



City of El Paso de Robles

“The Pass of the Oaks”

PLANNING COMMISSION AGENDA ADDENDUM 1

Teleconference Only

May 26, 2020
6:30 P.M.

The meeting agenda (linked to staff reports and the Environmental Impact Report) is available online [here](#) and in the [Agenda Center](#).

Please note that due to the **COVID-19 Emergency** and related public health officer orders, **Planning Commission meetings** will be held by **Teleconference Only** until further notice.

Rather than attending in person, **project applicants** and members of the **public** must **call (805) 865-7276** to participate via phone (the phone line will open just prior to the start of the meeting at 6:30 PM) or written public comments can be submitted prior to the meeting via email to planning@prcity.com.

A **video stream** of PC meetings **presentations** will be **live-streamed** and available to play later on **YouTube** by accessing the following link: www.prcity.com/youtube

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TEMPLETON AREA ADVISORY GROUP

Addressing the Area's Land Use Planning Since 1994
PO Box 1135 Templeton, CA 93465

Darren Nash, City Planner Paso Robles
dnash@prcity.com

May 21, 2020

Dear Mr. Nash,

Thank you for the courtesy of allowing Templeton Area Advisory Group (TAAG) to review the DEIR for the Gateway Annexation Project. The TAAG Board reviewed this DEIR report at its publicly noticed special Board meeting on Thursday evening, April 23, 2020. Our meeting was conducted via a Zoom teleconferencing system in order to provide for public participation and public comment during the meeting. This letter was approved by the TAAG Board at their May 21, 2020 Zoom meeting.

The DEIR estimates that the Gateway project will add greater than 5000 vehicle trips per day. TAAG and the Templeton community are very concerned regarding the traffic impact that this project will have on the area with respect to the existing 101/46 West interchange and with the Templeton 101/Main Street interchange a mile to the south. The proposed project will substantially impact local residents who shop and dine at the Target Shopping center located immediately adjacent to the Hiway 46 West/US 101 intersection. The shopping center's primary access is from the 46 West stop-light-controlled intersection that will also serve as the primary entrance/exit for the proposed Gateway project after the realignment of Vine Street.

The Gateway project proposes to realign the Vine Street intersection across 46 West onto Theatre Drive, making this a four-way intersection. In our opinion the proposed traffic design and project construction will significantly increase the traffic flow southbound on Theatre Drive down to the Templeton 101/Main Street interchange. This interchange is already a significant problem at this time because of existing traffic flows. The DEIR estimates that the realignment of Vine Street with 46 West and the proposed Gateway project will add only 10-12 additional vehicle trips during the 2-hour morning and evening "rush hours" at 101/Main Street interchange. TAAG believes that the DEIR estimate of increased traffic flow to 101/Main Street intersection is too low.

The traffic engineers indicated that the 101/46 West interchange requires a substantial redesign that would include two roundabouts because of existing and projected traffic volume. Such a project would be dependent on State/Caltrans and other funding. The engineers also indicated that there are no definite plans for such a project scheduled in the foreseeable future. It is questionable if State funding will ever be available for such a project.

Addendum 1A

TAAG strongly recommends that development of this proposed Gateway Annexation project site not proceed until after the two proposed roundabouts have been constructed at the CA 46 West/US 101 interchange as well as the Vine Street/Theatre Drive realignment.

Thank you for your consideration.

Sincerely,

Bruce Jones, TAAG Chairman

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M E M O R A N D U M

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Date: May 26, 2020

To: Warren Frace, Director
Community Development Department, City of Paso Robles

Project: Paso Robles Gateway Project

From: Mattie Magers, Environmental Planner
Richard Daulton, MURP, Principal/Vice President

E-mail: mmagers@rinconconsultants.com; rdaulton@rinconconsultants.com

Re: Response to Additional Traffic Comments on Paso Robles Gateway Project

This memorandum provides responses to comments received from Templeton Area Advisory Group (TAAG) on May 21, 2020 and Mary K. Housinger (private citizen) on May 22, 2020, regarding the Paso Robles Gateway Project.

Response to Comments

The Project’s potential transportation impacts are discussed in Section 4.13, Transportation/Traffic, of the Draft EIR. The analysis in this section is based on the June 2019 Revised Traffic and Circulation Study (Traffic Study), and the February 2020 Supplemental Traffic Analyses memorandum prepared by Associated Transportation Engineers (ATE) for the Project, included in Appendix H to the Draft EIR. The Traffic Study and Supplemental Traffic Analyses evaluated the impacts of the Project on the U.S. 101 on and off ramp intersections at the SR 46 West and Main Street interchanges.

The trip generation analysis includes an estimate of internal capture trips and the amount of pass-by traffic, the geographic distribution of trips, and the assignment of the Project-generated traffic to road segments and intersections in the vicinity. Project trip routing was forecasted using the City’s traffic

model, which includes the SLOCOG's Regional model. The trip generation and distribution were reviewed by Caltrans and the County and accepted by both agencies. In addition, the trip generation was provided to SLOCOG's consultant GHD who used the information for the update of the U.S. 101/SR 46 West roundabout analysis. This analysis was accepted by Caltrans, the responsible agency for U.S. 101.

Motorists will use the shortest, most convenient path of travel available to them. The realignment of South Vine Street will improve overall signal level of service (LOS) at the interchange, even with the addition of project traffic. The signal at South Vine Street and SR 46 West will be removed with the realignment. The South Vine Street green time will then be re-allocated to the remaining signals. This means that there will be more green time for through traffic, so the queues can clear out. Additional green times means that it will be more convenient to use the interchange than to take the longer, 1.5-mile, route to Main Street to access U.S. 101. However, the analysis indicated that a small portion of the traffic will use the Main Street interchange. The project is therefore conditioned to pay County Templeton Road Improvement Fees for those peak hour trips, further discussed below.

As discussed in Section 4.13 of the Draft EIR, since the early "2000's", the City of Paso Robles and Caltrans have worked cooperatively on the U.S. Highway 101/State Route 46 West Interchange Modification Project. The Interchange Modification Project will reduce existing and future congestion by improving operations at the U.S. 101/SR 46 West interchange. Phase one of the Interchange Modification Project, relocating Theatre Drive to a new intersection with SR 46 West, was completed by the City 10 years ago. Phase two of the Interchange Modification Project includes the realignment of South Vine Street through the CENCO property (collective of three parcels located between the Project site and the intersection of U.S. 101 and SR 46 West) and the Project site. Phase two will only be financially feasible with the cooperation of the Project and the dedication of public right-of-way for the realignment. The proposed final phases, phases three and four, of the Interchange Modification Project involve the construction of roundabouts at the U.S. 101/SR 46 West northbound and southbound ramp terminals.

A final right-of-way alignment and land dedication for the South Vine Street realignment has been certified in the Settlement Agreement entered into by the city, the Gateway Project applicant and property owner (Quorum Realty Fund IV, LLC [Furlotti]), and CENCO Investments on August 2, 2016. This Settlement Agreement outlines the design, construction, and improvement obligations of the city, Furlotti, and CENCO for the completion of the South Vine Street improvements. The analysis of potential Project impacts in the Draft EIR assumes implementation of the South Vine Street realignment in accordance with the terms of the Pre-Annexation and Development Agreement for the Project. This South Vine Street realignment would improve traffic flow to a substantial degree and would offset potential Project traffic congestion impacts that might otherwise be expected at facilities near the site.

As discussed in the Draft EIR, the project would improve the traffic LOS on the U.S. 101 southbound off-ramp at SR 46 West from LOS D for Existing conditions to LOS C under Existing + Project conditions as a result of the proposed South Vine Street realignment. Accordingly, traffic operations at the interchange would be improved under the future Cumulative and General Plan Buildout scenarios as a result of the South Vine Street realignment facilitated by the project. Intersection operations include traffic movements between the two sides of the interchange, which are coordinated by the signal timing so that queues between the intersections are managed. The existing intersections operate in a "push-pull" signal system to manage vehicle queues. Vehicle queues at the U.S. 101/SR 46 West off-ramps would be improved by the addition of the project because of improvements to traffic flow as a result of the realignment of South Vine Street, thus ensuring that the project would not cause an exceedance of the storage capacity for peak hour queues on these off-ramps. Overall, the South Vine Street realignment, as facilitated by implementation of the Project, would improve operations at the U.S. 101/SR 46 West interchange, with or without implementation of phases three and four of the Interchange Modification Project, which would construct roundabouts at the U.S. 101/SR 46 West northbound and southbound

ramp terminals. The ultimate completion of phases three and four once funding becomes available would further improve these operations.

The Draft EIR acknowledges that the U.S. 101/Main Street interchange ramps in Templeton already operate unacceptably during the AM/PM peak hours. Because the project would add trips to this interchange, Mitigation Measure T-5 in the Draft EIR requires the applicant to pay the currently adopted Templeton Road Improvements Fee to mitigate its trips. The San Luis Obispo County Board of Supervisors recently updated the Templeton Road Improvements Fee on October 15, 2018 to establish fair share contribution amounts for the planned U.S. 101/Main Street interchange improvements. The project is located outside of the Templeton Road Improvements Fee area. However, since the project has an impact at this interchange, the City is requiring the project applicant to pay the Templeton Road Improvements Fee to mitigate the impact to the extent practicable.

Addendum 1C

From: [Mary K Housinger](#)
To: [Planning](#)
Subject: Gateway Annexation Project
Date: Friday, May 22, 2020 2:10:39 PM

Hello,

I am writing with a concern about traffic increases that will occur on Hwy 46 West and the 101 intersection. I am a home owner that lives on Del Sol Place approximately 1/2 mile west of Theater Drive. I utilize the intersection of Hwy 46 and the 101 daily and am most often stuck in traffic when trying to access either the north or south bound 101. I have lived on Del Sol Place since 2013 and the increase of traffic entering and exiting the 101 has increased dramatically. This increase is not only due to passenger cars but most noticeably large semi truck/semi trailers that often only allow one semi through any given light. As a result, back ups occur during rush hours daily and absolutely every weekend day, and often are more than a half mile long.

I have read the traffic impact report and it looks like moving Vineyard Drive to meet up with Theater Drive is a good idea. However, that is not addressing the real problem which is access and entry to the 101. The report states that on Sunday afternoons when travelers are heading home after vacationing here that there is increased traffic. This is true and it is often the case I cannot exit my lane during these hours, however, it is not just on Sunday afternoons in the summer months. As Paso Robles has become more widely known for its hospitality and wine industry, the back up happen on a very regular basis and for several days in a row.

The 5 lane entrance/exit of the Hwy 46 West/101 intersection is already more than inadequate for current traffic levels and adding new homes, hotels, and retail space will make this problem unsustainable. I strongly encourage you to mandate that as part of the Gateway Annexation the developers pay to have the Hwy 101/46 West interchange completely reworked to ease not only single passenger vehicles but also to address the problem with semi trucks and trailers.

Sincerely,
Mary K Housinger
983 W. Hwy 46

From: [Matthew Brynildson](#)
To: [Planning](#)
Subject: Paso-Robles-Gateway-Annexation
Date: Monday, May 25, 2020 8:21:21 AM
Importance: High

2250 Del Sol Place
Paso Robles CA 93446
5.25.2020

Dear Council Members

I am a home owner at 2250 Del Sol Place in Paso Robles and a 20 year Firestone Walker Brewing Company Brewmaster working at 1400 Ramada Dr. I have witnessed first-hand the growing issues related to traffic congestion at the Ramada Dr / HWY 101 underpass intersection and connecting roads. I would like to submit my concerns prior to the Tuesday night virtual meeting for the Gateway Annexation development along Vine Street at Highway 46 west. The biggest concern that I have is the amount of traffic that a new development of homes/hotels/retail space will have on our already bogged down Hwy 46/101 intersection. It is a regular occurrence that traffic is backed up on the 46 West, well beyond Del Sol Place, which blocks the home owners who live on this street and creates serious traffic related safety issues for motorists and cyclists. This is largely due to the 101 underpass being clearly overburdened. This is a problem that has increased significantly in recent years, even after the most recent intersection improvement project. Aligning Vine Street with the Theater Drive entrance by itself will not remedy the 101 intersection traffic issues that this proposed Gateway Annexation development will exacerbate. It is logical that this underpass bottle neck and surrounding traffic congestion be addressed in a greater way as a mandatory part of this project being approved, since the project will add a significant amount of traffic to an existing overburdened and dangerous intersection.

At Firestone Walker, we are lucky being on the east side of HWY 101, as trucks can still slip in/out including heading down Ramada towards Templeton when traffic is really bad on west side of the intersection.

Thank you for your kind consideration.

Sincerely

Matt Brynildson // Brewmaster
Firestone Walker Brewing Company
805.331.5616

ROSS THOMS

AMBUSH TRAIL • PASO ROBLES, CA 93446

May 25, 2020

COMMUNITY DEVELOPMENT DEPARTMENT
1000 SPRING STREET
PASO ROBLES, CA 93446

To Whom It May Concern:

I live on Ambush Trail, just over a small ridge from the proposed Gateway project. My house and two small parcels are mostly surrounded by property and vineyards owned by Mr. Furlotti. For those in attendance that are concerned about this large development, I understand those concerns. I too wonder how the construction and eventual infrastructure will reshape my neighborhood and how I experience daily life.

Today I'd like to speak not of those concerns, as I'm sure others will, but of my personal experience with Mr. Furlotti as a neighbor. As I mentioned his property nearly surrounds my own. He has a vineyard adjacent to my house, and we both have easements across each other's property. What everyone wants as a baseline relationship with such a neighbor is that they tread lightly, not disrupt one's daily life, and not create problems where none currently exist. Mr. Furlotti has been a respectful neighbor in that regard. When we had occasion to meet I was enthused to find a gentle and thoughtful man, rather than the hard-nosed and dismissive businessman I expected. He has not contested my easements or water rights. His vineyard managers, Vineyard Professional Services, have been deferential and open to even the slightest of my requests. When conducting necessary tree trimming along our road they permitted me to instruct the arborists on what not to cut on trees nearest and most important to my house. They have done excellent erosion control. Without prompting they installed speed limit signs before and after my house to indicate to workers to drive slowly. Of the few concerns I have voiced, each has been met with a willing ear and meaningful response.

I hope and trust that whatever development is approved for the gateway project, it will be conducted in the same spirit and manner that I have already experienced.

Sincerely,

Ross Thoms

Public Comments: The Paso Robles Gateway - The Environmental Impact Report- SCH#2013101050

Comment #1: Infrastructure

Infrastructure should be completed first before construction. There are multiple issues with traffic that currently exist at the intersection of state highways 46 west and 101. In 1998, we paid for a state traffic analysis that determined the current status, at the time, was only guaranteed until 2015. Paso Robles is a tourist destination and a continually growing attraction. Traffic is entirely jammed on most weekends from exiting southbound from the HWY 101 or approaching east from the HWY 46W. The HWY 46W is the main scenic corridor to the scenic HWY 1's town, Cambria, CA and the famous Hearst Castle. Not to mention, there are dozens and dozens of wineries to visit which is one of Paso Robles top attractions.

Our property is on Twelve Oaks Drive, approximately 1/2 mile from this highway junction and backs up to the 170 acre Gateway Annexation. During traffic jams we are not able to exit our driveway to head east towards the highway junction. The influx of vehicles and traffic light at Theatre Drive causes the major back-up and may take up to 10 traffic light rotations before your vehicle may finally reach the highway 101 ramp. Sometimes we are even forced to drive the back roads to reach town: Arbor Road to Kiler Canyon Road to Vine Street. These are non-paved county roads and entirely out of the way to get into town. Adding the hotels and residential units will more than significantly compound the roadways.

Are Paso Robles City, San Luis County, and the State in agreement on infrastructure plans?

Comment #2: Water

The parcels west of the project are all agricultural parcels with wineries and vineyards. For instance, our vineyard was established over 25 years ago. We are concerned that this project will ultimately tap into the underground aquifer and collect our water reserves. The entire county has been on drought watch and mandated measures for over 5 years now. How will our water rights and privileges be preserved?

Sincerely,

James K. Jacobsen

President

Stan Jacobsen & Son Corporation.

2023 Twelve Oaks Drive

Paso Robles, CA 93446

From: [Jim Claassen](#)
To: [Planning](#)
Subject: Item G, 1. Gateway Annexation on Planning Commission Agenda for May, 26, 2020
Date: Monday, May 25, 2020 4:16:19 PM

Dear Members:

I know the public and neighborhood, of which I am one of the longest inhabitants, have varying concerns about the Gateway Development. I noticed that on the Environmental Impacts list, transportation is second from the last. I am assuming that transportation includes "traffic" and that is my main concern with any development in our neighborhood.

I live one mile west of Highway 101 on Highway 46 West. Traffic heading into the 101 from the west frequently backs up to Gahan and Del Sol on week days around 4PM to 6 PM and on holidays, backs up past my driveway at Claassen Ranch Ln. I realize your "realignment" proposal of Theater Drive is suppose to alleviate or mitigate some of those issues but here are my specific concerns; 1) traffic heading into the overpass intersection of 101 and 46 that intends to turn north on 101. They are impacted by all other inlets and off-ramps exiting 101, hence frequently heavy congestion. 2) Traffic turning off 101 from the north and south intending to head west on 46. Once again, if local traffic increases appreciably, the impact will be major congestion.

My hope is that the Planning commission and all succeeding agency reviews will think this through and plan accordingly for the future. Cal Trans has to be involved in this too. The roundabout plan should not be a part of any consideration. (We're not in Mexico City or Rome), I don't think it would be wise to implement any "band aide" approach for now just to get another development. We need some interchange/overpass structures to remedy what will certainly be a big impact to our traffic in the future.

Sincerely,

Jim Claassen
2120 Claassen Ranch Ln
Paso Robles, CA 93446

Addendum 1H

From: [Martha Wilson](#)
To: [Planning](#)
Subject: Concerns to be addressed re Gateway Annexation
Date: Tuesday, May 26, 2020 11:19:11 AM

Here are several concerns regarding this project.

What will happen to drainage around Cuerno Largo Way just north of the project? The diagrams 4.17 on page 107 show a negative grade or cut of land beside this road.

Will Cuerno Largo Way become an alley behind retail stores? That does not help adjacent property values.

There is no view of the hotel from the north (looking south). What does the back of the hotel look like and what about the lighting. It will impair the view from houses on Cuerno Largo and Ambush Trail.

Who is in control of the project govt. wise? It is in the county now, so what power will the city have on overseeing re grading, planting, lighting, drainage, etc?

Are there plans for a stop sign or a traffic signal at Cuerno Largo and S. Vine? Projections add 5,280 auto trips a day due to this project.

What input is acknowledged from the public hearing? It seems the project is already underway. Trucks have been seen on the property.

Martha Wilson Property Owner

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From: [Stuart Stoddard](#)
To: [Planning](#)
Subject: Agenda Item 1, Gateway project
Date: Tuesday, May 26, 2020 12:22:37 PM

Paso Robles enjoys a reputation as a biking and walking community. I believe past City Councils have memorialized the desire to provide a "bike friendly" community, and to encourage walking as a primary goal of the planning process.

The opportunity presented by the development of the Gateway Project to "clean up" the quagmire for pedestrians and cyclists at the 46/101 interchange cannot be lost. The impact of any development in this area will result in even more unacceptable risks for cyclist and pedestrians navigating the Ramada Drive intersection. The goal of our tourism efforts should focus on the walkability from hotels to "destinations" within our community. Certainly Tin City and Firestone brewery are destinations associated with Hotels in the Gateway project. Simple, comparatively inexpensive upgrades, focusing on pedestrian access linking any anticipated new hotels to the lively tourism economy of Firestone and Tin City should be foremost in our thoughts.

If we choose to provide lodging close to breweries and wineries, wouldn't we be wise to encourage walking to and fromand discourage driving?

Stu Stoddard
805-391-3358

--

Stuart Stoddard
County Administrator
sstoddard@slocoe.org
w



Administration



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Development Agreement Section 307 Amended Language

[Section 307] Vine Street Realignment. A critical condition to the development of the Project, including Phase 1 (the Hillside Hotel), is the realignment of Vine Street (“**Vine Street Realignment**”). The City has prepared the preliminary designs and plans for the Vine Street Realignment, attached hereto as “**Exhibit F**”, and incorporated herein by reference (which are substantially consistent with the realignment plan attached as Exhibit “D” of the Settlement Agreement). Any deviation from the design and plans for the realignment of Vine Street shall be as the City and Developer mutually agree. The Vine Street Realignment includes the following elements: (i) the right-of-way and open space to be irrevocably dedicated to City by Developer (“**Vine Street Right-of-Way and Open Space Dedication**”); (ii) the connecting portion of Vine Street on existing City right-of-way parallel to Highway 101 (“**City Vine Street Portion**”); and (iii) the vehicular bridge connecting Vine Street to Highway 46 (“**Vine Street Bridge**”), all as depicted on the “**Vine Street Realignment Elements**”, attached hereto as **Exhibit “G”**, and incorporated herein by reference. The portion of the Vine Street Right-of-Way and Open Space Dedication not required for the Vine Street Realignment shall be used by the City for open space purposes.