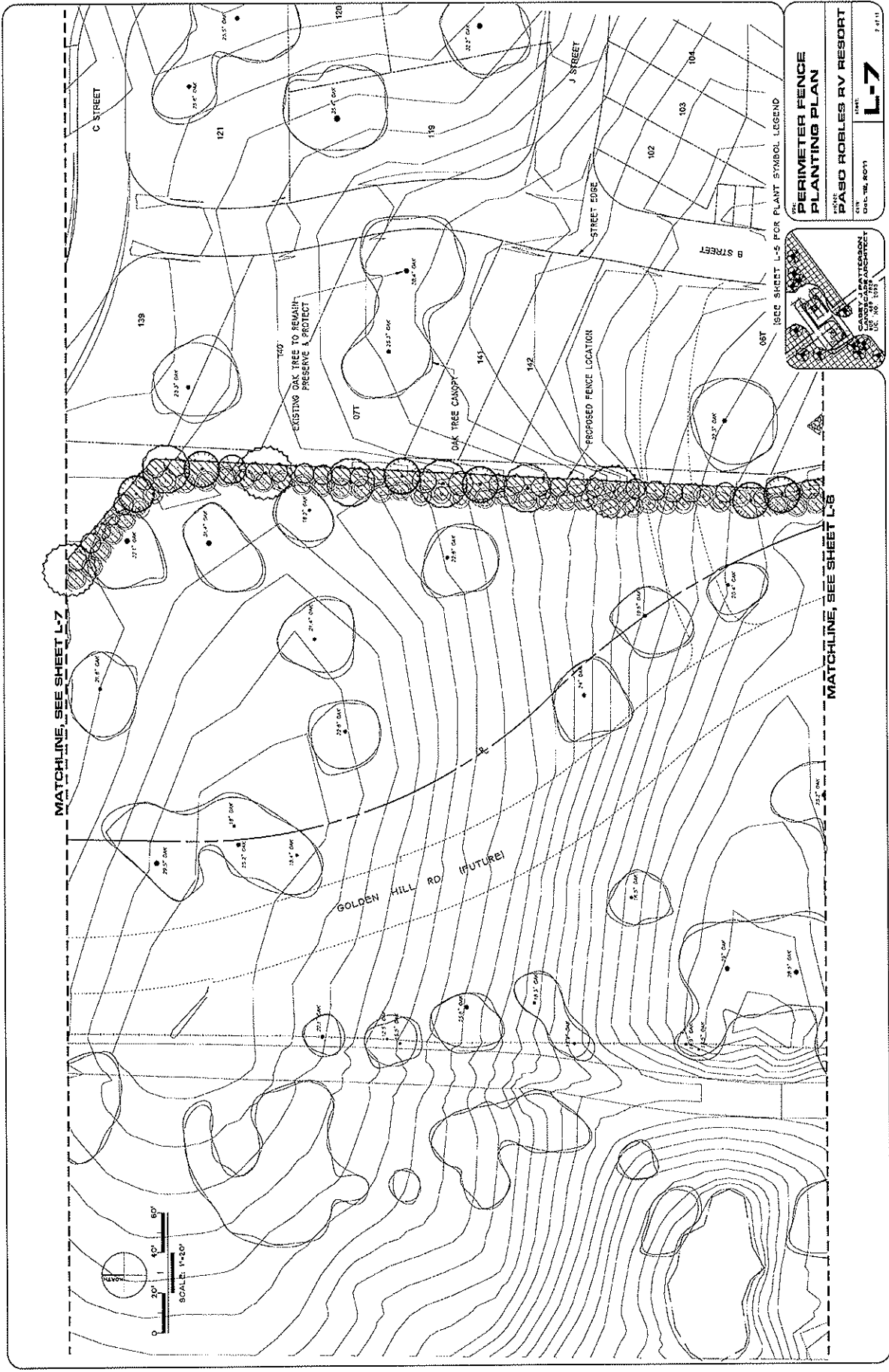
EXISTING CAN SEE TO REMAIN RESERVE 3 SEC 2 C

PROPOSED FENCE LOCATION

DRAINAGE

DRAINAGE SEE SHEET L-8 FOR DETAIL

VIEW 'B', SEE SHEET L-10



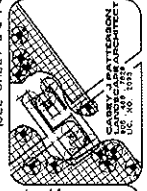
PERIMETER FENCE
PLANTING PLAN

PROJECT: PASO ROBLES RV RESORT

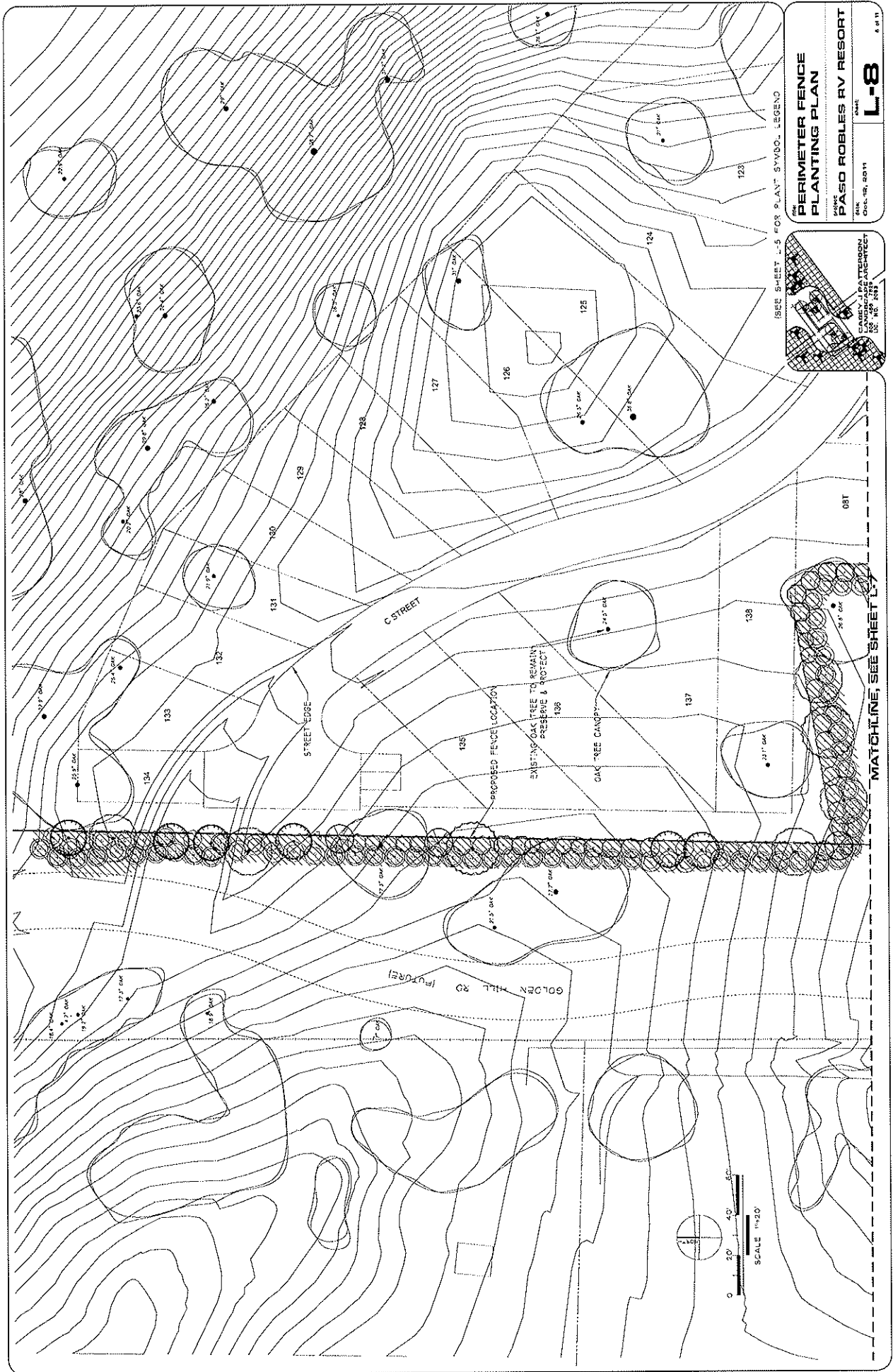
CITY: OAKLAND, CALIF.

DATE: 7/27/11

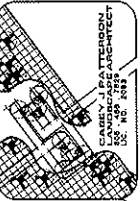
SCALE: 1" = 20'



ARCHITECT: GARY PATTERSON
1000 CHERRY STREET
OAKLAND, CA 94612
TEL: 415.763.1000

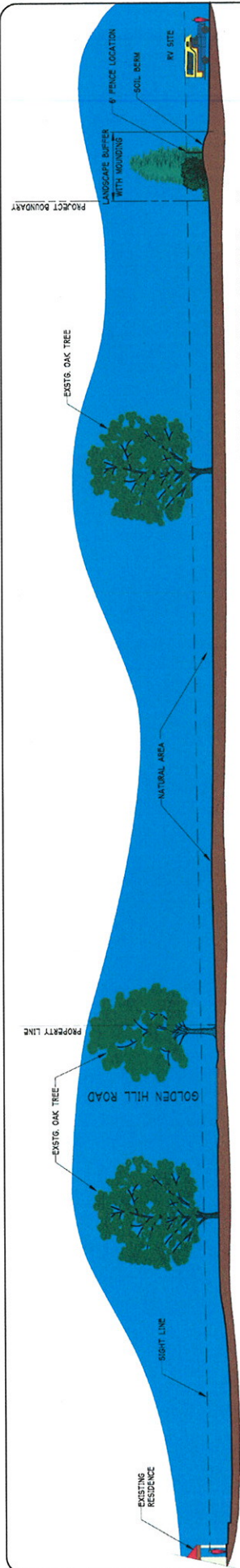


SEE SHEET L-5 FOR PLANT SYMBOL LEGEND

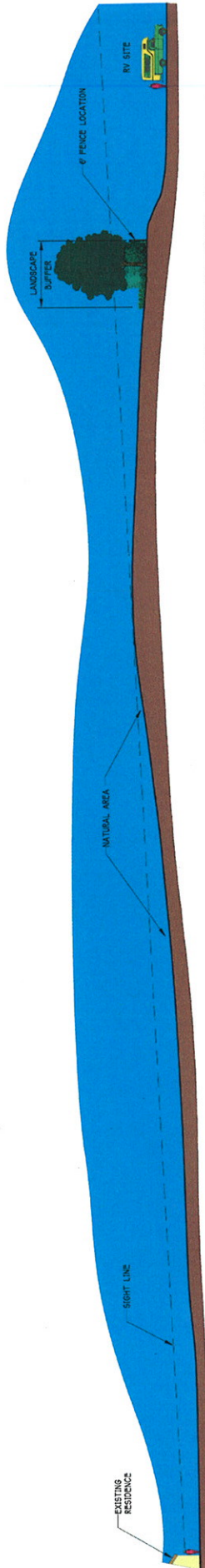


THE
**PERIMETER FENCE
 PLANTING PLAN**
 PASO ROBLES RV RESORT
 DATE: 04.18.2011
 SHEET: **L-8**
 6.11

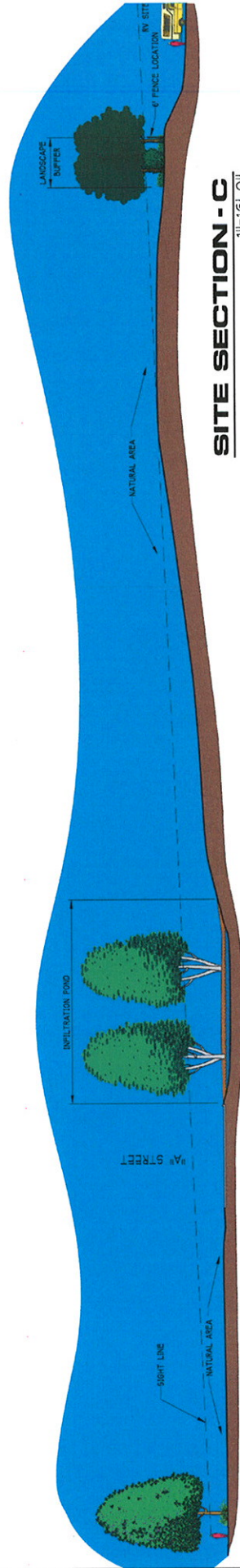
MATCHLINE, SEE SHEET L-8



SITE SECTION - A
1"=16'-0"



SITE SECTION - B
1"=16'-0"



SITE SECTION - C
1"=16'-0"

SITE SECTIONS A, B & C

PASO ROBLES RV RESORT

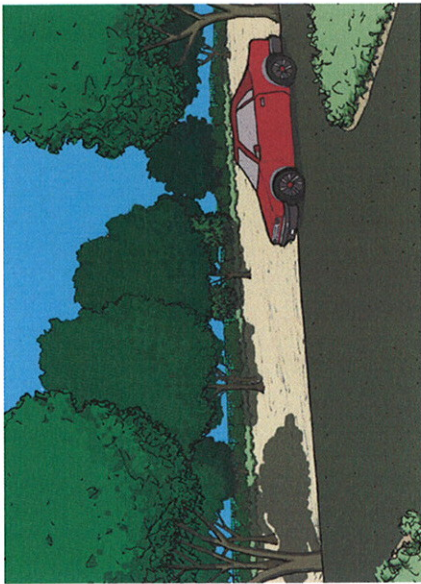
DATE: 09-18-2011

SCALE: **L-9**

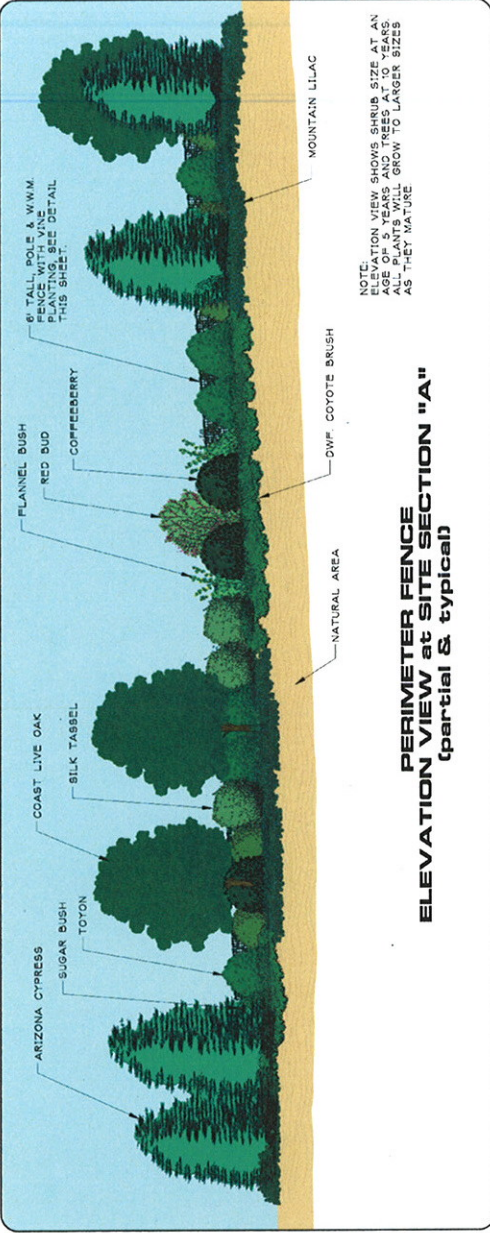
DESIGNED BY: DAVEY & PATTERSON ARCHITECTS

DATE: 09-18-2011

SCALE: 1/8"=1'-0"

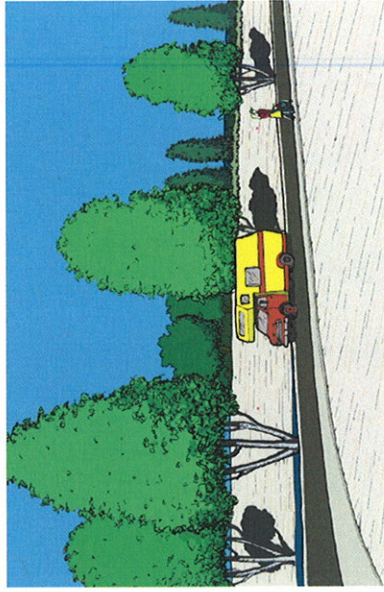


VIEW "A"

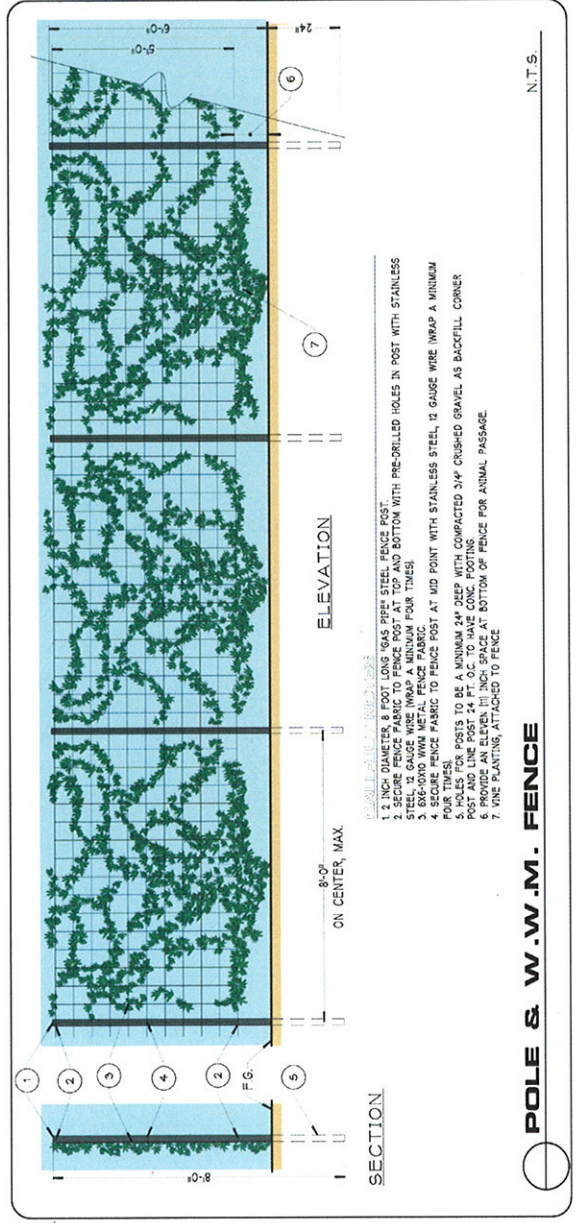


**PERIMETER FENCE
ELEVATION VIEW at SITE SECTION "A"
(partial & typical)**

NOTE: PLANTING VIEW SHOWS SHRUB SIZE AT AN AGE OF 5 YEARS AND TREES AT 10 YEARS. ALL PLANTS WILL GROW TO LARGER SIZES AS THEY MATURE.



VIEW "B"



**TYP. ELEVATION, VIEWS
& FENCE DETAIL**

PASO ROBLES RV RESORT

DATE: Oct. 18, 2011

L-10

13 OF 13

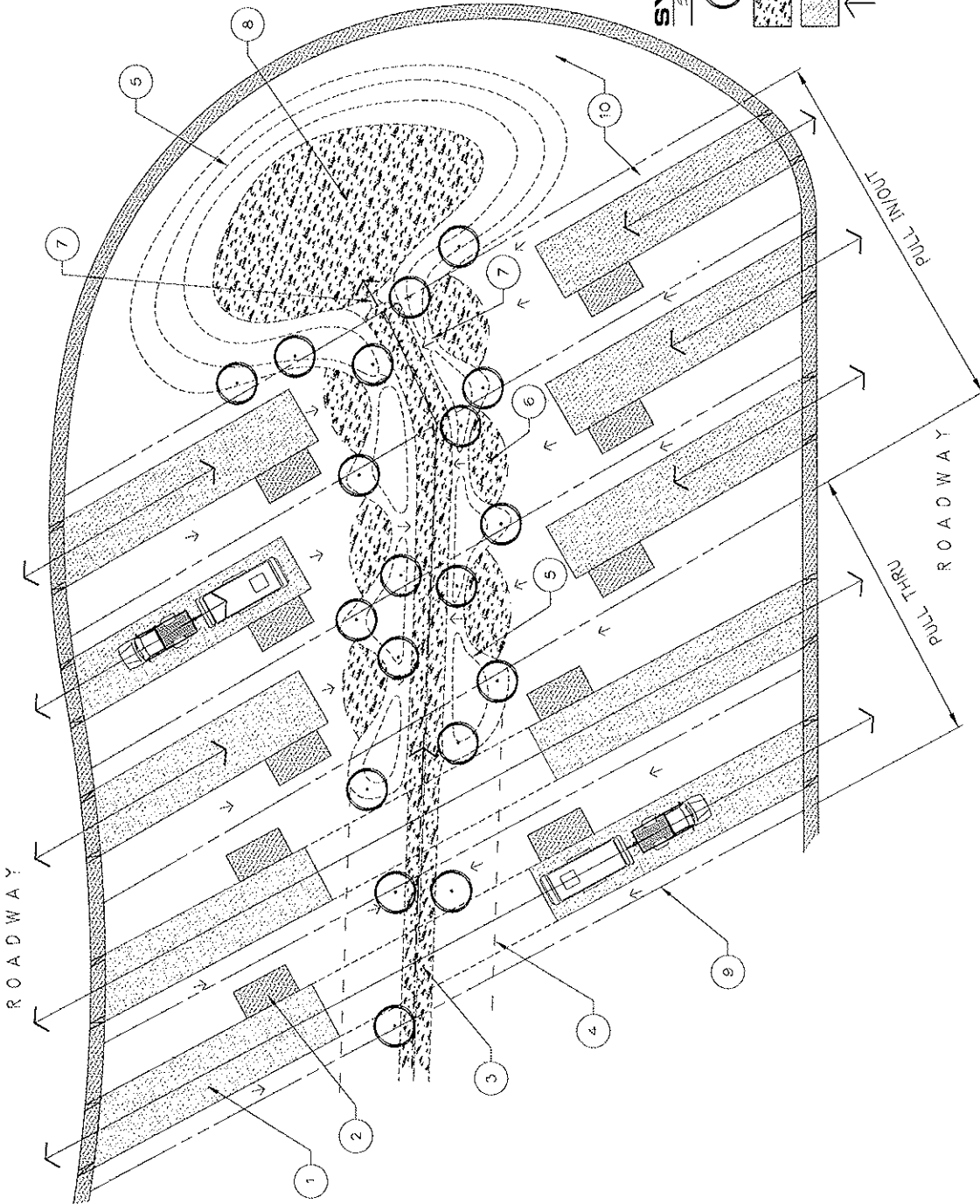


CALL-OUT NOTES

1. DECOMPOSED GRANITE RV PARKING PAD
2. CONCRETE PAD
3. BIOSWALE FOR REAR LOT DRAINAGE
4. GRADE BREAK LINE, FROM +/- 2% TO 5% (MAX) SLOPE
5. MINOR EARTH CONTOURING FOR DRAINAGE CONTROL
6. SMALL RAIN GARDEN FOR RV LOT SITE DRAINAGE
7. EARTHEN WEIR
8. LARGE RAIN GARDEN
9. RV LOT PROPERTY LINE
10. NATURAL AREA

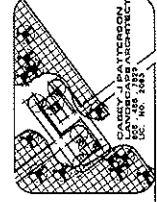


1"=10'-0"



SYMBOL LEGEND

- | | |
|--|--|
| | SMALL TREE OR LARGE SHRUB LOCATION USED FOR PRIVACY AND SPACE ARTICULATION |
| | BIOSWALE PLANTING AREA
SEE SHEET L-9 FOR PLANTING NOTES |
| | DECOMPOSED GRANITE PAVING AREA |
| | SITE DRAINAGE DIRECTION |



THE
**TYPICAL RV LOT
LANDSCAPE**

PASO ROBLES RV RESORT

DATE: **L-11**

DATE: 09-12-2011

CONCEPTUAL LANDSCAPE / SITE DRAINAGE

Storm Water Runoff Control Plan

1. Storm Water Management Program SWMP

1.1. Regulatory Requirements

The City of Paso Robles (City) is classified as a small municipal separate storm water system (MS4) and as such is subject to the National Pollution Discharge Elimination System (NPDES) Phase II (General Permit) and California Environmental Quality Act (CEQA) regulations. As part of the General Permit requirements the City has developed and implemented a Storm Water Management Program (SWMP). The current general permit requires that the SWMP include Best Management Practices (BMPs), measurable goals, and effectiveness measures and time tables for the following six Minimum Control Measures (MCMs):

- Public Education
- Public Participation
- Illicit Discharge Detection and Elimination
- Construction Site Storm Water Runoff Control
- Post Construction Storm Water Management
- Pollution Prevention/Good Housekeeping for Municipal Operations

1.2. Objectives of SWMP

The goal of the SWMP is to define strategies and guidelines for the protection of water quality and the reduction of pollutant discharges to the Maximum Extent Practicable (MEP). MEP is the technology based standard established by Congress in the Clean Water Act (CWA) section 402(p)(3)(B)(iii). The MEP approach is an ever evolving, flexible, and advancing concept which considers technical and economic feasibility.

The City is a participant in a joint effort among other regional MS4s in an effort to derive a methodology for creating hydromodification control criteria; this joint effort is sponsored by the Central Coast Regional Water Quality Control Board (RWQCB). From this effort the City has developed interim hydromodification criteria as outlined in the "Low Impact Development (LID) for Storm Water Control: Interim Design Guidance for New and Redevelopment Projects" (LID Guidelines).

1.3. Developers Responsibility

Two of the MCMs, Construction Site Storm Water Runoff Control, and Post Construction Storm Water Management, required for the SWMP are directly related to project construction activities. Construction site runoff control measures are addressed in Storm Water Pollution Prevention Plans (SWPPPs) which are currently required for all construction projects with an area of disturbance of one acre or more.

In order to achieve the goals of the Post Construction Storm Water Management Plan MCM the City has required that developers incorporate Low Impact Design (LID) techniques into their projects. The City has published LID Guidelines to assist project applicants to

successfully incorporate LID design principles into their projects, and to set numeric storm water control requirements. The LID Guidelines also sets applicability thresholds for projects based on size and type of development. Under these guidelines the Paso Robles RV Resort project is a Tier 3 project and as such must comply with the requirement of the LID Guidelines. The applicant has prepared a Storm Water Runoff Control Plan (SWRCP) in order to demonstrate that the LID Guideline requirements have been met. The SWRCP illustrates the LID principles that been used to plan the project and the LID BMPs that have been incorporated into the design of the project in order to achieve the goals of the Post Construction Storm Water Management Plan MCM.

2. Low Impact Design (LID)

LID principles and techniques have been shown to be effective at managing storm water runoff and is an accepted method to meet the MEP standard. The implementation of LID principles and techniques has the primary goals of maintaining the hydrologic function of the project site and maintaining the existing characteristics and water quality of runoff to receiving water bodies. These goals are achieved first through project planning to reduce impacts, and second by mitigating the remaining impacts using structural BMPs.

2.1. LID Planning Objectives

Project planning can greatly reduce the impacts of development using the following strategies:

- Reduction of impervious surfaces by using narrower roads, and using alternative road layout to require shorter roads.
- Reduction of impervious surfaces by using pervious pavements such as permeable pavers and pervious concrete or asphalt.
- Reduction of impervious surfaces by constructing taller structures with multiple floors instead of sprawling one story structures.
- Plan site to follow the exiting contours of the land which in turn minimizes grading, and preserves natural drainage courses and native vegetation.
- Disconnect impervious surfaces from storm drain facilities by directing roof and paving runoff to vegetated areas.

2.2. LID BMP Objectives

Construction activities almost always have impacts that can't be avoided by careful planning. These impacts must be mitigated by employing structural BMPs. These impacts can be mitigated using the following LID principles:

- Mitigate runoff impacts using natural and engineered infiltration and retention techniques to promote infiltration and ground water recharge, allow pollutant removal, and maintain existing flow patterns and runoff quantities.
- Employ bioretention to provide retention and treatment of pollutants.
- Disperse LID measures uniformly across the site to mimic natural conditions.

Storm Water Runoff Control Plan

- Mitigate runoff impacts at the source to the extent feasible to mimic natural conditions and build redundancy within the mitigation measures.

2.3. Common LID practices

- Preservation of native vegetation.
- Reduce impervious surfaces to mitigate increased runoff.
- Disconnect impervious surfaces to promote sheet flow to vegetated areas.
- Maximize Bioretention.
- Vegetated swales, buffers, and strips.
- Disconnect roof gutters from storm drains and direct runoff to vegetated areas.
- Utilize rain gardens and vegetated retention basins.
- Utilize permeable pavements.
- Amend soils to increase infiltration rates.
- Limit use of storm drain systems to promote sheet flow to vegetated areas.

2.4. LID BMP Design Criteria

The City LID Design Guidelines have set forth the following design criteria which were used in the preliminary LID BMP design of the project:

- The LID BMPs were sized to maintain the existing 85th percentile 24-hour runoff volume. The pre-developed and post-developed runoff volumes were calculated using the modified rational method using 0.75" 24 hour rainfall depth, and weight runoff coefficients from the County of San Luis Obispo Department of Public Works Public Improvement Standards drawings H-3 and H-3a.
- Although not specifically required by the City LID Design Guidelines, the project retention/detention facilities were sized to maintain the peak flow flows during the 85th percentile and the 25-year design storms. These peak flows were also calculated using the rational method.
- Runoff velocities leaving the site were maintained to pre-developed levels and characteristics.

3. Project description

The Paso Robles RV Resort proposes developing a 332 space RV resort at the north end of Golden Hill Road in the City of Paso Robles California.

3.1. Existing Condition:

The existing site is located on 3 parcel covering approximately 161 acres at the end of Golden Hill Road in the City Paso Robles California. The site is currently undeveloped and is covered primarily with grasses and several mature oak trees. The site generally slopes towards the Huerhuero Creek which runs along the west side of the site. The eastern 2/3 of the site is

relatively flat with slopes generally less than 5 %. The slopes on the northern 1/3 of the site are steeper with slopes ranging from 10% to 20% and approaching 30% near Huerhuero Creek. The Huerhuero Creek has a broad, clean, deep granular sand bottom with a heavily vegetated riparian border. The Huerhuero Creek is tributary to the Salinas River and has an approximately 97,000 acre watershed with an estimated 100-year peak flow of 14,800 cfs. Despite its high 100-year peak the Creek is ephemeral and has little to no base flow during a typical rain season.

Golden Hill Road improvements and public right-of-way currently ends at the southern project boundary. A private driveway serving the Circle B residential development accesses Golden Hill Road at this location. This area experiences frequent flooding and sediment deposits are found at the end of the street after average storm events. As part of the project LID improvements a retention basin will be constructed on Parcel 2 to mitigate a portion of the existing flooding and sedimentation problems at this location. The runoff at this location is primarily generated by the commercial/industrial developments located on the east side of Golden Hill Road from Highway 46 to the site. The runoff is conveyed to this location in Golden Hill Road which receives runoff from Tractor Street and Wisteria Lane; the approximate watershed area is 120 acres.

3.2. Site Investigation

A boundary and topographic survey of the site was performed. The topographic information was used to determine the limits of the watersheds affecting the site and to determine the existing flow patterns on the site. Visual field surveys were also conducted to determine the ground cover on the site and to confirm the existing flow patterns and watershed limits. An extensive field survey was conducted to locate all the trees on the site and to determine the disposition of these trees. This survey found that the majority of these trees were mature and in good conditions, but some were found to be in poor condition or dead.

NRCS soils maps show that the site is predominately covered with soils from the Hydrologic Soils Group (HSG) type C which have moderately slow to slow infiltration rates. The soils in and around the Huerhuero Creek are from the HSG type A which have high to very high infiltration rates. A preliminary geotechnical investigation of the site generally confirmed the information obtained from the NRCS soils map. A hydrologic and hydraulic analysis was performed for the site for both the pre and post developed conditions. The results of these analyses were used in planning LID measures in order to meet the SWMP objectives.

3.3. Proposed Development

The Paso Robles RV Resort project proposes constructing a 332 space RV Resort and involves three parcels located at the north end of Golden Hill Road, in the City of Paso Robles. The majority of the project development occurs on Parcel 1 (±.72 acres), Parcel 2 (±.62 acres) will not be developed and has been dedicated to the City of Paso Robles as public open space. Parcel 3 (±.23 acres) will not be developed as part of this project, but approximately 5

Storm Water Runoff Control Plan

acres will be used to install LID measures for the benefit of the project, and 2 acres for the extension of Golden Hill Road to the project entrance. The project development footprint covers approximately 50 acres of which more than 20 acres will be left undisturbed. Proposed project improvements include internal road, RV spaces, dry camping spaces, the Golden Hill Road Extension, sewer, water and utilities, a guest registration center, two guest comfort facilities, 3 swimming pools, and all drainage and LID systems. A 100 foot wide offer of dedication along the west side of the site has been made for the future extension of Golden Hill Road past the project entrance. This extension will not be developed as a part of this project.

The project LID BMPs were not sized considering its future development, but a review of the site shows that sufficient LID measures can be incorporated within the 100' right-of-way to mitigate the impervious surfaces generate by its future development.

4. Project specific implementation of LID measures.

The project was planned and designed to implement LID principles and techniques to reduce and mitigate the impacts to site runoff caused by construction. The project employed both planning and structural BMP techniques.

4.1. Project Planning Techniques

The following elements were implemented in planning the project in order to reduce the impacts to the hydrologic function of the site and to reduce impervious areas:

- The Project was planned to minimize grading and soil disturbance by following the natural contours of the land to the extent feasible.
- Project improvements and roads were located to reduce the impacts on the grove of oak trees covering much of the project site.
- The Project improvements were located away from existing drainage courses to reduce impacts to the existing flow patterns.
- Impervious surfaces were reduced by eliminating street sidewalks and reducing road widths to the extent feasible.
- Most RV parking spaces are paved with gravel instead of using asphalt or concrete paving, and exclude future development.
- Where feasible curb and gutter has been eliminated from the project and streets have been sloped to discharge runoff to vegetated areas. When concentrated street flows could not be avoided every attempt was made to discharge this flow to a bioretention swale or rain garden instead of being collected in a central storm drain system. Elimination of curb and gutter increase contact time with the ground and promotes sheet flow allowing for increased infiltration and removal of pollutants.

4.2. LID structural BMP measures employed in project

The project will employ several BMP measures to mitigate impacts by promoting bioretention, infiltration, and ground water recharge. The BMPs will serve the function of treating runoff and maintaining existing peak flows, runoff volumes, and drainage patterns, closely mimicking the existing hydrologic function of the site. The use of multiple BMP techniques adds a level of redundancy to the LID design that improves the overall treatment of the runoff. Multiple small BMPs were used when possible to control runoff at the source and to allow even distribution around the site which more closely mimics the existing hydrologic function of the site. The following BMPs will be employed in the LID measures for the site:

- Bioretention swales will be employed on the site to convey runoff across the site instead of collecting in a central storm drain system. The swales have been designed to retain runoff from the 85th percentile storm; retention occurs within the vegetation, in the interstitial spaces within the soil, and in short term surface storage. Eliminating storm drain pipes allows more contact time with the ground allowing for treatment and infiltration, and increases the time of concentration which decreases peak flows. An added feature of the bioretention swale and other bioretention facilities is the creation of wildlife habitat.

Appropriate plant species within the bioretention swales will be selected based on climate, soil conditions, and varied moisture conditions with guidance from the Central California Coast Technical Assistance Memo (TAM) LID Plant Guidance for Bioretention. Soils to be used within the Bioretention swale will be specified with guidance from the "Regional Bioretention Soil Guidance & Model Specification Bay Area storm Water Management Agencies Association", Technical Memorandum. Links to both of these memos can be found at: http://centralcoastlidi.org/Central_Coast_LID/LID_Structural_BMPs.html.

- Rain Gardens will be employed in open spaces to promote infiltration, bioretention, and allow pollutant removal. They have been designed to retain runoff from the 85th percentile storm. Rain Gardens are similar to Bioretention swales in that they will utilize the same plants and soil specification. The Rain Gardens are not used for conveyance of runoff but instead act as terminal storage facilities much like miniature retention ponds. In some cases they will be designed to overflow to the central storm drain system through riser pipes; even then they are still designed to retain the 85th percentile storm.
- Infiltration/Retention Ponds used in conjunction with other LID measures to reduce peak flows and runoff volumes, provide retention, and promote infiltration and ground water discharge. The Retention Ponds are similar to rain gardens but on a larger scale; they will be planted with similar plant species and have similar soils. They have been designed to retain both the 85th percentile and 25 year storms and will also act to detain the 100 year storm and mitigate the peak flows to the pre-developed 100 year rate. The typical retention pond will be a maximum of 4 feet deep with side slopes of 4:1 or flatter. These ponds will be graded to blend into the surrounding topography in order to be visual appealing.

Storm Water Runoff Control Plan

- Drywells may be used in conjunction with infiltration/retention ponds to increase infiltration rates where surface soil infiltration rates are found to be inadequate.
- In some cases Gravel Trenches will be used in combination with bioretention swales to increase retention capacity and increase infiltration rates.
- Level Spreaders will be employed where possible in situations where concentrated flows could not be avoided such as at the end of drain pipes and swales. Level Spreaders diffuse concentrated flows into sheet flow and dissipates velocities, which in turn mimics the existing flow patterns and reduces erosion. In cases where space limitations or steep slopes preclude using level spreaders, conventional velocity dissipaters such as rip-rap aprons will be employed.
- Pervious pavements such as permeable pavers or pervious concrete were considered for use in the parking areas. Because of the heavy loads caused by the RVs it was conceded impractical to use pavers for the RV parking spaces and that pervious concrete was cost prohibitive in these applications. Instead the parking spaces will be gravel based and runoff mitigated using bioretention swales and rain gardens. The passenger vehicle parking spaces located at the registration building and at the two comfort buildings will be paved but if additional mitigation measures are required, permeable pavers will be considered for use instead of asphalt paving.

5. Summary

It has been shown that the Paso Robles RV Resort project has been planned to reduce hydromodification impacts to the extent feasible using LID planning techniques. The remaining impacts will be successfully mitigated using LID BMPs and the hydrologic function of the developed site will closely mimic the existing conditions. The existing characteristics of runoff leaving the site including peak flow, volumes, velocities and water quality will also closely mimic the existing condition.

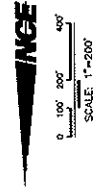
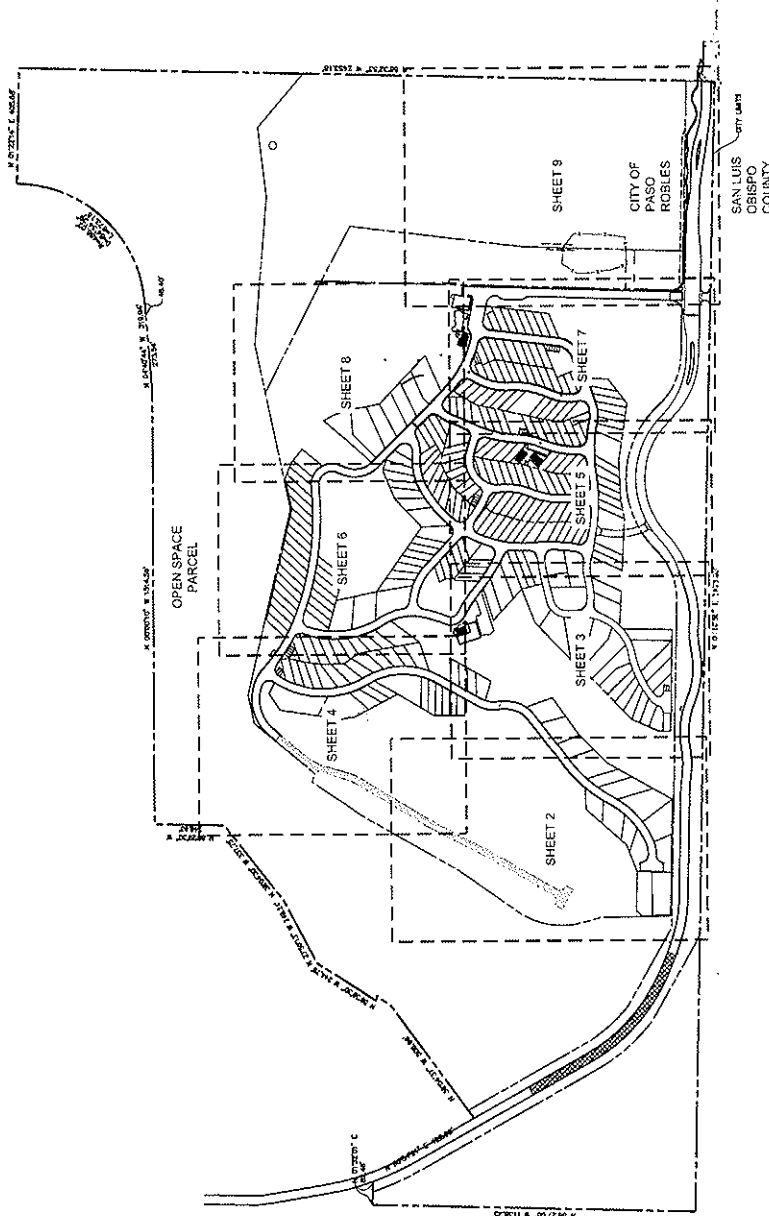
R:\PROJ\66119\Document\2012-01-10_City_Submittal\Stormwater\2011-12-5_Storm Water Runoff Control Plan-Narrative.docx

SITE STATISTICS - OVERVIEW

RECORD OWNER PASO 32, LLC
1156 CORRIENTO VALLEY ROAD, #201
SAN DIEGO, CA 92127

APPLICANT DOUG MACGRODY & PASO 32, LLC
1156 CORRIENTO VALLEY ROAD, #201
SAN DIEGO, CA 92127

ENGINEER NORTH COAST ENGINEERING, INC.
700 CREIGHTON RD. STE. B.
PASO ROBLES, CA 93346
CITY OF PASO ROBLES
C.L.E. 44321
EXP. 03/209



**PASO ROBLES RV RESORT
TITLE AND INDEX SHEET**



PAGE 1 OF 13

SHEET INDEX

- 1. TITLE AND INDEX SHEET
- 2. PRELIMINARY GRADING PLAN
- 3. PRELIMINARY GRADING PLAN
- 4. PRELIMINARY GRADING PLAN
- 5. PRELIMINARY GRADING PLAN
- 6. PRELIMINARY GRADING PLAN
- 7. PRELIMINARY GRADING PLAN
- 8. PRELIMINARY GRADING PLAN
- 9. PRELIMINARY GRADING PLAN
- 10. GENERAL LOW IMPACT DESIGN PRINCIPALS AND TECHNIQUES
- 11. LOW IMPACT DESIGN MITIGATION MEASURES AND BMPs
- 12. DETAILS
- 13. DETAILS



SITE

**Exhibit N1
Grading & Drainage Plans
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)**

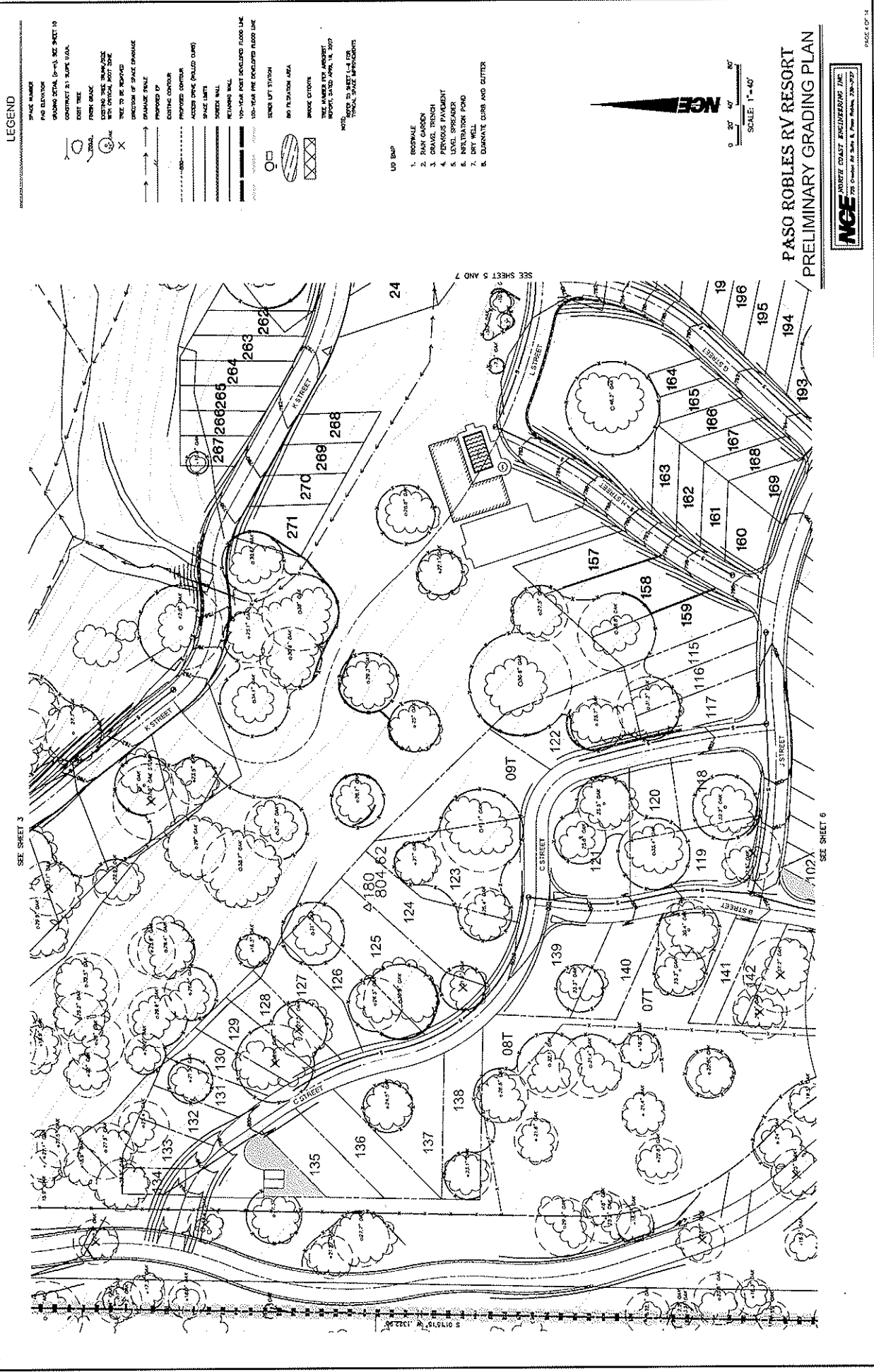


Exhibit N3
Grading & Drainage Plans
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

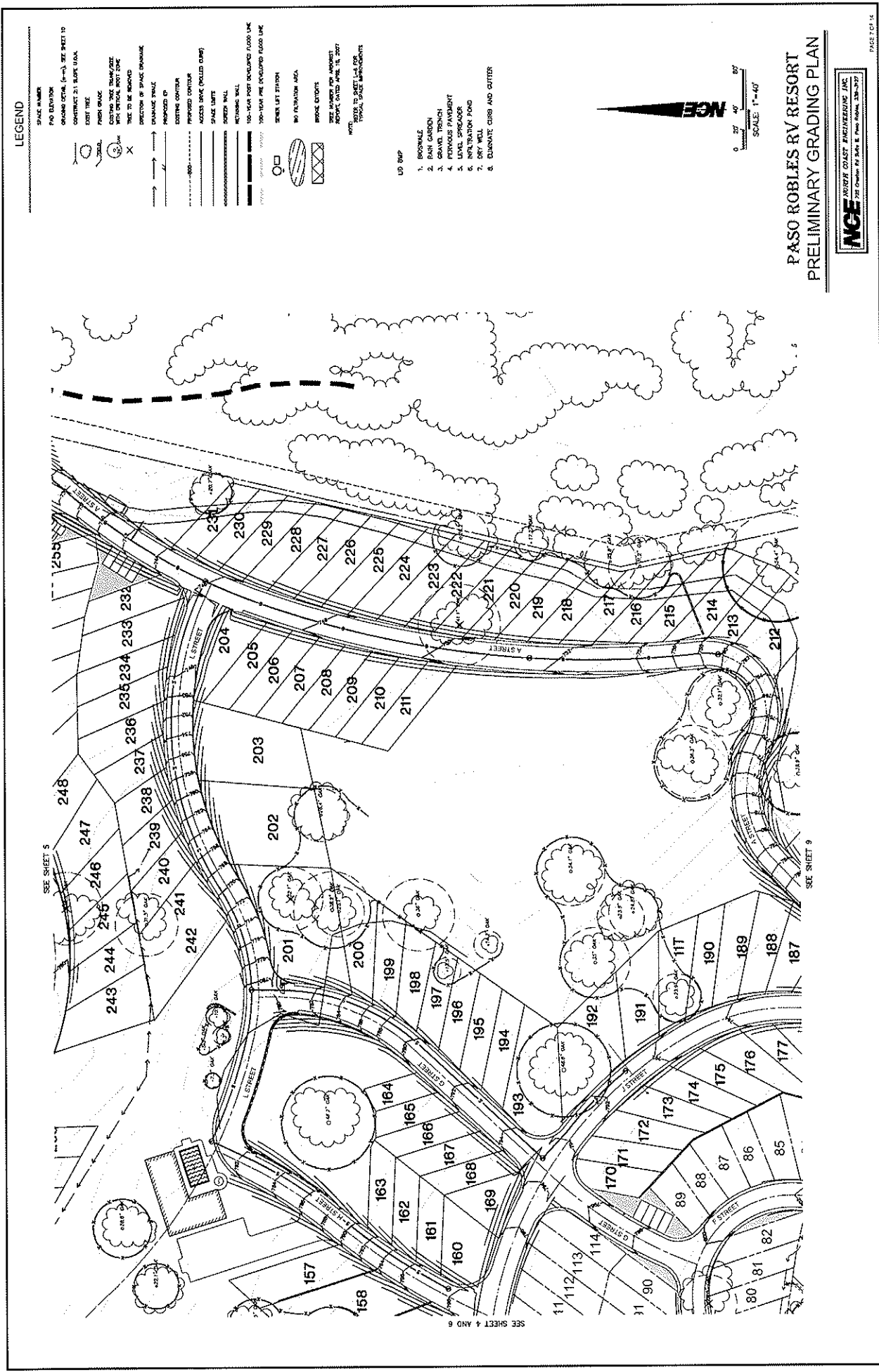
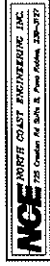


Exhibit N6
 Grading & Drainage Plans
 PD 08-001 & CUP 08-001 Amend.
 (PR RV Park)

GENERAL LOW IMPACT DESIGN PRINCIPLES AND TECHNIQUES

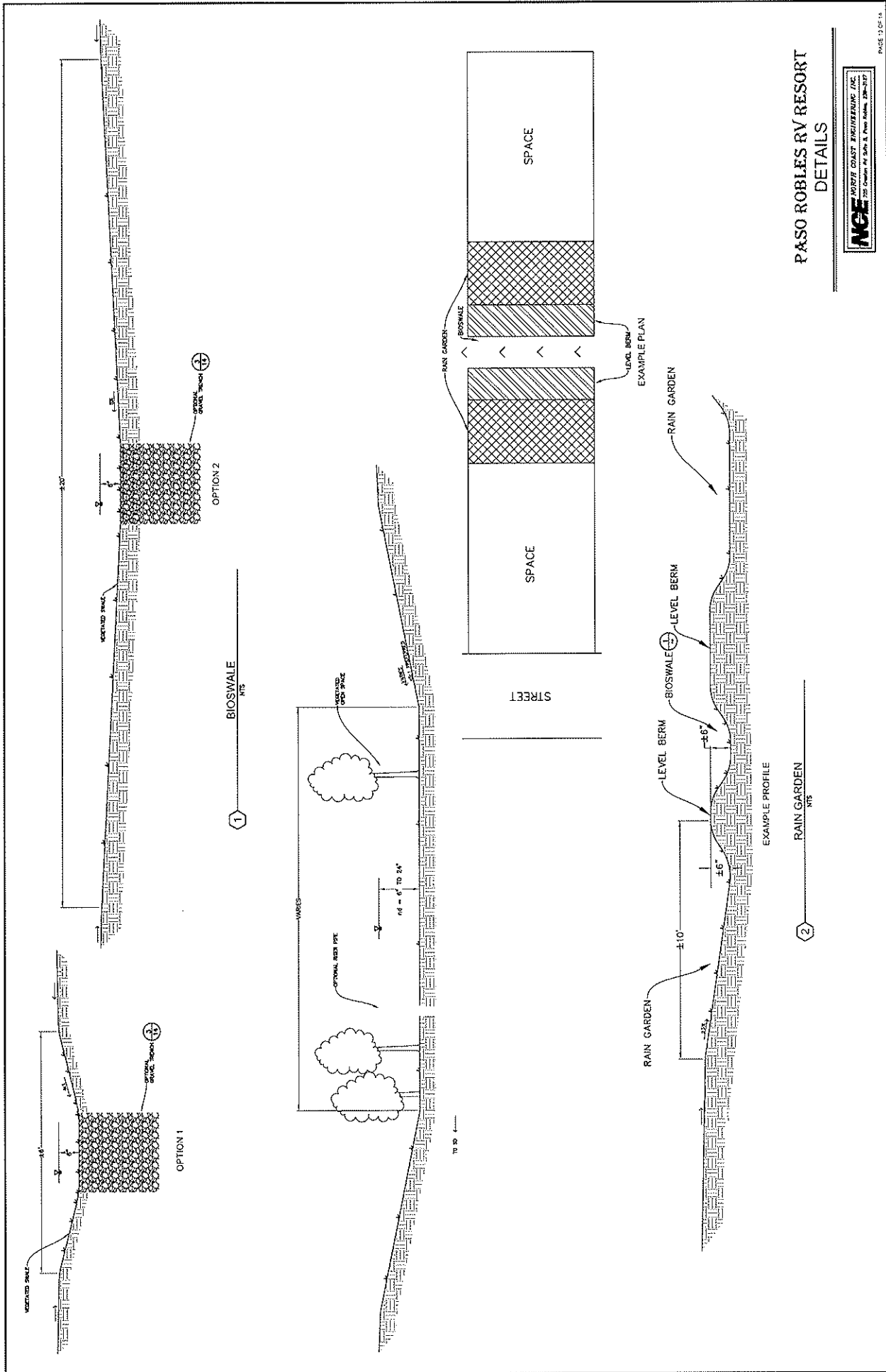
#	Mitigation	Description	Pros	Cons
	Reduce Impervious Surfaces	Reduction of impervious areas by eliminating roads, reducing road widths, use of pervious pavements	Reduce runoff increases	
	Mitigate at Source	Use bio-swales and rain gardens to store and treat runoff on individual spaces.	Mitigate runoff in smaller areas	
	Promote Sheet Flow to Vegetated Areas	Allow infiltration in vegetated areas, treat runoff.	Reduce runoff volumes to central storm drain system. Treat runoff.	
	Disconnect from Storm Drains	Promotes sheet flow and infiltration in vegetated areas.	Reduce runoff volumes to central storm drain system. Treat runoff.	
	Reduce Grading	Grade site following natural contours where possible, reduce need for walls	Reduce and treat runoff by reducing concentrated flows and promoting surface infiltration, reduce the need for walls and maintain native drainage patterns.	
	Sheet Flow Away from Streets	Grade sites to drain away from streets; allows infiltration on vegetated areas	Reduce and treat runoff, decrease concentrated flows. Reduce need for central storm drain system.	May increase standing water in some areas for short periods of time.
	Reduce Storm Drains	Use surface channels where feasible instead of storm drains to minimize concentrated flows and to increase the contact time between water and soil. This allows runoff to be treated and infiltrated in vegetated areas.	Reduce and treat runoff, reduces the need for central storm drain system	May increase standing water in some areas for short periods of time.
	Remove Walls	Minimize grading to follow existing contours where possible. Reduce the need for walls by using slopes where feasible.	Reduced construction costs. Reduce concentrated flows at walls. Reduced construction costs.	May reduce usable flat areas on some spaces.
	Disconnect Rain Gutters from Storm Drain	Direct roof runoff to landscaped and vegetated areas, treat runoff through infiltration.	Reduce and treat runoff, reduces the need for central storm drain system	

**PASO ROBLES RV RESORT
GENERAL LOW IMPACT DESIGN
PRINCIPALS AND TECHNIQUES**



PAGE 11 OF 14

Exhibit N10
Grading & Drainage Plans
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

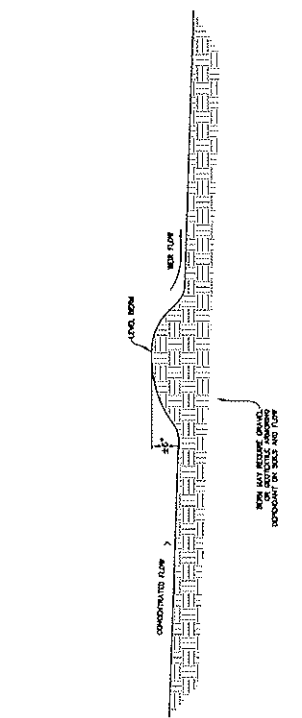


PASO ROBLES RV RESORT
DETAILS

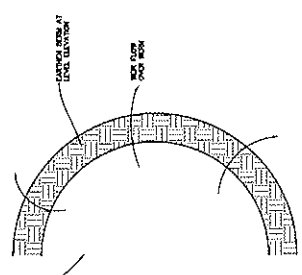


PAGE 13 OF 18

Exhibit N12
Grading & Drainage Plans
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)



3 GRAVEL TRENCH
NTS



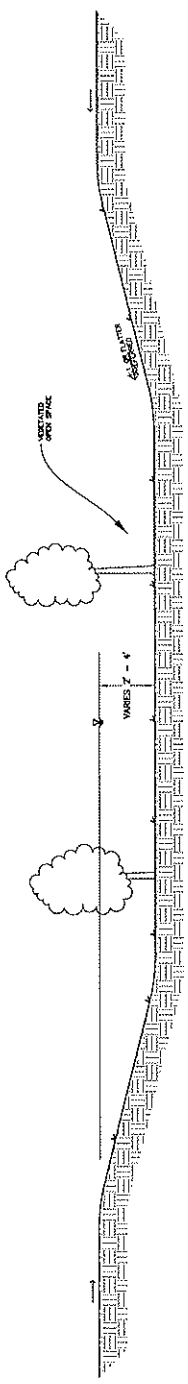
EXAMPLE PLAN



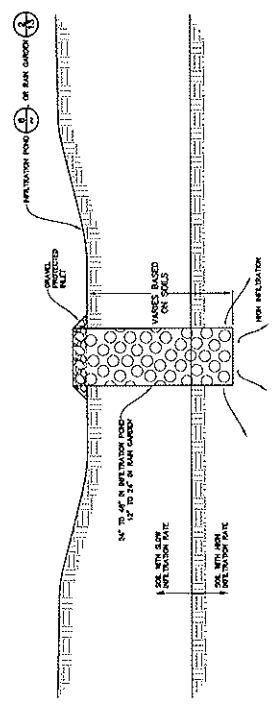
5 LEVEL SPREADER
NTS



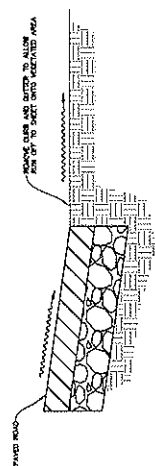
EXAMPLE PROFILE



6 INFILTRATION POND
NTS



7 DRY WELL
NTS



8 ELIMINATE CURB AND GUTTER
NTS

PASO ROBLES RV RESORT
DETAILS

NCE
NORTH COAST ENGINEERING, INC.
2222 Ocean Ave. Suite 100, Pacific Beach, CA 92025
Tel: 619-451-1111 Fax: 619-451-1112

PAGE 1 OF 14

Exhibit N13
Grading & Drainage Plans
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

RESOLUTION NO:

A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF EL PASO DE ROBLES
APPROVING AN ADDENDUM TO MITIGATED NEGATIVE DECLARATION
FOR PLANNED DEVELOPMENT 08-001 AMENDMENT
(PASO ROBLES RV PARK)
APN: 025-435-022, 023

WHEREAS, PD 08-001 & CUP 08-001 (The PR Motorcoach Resort project) and associated Mitigated Negative Declaration was approved by the City Council on February 10, 2004, via Resolutions 09-025, 09-026 & 09-027; and

WHEREAS, the project is located on the 73-acre site at the northern end of Golden Hill Road, on the east side of the road; and

WHEREAS, the project allows for the development of a 332 space RV resort; and

WHEREAS, North Coast Engineering on behalf of Paso 33 LP, has applied to amend PD 08-001 & CUP 08-001; and

WHEREAS, the proposed amendment would consist of the following changes:

- Consider a new design that would reduce the disturbed area (grading) from 73 acres to 50;
- Reduce the amount of grading, retaining walls and paving for roads;
- Reduce the RV space size and reduce the use of impermeable materials;
- Relocate reception building to the northeast, further away from Golden Hill Road;
- Eliminate the club house;
- Replace the masonry wall proposed along Golden Hill Rd. with a combination of masonry wall and open fence with screening landscaping;
- Eliminate the RV sites at the south east corner of the site, reducing views of RVs from Golden Hill Rd.;
- Request to review various conditions of approval related to road improvements and fees;
- Addendum to the Mitigated Negative Declaration related to Kit Fox mitigation as a result of less site impact.

WHEREAS, the Mitigated Negative Declaration (Res. 09-025) originally approved for the project identified mitigation measures necessary to reduce environmental impacts to a level of "less than significant" in the following areas: Biological, Transportation/Circulation, Air Quality and Hazards (Airport related mitigation); and

WHEREAS, since the project was previously approved along with a Mitigated Negative Declaration (MND), and since the proposed project amendments will reduce the projects disturbed area from approximately 73 acres down to 50 acres; and

WHEREAS, changes to the MND would consist of minor technical changes related to Kit Fox mitigation measures, the California Environmental Quality Act (CEQA) Section 15164, allows an agency to prepare an "Addendum to a Negative Declaration" to be considered by the Planning Commission and need not be circulated for public review; and

WHEREAS, a public hearing was conducted by the Planning Commission on January 10, 2012 to consider the request for amending the project, and the Planning Commission continued the open public hearing to the February 14, 2012 hearing; and

WHEREAS, a public hearing was conducted by the Planning Commission on February 14, 2012 to consider the request for amending the project, and to accept public testimony regarding this proposed project, and

NOW, THEREFORE, BE IT RESOLVED, by the Planning Commission of the City of El Paso de Robles, based on its independent judgment, to approve an Addendum to Mitigated Negative Declaration for Planned Development 08-001 and Conditional Use Permit 08-001(Resolution No. 09-027) in accordance with the California Environmental Quality Act; and

1. All mitigation measures identified in Resolution 09-025, shall remain in full effect and be complied with at the time as indicated by said resolutions, and exhibits, except that Mitigation Measure BR-18 related to San Joaquin Kit Fox, be replaced with the following new language to reflect the reduced site disturbance and habitat impact as indicated in the attached Kit Fox Habitat Evaluation Form (Exhibit A):

BR-18 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 **100 (50 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 City or State 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 **\$250,000**. 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 **100** 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 **\$250,000**. 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 City or State permit issuance and initiation of any ground disturbing activities.

- 2. The timing of the requirement to complete the mitigation measures outlined in the Mitigation Monitoring and Reporting Table, Exhibit B.

PASSED AND ADOPTED THIS 14th day of February 2012, by the following roll call vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

CHAIRMAN AL GARCIA

ATTEST:

ED GALLAGHER, PLANNING COMMISSION SECRETARY

Kit Fox Habitat Evaluation Form
Cover Sheet

Project Name **Paso Robles RV Park**
Paso 33 LP

Date **11-15-11**

Project Location

Golden Hill Road
Paso Robles

Include project vicinity map and project boundary on copy of U.S.G.S. 7.5. minute map (size may be reduced)

U.S.G.S. Quad Map Name **Paso Robles**

Lat/Long or UTM coordinates (if available) **N 35.6566°**

W 120.6535°

Project Description: **Recreational Vehicle camping park**

Project Size: **50 acres**

Amount of Kit Fox Habitat Affected:

50 acres

Quantity of WHR Habitat Types Impacted (i.e. --2 acres annual grassland, 3 acres blue oak woodland)

WHR type	California annual grassland	9.7 acres
	Oak Savannah	26.3 acres
	Oak Woodland	14.0 acres

Comments:

The 160 acre property is currently used for grazing. The proposed project would impact 50 acres.

Form Completed by: *Daniel E. Meade*

Revised 03/02

Exhibit A
Kit Fox Eval. Form
PD 08-001 & CUP 08-001 Amend.
(PR RV Park)

San Joaquin Kit Fox Habitat Evaluation Form

Is the project within 10 miles from a recorded San Joaquin kit fox observation or within contiguous suitable habitat as defined in Question 2(A-E)?

- YES – Continue with evaluation form
 NO – Evaluation form/surveys are not necessary

1. Importance of the project area relative to Recovery Plan for Upland Species of the San Joaquin Valley, California (Williams et al, 1998).
 - A. Project would block or degrade an existing corridor linking core populations or isolate a subpopulation (20).
 - B. Project is within a core population (15)
 - C. Project area is identified within satellite population (12)
 - D. Project area is within a corridor linking satellite populations (10)
 - E. Project area is not within any of the previously described areas but is within known kit fox range (5)

2. Habitat characteristics of the project area.
 - A. Annual grassland or saltbush scrub present >50% of site (15)
 - B. Grassland or saltbush scrub present but comprises <50% of project area (10)
 - C. Oak savannah present on >50% of site (8)
 - D. Fallow ag fields or grain/alfalfa crops (7)
 - E. Orchards/vineyards (5)
 - F. Intensively maintained row crops or suitable vegetation absent (0)

3. Isolation of project area
 - A. Project area surrounded by contiguous kit fox habitat as described in Question 2a-e (15)
 - B. Project area adjacent to at least 40 acres of contiguous habitat or part of an existing corridor (10)
 - C. Project area adjacent to <40 acres of habitat but linked by existing corridor (i.e.- river, canal, aqueduct) (7)
 - D. Project area surrounded by ag but less than 200 yards from habitat (5)
 - E. Project area completely isolated by row crops or development and is greater than 200 yards from potential habitat (0)

4. Potential for increased mortality as a result of the project implementation. Mortality may come from direct (e.g. – construction related) or indirect (e.g. –vehicle strikes due to increases in post development traffic) sources.
 - A. Increase in mortality likely (10)
 - B. Unknown mortality effects (5)
 - C. No long term effect on mortality (0)

Althouse and Meade, Inc.

5. Amount of potential kit fox habitat affected

- A. > 320 acres (10)
- B. 160-319 acres (7)
- C. 80-159 acres (5)
- D. 40-79 acres (3)
- E. <40 acres (1)

6. Results of project implementation

- A. Project site will be permanently converted and will no longer support foxes (10)
- B. Project area will be temporarily impacted but will require periodic disturbance for ongoing maintenance (7)
- C. Project area will be temporarily impacted and no maintenance necessary (5)
- D. Project will result in changes to agricultural crops (2)
- E. No habitat impacts (0)

7. Project shape

- A. Large block (10)
- B. Linear with >40 foot right-of way (5)
- C. Linear with <40 foot right-of-way (3)

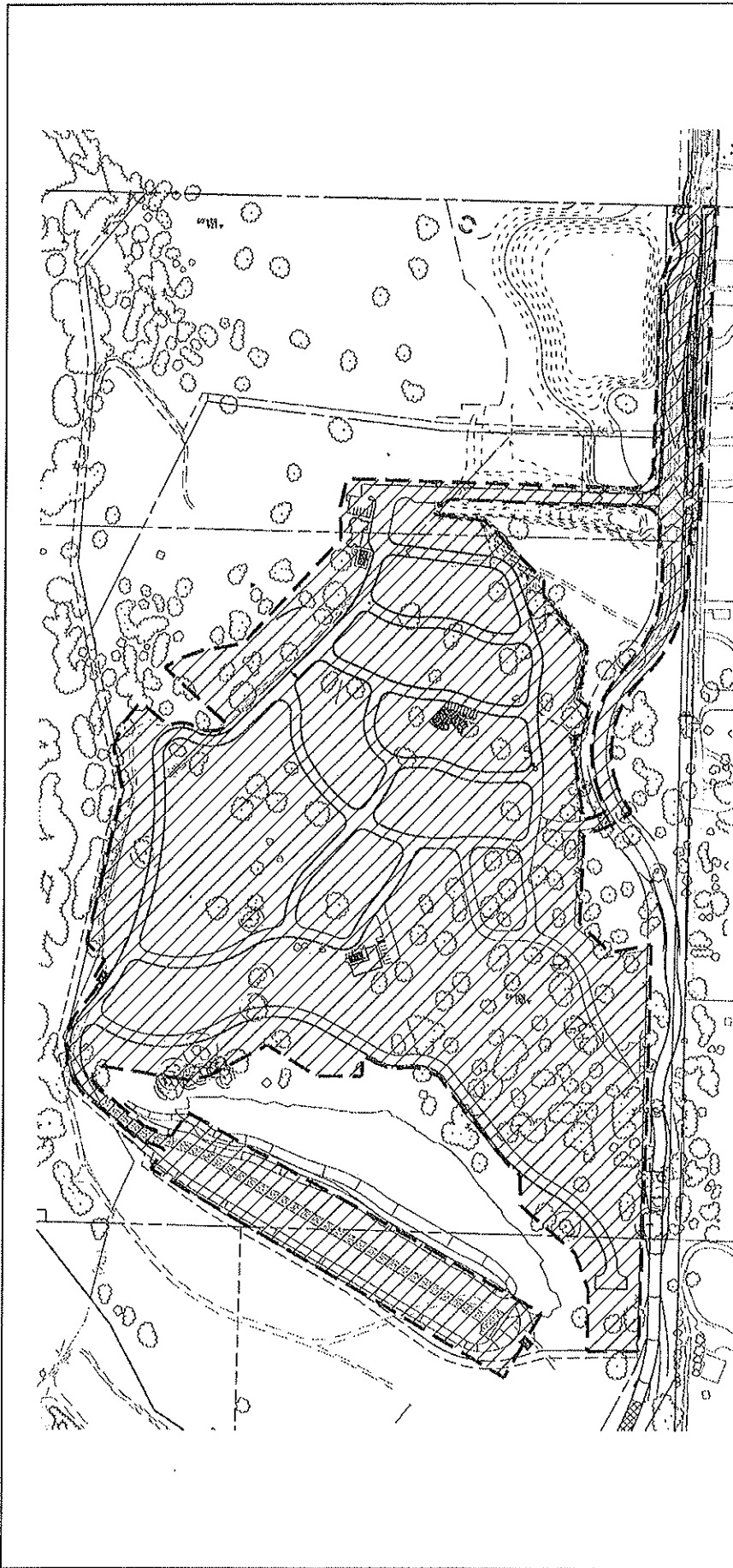
8. Have San Joaquin kit foxes been observed within 3 miles of the project area within the last 10 years?

- A. Yes (10)
- B. No (0)

Scoring

1. Recovery importance	<u>20</u>
2. Habitat condition	<u>8</u>
3. Isolation	<u>10</u>
4. Mortality	<u>5</u>
5. Quantity of habitat impacted	<u>3</u>
6. Project results	<u>10</u>
7. Project shape	<u>10</u>
8. Recent observations	<u>0</u>
Total	<u>66</u>

*Paso Robles RV Park
Kit Fox Habitat Evaluation*



LEGEND

-  ACREAGE LIMIT
-  50.0 ACRES



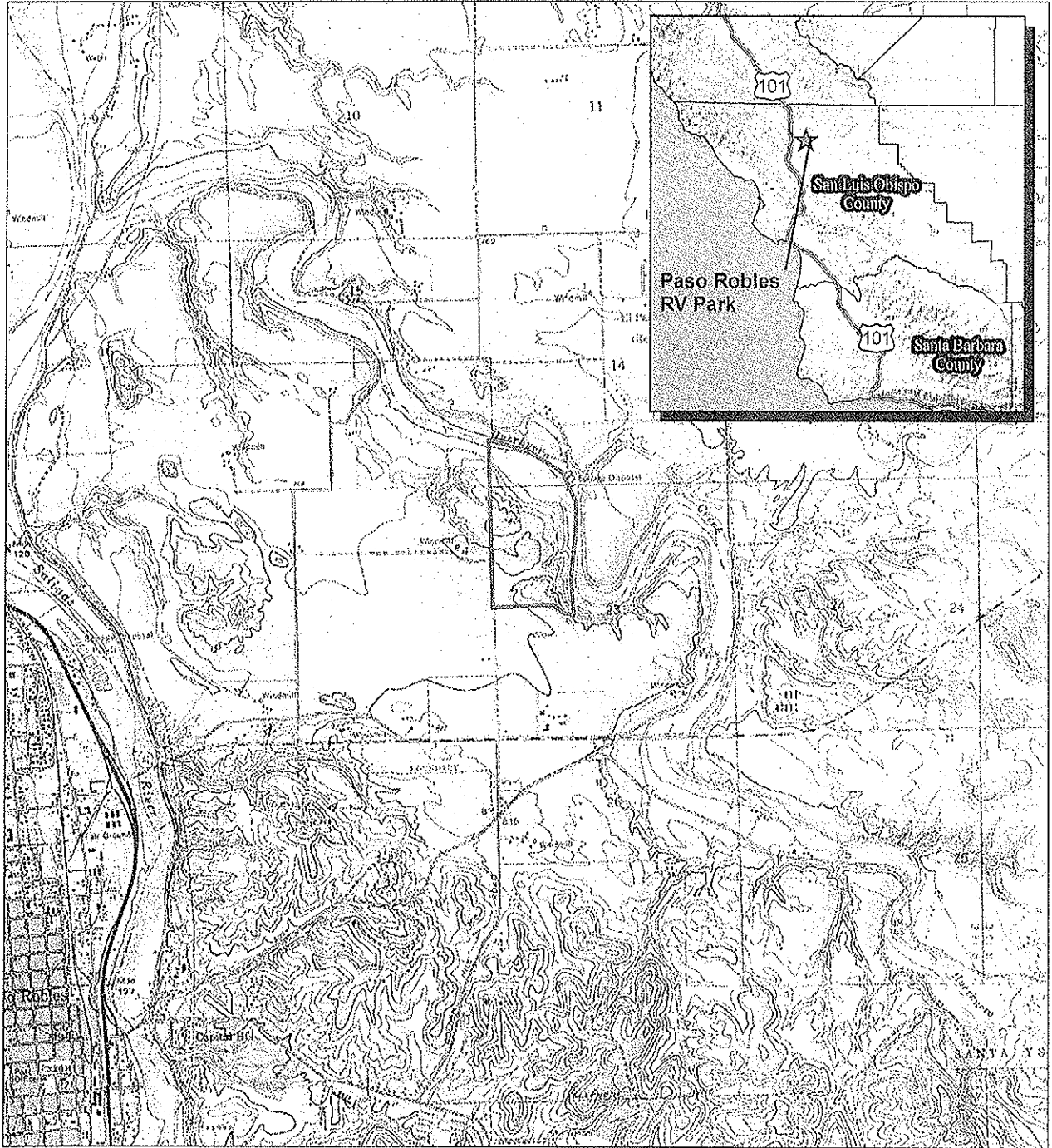
0 125' 250' 500'
 SCALE: 1" = 250'

NCE NORTH COAST ENGINEERING INC.
 725 Cranton Rd, Suite B, Faso Robles, 239-3127

ACREAGE EXHIBIT

NORTH COAST ENGINEERING INC. copyright © 2011

USGS Topographic Map



Legend

 Property Boundary



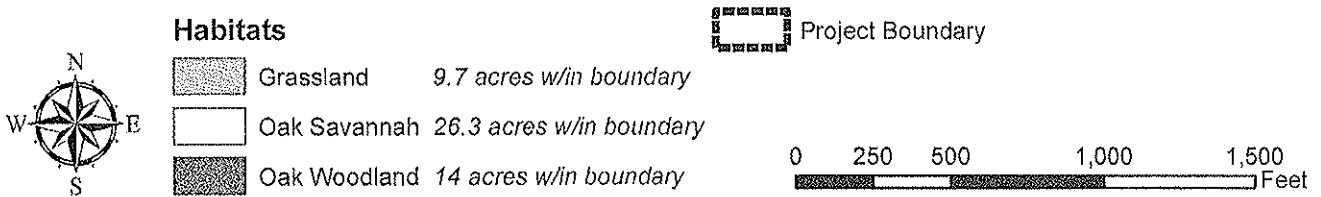
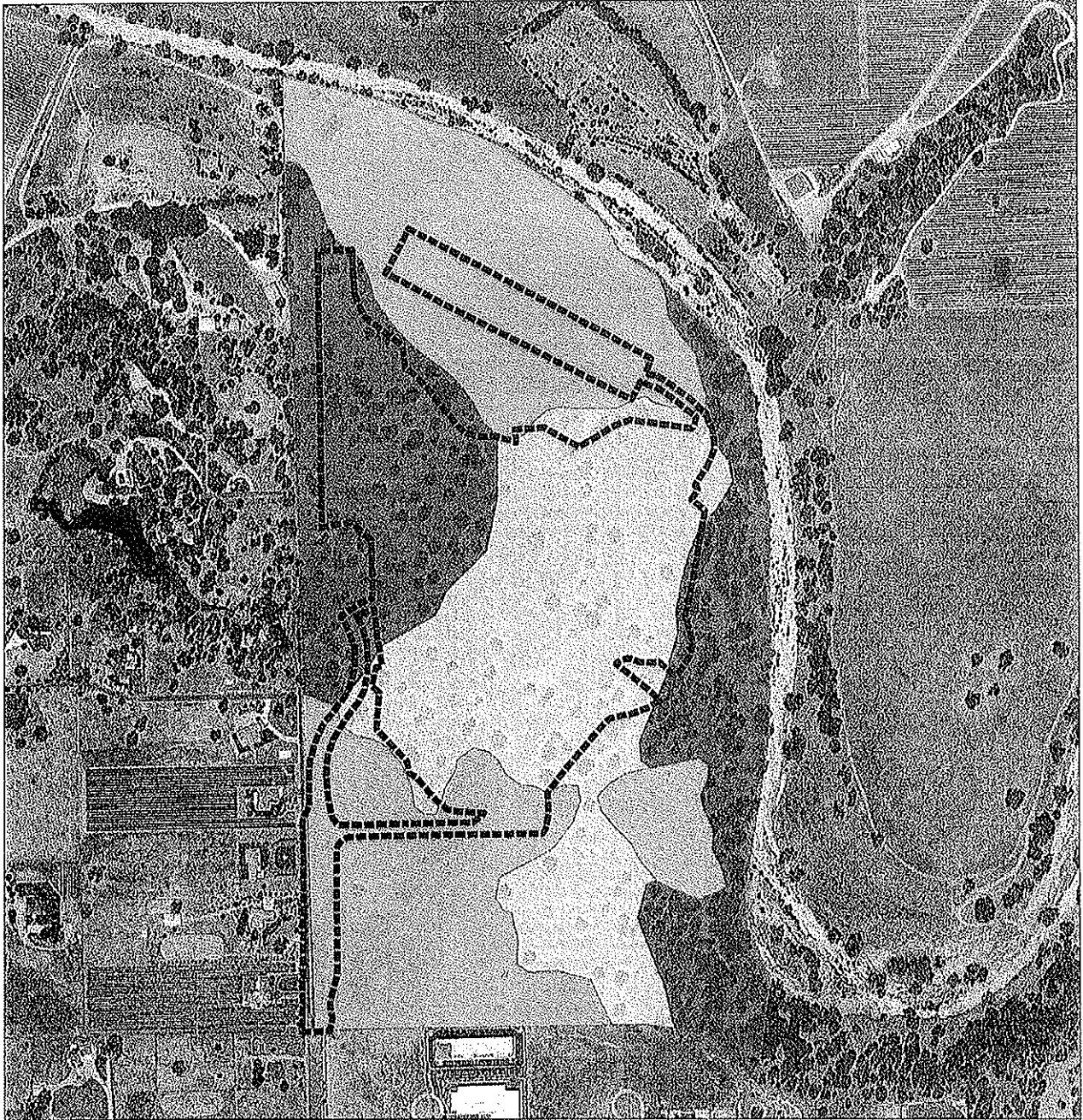
**Paso Robles RV Park
Topography**

USGS Topographic Map
Map Updated: November 16, 2011, 09:06 AM



Althouse and Meade, Inc.
1602 Spring Street
Paso Robles, CA 93446

Habitat Map



Paso Robles RV Park Habitats

2010 San Luis Obispo County
NAIP Aerial Photography
Map Updated: November 16, 2011, 08:30 AM



Althouse and Meade, Inc.
1602 Spring Street
Paso Robles, CA 93446

Air Quality Mitigation Measures:

- APCD-1** Prior to any grading on the site, the project proponent shall ensure that a geologic evaluation is conducted to determine if Naturally Occurring Asbestos (NOA) is present within the area that will be disturbed. If NOA is not present, an exemption form must be filed with the District. If NOA is found at the site the applicant must comply with all requirements outlined in the Asbestos (Air Toxics Control Measure) ACTM.
- APCD-2** The project shall be conditioned to comply with all applicable District regulations pertaining to the control of fugitive dust (PM-10) as contained in section 6.5 of the Air Quality Handbook. All site grading and demolition plans noted shall list the following regulations:
- a. Reduce the amount of the disturbed area where possible.
 - b. Use of water trucks or sprinkler systems in sufficient quantities to prevent airborne dust from leaving the site. Increased watering frequency would be required whenever wind speeds exceed 15 mph. Reclaimed (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.

APCD-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.

APCD-4 Develop a comprehensive Construction Activity Management Plan designed to minimize the amount of large construction equipment operating during any given time period. The plan should be submitted to the District for review and approval prior to the start of construction. The plans should include but not be limited to the following elements:

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

APCD-5 Standard NOx Control Measures for Construction Equipment

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

- Maintain all construction equipment in proper tune according to manufacturer's specifications.
- Fuel all off-road and portable diesel powered equipment with ARB certified motor vehicle diesel fuel (non-taxed version suitable for use off-road).
- Maximize to the extent feasible, the use of on-road heavy-duty equipment and trucks that meet the ARB's 1998 or newer certification standard for on-road heavy-duty diesel engines.
- All on and off-road diesel equipment shall not be allowed to idle for more than 5 minutes. Signs shall be posted in the designated queuing areas and or job sites to remind drivers and operators of the 5 minute idling limit.

APCD 6 OPERATIONAL PHASE MITIGATION

Greenhouse Gas Impacts and Mitigation

While California successfully passed Assembly Bill 32, California's Global Solutions Act of 2006, little guidance was provided to lead agencies regarding how to address greenhouse gas (GHG) impacts in the CEQA process. In the 2007 California legislative session, Senate Bill 97 was passed and required that the California Office of Planning and Research, by July 1, 2009, prepare and develop guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions as required by CEQA, including, but not limited to, effects associated with transportation or energy consumption. As guidelines are not currently available, the APCD suggests that projects subject to CEQA should quantify project related GHG emissions and identify feasible mitigation.

The APCD staff considered the operational impact of this proposed development by running the URBEMIS2007 computer model, a tool for estimating vehicle travel, fuel use and the resulting emissions related to this project's land uses. This indicated that operational phase impacts of the greenhouse gas known as carbon dioxide (CO₂) will be approximately 7,277 pounds per day in the summer and 6,906 pounds per day in the winter. **While statewide/global thresholds have not yet been defined for GHG impacts, SLO County APCD recommends the implementation of feasible mitigation measures that minimize project related GHG impacts.** Examples of potential measures for this development include:

- Developments within Urban Reserve Lines with walking or bicycling access to nearby commercial and transit services thus reducing automobile dependence;
- Install on-site solar power infrastructure to offset grid-based power consumption;
- Provide low-speed neighborhood electric vehicles (NEVs) and charging stations for internal use by resort patrons;
- Include pedestrian amenities that provide improved connectivity to existing amenities;
- Securing shuttle services;
- Green building techniques such as:
 - Installing outdoor electrical outlets to encourage the use of electric appliances and tools;
 - Planting of native, drought resistant landscaping;
 - Use of locally or nearby produced building materials; and,
 - Use of renewable or reclaimed building materials.

Other measures suitable for GHG as well as ozone precursor mitigation are listed below in this comment letter.

Operational Permit Requirements

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

- Portable generators and equipment with engines that 50 hp or greater;
- Electric generation plants or the use of standby generator; and
- Cogeneration facilities.

Traffic Impact Mitigation Measures:

- T-1.** The project will be subject to traffic impact and other development impact fees in effect at the time of occupancy of the project.
- T-2.** Golden Hill Road shall be constructed in general conformance to the preliminary road improvement plans approved by the City Engineer, and in accordance with the phasing plan proposed.

Biological Resources Mitigation Measures

- BR-1.** **Avoidance and protection of vernal pools on the property.** Vernal pools shall be avoided and protected where possible. If listed fairy shrimp species are found in vernal pools on the property, the vernal pools shall be avoided and a 50-foot setback distance shall be observed for all activities. If rare species are not found and vernal pools cannot be avoided, a vernal pool mitigation plan shall be prepared by a qualified biologist that specifies creation of vernal pool habitat in kind at a one to one ratio within open space areas on the property.
- BR-2.** **Interpretive signs shall be developed in cooperation with the project biologist** to inform guests at the Resort of the sensitive biological resources located on and near the property. Signs shall be placed on at least two sides of all vernal pools or vernal pool complexes that remain within the project open space areas. The signs shall provide general information about vernal pools in the Paso Robles region, including potential rare species that could be present.
- BR-3.** Tree canopies and trunks within 50 feet of proposed disturbance zones should be mapped and numbered by a certified arborist or qualified biologist and a licensed land surveyor. Data for each tree should include date, species, number of stems, diameter at breast height (dbh) of each stem, critical root zone (CRZ) diameter, canopy diameter, tree height, health, habitat notes, and nests observed.
- BR-4.** An oak tree protection plan shall be prepared and approved by the City of Paso Robles.
- BR-5.** Impacts to the oak canopy or critical root zone (CRZ) should be avoided where practicable. Impacts include pruning, any ground disturbance within the dripline or CRZ of the tree (whichever distance is greater), and trunk damage.
- BR-6.** Impacts to oak trees shall be assessed by a licensed arborist. Mitigations for impacted trees shall comply with the City of Paso Robles tree ordinance.
- BR-7.** Replacement oaks for removed trees must be equivalent to 25% of the diameter of the removed tree(s). For example, the replacement requirement for removal of two trees of 15 inches dbh (30 total diameter inches), would be 7.5 inches (30" removed x 0.25 replacement factor). This requirement could be satisfied by planting five 1.5 inch trees, or three 2.5 inch trees, or any other combination totaling 7.5 inches. A minimum of two 24 inch box, 1.5 inch trees shall be required for each oak tree removed.

- BR-8.** Replacement trees should be seasonally maintained (browse protection, weed reduction and irrigation, as needed) and monitored annually for at least 7 years. Replacement trees shall be of local origin, and of the same species as was impacted or removed.
- BR-9.** **Within one week of ground disturbance or tree removal/trimming activities**, if work occurs between March 15 and August 15, nesting bird surveys shall be conducted. To avoid impacts to nesting birds, grading and construction activities that affect trees and grasslands shall not be conducted during the breeding season from March 15 to August 15. If construction activities must be conducted during this period, nesting bird surveys shall take place within one week of habitat disturbance. 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. Construction activities shall observe a 300-foot buffer for occupied raptor nests. A 500-foot buffer shall be observed from occupied nests of all special status species (refer to BR-12 and BR-13). 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.
- BR-10.** To prevent disturbance to nesting eagles, if construction is planned between January 30th and August 15th, a pre-construction survey should be conducted to determine if eagles are present. If eagles are not present after March 15th, work could commence. If eagles are present on the nest, work within 500 feet of the occupied nest should be delayed until after either adult eagles have left the nest, or eagle chicks have fledged and are no longer dependant on the nest as determined by a qualified biologist. At the commencement of work, a qualified biologist should monitor the eagles. If commencement of construction disturbs the eagles, the qualified monitor would be authorized to stop construction activity within range of the nest that causes disturbance to the eagles. Work within that area could commence once the eagle chicks have fledged and are no longer dependant on the nest.
- BR-11.** **If the project design cannot avoid shining navarretia on the property**, a mitigation and monitoring plan shall be developed by the project biologist to replace lost navarretia habitat at a 1:1 ratio on-site. The mitigation plan will provide details on appropriate mitigation sites, seed collection and distribution methods, and maintenance and monitoring requirements.
- BR-12.** **Interpretive signs shall be developed in cooperation with the project biologist** to inform guests at the Resort of the sensitive biological resources including the Golden Eagle nest located on and near the property. Signage shall be placed on all sides of the rare plant occurrence, and shall have specific information about the plant and its ecology, including photographs.
- BR-13.** **All occupied Golden Eagle nests shall be mapped using GPS or survey equipment.** The mapped locations shall be placed on a copy of the grading plans with a 500-foot buffer indicated. Work shall not be allowed within the 500 foot buffer while the nest is in use by eagles. The buffer zone shall be delineated on the ground with orange construction fencing where it overlaps work areas.
- BR-14.** **Occupied nests of special status bird species that are within 500 feet of project work areas** shall be monitored bi-monthly through the nesting season to document nest success and check for project compliance with buffer zones. Once nests are deemed inactive and/or chicks have fledged and are no longer dependant on the nest, work can commence.

BR-15. Interpretive signs shall be developed in cooperation with the project biologist to inform guests at the Resort of the sensitive biological resources located on and near the property. If the golden eagle nest continues to be occupied seasonally at the time the Resort opens to the public, signs shall be placed on the hilltop to exclude entry within approximately 500 feet of the eagle nest.

BR-16. Prior to removal of any trees over 20 inches dbh, a survey shall be conducted by a qualified biologist to determine if any of the trees proposed for removal or trimming harbor sensitive bat species or maternal bat colonies. Maternal bat colonies may not be disturbed.

BR-17. The following supplemental measures for kit fox protection are from the December 17, 2008 letter from Dan Meade of Althouse and Meade, Inc. The following measures when employed on the site, would reduce potential impacts to the San Joaquin Kit Fox. The consideration of these additional measures and the substantial widening of the proposed open space corridor, adjustment to the offsite mitigation requirements may be appropriate. The reduction of the mitigation ratio for kit fox payments from four to one to three to one can be made with review and approval by the Department of Fish and Game.

1. Kit fox friendly fencing shall be used for into all fences on the property, including the masonry screen wall, if project Biologist see as necessary. For chain link, wildlife, no-climb, or other wire fences with openings, at ground level less than eight inches square, kit fox passages shall be made in the fences every 100 yards. Passages shall be created by cutting wire and placing spreader bars to form a smooth 8-inch wide by 12-inch high, or as specified by the Endangered Species Recovery Program. In solid walls, an 8-inch diameter concrete pipe shall be placed at ground level in the wall every 100 yards.
2. Four SJKF escape dens and a chambered den shall be constructed as per guidelines provided in the Endangered Species Recovery Program. The precise location of each den shall be designated in the field by a qualified kit fox biologist.
3. BR-31. All pets on the property shall be kept on a leash at all times. Owners shall be required to clean up after their pets. Resort maintenance personnel shall conduct daily clean up on the property to remove pet waste.
4. BR 32. Lighting shall be shielded to prevent direct lighting of the riparian corridor. All lighting shall be directed down and shall be low intensity.
5. BR 33. Use of poisons including rodenticides on the property should be restricted. This is necessary to prevent primary or secondary poisoning of kit foxes and the depletion of prey populations on which they depend. All uses of such compounds should observe labels and other restrictions, mandated by the U.S. Agriculture, and other State and Federal legislation, as well as additional project-related restrictions deemed necessary by the Service. If rodent poison must be utilized, zinc phosphate should be used because of proven lower risk to kit fox. (U.S. Fish and Wildlife Service, 1999).
6. Quiet hours shall be observed after 10 pm every night to reduce disturbance.
7. Speed limits. To avoid accidental injury to animals on the property a speed limit of 10 miles per hour shall be enforced on the property for all vehicles. Speed limits shall be posted at the entrance gate and throughout roadways on the property.

8. To enhance habitat for use by kit fox vegetation management shall be conducted on neighborhood properties, including the City sewer facility on the north bank of the Heur Heuro Creek adjacent to the Paso Robles Motorcoach Resort property. Work shall consist of removal of overgrown vegetation and removal of barrier fence when appropriate.
9. Neighborhood fencing improvements shall be conducted where fencing is a barrier to kit fox movement on properties adjacent to the Paso Robles Motorcoach property. Improvements will consist of either replacement of fences with kit fox friendly fencing, or creation of kit fox passages in existing fences every 100 yards where feasible.

BR-18 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 **100 (50 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 City or State 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 **\$250,000**. 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 **100** 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 **\$250,000**. 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 City or State permit issuance and initiation of any ground disturbing activities.

BR-19 **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.

- BR-20** **Prior to issuance of grading and/or construction permits**, the applicant shall clearly delineate the following as a note on the project plans: “*Speed signs of 25 mph (or lower) shall be posted for all construction traffic to minimize the probability of road mortality of the San Joaquin kit fox*”. Speed limit signs shall be installed on the project site **within 30 days prior to initiation of site disturbance and/or construction**.
- BR-21** **During the site disturbance and/or construction phase**, grading and construction activities after dusk shall be prohibited unless coordinated through the City, during which additional kit fox mitigation measures may be required.
- BR-22** **Prior to issuance of grading and/or construction permit and within 30 days prior to initiation of site disturbance and/or construction**, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources (i.e. San Joaquin kit fox). At a minimum, as the program relates to the kit fox, the training shall include the kit fox’s life history, all mitigation measures specified by the City, as well as any related biological report(s) prepared for the project. The applicant shall notify the City shortly prior to this meeting. A kit fox fact sheet shall also be developed prior to the training program, and distributed at the training program to all contractors, employers and other personnel involved with the construction of the project.
- BR-23** **During the site-disturbance and/or construction phase**, to prevent entrapment of the San Joaquin kit fox, all excavations, steep-walled holes and trenches in excess of two feet in depth shall be covered at the close of each working day by plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wooden planks. Trenches shall also be inspected for entrapped kit fox each morning prior to onset of field activities and immediately prior to covering with plywood at the end of each working day. Before such holes or trenches are filled, they shall be thoroughly inspected for entrapped kit

fox. Any kit fox so discovered shall be allowed to escape before field activities resume, or removed from the trench or hole by a qualified biologist and allowed to escape unimpeded.

- BR-24** **During the site-disturbance and/or construction phase**, any pipes, culverts, or similar structures with a diameter of four inches or greater, stored overnight at the project site shall be thoroughly inspected for trapped San Joaquin kit foxes before the subject pipe is subsequently buried, capped, or otherwise used or moved in any way. If during the construction phase a kit fox is discovered inside a pipe, that section of pipe will not be moved. If necessary, the pipe may be moved only once to remove it from the path of activity, until the kit fox has escaped.
- BR-25** **During the site-disturbance and/or construction phase**, all food-related trash items such as wrappers, cans, bottles, and food scraps shall be disposed of only in closed containers. These containers shall be regularly removed from the site. Food items may attract San Joaquin kit foxes onto the project site, consequently exposing such animals to increased risk of injury or mortality. No deliberate feeding of wildlife shall be allowed.
- BR-26** **Prior to, during and after the site-disturbance and/or construction phase**, use of pesticides or herbicides shall be in compliance with all local, State and Federal regulations. This is necessary to minimize the probability of primary or secondary poisoning of endangered species utilizing adjacent habitats, and the depletion of prey upon which San Joaquin kit foxes depend.
- BR-27** **During the site-disturbance and/or construction phase**, any contractor or employee that inadvertently kills or injures a San Joaquin kit fox or who finds any such animal either dead, injured, or entrapped shall be required to report the incident immediately to the applicant and City. In the event that any observations are made of injured or dead kit fox, the applicant shall immediately notify the USFWS and CDFG by telephone. In addition, formal notification shall be provided in writing within three working days of the finding of any such animal(s). Notification shall include the date, time, location and circumstances of the incident. Any threatened or endangered species found dead or injured shall be turned over immediately to CDFG for care, analysis, or disposition.
- BR-28** **Prior to final inspection, or occupancy, whichever comes first**, should any long internal or perimeter fencing be proposed or installed, the applicant shall do the following to provide for kit fox passage:
- i. If a wire strand/pole design is used, the lowest strand shall be no closer to the ground than 12 inches.
 - ii. If a more solid wire mesh fence is used, 8" x 12" openings near the ground shall be provided every 100 yards
 - iii. Upon fence installation, the applicant shall notify the City to verify proper installation. Any fencing constructed after issuance of a final permit shall follow the above guidelines

Monitoring (San Joaquin Kit Fox Measures BR-18 to BR-26): Compliance will be verified by the City of Paso Robles, Planning Division in consultation with the California Department of Fish and Game. As applicable, each of these measures shall be included on construction plans.

BR-29 A pre-construction survey shall be conducted within thirty days of beginning work on the project to identify if badgers are using the site. The results of the survey shall be sent to the project manager, CDFG, and the City of Paso Robles.

If the pre-construction survey finds potential badger dens, they shall be inspected to determine whether they are occupied. The survey shall cover the entire property, 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 on the property between February and July, nursing young may be present. To avoid disturbance and the possibility of direct take 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 and July. 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 inactive 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 property during the pre-construction survey, the CDFG wildlife biologist for the area shall be contacted to review current allowable management practices.

Hazard Mitigation Measures

H-1 – Airport and Aircraft Safety: Development of any new land use on the project site shall not create an undue public safety risk from overflight of aircraft. The eastern portion of project site is in Airport Safety Zone 3 for turning and sideline zones and the western portion is Safety Zone 4 for outer approach and departure zones. All development plan, proposed use, or subdivision on the project site is subject to the nonresidential land use densities and open space requirements as provided in Chapter 4 of the Paso Robles ALUP which are excerpted below (Table 5, ALUP, 2007).

<i>Handley Property Airport Safety Areas</i>	<i>Maximum Land Use Density (persons/acre)</i>	<i>Maximum Single Acre Land Use Density (persons/acre)</i>	<i>Maximum Percent Open Space (% gross area)</i>
<i>Safety Zone 3</i>	<i>60</i>	<i>120</i>	<i>25²</i>
<i>Safety Zone 4</i>	<i>40</i>	<i>120</i>	<i>20²</i>

¹ No structures, congregations of equipment or vehicles, or public venues shall be located within 250 feet of any extended runway centerline and within 6000 feet of the corresponding runway end.

² When feasible, development should be planned in a manner that maintains maximum open space within 50 feet of any extended runway centerline.

H-2 - Airspace Protection: No object or structure may be erected, and no plant allowed to grow, to penetrate any “imaginary surface” as defined in Federal Aviation Regulations Part 77. Any proposed feature approaching these surfaces will be referred to the airport manager for review and recommendation. Building within the height limits of this specific plan will not approach the FAA imaginary surfaces.

H-3 - Operations Interference: No use shall be established which produces visually significant quantities of smoke.

H-4 - Bird Attractants: No use shall be established and no activity conducted which attracts birds to the extent of creating a significant hazard of bird strikes. Examples are outdoor storage or disposal of food or grain, or large, artificial water features. This provision is not intended to prevent enhancement or protection of existing wetlands, the mitigation of impacts to wetlands or construction of required detention basins.

H-5 Avigation Easements: At the time of subdivision development, avigation easements shall be recorded for each affected parcel in a form approved by the County of San Luis Obispo Airport Land Use Commission.

H-6 Real Estate Disclosure: All owners, potential purchasers, occupants (whether as owners or renters), and potential occupants (whether as owners or renters) shall receive full and accurate disclosure concerning the noise, safety, or overflight impacts associated with airport operations prior to entering any contractual obligation to purchase, lease, rent, or otherwise occupy any property or properties within the airport area. The format of the disclosure shall be approved by the County of San Luis Obispo Airport Land Use Commission.

Cultural Resources Mitigation Measures

CR-1: Prior to issuance of development permits, the applicant shall retain a qualified historic archaeologist to monitor initial grubbing and grading on the site and to develop a recovery program if necessary. The monitor shall have the authority to stop work in the event potentially significant cultural resources are discovered.

CR-2: In the event archaeological resources are unearthed or discovered during any construction activities, the following standards apply:

- a. Construction activities shall cease, and the Community Development Director shall be notified so that the extent and location of discovered materials may be recorded by a qualified archaeologist, and disposition of artifacts may be accomplished in accordance with state and federal law.
- b. In the event archaeological resources are found to include human remains, or in any other case where human remains are discovered during construction, the County Coroner is to be notified in addition to the Community Development Director so that proper disposition may be accomplished.

Mitigation Monitoring and Reporting Plan

Project File No./Name: PD 8-001, CUP 8-001 – Paso Robles RV Park (Amendment)

Approving Resolution No.:

Date: February 14, 2012

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/Timing	Monitoring Dept or Agency	Shown on Plans	Verified Implementation	Remarks
AQ-1	Project/Prior to issuance of a permit	Planning Division, State Inspector			
AQ-2	Project and Ongoing /Prior to issuance of a permit	Planning Division State Inspector			
AQ-3	Project/Prior to issuance of a permit	Planning Division, State Inspector			
AQ-4	Project/Prior to issuance of a permit	Planning Division, State Inspector			
AQ-5	Project/Prior to issuance of a permit	Planning Division, State Inspector			
AQ-6	Project and Ongoing /Prior to issuance of a permit	Planning Division, State Inspector			
T-1	Project/Prior to issuance of a permit	Building & Engineering Dept.			
T-2	Project/Prior to occupancy of Phase I	Engineering Dept.			
BR1-BR7	Project Design/Prior	Planning Division			

Mitigation Measure	Type/Timing	Monitoring Dept or Agency	Shown on Plans	Verified Implementation	Remarks
	to permit issuance				
BR-8	Project/on-going	Planning Division			
BR9-BR15	Project/prior to permit	Planning Division			
BR-16	Project/on-going	Planning Division			
BR-17	Project/prior to permit issuance	Planning Division			
BR-18	Project/prior to permit issuance	Planning Division			
BR19-BR22	Prior to permit issuance	Planning Division			
BR23-BR27	During project grading/const.	Planning Division			
BR-28	Prior to final, Phase I or Phase II	Planning Division			
BR-29	Prior to permit issuance	Planning Division			
H1-H4	On-going Hazards, Airport	Airport Manager			
CR-1	Project/Prior to permit issuance	Planning Division			
CR-2	Project/on going	Planning Division			


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

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 08-001/
CUP 08-001 Amendment (Paso Robles RV Park) on this 28th day of December 2011.

City of El Paso de Robles
Community Development Department
Planning Division

Signed: 
Theresa Variano

forms\mailaffi.691

PROOF OF PUBLICATION

LEGAL NEWSPAPER NOTICES

PLANNING COMMISSION/CITY COUNCIL
PROJECT NOTICING


Newspaper: Tribune

Date of Publication: December 29, 2011

Hearing Date: January 10, 2012
(Planning Commission)

Project: Planned Development 08-001 and
Conditional Use Permit 08-001 Amendment
(Paso Robles Motorcoach Resort)

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

forms\newsaffi.691

CITY OF EL PASO DE ROBLES
NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Planning Commission of the City of El Paso de Robles will hold a Public Hearing on Tuesday, January 10, 2012, 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 the following project:

PD 08-001 & CUP 08-001 Amendment: The Paso Robles RV Park project was approved in March of 2009 (Previously Paso Robles Motorcoach Resort) to construct an RV Park on the approximate 76-acre site located at the northern end of Golden Hill Road. The Applicants are proposing to amend the project as follows:

- Consider a new design that would reduce the disturbed area (grading) from 73 acres to 50;
- Reduce the number of paved roads;
- Reduce the RV space size and reduce the use of permeable materials;
- Relocate reception building to the northeast, further away from Golden Hill Road;
- Replace the masonry wall with an open fence with screening landscaping;
- Reduce the number of retaining walls;
- Eliminate the RV sites at the south east corner of the site, which reduces views of RVs from Golden Hill Road;
- Request to review various conditions of approval related to road improvements and fees;
- Addendum to the Mitigated Negative Declaration related to Kit Fox mitigation.

Since the project was previously approved along with a Mitigated Negative Declaration (MND), and since the proposed project amendments will reduce the projects disturbed area from approximately 73 acres down to 50 acres, changes to the MND would consist of minor technical changes related to Kit Fox mitigation. The California Environmental Quality Act (CEQA) Section 15164, allows an agency to prepare an "Addendum to a Negative Declaration" to be considered by the Planning Commission and need not be circulated for public review.

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 amendment to Planned Development and Conditional Use Permit, and corresponding Addendum to the Negative Declaration 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 29, 2011

6970466