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Kirk Consulting

RANCH COAST PROPERTIES INC. AND ERKSINE PROPERTY TRUST

GENERAL PLAN AMENDMENT AND 13 LOT VESTING TENTATIVE TRACT MAP

WISTERIA LANE, PASO ROBLES, CA 93446

APNs 025-435-029, 030, 031

Updated February 2016

GENERAL DESCRIPTION

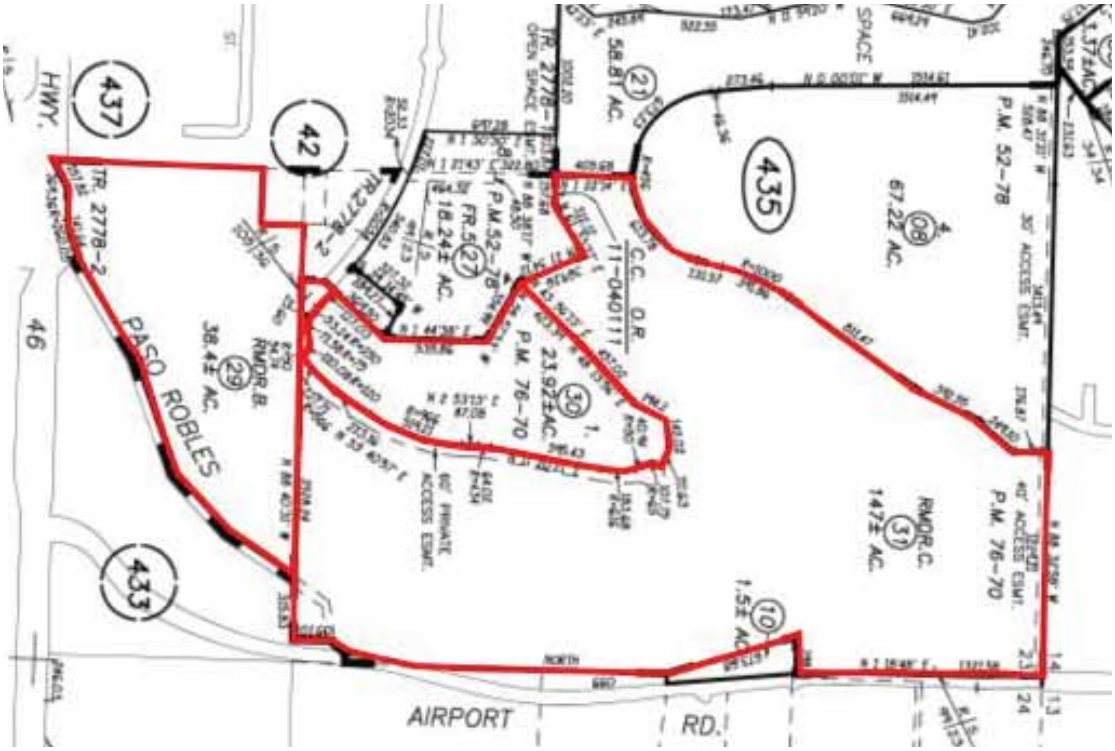
The following application includes a General Plan Amendment / Zoning Map Amendment, and 13 Lot Vesting Tentative Tract Map. The proposal is to subdivide 3 existing parcels, APNs 025-435-029, 030, 031, into 13 lots and one remainder parcel. The application also includes a General Plan Amendment / Zoning Map Amendment, to re-designate the land use category for 12 of the 13 parcels in the proposed subdivision and three lots located in Tract 2778. No specific plans for use of the building sites on the individual lots are proposed at this time.

The site is located at the eastern end of Wisteria Lane in the City of Paso Robles, CA. It is currently accessed from Hwy 46 East, to Golden Hill Road (northern section) and onto Wisteria Lane. This is currently the only access. The City has slated future access to this site in the City's General Plan, Circulation Element. The Golden Hill Business Park and Lowe's shopping center is located to the west, the Ravine Water Park to the southeast, and agriculture land and single family residences to the east and north. The site has multiple land use designations (Planned Industrial, Residential Agriculture and Parks and Open Space) and is subject to the City of Paso Robles Airport Land Use Plan Safety Zone's 2-4.

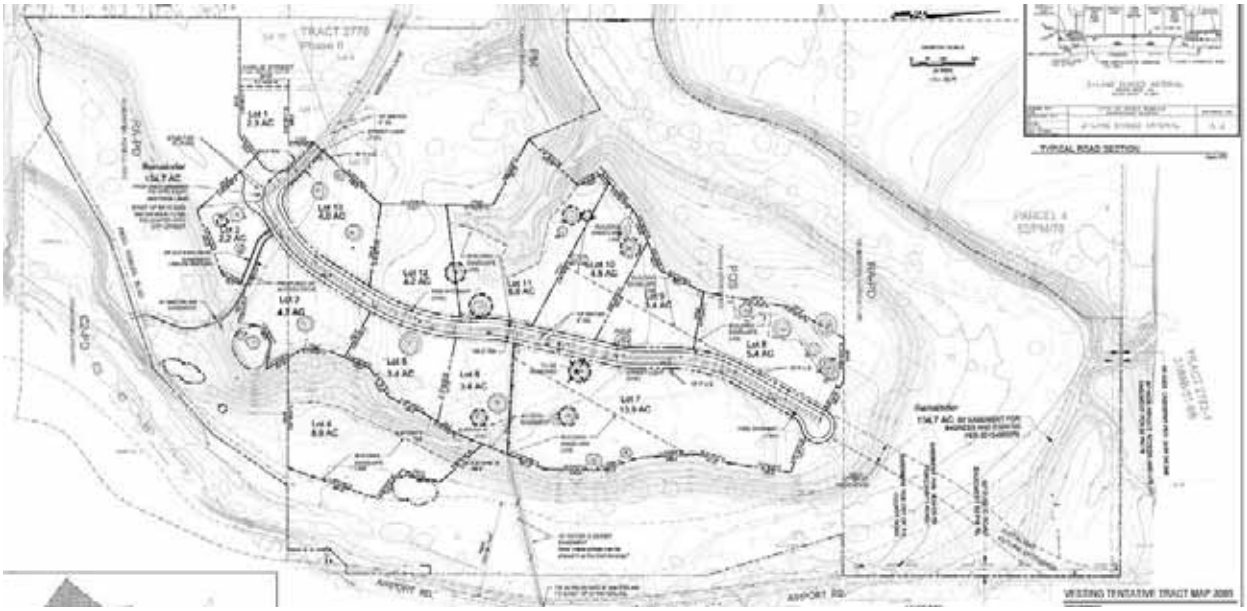
Vesting Tentative Tract Map

This application includes the subdivision of the three existing parcels on Wisteria Lane to create 13 parcels ranging in size from +/-2 acres to 13 acres and one remainder parcel of 134.0 acres. The resulting parcels are consistent with the lotting pattern of the surrounding land uses such as the Golden Hill Business Park and other commercial lots that are being developed in the area. The parcels have been sited in gently sloping areas that can easily accommodate future commercial development with minimal impacts to the environment. Building envelopes have been identified on the tentative map to ensure sensitive resources, such as oak trees, cultural sites and steeper slopes are retained and not impacted by future development.

EXISTING PARCEL MAP 025-435-029, 030, 031



PROPOSED VESTING TENTATIVE TRACT MAP 3069



The map includes a 2-lane arterial access road which will be improved through the project site terminating at a cul-de-sac at the eastern edge of Lot 7 and Lot 8. An offer of dedication is being provided as part of the project extending from the cul-de-sac to the southeastern edge of the property. The offer of dedication is intended to facilitate a future connection to Airport Road consistent with the General Plan's Circulation Element. This subdivision recognizes the City's future plans and has been designed to accommodate them.

General Plan Amendment

The application is requesting the following amendments to the City of Paso Robles General Plan Land Use Designations for future uses:

- Lots 9-11 (Tract 2778): Business Park to Commercial Services
- Lot 1: Ag/Parks and Open Space to Commercial Services
- Lots 2: Ag to Commercial Services
- Lots 3: Ag / Parks and Open Space to Business Park
- Lots 5-12: Parks and Open Space to Business Park
- Lot 13: Ag / Parks and Open Space to Business Park
- Remainder Parcel and Lot 4 : No changes are proposed

Rezone Amendment

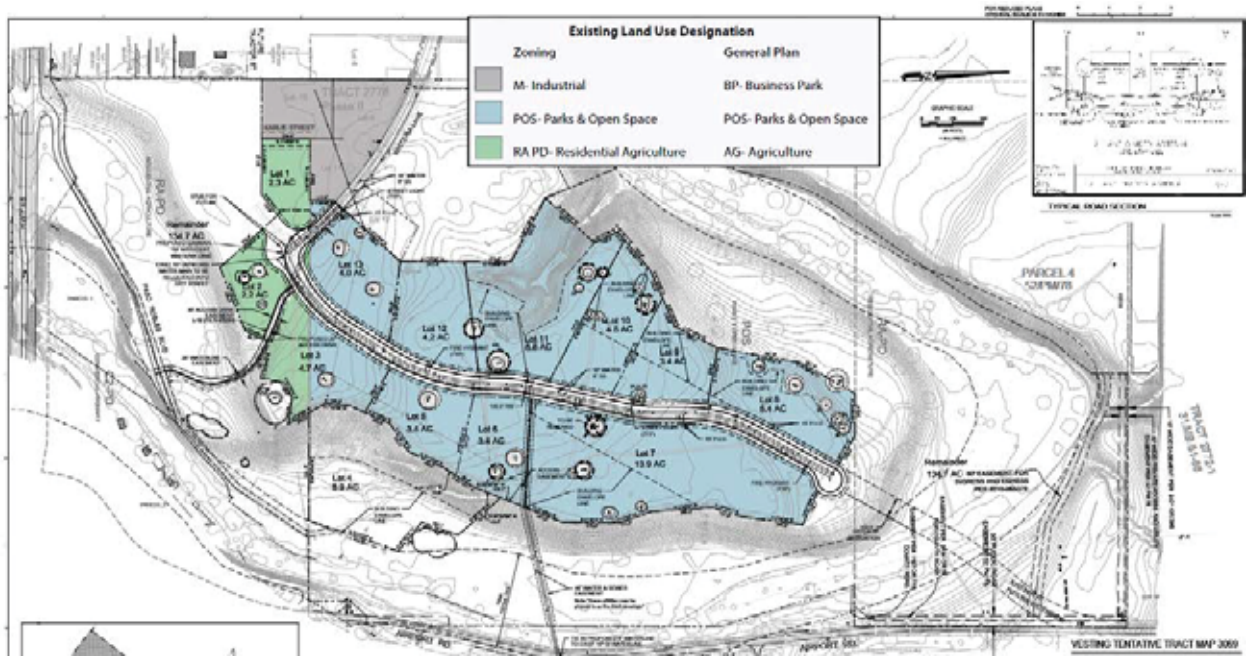
This portion of the application includes the rezoning of the following subdivided lots for future uses: (existing to proposed)

- Lots 9-11 (Tract 2778): Industrial to Commercial Light Industry (C3)
- Lots 1-2: Residential Agriculture Planned Development (RA) to Commercial Light Industry (C3)

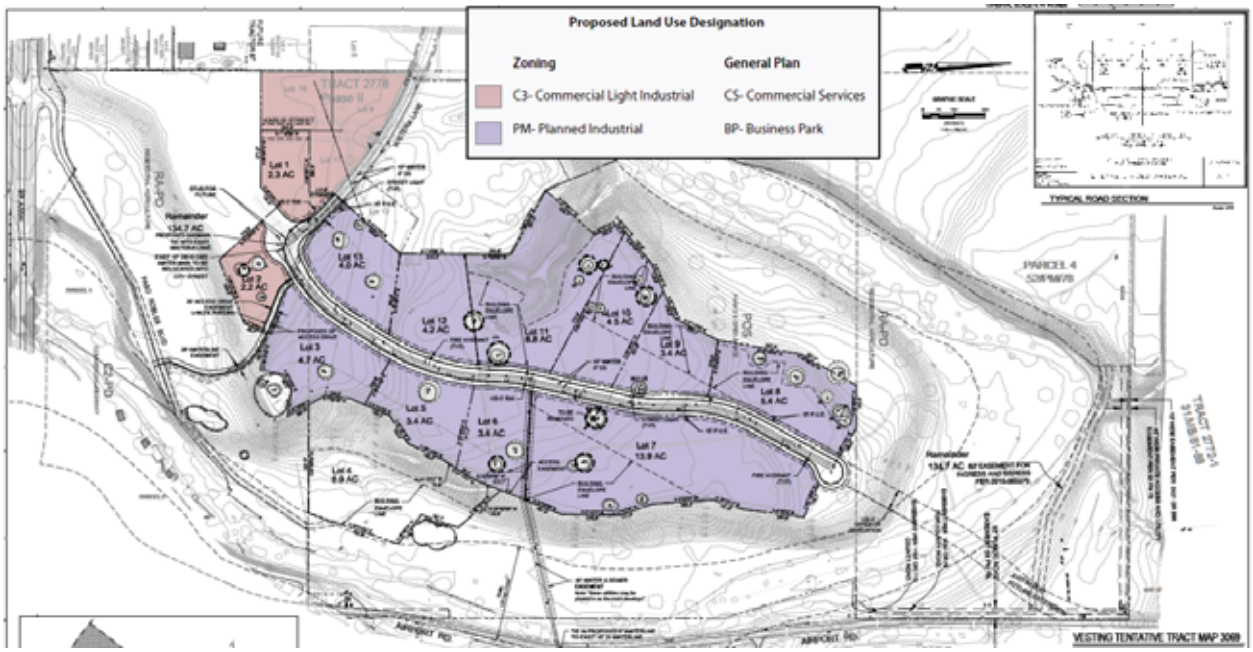
- Lots 3: Residential Ag Planned Development (RA) / Parks and Open Space (POS) to Planned Industrial (PM)
- Lots 5-12: Parks and Open Space (POS) to Planned Industrial (PM)
- Lot 13: Residential Agriculture Planned Development (RA) / Parks and Open Space (POS) to Planned Industrial (PM)
- Remainder Parcel and Lot 4 : No changes are proposed

Amending the General Plan and Zoning designations of these parcels will allow for future land uses that are consistent with the existing development pattern in the surrounding area and on Wisteria Lane. Further, the Planned Industrial and Commercial Services zoning categories will provide an economic benefit to the City and its residents as it will create the opportunity for increased commercial and employment growth within the City Limits. Additionally, the project will facilitate a future arterial road connection to Airport Road, consistent with the City's Circulation Element.

EXISTING ZONING



PROPOSED ZONING



Airport Land Use Plan

The property is located in close proximity to the Paso Robles Municipal Airport and within the Airport Influence Area. Safety Zones 2-4 overlie the property and a portion of the property is located within a runway extension area. Each safety zone sets forth use restrictions and density limitations which place thresholds on the type and intensity of future development and the runway extension area has a use limitation which prohibits structures, congregations of equipment or vehicles, or public venues within 250 feet of the extended runway centerline (Zone 2). Build-out scenarios consistent with the ALUP density limitation were analyzed and are provided with the application.

Based on the current safety zone density limitations, ultimate build-out of the project could provide up to +/- 440,000 sf of Planned Industrial (Industrial Park) development and +/- 183,200 sf of Commercial Services (Light Industrial) development. In order to ensure full disclosure is provided during the environmental review process, the development scenario included in the General Plan Amendment / Zoning Amendment application anticipates the maximum build-out scenario allowed under the ALUP. These assumptions were analyzed with the resource studies prepared for the project. Building limit lines have been identified on lots 7-10 to ensure structures and uses are not located within the runway setback limitations outlined in Table 5 of the ALUP.

TABLE 5: MAXIMUM ALLOWABLE NONRESIDENTIAL LAND USE DENSITIES AND MINIMUM REQUIRED OPEN SPACE

Airport Safety Area	Maximum Land Use Density (persons/acre)	Maximum Single Acre Land Use Density (persons/acre)	Minimum Percent Open Space (% gross area)
Airport Property	n/a	n/a	n/a
Zone 1 - Runway Protection Zones	0	0	100
Zone 2 - Inner Approach/Departure Zones	20	40	30[1]
Zone 3 - Turning and Sideline Zones	60	120	25[2]
Zone 4 - Outer Approach/Departure Zones	40	120	20[2]
Zones 5 and 6	150	450	10

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.

ENVIRONMENTAL IMPACTS

BIOLOGICAL

The project site is currently vacant. A Biological Assessment and a Kit Fox Evaluation was conducted for the project site. The Biological Assessment includes a series of mitigation measures to ensure implementation of the project will not have an adverse impact to biological resources that may occur on the project site. A Kit Fox Evaluation was conducted on the property and concluded that 53.4 acres of Kit Fox habitat may be affected by the project. The Kit Fox Evaluation resulted in a score of 65 points which requires that Kit Fox habitat loss be mitigated at a 2:1 ratio. The owner is planning to mitigate the kit fox habitat conversion by participation in an approved in lieu fee program which will provide for the protection in perpetuity of suitable habitat within the kit fox corridor located within San Luis Obispo County.

It is anticipated that the mitigation measures and recommendations included in the report will be incorporated into the CEQA document and future conditions of approval.

TREE MITIGATION

A&T Arborists have provided recommendations to protect trees onsite both during the design phase and construction of the project site. As the land has historically been used for grazing, there are very few trees on the site that are less than 40 years old. The oak trees on the property have been rendered potentially hazardous for any development within about 50 feet from the trunk; therefore, all development will avoid the critical root zones (CRZ). The radius of this circle, in feet, is equal to the diameter, in inches, of the tree. Any changes or work done near or on the CRZ will receive project arborist's review and implementation for potential

mitigation measures before any said changes or construction proceeds. If the mitigation measures described by the arborists are followed, there will be minimal long-term significant impacts to the native trees.

The Tentative Tract Map of this project will eventually include the development of a new roadway to provide easier access to the subdivided parcels. An inventory of the oak tree's on site revealed that trees #20-22 would need to be removed due to their location on the edge of the road. The project has since be revised to adjust the roadway in order to retain the three healthy trees and instead tree 19 will be required to be removed, Tree 19 was determined to be in poor health by the project arborist. As specific future uses have not yet been designated for the project site, no other trees will be negatively impacted at this time. Please refer to the attached arborist report and map.

TRAFFIC

Wisteria Lane is an east-west, two-lane roadway in northern Paso Robles. It provides access to the Golden Hill Business Park and also serves as a private road to a small number of residences. There is no signed speed limit, but based on observations, vehicular travel speeds are upward of 30 mph. There is no transit service provided in the vicinity of the project site; the nearest being at the corner of Dallons Drive and Buena Vista Drive. The roadway width of Wisteria Lane, 48 feet wide, provides sufficient room for vehicles and cyclists to travel in the same direction parallel to each other. Sidewalks are present along Wisteria Lane.

Specific uses of the property have not yet been designated, however assumptions for potential land uses and development were anticipated based on proposed land use designation change and Airport Land Use density thresholds (refer to Land Use Matrix table included in this application). This information was utilized to evaluate the potential impacts for existing, existing plus project, and cumulative scenarios.

Based on the land use development assumptions, it is anticipated that the project could develop +/- 183,200sf of Commercial Service (Light Industrial) uses and +/- 440,000 sf of Planned Industrial (Industrial Park) uses. Traffic trips associated with these assumptions would yield a total of 4,452 daily traffic trips (614 am peak trips and 603 pm peak hour trips). The traffic study analyzed how these added trips would affect existing plus project, near term and cumulative circulation. The analysis evaluated the Wisteria Lane/Golden Hill Rd intersection, Dallons Drive/Golden Hill Rd and State Route 46E/Golden Hill Rd intersections.

Existing conditions revealed no deficiencies. All of the existing intersections operation at a LOS C or better. Existing Plus Project conditions noted deficiencies at the Wisteria Lane/Golden Hill Rd intersection where a queuing issue is reported. This deficiency could be improved with the installation of a dedicated northbound right turn lane at the intersection of Wisteria

Lane/Golden Hill Rd. Near term conditions with project added trips, would impact the Wisteria Lane/Golden Hill intersection.

The traffic engineer provided options to mitigate by:

- Adding a dedicated northbound right hand turn lane
  (same as described in Existing Plus Project conditions)
- Connect project site to SR 46E via Paso Robles Boulevard extension
- Single lane roundabout
- Traffic signal

The applicant's position is to install a traffic signal at the Wisteria Lane/Golden Hill intersection.

Cumulative conditions noted deficiencies at the three study intersections. Implementing parallel local routes, funded via payment through the City's traffic fee program will provide mitigation as well as the project's offer of dedication to extend Paso Robles Boulevard will also provide a mechanism to improve the City's parallel local routes and implement the City's future routes noted in the Circulation Element. The mitigations described for the Wisteria Lane/Golden Hill intersection would also apply to Cumulative conditions. The Dallons Drive/Golden Hill intersection would require installation of a traffic signal or roundabout to provide acceptable operations.

CULTURAL STUDY

The Central Coast Information Center search results did not identify any previously documented cultural resources within the project area and within a 0.5 mile radius. The Native American Heritage Commission Program declared that the Sacred Land File did not indicate the presence of Native American cultural resources in the project area. Historic Debris were not considered on the site due to their lack of potential to qualify as historical or unique archaeological under CEQA. A low density lithic debitage and tool scattering measure was found near proposed lot 3 and lot 4. The lots and building envelopes have been designed to avoid these areas. Please refer to the copy of the Phase I Archeological Assessment provided with this application.