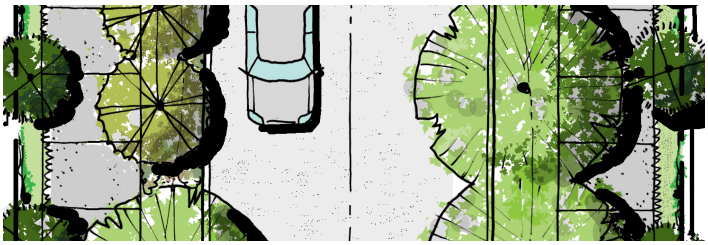
BEECHWOOD SPECIFIC PLAN

City of Paso Robles, California

Public Hearing Draft | July 2020



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Beechwood Specific Plan

City of Paso Robles, California
Public Hearing Draft | July 2020

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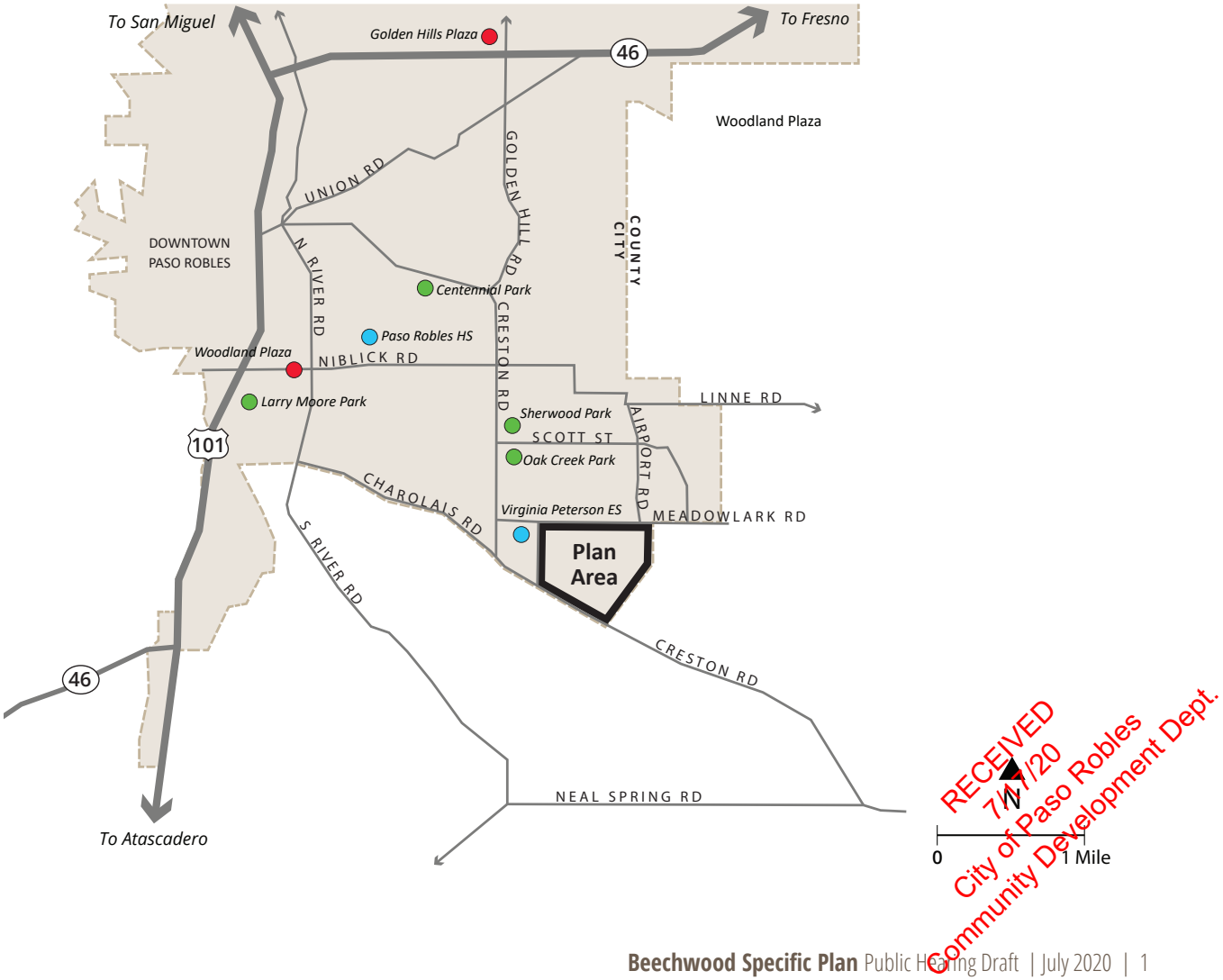
1 Introduction

The Beechwood Specific Plan (Plan) guides development of the Specific Plan Area (Plan Area). Located in the southeast portion of the City of Paso Robles (City), the existing Plan Area is a greenfield site that abuts unincorporated rural areas (to the east and south) and existing Paso Robles neighborhoods to the north and west. The Plan Area lies approximately 3.5 miles from Downtown Paso Robles.

The Plan provides an overall strategy to achieve the community's vision of a diverse, healthy, and connected community by defining land uses and development standards, delineating a multi-modal circulation system, integrating public open space, and establishing new development regulations to guide quality urban design for this new neighborhood at the City's edge. The Plan is designed to create a sense of place by preserving and enhancing natural resources and open space and setting the framework for development and investment in the City. The Plan also describes required public infrastructure facilities, suggests financing scenarios, and provides an implementation and maintenance strategy.

FIGURE 1A: PROJECT LOCATION



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1.1 Plan Area

The 234-acre Beechwood Master Planned Community (community) was annexed into the City on October 21, 2004, by action of the San Luis Obispo County Local Agency Formation Commission (LAFCO). The property had been brought into the City's sphere of influence years earlier and the annexation process formalized the inclusion of the property into the City. In order to accommodate the orderly development of the property and mitigate potential negative impacts from development, the City placed a Specific Plan Overlay on the property, namely, the Beechwood Area Specific Plan.

At the time of annexation, the City had designated the property for 674 residential units and 4.6 acres of commercial retail. A conceptual plan that the City endorsed in 2013 as the basis for the Plan (referred to as the Studio 81 Plan) indicated that the Plan Area would support a total of 1,011 residential units. After further modifications to the land use plan, the City Council officially authorized 237 Surplus Density Units beyond the 674 already designated in the 2003 General Plan, increasing the total number of dwelling units allocated to the Beechwood Specific Plan area to 911[1]. The Plan is designed to support these 911 residential units, which includes 253 multi-family units, as well as 47,000 square feet of commercial uses. This program will be analyzed in an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA).

FIGURE 1B: PLAN AREA

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1 City Council Resolution NO. 18-067, May 15, 2018

1.2 Existing Site Conditions

The Plan Area is located at the southeast corner of the City. It is bounded on the north by Meadowlark Road and the low density residential neighborhood of Meadowlark Farms; on the east by unincorporated County agricultural land and a PG&E utility corridor; on the south by Creston Road, rural residential, and agricultural land that includes vineyards and other agricultural uses; and on the west by Beechwood Drive. West of Beechwood Drive is a single family residential neighborhood and Virginia Peterson Elementary School.

The Plan Area is composed of gently rolling terrain that is divided by a ridge that runs from east to west through the middle of the property. Following this ridge, the watershed is roughly divided between the northern and southern portions of the site. Along the southern half of the site, the natural runoff is transmitted to the southwest corner of the property at Creston Road and Beechwood Drive. The northern half of the site drains northwesterly along Meadowlark Road, where the easterly portion of the site drains into Oriole Way and the most northwesterly part of the site drains toward the intersection of Meadowlark Road and Beechwood Drive. In several areas of the site, wetlands meander through and around the topography, providing habitat for local plant species.

There are currently six occupied residential units, one outdoor storage area, and a barn in the Plan Area. The property is planted with forty acres of grapes, and the balance of the undeveloped area rotates between cattle grazing and grain farming. In addition, there are 105 mature, native oak trees on the site. The majority of these trees are located in the central portion of the Plan Area.

The Beechwood Plan Area as seen from Meadowlark Road facing southeast.

The Beechwood Plan Area as seen from Cattlemen Way facing west.

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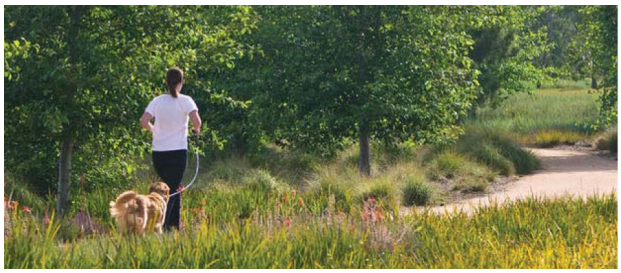
1.3 Vision

The vision of the Beechwood Specific Plan is to **establish a master planned neighborhood that features parks, multi-use pathways, and a variety of housing types and that celebrates the City's heritage through preserving and replanting oak trees native to El Paso de Robles (Pass of the Oaks)**.

To achieve the vision for the Beechwood area, the Plan supports residential development at different densities along with small-scale commercial uses. The new community will be designed with an emphasis on active open space, multi-use pathways, on- and off-street bicycle paths, active and passive open spaces, and a circulation system that complements the rural character of the surrounding areas. The following guiding principles outline the various elements of the Plan and should be used to evaluate development proposals and any proposed future amendments to the Plan.

1. *Help meet regional and local workforce housing needs by providing a mix of land uses and housing types for a range of income levels.*
2. *Create healthy neighborhoods by providing recreational opportunities and safe walking and biking facilities connected with the rest of the City.*
3. *Protect native oak trees and riparian areas for future generations.*
4. *Provide safe and interconnected circulation network for all modes and abilities.*
5. *Provide certainty that phasing, financing, and maintenance of Plan Area infrastructure and services proceed in a manner that serves the interests of the community.*
6. *Provide a master planned residential community that exhibits high-quality architecture and incorporates local sustainable landscaping.*

The Beechwood Specific Plan helps meet regional and local workforce housing needs.



The Plan prioritizes healthy neighborhoods and safe walking and biking.

Native oak trees and riparian areas provide an organizing framework for the Plan. The Plan Area's open space collect and treat stormwater runoff.

The Plan promotes high-quality architecture and local sustainable landscaping.

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FIGURE 1C: ILLUSTRATIVE DEVELOPMENT PLAN

LEGEND

- RESIDENTIAL SINGLE FAMILY-7
- RESIDENTIAL MULTIPLE FAMILY- 14
- RESIDENTIAL MULTIPLE FAMILY -24
- MIXED USE - 24
- COMMUNITY PARK
- AMENITIZED / PASSIVE PARK AREAS
- CONSERVED OPEN SPACE
- PG+E UTILITY OPEN SPACE
- MULTI-USE PATHWAY
- ENHANCED SIDEWALK
- NATIVE PATHWAY

- PROPOSED TREE
- EXISTING TREE, TO REMAIN
- WATER QUALITY BASIN
  Final location, size and design of water quality basins subject to adjustment pending final site plans and engineering.
- SUBTERRANEAN WATER QUALITY CHAMBER
  Final location, size and design of underground water quality chambers subject to adjustment pending final site plans and engineering.
- WATER PRESSURE BOOSTER STATION
- SEWER LIFT STATION

NOTE:
LOTS AND INTERNAL STREETS ARE CONCEPTUAL AND SUBJECT TO REVISION IN ACCORDANCE WITH THE SPECIFIC PLAN

The Illustrative Development Plan for the Beechwood Area envisions a network of open spaces that preserves existing mature oak trees, provides connectivity between and within new neighborhoods. and complements the agricultural context of southeast Paso Robles.

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1.4 Regulatory Context

This section provides a brief summary of the Plan Area's regulatory context, highlighting those regulations that are directly relevant to planning for the Beechwood Plan Area.

General Plan

The underlying plan governing the Plan Area is the City's General Plan. Under Government Code Section 65450 et seq., a specific plan implements and must be consistent with the governing general plan. A Specific Plan is required for the Beechwood area pursuant to the General Plan's designation of this area as a Specific Plan Overlay in the 2003 Land Use Element (Amended in 2014), and has been identified as necessary to ensure the City can accommodate orderly growth in the future.

In addition to designating areas where specific plans are required, the General Plan also provides direction for distribution of density, development standards, and allowable land uses in order to address community-wide issues on a comprehensive basis. The Beechwood Specific Plan implements the General Plan's direction and supports the community-wide goals for housing, parks, and connectivity. Appendix C identifies the Specific plan policies and design standards that ensure consistency with the General Plan policies and action Items.

Housing Element

In the Housing Element of the General Plan, there are currently two conflicting regulations regarding the number of housing units required at a density of 20 dwelling units per acre in the Beechwood Area. The conflicting regulations are:

Housing Element Section 2. Section 2 Action Item 10a of the General Plan Housing Element calls for 100 dwelling units at 20 dwelling units per acre in the Plan Area, plus acreage for Residential Multi-Family to accommodate 50 units at 8 dwelling units per acre (see Housing Element Policy H-1.2, One-Time Action/Project 10).

Housing Element Section 5.1. Section 5.1 of the Housing Element cites Regional Housing Needs Allocation requirements for the Beechwood area as 120 units at a minimum density of 20 du/ac for Low and Very Low Income groups and 550 units at a minimum density of 3 du/ac for Above Moderate income groups.[2]

The Beechwood Specific Plan complies with Section 2 of the Housing Element. Upon adoption of the Specific Plan, the project team recommends that the City amend the requirements of the Housing Element to align with Section 2.

Zoning

Upon adoption of the Beechwood Specific Plan, the existing base zones and related development standards within Plan Area will be replaced by the zoning defined in the Plan. However, much of the existing Zoning Code will apply to development within the Plan Area. Sections that will be particularly relevant to development in the Beechwood Plan Area include:

- **Section 21.16E.150 - Oak Tree Preservation.** This section references the Municipal Code Chapter 10.01, the Oak Tree Preservation ordinance. The stated purpose of the ordinance is to maintain the heritage and character of the City of Paso Robles. It provides policies, regulations and specifications necessary

2 The allocation for the Beechwood Plan Area cited in the Housing Element is based on the SLOCOG April 2013 RHNA Plan. The 2019 Regional Housing Needs Allocation Proposed Final Plan, released in August 2019, indicates an increase in housing needs for the region and the City of Paso Robles between 2019 and 2028.

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to govern the preservation of oak trees within the city and to control their pruning and/or removal. The provisions apply to private property owners and to tree maintenance services and arborists. The provisions also apply to new development, redevelopment and any discretionary considerations by the City that could result in development of intensities that could impact existing oak trees. Chapter 10.01 details permits and application processes required to prune or remove; the preservation and maintenance of existing oak trees; and safeguarding of trees during and after construction. All 105 oak trees in the Plan Area are subject to this ordinance. Chapter 3 of the Specific Plan addresses the compliance with this ordinance.

- **Chapter 21.16K - Neo-Traditional Design Options.** This chapter offers incentives for neo-traditional design of infill and new development. The intent of the chapter is to encourage new development to use neo-traditional designs and an urban form that recall the area's historic small town character. Section 21.16.K.020 lists the various incentives for neo-traditional design in residential development—one of which is that "the city council shall reduce city development impact fees by a minimum of two percent if an extraordinary number of neo-traditional features are incorporated into the project". The determination as to whether a project incorporates sufficient features is made based on a point system described in Section 21.16K.040. Chapter 2 of this document describes design features of development anticipated in the Plan Area that comply with this chapter of the Zoning Code. Upon adoption of the Specific Plan, the City Council shall make a determination regarding compliance and reduction in development impact fees.

County of San Luis Obispo 2015/2016 County Bikeways Plan

The 2016 County Bikeways Plan identifies and prioritizes bikeway facilities throughout the unincorporated area of the County including, bikeways, parking, connections with public transportation, educational programs, and funding. While the Beechwood Plan Area lies within incorporated Paso Robles, the Bikeways Plan proposes a Class 2 (striped on-street) bikeway on Creston Road between Highway 41 and the Plan Area. Installation of this improvement would provide a continuation of the existing Class 2 bikeway on Creston Road alongside the Plan Area.

City of Paso Robles Bike and Pedestrian Master Plan

Adopted by City Council in December 2018, the City of Paso Robles Bike and Pedestrian Master Plan is a comprehensive plan that addresses the needs of both recreational and commuter bicyclists and walkers of all ages and abilities. Among its stated purposes is to provide a master plan for bicycle and pedestrian transportation throughout the city, and to identify and prioritize short-, mid- and long-range bicycle and pedestrian improvements. The Master Plan identifies the following improvements for the Beechwood Plan Area:

- Class 1 (separated) bikeway on Meadowlark Road east of Beechwood Drive
- Class 1 (separated) bikeway on Meadowlark Road west of Beechwood Drive
- Class 2 (striped on-street) bike lanes on Beechwood Drive
- Class 1 (separated) bikeway on Creston Road and Class 2 (striped on-street) bike lanes
- Class 1 (separated) bikeway along Airport Road
- An east-west Class 1 (separated) bikeway bisecting the Plan Area between Beechwood Drive and Airport Road.

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The Master Plan also identifies a Safe Route to School study area around Virginia Peterson Elementary school, which covers roughly the western half of the Beechwood Plan Area. The Master Plan notes that continual infrastructure improvements are recommended within a ¼-mile radius around a given school, which covers most of the Plan Area up to the Oriole Way alignment (see Figure 4A). Chapter 4 of the Specific Plan addresses recommended measures for bikeways, pedestrian improvements and traffic calming measures that are consistent with the Safe Routes to School goals.

Paso Robles Gateway Plan

The 2008 Paso Robles Gateway Plan identifies the location, purpose, and general design characteristics the City Gateways identified in the General Plan. The document offers general design standards as well as design recommendations specific to each gateway.

The Gateway Design Plan identifies the southeast corner of the Plan Area along Creston Road as the Creston Road Gateway. This gateway is categorized as a Town and Country Gateway, which marks an "edge of town" entry point from the surrounding countryside. The following are design recommendations specific to the Creston Road Gateway:

1. The street should have two to four travel lanes separated by a central median, with curbside parking, except near corners where bus stops or right-turn lanes may replace the parking.
2. Strong rows of deciduous canopy street trees should be planted in broad parkway strips each side of the street.
3. Buildings should front the avenue, never backing up to it. Frontage types may include common lawn, porch and fence, stoop, forecourt, and at commercial buildings, shopfront and awning.
4. Building forms and detailing should be simple and traditional to Paso Robles, generally with gable roofs with eaves to the street. Building materials should be natural, or faithfully simulate natural materials.
5. Planning for the Olsen Ranch / Beechwood area should adhere to the T2, T3, and T4 design standards contained in the 2008 Gateway Plan.

In addition, the plan identifies Creston Road in the gateway area as a T2 Rural thoroughfare type, and specifies standards for the palette of thoroughfare, frontage, building and fence types for the T2 Rural Transect Zone. These include:

- A 100- to 200-foot setback from the roadway
- Limited-access roadway with pervious gravel shoulders
- Ranch-style residential development screened from view from the road with topography or plantings
- A Gateway road that is substantially enclosed by a canopy of relatively continuous tree plantings
- Side roads that are narrow with little if any pavement
- Board fence types
- Native vegetation preserved.

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1.5 Using the Plan

The Plan is intended to serve as a comprehensive guide to development within the Beechwood Plan Area. To this end, its structure is designed to best inform and direct the user regarding design and build-out of the Plan Area. The Specific Plan is organized as follows:

- **Chapter 1: Introduction** introduces the Plan, describes the Plan Area and the overall vision for the Plan Area, and summarizes the existing regulatory context of the Plan Area.
- **Chapter 2: Land Use and Design** establishes land uses, zones, development standards, design standards, and design guidelines for all development within the Plan Area. Chapter 2 also describes the development potential of the Plan Area. The chapter begins by listing goals related to land use and design and concludes with a list of Plan policies.
- **Chapter 3: Parks, Open Space, and Natural Resources** discusses the range of open spaces within the Plan Area. The chapter begins by listing goals related to parks, open spaces and natural resources and concludes with a list of Plan policies.
- **Chapter 4: Circulation and Connectivity** describes the circulation network within the Plan Area. This includes mobility for vehicles, pedestrians, and cyclists. The chapter begins by listing goals related to circulation and connectivity and concludes with a list of Plan policies.
- **Chapter 5: Utilities and Public Services** details the range of infrastructure improvements and public services required for build-out of the Plan Area. The chapter begins by listing goals related to utilities and public services and concludes with a list of Plan policies.
- **Chapter 6: Implementation** provides information on phasing of the Plan implementation, maintenance, subdivisions, infrastructure costs and phasing, funding mechanisms, and administration of the Specific Plan. The chapter concludes with a list of Implementation Actions.
- **Appendix A: Architectural Style Guide** provides a brief guide of architectural styles that are appropriate for the Plan Area. This appendix is a reference guide only.
- **Appendix B: Typical Front Yard Landscape Plan** provides a list of appropriate plant species for the Beechwood Plan Area and diagrams a front yard landscape plan for a typical lot.
- **Appendix C: General Plan Consistency Table** is a matrix of applicable General Plan policies paired with the Beechwood Specific Plan section, policy, design standard, or design guideline that helps implement the General Plan policy.
- **Appendix D: Definitions** defines terms used in the Specific Plan.

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2 Land Use and Design

This chapter establishes the land use plan, land use categories, and corresponding zones within the Plan Area. It describes the desired uses, form, and character of pedestrian-scaled neighborhoods with a variety of housing types, quality architecture, and inviting streetscapes. The Plan shapes the development of the built environment by serving as a guide for developers, architects, and designers to ensure new development is consistent with the desired character of the Plan Area and by providing the Review Authority with direction for project evaluation.

Included throughout this chapter are Design Standards, which are requirements, and Design Guidelines, which are recommendations. Specific Plan policies related to land use and design are listed at the end of the chapter.

2.1 Land Use and Design Goals

A. Create a sense of place that reflects the small town character and native oaks of the City and provides a healthy environment for children, working age adults, and those in their retirement years.

B. Encourage an assortment of housing options ranging from single-family houses to multi-family unit types, for a range of household types and income levels, consistent with the City's housing goals.

C. Retain the natural character of the Plan Area by preserving native oak trees, prominent slopes, and riparian areas through avoidance, impact mitigation, and habitat enhancement.

D. Require architecture that is high in quality and complementary in style to the existing small town aesthetic of Paso Robles.

Examples of land uses envisioned in the Beechwood Specific Plan area. These include single-family residential, detached and attached multi-family residential, and residential mixed-development types.

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2.2 Land Uses

The purpose of this section is to establish and describe land use categories for the Beechwood Plan Area that ensure compatible, desirable, and economically feasible development. The range of housing densities and styles described here support housing options for all income levels, including workforce housing. This includes single-family as well as attached and detached multi-family housing on a variety of lot sizes. Taken together, the three residential and one mixed-use land use categories expand housing opportunities for all segments of the community and provide adequate neighborhood and community services to reduce the need for driving for everyday needs within the Plan Area. The distribution of land uses is summarized in the Table 2-1: Land Use Distribution, below, and shown in Figure 2A: Land Use Map. Information on ownership, maximum dwelling units per parcel, and maximum units overall is provided in Section 2.6: Development Potential.

TABLE 2-1: LAND USE DISTRIBUTION

Land Use	Description	Zoning Designation (see Section 2.3)	Density (du/ac)		Gross FAR (Max.)	Gross Acres
			Min.	Max.		
Residential - Single Family - 7	Detached single-family residential uses	B-RL	-	7	N/A	147.3
Residential - Multiple Family - 14	Attached, semi-attached, and detached residential uses	B-RM	8	14	N/A	12.1
Residential - Multiple Family - 24[2]	Compact attached residential uses	B-RH	15	24	N/A	6.9
Mixed Use - 24	Primarily neighborhood-serving retail uses. High-intensity residential uses may be allowed separately or as part of vertical mixed-use development.	B-MU	-	24[3]	0.2	5.6
Community Park	Informal and formal play field, play structures, tot lot, picnic areas, parking	B-OSR	-	-	-	8.1
Open Space - Amenitized Green Spaces	Informal recreational areas, small play structures, passive/natural park areas, and multi-use pathways.	B-OSR	-	-	-	10.1
Open Space - Conservation	Areas dedicated to resource conservation and impact mitigation. Not publicly accessible.	B-OSC	-	-	-	10.2
Open Space - Undeveloped Utility (PG&E)	PG&E ownership and easement area corridor	B-OSU	-	-	-	26.1
Rights-of-Way - Major Roads						8.4
TOTAL						**234.8**

[1] Local roadways and block design are preliminary designs and subject to revision with detailed site plans and engineering.

[2] See Table 2-4 for detailed information on how the Specific Plan meets the Housing Element requirements.

[3] Mixed Use Residential will require density transfer from residential areas of the plan.

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FIGURE 2A: LAND USE MAP

	LAND USE	ZONE
	Residential Single Family – 7	B-RL
	Residential Multiple Family – 14	B-RM
	Residential Multiple Family – 24	B-RH
	Mixed Use – 24	B-MU
	Community Park	B-OSR
	Open Space - Amenitized Green Spaces	B-OSR
	Open Space – Conservation	B-OSC
	Open Space – Undeveloped Utility (PG&E)	B-OSU
	Water Pressure Booster Station	
	Sewer Lift Station	
	Multi-Use Pathway	
	Enhanced Sidewalk	
	Native Pathway	

NOTE

Interior residential streets and lot design are preliminary designs and subject to revision with detailed site plans and engineering.

Subarea G is anticipated to support a Community Park. 32 multiple-family residential units are allocated to Subarea G per City Council Resolution No. 18-067. When the community park is expanded to the entire subarea as shown on the Land Use Map, the 32 dwelling units will be reallocated to Subareas I and J below Ridge Road.

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The Plan offers a range of housing densities and products to provide housing options for all income levels, including single-family as well as attached and detached multi-family housing. These are described below.

Residential-Only Land Uses

Residential Single Family - 7

The Residential Single Family - 7 land use designation allows for single-family residential building types, accessory dwelling units, and other accessory uses at a maximum density of 7 units per acre. Minimum lot size in this land use designation is 2,720 square feet.

The Residential Single Family - 7 designation is characterized primarily by detached single-family homes. Duplex housing types that generally appear to be at the same scale as single-family housing types are allowed. Detached and attached accessory dwelling units are encouraged.

Residential Multiple Family - 14

The Residential Multiple Family - 14 land use designation allows for a mix of housing types, including small-lot single-family houses, duplexes, triplexes, and townhouses, and cottage courts, as well as supporting recreational areas and open spaces. The minimum density in this designation is eight dwelling units per acre and the maximum density is 14 dwelling units per acre. Minimum lot size in this land use designation is 2,380 square feet.

The Residential Multiple Family - 14 supports a mix of densities, including detached, clustered and attached housing options at a similar scale as single-family options. It is intended to meet the needs of persons seeking rental housing units, at various price levels and to serve as a transition zone between Residential Single Family - 7 and Residential Multiple Family - 24 areas.

Residential Multiple Family - 24

The Residential Multiple Family - 24 land use designation supports compact multi-family development at minimum density of 15 dwelling units per acre and a maximum density of 24 dwelling units per acre. Sites that satisfy the requirements of the Housing Element must be a minimum density of 20 dwelling units per acre.

The Residential Multiple Family - 24 land use designation supports compact multi-unit housing options and supporting recreational areas and open spaces at scales appropriate for Paso Robles, This designation provides the highest allowable density at locations where it can be accommodated through sensitive site and building design. It also is intended to meet the needs of persons seeking rental housing units, at various price levels.

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Other Land Uses

Mixed Use - 24

The Mixed Use - 24 land use designation allows for a variety of commercial, retail, office professional, and multi-family residential uses. In this designation, the maximum residential density is 24 dwelling units per acre and the maximum non-residential FAR is 0.2.

The focus of this designation is neighborhood- serving commercial uses and boutique specialty commercial uses with a tourist and light agriculture orientation, such as wine tasting and arts and crafts studios. Residential uses may be provided as part of horizontal or vertical mixed-use development. If non-residential uses are found not to be viable, then residential-only development may be allowed. Development in the Mixed Use land use category will be consistent in scale with the surrounding residential neighborhoods.

Community Park

The Community Park land use designation allows for a public park offering active recreation, sports facilities, playgrounds, and passive recreation intended to serve both local needs and the needs of the broader Paso Robles community. Amenities may include athletic fields, playgrounds, picnic areas, multi-use pathways, and passive park elements.

Open Space - Amenitized Green Space

Amenitized Green Spaces are small, focused open spaces that provide informal recreational areas and gathering spaces. These spaces are interspersed within residential areas and are connected by the multi-use pathway. They may be public or privately maintained but must remain open and accessible to the community.

Open Space - Conservation

The Open Space - Conservation land use category is applied to the oak tree areas, gently rolling topography, aesthetic and visual open spaces, and wetland areas. These areas are not intended for community use and will be maintained in a natural state.

Open Space - Undeveloped Utility

The Open Space - Undeveloped Utility land use designation is applied to the 26.1-acre PG&E utility easement on the east side of the Plan Area which includes 23.7 acres of PG&E owned area and 2.5 PG&E easement corridor area. This land use designation contains high voltage transmission towers, and PG&E routinely maintains the established grasses to reduce fuel loads. Areas with this land use designation are anticipated to remain undeveloped.

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2.3 Zoning Districts

The zoning and development standards presented in this section implement the land uses described in Section 2.2. These zones and associated standards are sensitive to the rural nature of the surrounding area while supporting the development of pedestrian-oriented neighborhoods and a range of housing types and mixes of uses.

Zones and Permitted Uses

The Beechwood Plan establishes seven zones within the Plan Area, as shown in Figure 2A: Land Use Map. These seven zones, described below, were developed to reflect the community's vision to create diverse, healthy, and connected areas as directed by the General Plan. These zoning designations and related development standards supersede the existing zoning established on the City's Zoning Map and associated development standards and regulations in the Zoning Code. For all topics not addressed in the Specific Plan, all standards of Title 21 of the Paso Robles Municipal Code (Zoning) apply throughout the Beechwood Plan Area.

Beechwood-Residential Low (B-RL). The B-RL Zone implements the Residential Single Family - 7 Specific Plan land use designation. It regulates the development of detached single-family houses and duplexes on lots a minimum of 2,720 square feet. Permitted uses within this zone are generally consistent with those of the R-2 district as identified in Table 21.16.200 of the Zoning code.

Beechwood-Residential Medium (B-RM). The B-RM Zone implements the Residential Multiple Family - 14 Specific Plan land use designation. It regulates the development of small lot single-family and multi-family neighborhoods, including duplexes, triplexes, and townhouses designed to have a house-scale form while accommodating multiple units within each structure. Permitted uses within this zone are consistent with those of the R-2 district as identified in Table 21.16.200 of the Zoning code.

Beechwood-Residential High (B-RH). The B-RH Zone implements the Residential Multiple Family - 24 land use designation. It regulates the development of a diversity of multi-family housing types with a primary emphasis on multiplexes while being sensitive to the surrounding house-scale context. Permitted uses within this zone are consistent with those of the R-3 district as identified in Table 21.16.200 of the Zoning code.

Beechwood-Mixed Use (B-MU). The B-MU Zone implements the Mixed Use - 24 land use designation. It regulates the development of mixed-use and pedestrian-oriented commercial and/or residential uses. The B-MU Zone allows for vertical mixed-use development with neighborhood-serving retail or other active ground floor uses and offices and/or residences on upper floors. Separate commercial uses or multi-family residential uses in multiplex housing types are also allowed.

Permitted uses within this zone are generally consistent with those of the CP district as identified in Table 21.16.200 of the Zoning code. However, Service Stations (with or without auto service uses) are not allowed. In addition, the following uses are permitted outright: Wine Tasting Rooms; Domestic Violence Center; Employee Housing for 6 or fewer employees; Group Care Homes; Multiple-Family (two or more residential units per lot as a primary land use); Residential Care Facilities (for elderly, handicapped, etc.) for 6 and fewer residents; Supportive Housing; Transitional Housing; Secondhand merchandise (antiques); Bed and breakfast inns; Bus Stations (private).

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Additional uses permitted with a CUP: Boardinghouse/Roominghouse; Convalescent Care facilities/Nursing Homes; Emergency Shelters; Living Groups; Residential Care Facilities (for elderly, handicapped, etc.) for more than 6 residents; Indoors racquetball/handball courts; Outdoor ballfields, playgrounds, stadiums and amphitheaters; Pools/waterslides as accessory use to a hotel/resort development; Tennis courts as accessory use to a hotel/resort development; Furniture, appliances and home furnishings; and Pet stores.

Beechwood-Open Space Recreation (B-OSR). The B-OSR zone implements the Community Park and the Amenitized Green Space land use designations. It is established to provide a district for publicly accessible open space areas use for recreational purposes, both active and passive.

Permitted uses within this zone are generally consistent with those of the POS district as identified in Table 21.16.200 of the Zoning code. However, permitted uses differ from those of the POS district in that no uses within the following land use categories are permitted, either outright or conditionally: Residential, Transient Lodgings, and Resources Extraction.

Beechwood-Open Space Conservation (B-OSC). The B-OSC zone implements the Open Space - Conservation land use designation. It is established to protect and preserve open space land and its existing mature vegetation as a limited and valuable resource.

No uses listed in Table 21.16.200 of the Zoning code are permitted outright within the B-OSC district. Uses permitted conditionally are limited to the following: Public facilities (government offices, community centers, libraries, recreation buildings, equipment yards, etc.); Public utilities facilities (wells, pump stations, switching and relay boxes, pipelines, power transmission lines, water tanks, and electrical substations); and Outdoor storage of materials and equipment (as an accessory use).

Beechwood-Open Space Utility (B-OSU). The B-OSU zone implements the Open Space - Undeveloped Utility land use designation. It is established to provide a district for PG&E utility operations and maintenance.

No uses listed in Table 21.16.200 of the Zoning code are permitted outright within the B-OSU district. Uses permitted conditionally are limited to Public utilities facilities (wells, pump stations, switching and relay boxes, pipelines, power transmission lines, water tanks, and electrical substations).

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Development Standards

TABLE 2-2: STANDARDS FOR DEVELOPMENT IN RESIDENTIAL AND MIXED-USE ZONES

Standard	Requirement by Zone			
	B-RL	B-RM	B-RH	B-MU
Lot Requirements				
Lot Area (min./max.)	2,720/12,000 sq ft	-	-	-
Lot Width (min.)[1]	34 ft	34 ft	-	-
Lot Depth (min.)[1]	80 ft	70 ft	-	-
Lot Coverage (max.)	50% (60% on lots ≤ 5,000 sq ft)	60% (70% on lots ≤ 3,500 sq ft)	70%	80%
Setbacks				
Front (min./max.)	10/25 off primary street; 5/25 ft off shared driveway [3]		10/20 ft	0/10 ft
Front, Detached Accessory Building (min.)	20 ft; may not be located closer to the front property line than the front wall of the main structure oriented toward the street		-	-
Street Side (min./max.)	5 ft/10 ft	5 ft/15 ft	5/15 ft	0/10 ft
Side (min.)	5 ft (3 on lots ≤ 5,000 sq ft)	5 ft (3 ft on lots ≤ 5,000 sq ft)	5 ft	5 ft
Side, Detached Accessory Building (min.)	3 ft	3 ft	-	-
Rear (min.)	15 ft	15 ft (10 on lots ≤ 3,200 sq ft)	10 ft	10 ft
Rear, Detached Accessory Building (min)	3 ft	3 ft	3 ft	3 ft
Building Form				
Height (ft) (max.)	35 ft	45 ft	45 ft	45 ft
Building Separation between Primary Structure and Detached Accessory Dwelling Unit (min.)	6 ft			
Density/FAR Requirements				
Density (min./max.)	0/7.0 du/ac	8.0/14.0 du/ac	15.0/24.0 du/ac	0/24.0 du/ac[2]
Non-residential FAR (max.)	-	-	-	0.2
Parking				
Garage Setback (min.)	20 ft from front property line; 5 ft from shared driveway		20 ft	20 ft
Garage Setback from Primary Facade (min.)	5 ft	5 ft	10 ft	10 ft
Private Open Space				
Area	See Section 2.4 of this Specific Plan for applicable standards.			
Length (min.)	10 ft			
Width (min.)	6 ft			
Location	Must be provided on the lot; may not be located in a required front or side street setback; and may not be used for driveways or off-street parking.			

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Standard	Requirement by Zone			
	B-RL	B-RM	B-RH	B-MU
Common Open Space				
Area (min.)	See Section 2.4 oft this Specific Plan for applicable standards.			
Length (min.)	-	20 ft		
Width (min.)	-	20 ft		
Location	Must be provided on the lot; may not be located in a required front or side street setback; and may not be used for driveways or off-street parking.			
Other Building and Site Design				
Building Entrance Location and Orientation	See Section 2.4 of this Specific Plan for applicable standards.			
Common Amenities	-	See Paso Robles Zoning Code Section 21.16I.180 - Open space and recreational amenities		
Swimming Pools and Spas	See Paso Robles Zoning Code Section 21.16E.290 - Swimming pools and spas			
Fencing, Screening and Landscaping	See Section 2.5 of this Specific Plan for applicable standards.			

[1] Lot dimensions apply to single-family and small-lot development, and may include a shared easement for access. For cottage court and townhouse development where lots are not subdivided, see pages 22 and 23 for minimum lot width.

[2] Residential development in the B-MU zone will require density transfer from available units in residential areas of the plan, based on the allocation shown in Table 6-1. Residential-only development is allowed only if non-residential development is found to not be viable.

[3] Maximum front yard of 25' may be exceeded for Subarea C-2 custom lots.

TABLE 2-3: STANDARDS FOR DEVELOPMENT IN OPEN SPACE ZONES

Standard	Requirement by Zone	
	B-OSR	B-OSC and B-OSU
Lot Requirements		
Maximum Impervious Surface Area	10%	5%
Setbacks		
Front (min.)	20 ft	10 ft
Side (min.)	20 ft	10 ft
Rear (min.)	15 ft	10 ft
Building Form		
Height (ft) (max.)	35 ft	25 ft
Density/FAR Requirements		
Non-residential FAR (max.)	0.2	0.2

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General Design Standards and Guidelines

Building design shapes a building's character and affects how it relates to the public realm. The siting of a building and the composition of its facade can create visual interest, stimulate pedestrian activity, and contribute to an overall attractive and engaging environment. This section lists design standards and guidelines that apply to development throughout the Beechwood planning area. Standards are requirements while guidelines are recommendations.

General Design Standards

DS-1 All buildings shall provide detailed design along all elevations (front, rear, and sides). Detailed design requires the use of at least five of the following architectural features on all front and exterior side (corner lot) elevations and at least three of the following architectural features on all interior and rear elevations, as appropriate for the building type and style. Architectural features shall be varied on the different building elevations:

- Dormers
- Gables
- Recessed entries
- Covered porch entries
- Cupolas or towers
- Pillars or posts
- Eaves (minimum 6-inch projection)
- Offsets in building face or roof
- Window trim
- Bay or oriel windows
- Balconies
- Decorative patterns on exterior finishes
- Decorative cornices
- Alternate feature

Stoops, porches, bay windows and balconies add visual interest to a facade and enhance the pedestrian environment.

Eaves, recessed entries, and porches with pillars or posts help add depth to a facade and help create a welcoming entry.

For development along a drive-aisle, landscaping and architectural features should be used to enhance the street-facing facade and the driveway-facing facade.

Gables, window trim, and a variety of exterior finishes are effective in enhancing the quality and residential design.

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General Design Guidelines

These guidelines are intended to guide designers in creating a cohesive and attractive new neighborhood for the City that exhibits high-quality architecture and design, as well as to assist the City in review of proposals. In general, the design guidelines will encourage development that is that is contextual, desirable, and visually intriguing with architectural integrity and material sustainability.

DG-1 *Choose architectural styles that reflect community context and heritage, and demonstrate a consistent architectural style within any one structure. See Appendix A for guides to architectural styles appropriate to the Beechwood area.*

DG-2 *Design buildings to complement the site and neighborhood context and enhance the visual quality and character of the building. Desirable architectural features include variable wall planes, balconies, bay windows, window boxes, eaves, chimneys, dormers, and recessed entries.*

DG-3 *Incorporate varying projections, wall planes, and openings in building facades. Minimize blank walls.*

DG-4 *Ensure that window proportion, placement and design is consistent with the overall architectural style of the building and adds architectural interest to the building. Windows should be recessed or include decorative trim with a minimum depth of 0.5 inches to create shadows and architectural relief.*

DG-5 *Locate windows, balconies, and decks to protect neighbor privacy. Direct sight lines to neighbor's windows or livable outdoor areas should be avoided wherever possible.*

DG-6 *Avoid false fronts, applied mansard roofs, and other artificial rooflines.*

DG-7 *Use authentic and durable building materials. Typical materials should include stone, stucco, brick, masonry, tile, and any other fire resistant material.*

DG-8 *Design buildings to follow sustainable design principles such as providing access to natural light and ventilation and orientation to views, employing strategies for water conservation, reuse and harvesting, and installing solar panels to power common area facilities and lighting.*

DG-9 *Design corner buildings with architectural features that address both sides of the corner exposure.*

DG-10 *Avoid identical building elevations on any two adjacent structures.*

DG-11 *Incorporate universal design in building and site design to the greatest extent feasible.*

DG-12 *Locate surface parking areas, excluding garage aprons, to the rear or side of buildings.*

DG-13 *Screen surface parking areas from view from the primary right-of-way.*

DG-14 *Where possible, use alleys and drive aisles as access to off-street parking.*

DG-15 *To create comfortable and usable open spaces, consider the effects of sun, wind, noise, and traffic.*

Entry stairs, corner landscaping, and alleys encourage pedestrian orientation and visual interest along rights-of-way.

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2.4 Building Types

This section describes building types anticipated in the Beechwood Specific Plan area. Table 2-4: Permitted Building Types indicates the zones where each building type is permitted. Design standards specific to building type are listed on pages 23-29. These standards are related to building form, access, and open space. Following the required design standards, recommended design guidelines specific to each building type provide qualitative guidance to applicants and assist the City in review of proposals.

TABLE 2-4: PERMITTED BUILDING TYPES

Building Type	Residential Single-Family - 7	Residential Multiple-Family - 14	Residential Multiple-Family - 24	Mixed Use - 24
Single-Family House *(see page 23)*	•	•		
Accessory Dwelling Unit *(see p. 24)*	•	•		
Duplex *(see page 25)*	•	•	•	
Triplex *(see page 25)*		•	•	
Fourplex *(see page 25)*		•	•	•
Cottage Court *(see page 26)*	•	•	•	
Townhouse *(see page 27)*		•	•	
Multiplex *(see page 28)*			•	•
Commercial Flex Low-Rise *(see page 29)*				•

Single-family house building types (see page 23

Cottage Court building type (see page 26)

Townhouse building type (see page 25)

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Single-Family House

The single-family house type is low- to medium-size structure consisting of one unit sited on a single lot with private open space and parking. Single-family houses are appropriate in thee B-RL and B-RM zones.

Single-Family Design Standards

DS-2 Buildings must be oriented toward a right-of-way

DS-3 Building entrances must be visible and directly accessible from the right-of-way.

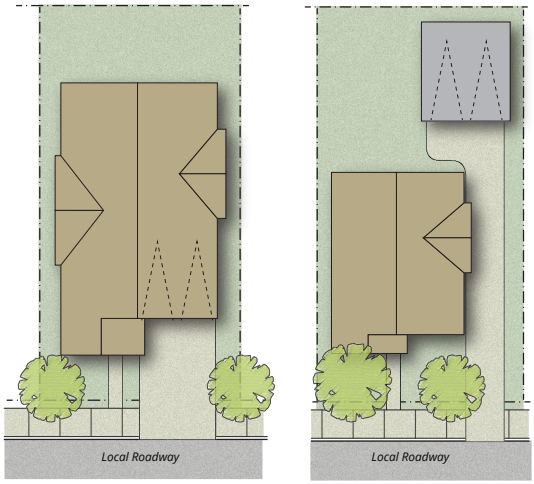
DS-4 Primary windows must face the right-of-way.

DS-5 Parking must be provided in individually secured garages, either attached or detached.

DS-6 Detached garages must be located at the rear of the property and may be accessed from the front, side or rear of the property.

DS-7 Transitional elements such as stoops, front landings, porches, and landscaping must be located between the sidewalk and private entryway.

DS-8 Detached garages must be designed with colors, materials and forms that are consistent with the design of the primary structure.



Single-family house site plans. These examples show a lot size 42 feet in width and 80 feet in depth.

Small lot single-family house site plans. These examples show a lot size 34 feet in width and 80 feet in depth. As shown above, access can be from the front or front a rear alley.

Single-Family Design Guidelines

DG-16 Minimize the visual prominence of the garage from the right-of-way. Garage doors should occupy no more than 50 percent of the building facade; 60 percent for lots ≤ 3,200 square feet.

DG-17 Locate the pedestrian access path separate from the driveway, Where the driveway provides pedestrian access to the building, provide a distinguishable path.

DG-18 Where possible, design blocks with alleys for vehicular access.

DG-19 Design floor plan layouts to be sensitive to lot shape, width and depth to maximize usable outdoor spaces.

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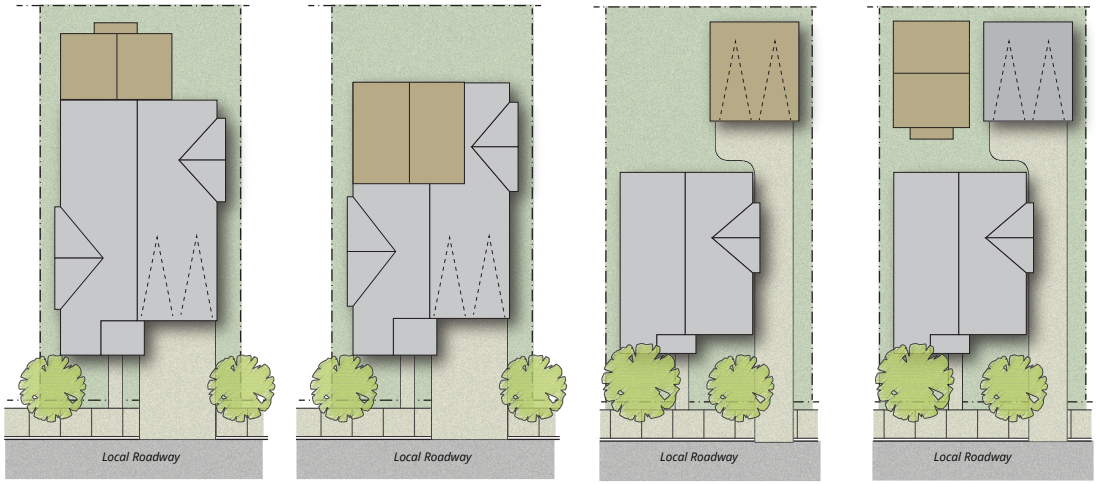
Accessory Dwelling Unit

Accessory dwelling units (ADUs) are single residential units on a single-family house lot containing no more than one existing single-family residence. When converting an existing garage into an ADU, the primary residence must remain in compliance with parking requirements. While ADUs are subject to the development standards in Table 2-2, ADUs are not counted as units under zoning and do not count toward the units allowed under City Council Resolution No. 18-067.

Accessory Dwelling Unit Design Standards

DS-9 Accessory dwelling units must be designed with colors, materials and forms that are consistent with the design of the primary structure. When an ADU is constructed above an existing detached garage, the colors, materials, and forms of the ADU must be consistent with the detached garage.

DS-10 Attached ADUs must have separate entrances to the exterior.



As shown in the diagrams above, an ADU can take many forms, including an extension of the existing floor plan, an upper-story addition above a primary residence, new construction above an existing detached garage, and new detached construction.

The images to the left show new construction (far left) and an ADU above an existing attached garage (left).

Accessory Dwelling Unit Design Guidelines

DG-20 Design ADUs to have interesting roof forms.

DG-21 Employ innovative design for compact spaces. Good site design and interior design can maximize light and ventilation, minimize space used for circulation, and accommodate full kitchens in small spaces.

DG-22 When adding onto an existing structure, align plumbing with existing drains and vents to simplify the addition.

DG-23 Ensure a safe path of travel between the ADU and the sidewalk or alley.

DG-24 Locate second-story windows in a way that is sensitive to the privacy of the primary structure and neighboring structures.

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Duplex, Triplex, and Fourplex

A small- to medium-size structure consisting of two, three, or four units within one building that has the form and scale of a single-family house. Duplexes are appropriate in the B-RL and B-RM zones, and triplexes and fourplexes are appropriate in the B-RM and B-RH zones. Fourplexes may also be appropriate in the B-MU zones upon a finding that commercial uses are not viable.

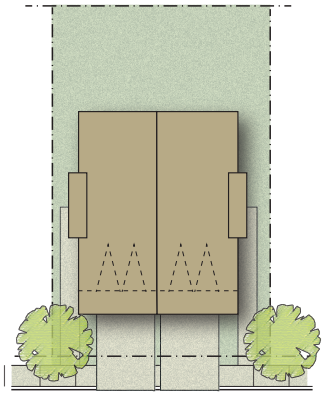
Duplex, Triplex, and Fourplex Design Standards

DS-11 Buildings must be oriented toward the public street.

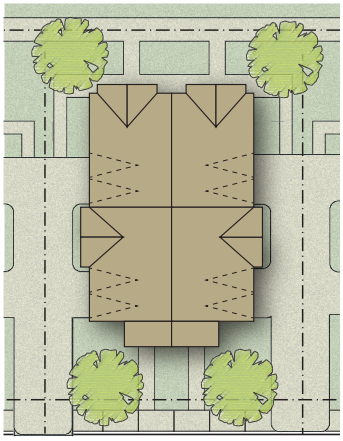
DS-12 Each unit entry must be accessible from the right-of-way.

DS-13 Parking must be provided in individual garages or carports

DS-14 Each unit must be provided 100 square feet of private open space. This may be a balcony, porch, or garden area.



Local Roadway



Local Roadway

Small, house-scale multi-unit buildings contribute to a small-town feel while achieving moderate densities. The example site plans to the left show a shared driveway, separated footpaths and ample area for landscaping.

Duplex, Triplex and Fourplex Design Guidelines

DG-25 Minimize paved areas. Locate landscaping in areas abutting driveways and within setbacks.

DG-26 Incorporate spacial paving or permeable paving in paved areas.

DG-27 Employ pedestrian-oriented building design features such as sloped, one-story roofs at building entries.

DG-28 Design buildings to express a single architectural style while lending individual identity to each unit. This may be accomplished through distinctive entry design, a break in building form or appropriate variation of materials, or variation the elevation of the entry.

Design of duplex, triplex, and fourplex development emphasizes pedestrian pathways, unit entries, and landscaping.

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Cottage Court

A cottage court is a series of three to nine small, detached single-family structures located on a single lot with individual buildings arranged to define a shared court that is typically perpendicular to the street. The shared court is a common open space essential to the building type. In the Beechwood Plan Area, the central shared area may be a drive aisle (also known as a motor court). Cottage court development is appropriate in the B-RL, B-RM and B-RH zones. For a subdivision in the form of a cottage court, see Single-Family House building type.

Cottage Court Design Standards

DS-15 The minimum lot width for Cottage Court development is 120 feet.

DS-16 Units must be oriented toward a common courtyard or driveway.

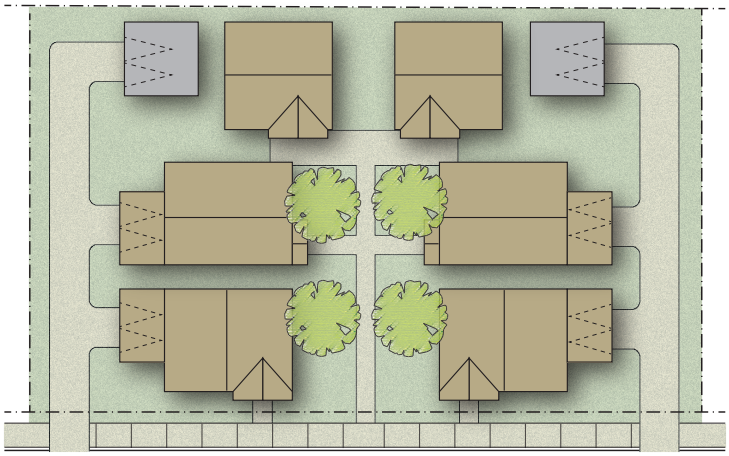
DS-17 Entrances must be visible and accessible from a right-of-way, common courtyard, shared driveway, or park.

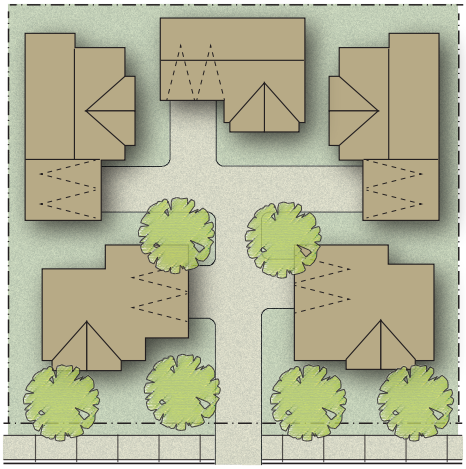
DS-18 Each unit must be provided a minimum of 100 square feet private open space.

DS-19 Five percent of the lot area must be accessible common open space.

DS-20 The front setback from a shared drive aisle must be landscaped.

DS-21 Portions of buildings adjacent to the right-of-way shall address the street with corner elements, articulation, and/or windows similar to those of a front facade.





Cottage courts are small clusters of single-family homes arranged around a common open space (left) or a shared driveway (right). In both cases, shared common open space is an essential feature of this building type.

Cottage Court Design Guidelines

DG-29 Provide definition to the courtyard entry with landscaping, roof forms, or other design elements.

DG-30 Landscape all open areas not used for buildings, parking areas, driveway, pedestrian pathways, utilities, or amenity areas.

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Townhouse

The Townhouse building type is a series of attached units within a single structure where individual entrances face a public or private street or shared drive aisle. Typically, a townhouse development consists of two to eight individual building facades, with private open space for each unit in the form of a patio, small yard, and/or balcony. Parking is integrated into the ground floor of units and individually secured. Townhouse development typically does not include stacked or interlocking units. Townhouses are appropriate in the B-RM and B-RH zones.

Townhouse Design Standards

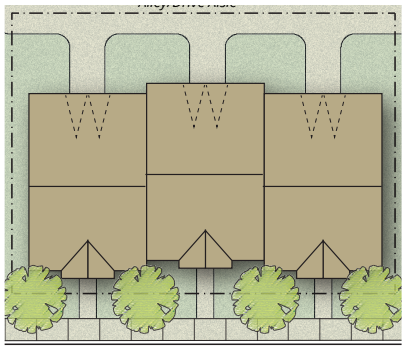
DS-22 The minimum lot width for a townhouse development site is 60 feet or two townhouses.

DS-23 Townhouses must be oriented toward, visible from, and accessible from a right-of-way, drive aisle, common open space, or park.

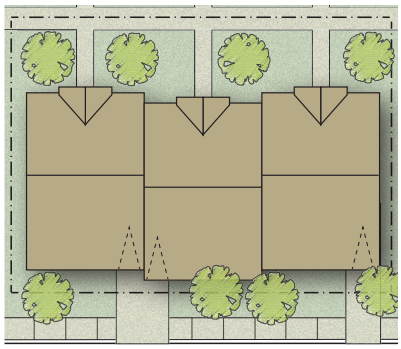
DS-24 Townhouse parking must be provided in individually garages or carports. Tandem parking configurations are permitted. Parking may be accessed from a public right-of-way, private drive, side street or alley.

DS-25 Each townhouse unit must be provided a minimum of 200 square feet of private open space. This may be a porch, yard, or garden area.

DS-26 Townhouse development must provide 100 square feet of private common space per unit.



Local Roadway



Local Roadway

Townhouse development is an opportunity to establish an attractive and pedestrian friendly street wall. Whether front entries are located along a right-of-way (far left) or along a shared open space (left), the continuity of building facades lends character to the neighborhood.

Townhouse Design Guidelines

DG-31 Use a diverse mix of frontages (projecting porches, engaged porches, stoops, etc.) to create visual interest along the right-of-way.

DG-32 Articulate the massing of townhouses such that individual units are differentiated from each other. Units should have a varying setbacks and separate, identifiable roof forms.

DG-33 Provide a variety of landscaping within the front setback of each townhouse unit.

DG-34 Design facades such that dwelling entries are the predominant facade feature.

DG-35 Avoid long, horizontal eaves and roof elements across the facades of townhouses. Off-set units and/or break up linear eaves and roof elements with gables, building projections, and other architectural articulation.

DG-36 Where parking is accessed from the front of the building, ensure that garage doors are not a visually dominant feature of the facade.

DG-37 Minimize driveway aprons. Where possible, configure garages such that adjacent single-car garage doors are paired.

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Multiplex

A medium-size structure consisting of multiple stacked dwelling units. This type may be designed with a shared entry or individual entries along the front or side of the structure. Multiplex development is appropriate in the B-RM and B-RH zones. Multiplexes may also be appropriate in the B-MU zones upon a finding that commercial uses are not viable.

Multiplex Design Standards

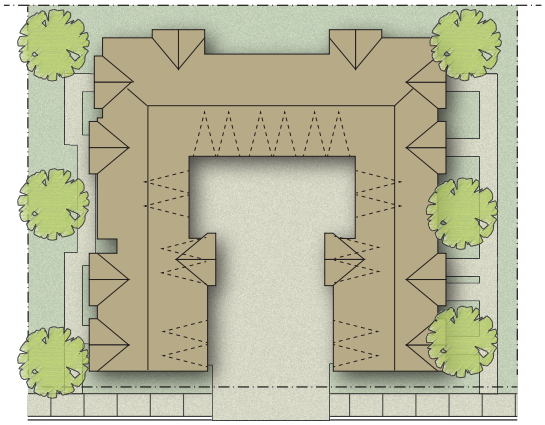
DS-27 Buildings must be oriented toward a public or private street.

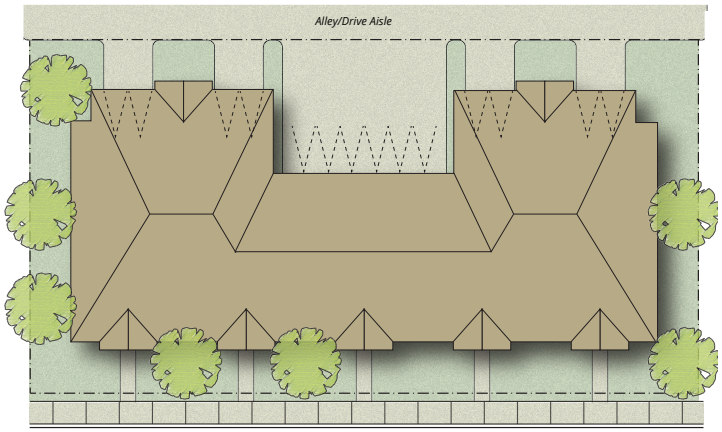
DS-28 Building entrances must be visible and accessible from a right-of-way, footpath or courtyard.

DS-29 Parking is provided in shared garages and/or surface parking.

DS-30 Each unit must be provided 60 square feet of private open space

DS-31 Five percent of the lot area must be accessible common open space.





Multiplex units are block-scaled buildings containing more than four units. The buildings present an opportunity to define the character of the block.

Multiplex Design Guidelines

DG-38 Incorporate alleys and pathways to break up large buildings, provide direct access to shared open space, and add visual interest from the right-of-way.

DG-39 Locate parking within buildings or to the rear to minimize the visual impact on the street.

Multiplex units may be stacked or interlocking. The roof forms, colors, and materials of the above structures add visual interest.

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Commercial Flex Low-Rise

A block-scaled building that typically provides a vertical mix of uses with active uses on the ground level and service or residential uses on upper floors. This building type may also include strictly commercial uses consisting of side-by-side and/or stacked units. Commercial flex low-rise buildings are appropriate in the B-MU zone.

Commercial Flex Low-Rise Design Standards

DS-32 Buildings must be oriented toward a public street.

DS-33 Each residential unit must be provided 60 square feet of private open space.

DS-34 Five percent of the lot area must be common open space accessible from the right-of-way.

DS-35 Residential entries must be separate from commercial entries.

Commercial Flex Low-Rise Design Guidelines

DG-40 Where appropriate, establish shared parking areas among buildings within 400 feet of one another.

DG-41 In mixed use buildings,clearly distinguish in form and location entrances to residential, office or other upper story uses entrances to retail or other commercial ground-floor uses.

DG-42 Design outdoor spaces carefully, with defined edges, seating areas, and lighting establishes a sense of place.

DG-43 Use elements such as small towers to accent massing and provide visual interest, particularly on corners.

DG-44 Design retail spaces with a high degree of transparency. Storefront windows, display cases, and other elements that communicate program should be visually prominent.

DG-45 Distinguish the ground floor from upper stories with horizontal elements, step-backs, overhang, arcades, or other architectural features.

These commercial flex low-rise structures have active retail on the ground floor and flexible upper stories that may accommodate a range of uses, both residential and non-residential.

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2.5 Design of the Public Realm

This section describes the design of the public realm within the Plan Area. Included in the discussion is design on individual lots that impacts the look and feel of the Beechwood public realm as well as streetscape design elements located within the right-of-way. Like in Section 2.4, this section includes both design standards, which are required of all development, and design guidelines, which are recommended of all development.

Fencing and Screening

Fencing and screening in the Beechwood Specific Plan will emphasize the small-town neighborhood character of the area as well as complement the area's network of multi-use pathways and sound-attenuating perimeter walls. While development within the area must comply with the standards established in the City's Zoning Ordinance Section 21.20.140, expectations for design within the Beechwood area call for additional design standards.

On properties not abutting a sound-attenuating perimeter wall, fences and walls within front and street-side setbacks will be designed to enhance the rural quality of the area and foster a sense of openness in the community. Fences and walls will be articulated to reduce perceived walking distances and add visual interest to the public realm. Where the Plan includes a sound-attenuating wall, landscaping may complement the design of the wall.

Policies related to fencing and screening do not apply to fences or walls required by regulations of a State or Federal agency or by the City for reasons of public safety. For the design of sound-attenuating perimeter wall along arterials and collectors within the Plan Area, see Chapter 4, Section 4.2.

Fences in the Beechwood plan Area should be rural in nature and transparent in design. The split-rail fence on the left and the wrought iron fence on the right help establish a comfortable pedestrian experience.

Fencing and Screening Design Standards

DS-1 Gates, jogs, planter rows, and/or piers a maximum of 14 inches wide, and/or other features shall be integrated into the design of all fences or walls that exceed 30 feet in length.

DS-2 On properties abutting the sound-attenuating perimeter wall, additional fencing or landscaping screening is not permitted above the perimeter wall. Landscape screening such as hedges a maximum height of 7 feet are permitted along the wall.

DS-3 Any retaining wall over six feet in height shall be benched and/or stepped back so that no individual retaining wall exceeds a height of six feet.

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DS-4 On corner lots, walls abutting the side yard shall be set back a minimum of five feet from any sidewalks or curbs. Barbed, razor, and concertina wire are prohibited on all properties, and chain link fencing is prohibited within a front or street side setback.

DS-5 Mechanical equipment, such as air conditioning, heating, ventilation ducts, exhaust vents, loading docks, refuse storage areas, and utility services must be screened from view from the public right-of-way.

DS-6 Wall- and ground-mounted equipment may not be located between the building and the street. Screening must be as high or higher than the highest point of the equipment being screened.

DS-7 Roof-mounted mechanical equipment must be screened from public view from adjacent rights-of-way and residential development with building parapets or other architectural elements.

Fencing and Screening Design Guidelines

DG-46 Design all on-site fencing to be compatible with the primary structure in color, material, and architectural style.

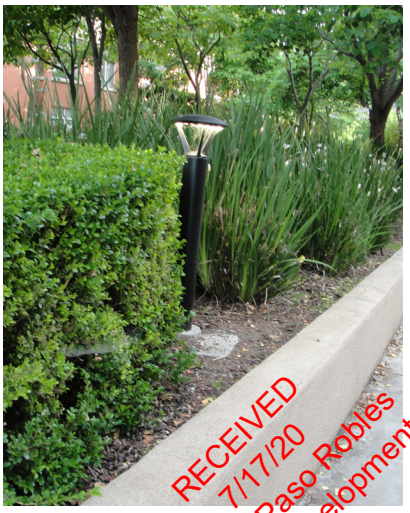
DG-47 When appropriate during site preparation and construction, install temporary fencing to protect wetland resources, trees, or other similar sensitive features.

DG-48 Embellish fences with climbing vines and other landscape features that do not add to the overall height of the fence.

DG-49 Design corner fencing and fencing abutting an open space to be an open style such as split-rail or wrought iron.

Streetscape and Lighting

The design of rights-of-way in the Plan Area includes a strong streetscape program that defines the street and creates a safe environment for automobiles, pedestrians, and cyclists while adding beauty, comfort and shade to the street. Selection of street tree species is based on height, canopy diameter, disease resistance, and where appropriate, transparency. See Figure 2B: Street Tree Plan for more information. Additional streetscape measures such as special paving, street furniture, and other pedestrian amenities enhance walkability, comfort, and safety in areas with high pedestrian foot traffic.



Pedestrian-scaled lighting like the acorn-style on the left and the path light on the right contribute to a safe public realm. In commercial and mixed-use areas, outdoor furniture can make a streetscape inviting and comfortable.

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Lighting throughout the Plan Area will be designed to provide ambiance and safety without unnecessary spillover or glare onto adjacent properties. Lighting includes overhead streetlights, pedestrian-scaled fixtures along the multi-use pathway and within mixed-use areas, and on-site illumination.

The streetscape maintenance program will be consistent with Zoning Ordinance Chapter 10.04 (Street Tree Planting and Maintenance).

Streetscape and Lighting Design Standards

DS-8 Special paving shall be installed along areas with high pedestrian foot traffic, including near the Mixed Use area and the Community Park.

DS-9 Street trees shall be installed per Figure 2B: Street Tree Plan.

DS-10 Water quality best management practices shall be incorporated in the design of all streetscapes to the extent feasible.

DS-11 A lighting plan for the Plan Area shall be developed and shall include regularly-spaced streetlights, regularly-spaced pedestrian-scaled lights along the multi-use pathway, and adequate pedestrian-scaled lighting within parks, pathway heads, and other publicly-accessible open spaces. Pedestrian-scaled lights shall be vandal-proof and a maximum of 16 feet in height.

DS-12 All pole lights shall utilize full cut-off "hooded" fixtures to prevent off-site light spillage and glare.

DS-13 All lighting within the Plan Area shall incorporate energy-efficient fixtures and technology.

DS-14 Building light fixtures shall be designed or selected to be architecturally compatible with the main structure, which should complement the theme of the surrounding area.

DS-15 Building entrances must be adequately lit to provide safety and security.

Streetscape and Lighting Design Guidelines

DG-50 Employ accent lighting that is down-lit and focused on key architectural elements and trees.

DG-51 Determine lighting along multi-use pathways and within open spaces according to need. Lighting should be minimized while providing adequate safety and usability of public spaces.

A cohesive palette of streetscape design elements helps create a sense of place.

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Landscaping and Sustainability

Landscaping throughout the Plan Area will be designed to define, unify and enhance the public realm, reduce water needs, and mitigate environmental degradation resulting from storm water runoff. Landscaping within the right-of-way and on individual lots will incorporate a range of trees, shrubs, grasses and groundcovers to complement existing species. Although the complex habitat of native plant communities cannot be replicated, ecological principles and concepts are applied to the design of ornamental and constructed native landscapes in order to achieve higher levels of environmental benefit and sustainability.

This section presents a framework for an attractive and sustainable landscape pattern that unifies development with surrounding open space and habitats, maximizes the likelihood of plant success, and limits the need for additional resources. Figure 2B: Street Tree Plan illustrates the placement and species for all street trees within the Plan Area. A more complete list of species appropriate to the Plan Area is provided in Appendix B: Typical Front yard Landscape Plan. In addition, the standards and guidelines in this section promote the use of ecological design principles and the use of drought-tolerant or native plant and tree varietals with a focus on the rural landscape. All landscaping must also comply with Section 5.2 of the Specific Plan (Water Conservation Strategies) and Zoning Ordinance Chapter 21.22B (Landscape and Irrigation Ordinance).

Street tree species recommended for perimeter streets around the Beechwood Plan Area are the Australian Willow (left), the Chinese Pistache (center), and the London Plane Tree (right).

Landscaping and Sustainability Design Standards

DS-16 All landscape materials shall be consistent with the City's Landscape Ordinance and the approved street tree planting list.

DS-17 Plant communities must be designed to create ecological conditions that closely match the available light, water, climate, and soils of the City and region.

DS-18 Turf areas shall not exceed 30 percent of yard areas. Synthetic turf, however, is encouraged and permitted in any yard.

DS-19 Plant species shall be planted and located in communities and associations rather than single species to encourage plant diversity.

DS-20 Irrigation systems should minimize precipitation rate.

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FIGURE 2B: STREET TREE PLAN

STREET TREE PALETTE

PERIMETER STREETS

STREET	BOTANICAL NAME	COMMON NAME
Beechwood Dr	Geijera parviflora	Australian Willow
Creston Rd	Pistacia chinensis	Chinese Pistache
Meadowlark Rd	Platanus acerifolia	London Plane Tree

INTERIOR COMMUNITY STREETS

STREET	BOTANICAL NAME	COMMON NAME
Airport Rd	Koelreuteria paniculata	Goldenrain Tree
Airport Rd (Median)	Quercus agrifolia	Coast Live Oak
Oriole Wy	Fraxinus augustifolia 'Raywood'	Raywood Ash
Ridge Rd	Geijera parviflora	Australian Willow

ENHANCED SIDEWALK

NEIGHBORHOOD STREETS

Selection determined at neighborhood level

BOTANICAL NAME	COMMON NAME
Cladrastis lutea	Yellowwood
Fraxinus a. 'Raywood'	Raywood Ash
Geijera parviflora	Australian Willow
Ginkgo biloba	Maidenhair Tree
Koelreuteria paniculata	Goldenrain Tree
Lagerstroemia indica	Crape Myrtle
Pistacia chinensis	Chinese Pistache
Ulmus parvifolia	Chinese Elm
Zelkova serrata	Sawleaf Zelkova

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Landscaping and Sustainability Design Guidelines

DG-52 Incorporate cisterns and graywater systems for sustainable landscape irrigation purposes.

DG-53 Use sustainable materials in the landscape construction and site furnishing selections including, but not limited to, recycled materials, environmentally preferable products, materials that can be recycled, certified "green" products and locally available or manufactured products.

DG-54 Employ low impact development (LID) techniques in residential yard areas. See Section 5.2, Infrastructure Improvements for examples of LID techniques.

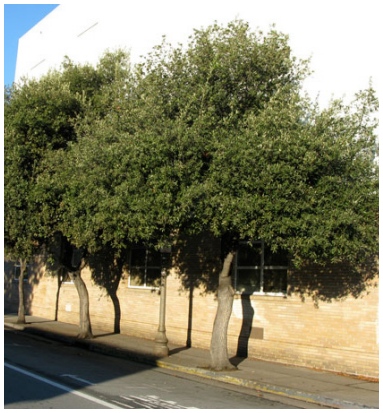
DG-55 Re-use soils from the site as horticultural soils where appropriate and feasible.

DG-56 Plant California native plants on slopes and other areas not devoted to active recreation.

DG-57 Whenever possible, plant materials should be indigenous to the region, or similar in character and habitat to indigenous materials.

DG-58 Maintain soils to promote optimum plant growth and retain moisture.

DG-59 On individual lots, design front yard landscaping and choose plant species to be consistent with the typical landscaping plan and species list shown in Appendix B.



Street tree species recommended for streets interior to the Beechwood Plan Area are the Goldenrain Tree (left), the Coast Live Oak (center), and the Holly Oak (right).

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2.6 Development Potential

This section describes the anticipated build-out of the Beechwood Plan Area based on the allocation of development in City Council Resolution NO. 18-067. That resolution allocated a total of 911 residential units and 47,000 square feet of commercial area to the Plan Area distributed among subareas as indicated in Figure 2C: Land Use Diagram with Subareas and Table 2-5: Development by Subarea. As the Plan achieves build-out, units may be shifted between subareas provided the total number of units does not exceed 911 excluding accessory dwelling units. Commercial uses allocated to the Mixed Use-24 land use designation, however, may be converted to residential dwelling units at a rate of 1 dwelling unit per 1,000 square feet of commercial use, upon a finding that commercial uses on the Mixed Use site in question are not viable. Any residential uses constructed in the Mixed Use-24 land use designation must be part of, and not in addition to, the 911 units allocated to the Plan Area.

As noted in Table 2-5 footnotes 2, 3 and 4, the Plan Area is required to support 100 units at a minimum density of 20 units per acre and a minimum of 50 units at a minimum density of 8 units per acre (see Section 1.4)

While accessory dwelling units will not be counted in the overall unit count, about 656 single-family dwelling units are anticipated in the Plan Area, all of which could support one accessory dwelling unit (ADU).

FIGURE 2C: LAND USE DIAGRAM WITH SUBAREA

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TABLE 2-5: DEVELOPMENT BY SUBAREA

Subarea	Current Owner	Gross Area (acres)	Dwelling Units Allocated per City Council Resolution NO. 18-067	Commercial Area (sf)	Gross Density[1] (du/ac)
A	**Harrod**	**9.75**	**36**	**-**	**3.7**
B	**Harrod**	**19.80**	**86**	**-**	**4.3**
C Total	**Harrod**	**19.95**	**82**	**-**	**4.1**
C-1		4.50	48[2]	-	10.7
C-2		15.45	34	-	2.2
D	**Pensco**	**19.95**	**88**	**-**	**4.4**
E	**Erskine**	**19.95**	**88**	**-**	**4.4**
F	**Huebner**	**19.95**	**88**	**-**	**4.4**
G	**Delucca**	**9.66**	**32[5]**	**-**	**3.3**
H	**Harrod**	**15.80**	**54**	**-**	**3.4**
I Total	**Erskine**	**38.02**	**164**	**20,000**	**4.3**
I-1		32.22	124	-	3.9
I-2		4.20	40[3]	-	9.5
I-3 [8]		1.80	-	20,000	-
J Total	**Harrod**	**38.22**	**193**	**27,000**	**5.0**
J-1		16.55	60	-	3.6
J-2		9.70	63[2]	-	6.5
J-3		4.67	70[4]	-	15.0
J-4 [8]		7.30	-	27,000	-
-	**PG & E**	**23.78**	-	-	**-**
Sub Total Residential	**-**	**201.95**	**911[6]**	**-**	**4.5**
Sub Total Commercial	**-**	**9.10 [8]**	**-**	**47,000[7]**	**-**
Total	**-**	**234.83**	**911**	**47,000**	**-**

Notes:

[1] All areas and density are expressed in gross acreage. Subarea acreage includes local roadways, parks, open spaces, and easements. Net density and acreage will differ; to be determined with implementing development applications in accordance with the Development Standards listed in this chapter.

[2] Subareas C-1 and J-2, together, shall have a minimum of 50 units provided at 8 du/ac min.

[3] Subarea I-2 shall have a minimum of 2.0 acres provided at 20 du/ac

[4] Subarea J-3 shall have a minimum of 3.0 acres provided at 20 du/ac

[5] As shown on the Land Use Diagram, Subarea G is anticipated to support a Community Park. However, 32 multiple-family residential units are alloted to Subarea G per City Council Resolution NO. 18-067. When the community park is expanded to the entire subarea as shown on the Land Use Diagram, the 32 dwelling units will be reallocated to Subareas I and J below Ridge Road. Additionally, all 32 units must take the form of one or more of the following building types: small lot single-family homes, duplex, triplex, fourplex, cottage court, townhouse, or multiplex.

[6] Transfer of dwelling units within and between property ownership is permitted to allow design and market flexibility and avoid sensitive resources, provided the maximum number of units allowed by this Specific Plan is not exceeded.

[7] Potential future conversion of commercial use to residential dwelling units in the Mixed Use-24 Land Use Designation at a rate of 1 dwelling unit per 1,000 sf of commercial use; reallocated by future amendment to the Specific Plan.

[8] Includes approximately 3.5 acres of open space.

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2.7 Land Use and Design Policies

The following numbered Beechwood Specific Plan (BSP policies) will ensure that development within the planing area achieves the shared vision for the Beechwood Area and is guided by the Plan's Guiding Principles.

BSP-1 Allow for a mix of uses, residential densities, and open spaces as described in Table 2-1: Land Use Distribution and Figure 2A: Land Use Map.

BSP-2 Require compliance with development standards in Section 2.3 and design standards in sections 2.4 and 2.5 as applicable based on building type.

BSP-3 Allow transfers of density between subareas of the Plan Area such that the total number of units in the Plan Area does not exceed 911 (see Chapter 6: Implementation).

BSP-4 Permit and facilitate the re-allocation of the 32 units allocated to subarea G to subareas I and J to permit construction of the Community Park as shown in Figure 2A. Re-allocation of units units must take the form of one or more of the following building types: small lot single-family, duplex, triplex, fourplex, cottage court, townhouse, or multiplex.

BSP-5 For the construction of residential uses in the Mixed Use -24 land use designation, require the conversion of 1,000 square feet of permitted commercial area per residential unit.

BSP-6 Permit residential-only development in the Mixed Use -24 area only upon a finding by the Planning Commission that non-residential uses are not viable.

BSP-7 Permit and encourage the construction of accessory dwelling units on single family house lots. Accessory dwelling units may be detached new construction, converted detached garages, converted attached garages, additions, or remodels, provided all additions comply with the development standards of the base zone.

BSP-8 In the event that the development standards of the Specific Plan are physically infeasible due to specific site conditions, allow for a Minor Modification process in accordance with the Zoning Ordinance Chapter 21.23 (Zoning Administrator – Permits, Variances, Applications, and Appeals).

BSP-9 Refer to Appendix B: Typical Front Yard Landscape Plan for the landscape design on lots throughout the Plan Area.

BSP-10 Promote entry-level and workforce housing opportunities to the extent possible through the provision of residential units at a variety of price points and support for the construction of ADUs.

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3 Parks, Open Space, and Natural Resources

This chapter establishes the Plan's goals for parks and open space, describes the types of parks and open space that will be established, and defines the natural features unique to the Plan Area. Together, the land use plan and the parks and open space network will preserve the natural features of the Plan Area while creating a new livable neighborhood with ample space for active and passive recreation. Specific Plan policies related to parks, open space and natural resources are listed at the end of the chapter.

Examples of parks and open space envisioned in the community

3.1 Parks, Open Space, and Natural Resource Goals

A. Connect neighborhoods by a multi-use pathway system, bike lanes, and sidewalks.

B. Enrich the natural setting with a variety of public parks, multi-use pathways, and open spaces, each with its own unique character and range of active and passive uses, including a community park, amenitized green spaces, green belts, and natural features.

C. Retain the natural rural character of the area by preserving open space and protecting wildlife habitat and vegetation through avoidance, impact mitigation, and habitat enhancement.

D. Sensitive resources are preserved and enhanced in dedicated open space and utilizing oak trees protection measures.

E. Provide for additional park area with future development of Subareas within the Plan and/or pay in-lieu fees to fund park improvements/acquisitions city-wide, or a combination thereof as approved by the City.

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3.2 Parks and Open Space

The parks and open space network provides opportunities for active and passive recreation, adds to the natural beauty of the area, preserves natural resources, and enhances property values within the Plan Area. As discussed in Chapter 2 Land Use, there are several open space land use categories. Areas designated as Open Space-Conservation will remain undeveloped and preserved for habitat protection and restoration. The Community Park will support recreational activities and may include structures that are necessary to support the specific purposes of a designated park. Additionally, throughout the Plan Area, Amenitized Green Spaces will be provided to enable opportunities for passive recreational amenities and other outdoor activities. Figure 3A: Parks, Open Space, and Multi-use Pathways Plan illustrates all open spaces within the Plan Area, and Table 3-1:Parks and Open Space Summary provides the sizes and uses of the open space within the Plan Area. Figure 3A also shows preliminary lot line configurations, an alternative for the park with 32 units and a 7-acre community park..

TABLE 3-1 PARKS AND OPEN SPACE SUMMARY

Type	Gross Acres	Acres per 1,000 residents	Description
Usable Open Spaces			
Community Park	8.1		Informal and formal play fields, play structures, tot lot, picnic areas, parking (on-street)
Open Space-Amenitized Green Space	9.6		Informal recreational areas, small play structures, passive/natural park areas, native pathways, and multi-use pathways
Total Usable Open Space	**17.7**	7.3	
Non-usable Open Spaces			
Open Space-Conservation	10.1		Conservation and environmental mitigation areas
Open Space- Undeveloped Utility	26.1		PG&E-owned area and PG&E easement corridor area
Total Non-Usable Open Space	**36.2**		
TOTAL OPEN SPACE	53.9	22.2	

As shown in Table 2-5, a total of 911 units are allocated to the Plan Area. Assuming an average of 2.66 persons per household, the Plan Area will yield a population of approximately 2,423 persons.[1] The 53.9 acres of open space within the Beechwood Specific Plan area shown in Table 3-1 will therefore provide approximately 22.2 acres of open space per 1,000 residents. Including only programmed, active and passive open spaces (the Community Park and Amenitized Green Spaces), the Specific Plan provides 17.7 acres of open space, or approximately 7.3 acres per 1,000 residents. This exceeds the General Plan requirement for 7 of park space per 1,000 residents.

1 Per Section 1.0 of the Land Use Element, the General Plan assumes that each dwelling unit will be occupied with an average of 2.66 persons.

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Community Park

The Community Park is a planned eight-acre publicly-owned and publicly-accessible open space for passive and active recreation facilities intended to serve both local and community needs. Shown in Figure 3B, an illustrative design concept for the park supports two regulation-size baseball diamonds, two multi-use athletic fields including lights, for a variety of sporting activities for youth sports, two picnic areas with gazebos, a tot lot, and parking along the park's perimeter. While this concept may be modified as the Plan is implemented, the ultimate design must support active and passive recreation needs for the community.

FIGURE 3A: PARKS, OPEN SPACE, AND MULTI-USE PATHWAYS PLAN

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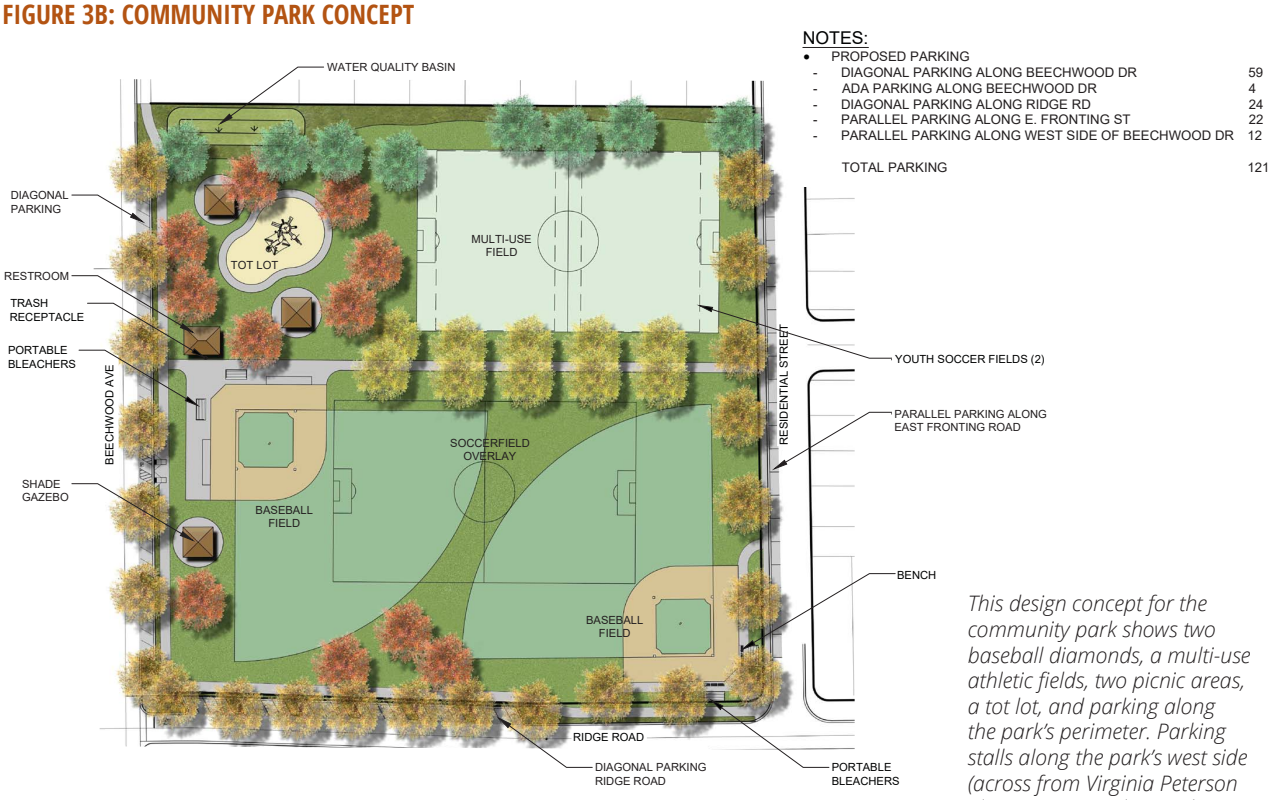
FIGURE 3B: COMMUNITY PARK CONCEPT



This design concept for the community park shows two baseball diamonds, a multi-use athletic fields, two picnic areas, a tot lot, and parking along the park's perimeter. Parking stalls along the park's west side (across from Virginia Peterson Elementary) are designed as back-in diagonal parking.

Amenitized Green Spaces

Amenitized Green Spaces are focused open spaces that provide informal recreational areas and gathering space. These spaces are interspersed within residential areas, are connected by the multi-use pathway, and may be public or privately maintained. These spaces may include small-scale amenities such as exercise stations, and benches.

FIGURE 3C: TYPICAL AMENITIZED PARK AREA WITH MULTI-USE PATHWAY OR ENHANCED PEDESTRIAN CONNECTION

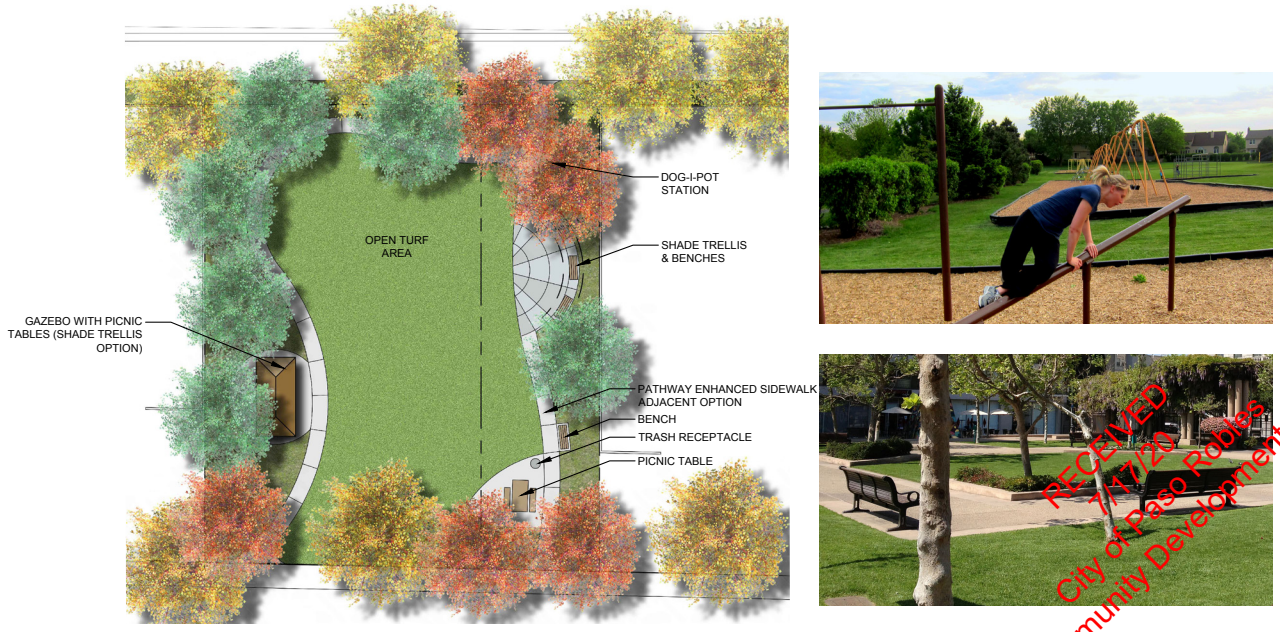


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FIGURE 3D: TYPICAL AMENITIZED PARK AREA - SUBAREA F

Amenitized Green Spaces are located within and between residential neighborhoods to provide informal open spaces for the community to gather, rest, and exercise, and play. Amenitized green spaces may include exercise stations, picnic tables, public art, chess tables, or small playgrounds.

FIGURE 3E: AMENITIZED PARK AREA CONCEPT - SUBAREA I-1 & J-1

NOTES:
- EXISTING OAK TREES TO BE PROTECTED
- PARK FEATURES MAY BE ADJUSTED TO ACCOMMODATE SITE CONDITIONS
- TURF AREAS TO COMPLY WITH CITY WATER CONSERVATION ORDINANCE

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Included within the linear Amenitized Green Space that separates subareas I-2, I-3, and J-4 from Residential Single-Family-7 uses to the north is a six-foot native pathway. This pathway allows the Amenitized Green Space to function as a pedestrian corridor as well, enhancing access among the neighborhoods off the major roadways. Also included as an Amenitized Green Space is a 2.9 linear mile multi-use pathway system that winds throughout the Plan Area, supporting pedestrians, hikers, joggers, and cyclists.

Multi-Use Pathway

The multi-use pathway is a privately maintained, paved concrete and landscaped amenity that provides access throughout the Plan Area, connecting residential areas, commercial areas, parks and other open spaces, natural open spaces, major roadways, and local roadways. Separated from the roadway, the multi-use pathway complies with the California Highway Design Manual's standards for a Class 1 bikeway. It functions as a both a circulation and recreational amenity that serves a wide range of users – walkers, joggers, strollers, and other mobility devices (i.e., wheelchairs, scooters, etc.). The Plan Area incorporates approximately 2.9 linear miles of multi-use pathway, as identified in Figure 3A. Figure 3F shows a typical cross section of the pathway, and Figure 3G shows a 3D rendering of the pathway alongside a perimeter wall (see Section 4.2 for more on the perimeter wall).

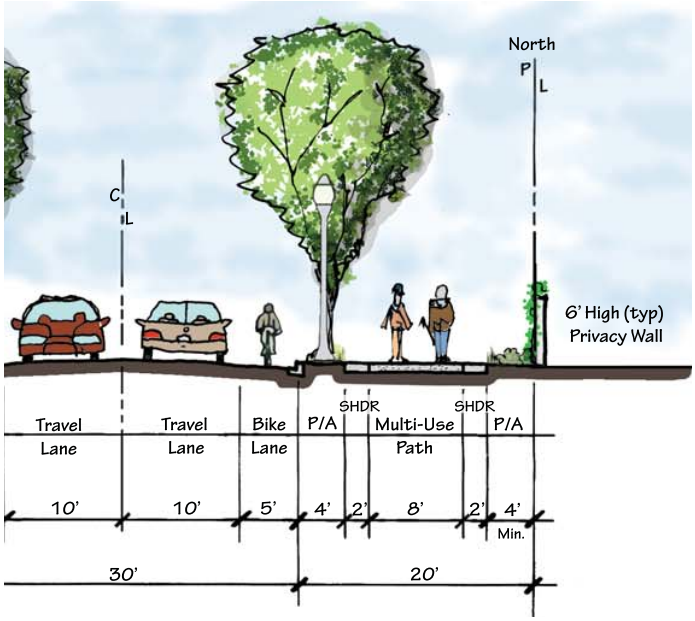

FIGURE 3F: MULTI-USE PATHWAY CONCEPT

The Plan proposes approximately 2.9 linear miles of Multi-Use Pathway. Landscaping on both sides of the pathway enhance safety and comfort for all users.

FIGURE 3G: MULTI-USE PATHWAY CONCEPT - PERSPECTIVE RENDERING

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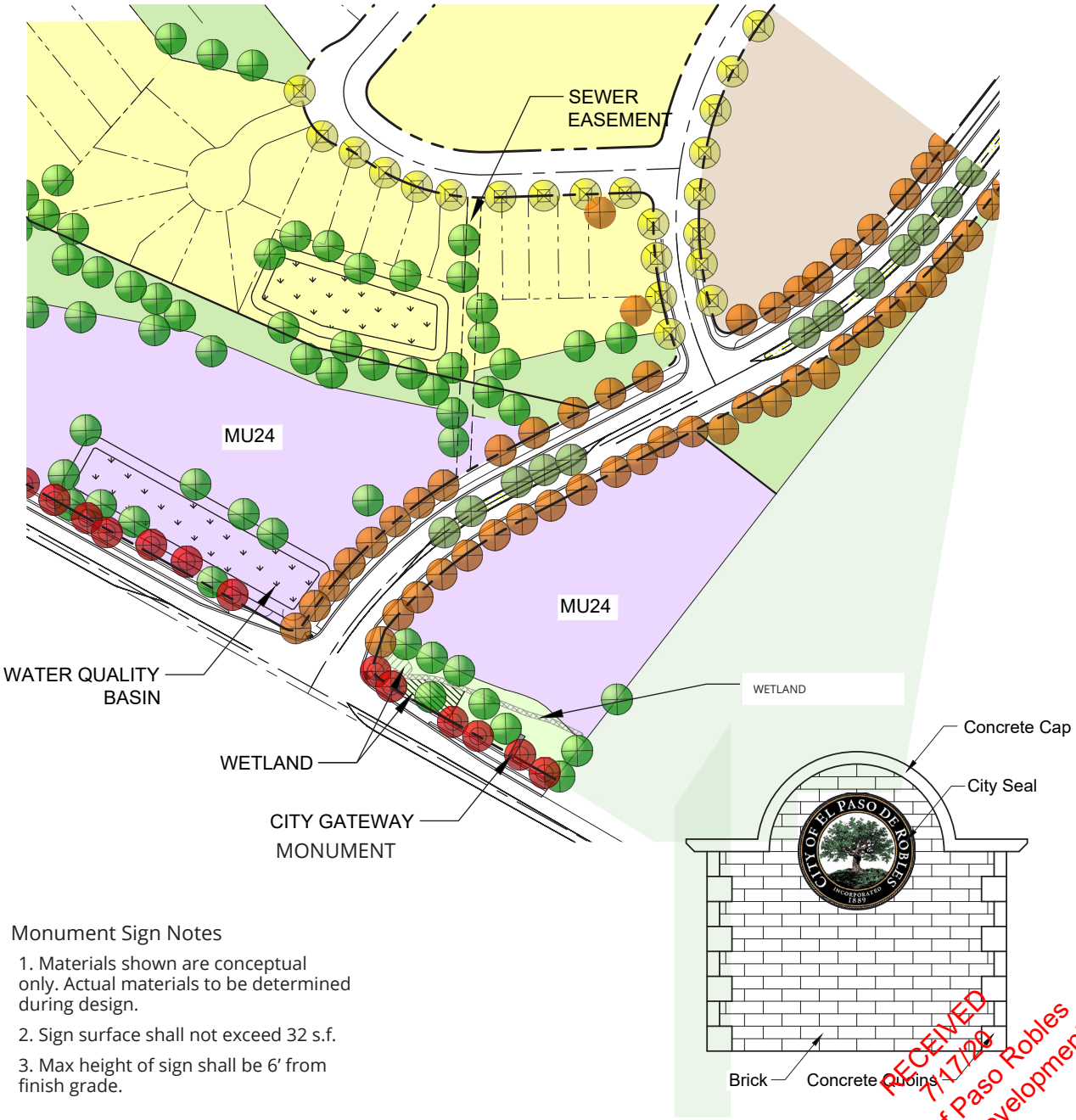
Open Space - Conservation

Open space captures, preserves, and reflects the rural character and history of the City. Open Space is used for the preservation of natural features and resources, specifically the wetlands and areas of oak trees that are located within the Plan Area. Informal pathways may pass through, but these spaces are otherwise not intended for or accessible by the community. In the Open Space - Conservation area abutting Creston Road south of Airport Drive, a Town and Country Gateway feature will be installed to welcome residents and visitors entering the city from the south.

FIGURE 3H: CITY GATE MONUMENT



Monument Sign Notes

1. Materials shown are conceptual only. Actual materials to be determined during design.
2. Sign surface shall not exceed 32 s.f.
3. Max height of sign shall be 6' from finish grade.

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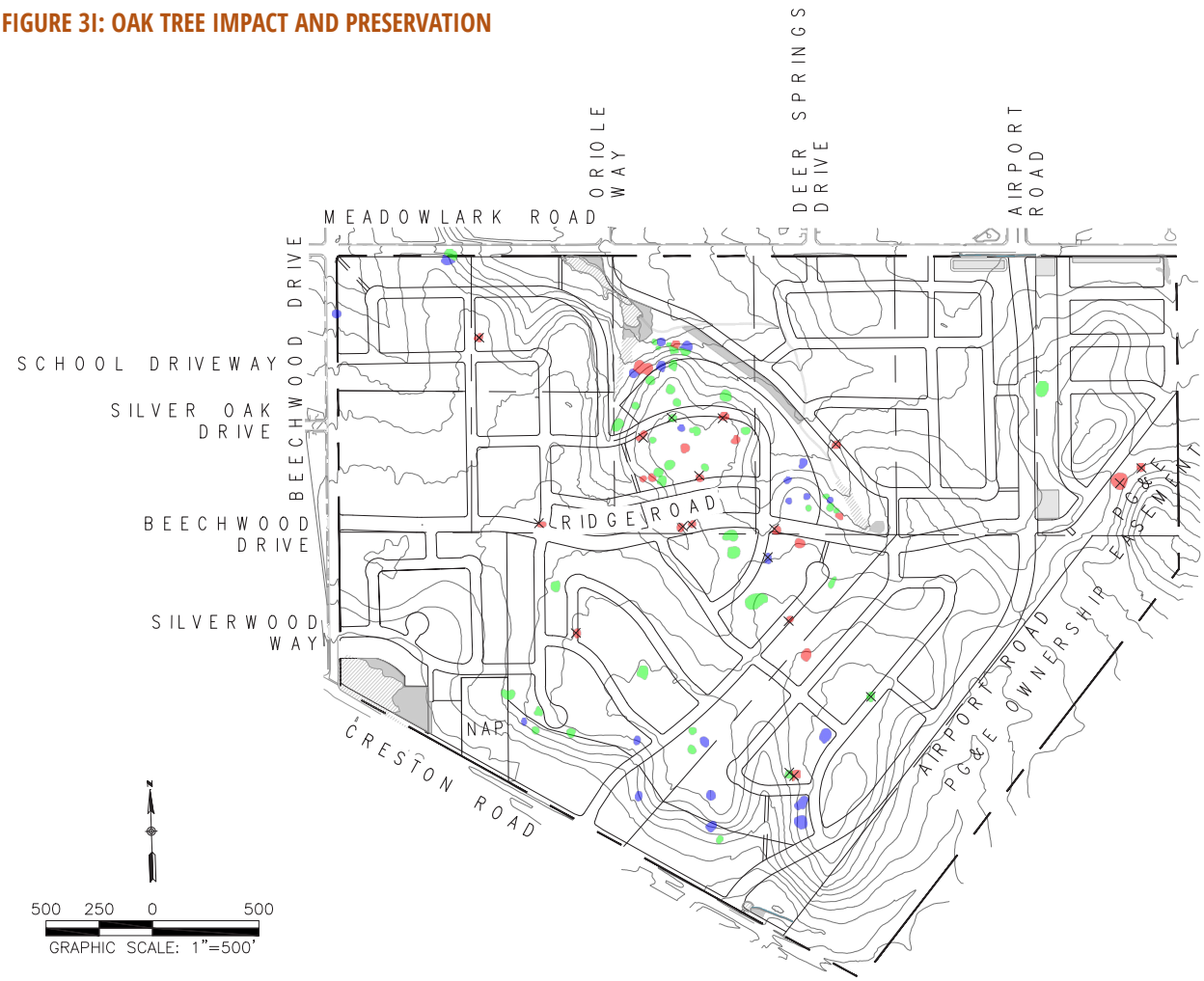
3.3 Natural Resources

Natural resources in the planning area include wetlands, oak trees, and the agricultural buffer. The Plan is designed to preserve these important resources as described below.

Oak Tree Preservation

Figure 3I: Oak Tree Preservation Plan identifies the location and relative quality of each tree and identifies the trees to be preserved and those to be impacted/removed with development of the Specific Plan. Tree location, quality, proposed preservation and removal were confirmed by an on-site inspection conducted with City staff and the Applicants' consultant team, including the Project Arborist. The number and quality of oak

FIGURE 3I: OAK TREE IMPACT AND PRESERVATION



LEGEND

OAK TREE QUALITY	NUMBER	TREES REMOVED
GOOD QUALITY	53	3
AVERAGE QUALITY	23	1
POOR QUALITY	24	14
×TREES TO BE REMOVED		18
TOTAL	100	18

EXISTING WETLANDS

EXPANDED WETLANDS

SPECIFIC PLAN BOUNDARY

NOTES:
1. TREES LOCATED WITHIN AREAS OF CUT/FILL OF 2' OR LESS CONSIDERED PRESERVED, SUBJECT TO MITIGATION MEASURES
2. MITIGATION MEASURES TO BE INCORPORATED TO PROTECT TREES IDENTIFIED BY ARBORIST AS POTENTIALLY IMPACTED

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trees to be preserved and removed are summarized on Table 3-2 below. As the figure and table indicate, of the 18 trees to be impacted/removed, 14 are of poor quality, three are of fair quality and only one out of 50 good- quality trees is anticipated to be removed.

TABLE 3-2: TREE IMPACT AND PRESERVATION SUMMARY

Tree Quality	Number	Trees Removed	Trees Preserved
Good	53	3	50
Average/Fair	23	1	22
Poor	24	14	10
Total	100	18	82

The Beechwood Specific Plan minimizes impacts to oak trees and riparian habitats by employing sensitive street and lot design, grading and equipment operations, tree identification, fencing, construction monitoring, and proper long term maintenance. The roadway configuration described in this Plan has been designed to avoid impacts to preserved oak trees, and individual lot designs will similarly be designed to avoid impacts, with trees located outside of proposed residential lots to the extent practicable. In addition, Plan policies ensure ling-term maintenance through covenants, conditions, and restrictions (CC&Rs). The following measures shall be employed to ensure protection of oak trees, both with community/public spaces and within privately-owned lots.

- Clearly identify on future tentative tract maps and site plans pursuant to the Specific Plan all oak trees identified on the Oak Tree Preservation Plan as preserved.
- Where oak trees are located within residential lots measures indicated below and in the Oak Tree Preservation Plan shall be employed to avoid impact and removal of oaks. The Director of Community Development may allow the removal of individual oaks that are identified as preserved on the Plan due to an unavoidable or unusual condition(s) and mitigating techniques to protect the tree are infeasible. The removal of any oak identified as preserved on the Plan shall be mitigated in accordance with the Environmental Impact Report.
- The location of all oak trees shown as preserved on the Plan shall be shown on grading plans and improvement plans. Where oak trees are located within a residential lot, custom-lot grading and stepped foundations or other methods will be employed to minimize impacts from grading, excavation and other lot development activities as identified in Item 4 below. These measures are intended to preserve the number of good and average quality oak trees. Also refer to the Site Grading Concept in Chapter 5.
- For all lots with oak trees that are identified to remain on the Preservation Plan:
    - Building envelopes shall be located outside of the critical root zone (CRZ) and located as to minimize the need for construction activities within the CRZ.
    - The limits of the CRZ of preserved trees shall be identified by a qualified arborist and fenced accordingly.
    - Temporary fencing may be necessary to protect trees during site preparation and construction.
    - A pre-construction meeting shall be held with the city, applicant/developer, contractor, and arborist to address fencing and construction monitoring as well as address long term maintenance obligations.

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  - Construction activities that are necessary near or within the CRZ shall be noted on grading and/or other construction plans for review and approval by the Arborist. Where grading and excavation is required within the CRZ, such activities shall be monitored as determined by the Arborist. Earthwork cuts within the CRZ are prohibited and fills within the CRZ minimized to the satisfaction of the Arborist. Tree wells or other techniques, satisfactory to the arborist, may be utilized in or around the CRZ.

- Long term maintenance and preservation of oak trees within all conserved and open space or amenitized green space shall be the responsibility of the HOA and shall be conducted in accordance with the Project's Oak Tree Preservation Plan.
- The Project's CC & Rs shall help assure long term maintenance of oak trees located on residential lots by notifying all lot owners of prohibited activities within the CRZ and providing educational materials about proper care of oak trees, including pruning and elimination of mistletoe and deadwood. See additional specific measures indicated below.
- To address the removal of oak trees resulting from development of the Specific Plan, the Project's street tree planting plans and other landscape plans emphasize oak trees in the planting palettes. Refer to Figure 3E, for more details on the location and the number of oak trees anticipated.

Additional specific measures for oak trees are indicated below:

Oak Tree Protection Measures for Trees Located in Common/Public Areas

- All Oak trees as identified on the Oak Tree Preservation Plan shall be shown on grading, landscape, and improvement plans and clearly identified as "to remain" or "to be removed". A qualified arborist shall review and approve the grading and improvement design and specific oak tree protection measures for individual trees that are to remain prior to approval of the plans as recommended in the Oak Tree Protection Plan Report as part of the Project's Environmental Impact Report. Should a specific preservation measure or guideline be found not feasible, alternative measures may be approved for individual trees on a case by case basis with approval by the Project arborist,
- On-going protection and maintenance of oak trees are the responsibility of the Master Homeowners Association. The Project's CC&Rs shall indicate preservation and health of oak trees as a maintenance item. Prior to approval of a final map which will result in grading and development in areas with oak trees present, an appropriate mechanism shall be created that provides for annual evaluations of oak trees by a qualified arborist, to the satisfaction of the Community Development Director. Said evaluations shall report on the health of oak trees that are to be preserved and shall identify corrective measures necessary to maintain the health of oak trees.

Oak Tree Protection Measures for Trees Located on Private Lots

- All Oak trees, together with their trunk diameter and the limits of their tree canopies, as identified on the oak Tree Preservation Plan, shall be shown on Project grading, landscape, and building plans. The trees shall be clearly identified as "to remain" or "to be removed" as indicated on the Oak Tree Preservation Plan.
- Prior to issuance of grading, landscape, and building permits for development on all lots with oak trees to remain, a qualified arborist shall review the development plans (grading and building) for conformance with the measures listed in the Oak Tree Protection Plan Report as part of the Project's Environmental Impact Report.

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- The Master HOA and/or sub-associations shall be made aware of the importance of oak tree preservation and shall include information about this in its various publications to homeowners. A signage program promoting tree preservation shall be instituted by the HOA.
- The HOA shall be required to monitor oak trees on private lots yearly for a period of five years from the initial sale of a home. The evaluation shall be conducted by a qualified arborist and include a report on the health of oak trees and identify any improvement or activity that is endangering the long-term health of the trees. The Project's CC&Rs shall authorize the HOA access on to private property to conduct the evaluations and to use its powers under the Project's CC&Rs to compel the homeowner to take reasonable corrective action, satisfactory to the HOA. These evaluations shall be funded by the HOA, with any corrective actions necessary to be the responsibility of the homeowner.
- The Department of Real Estate Yellow and White reports shall include, satisfactory to the Community Development Director, information to potential and future home buyers of lots with oak trees of the special considerations listed above.

For more detailed information on the on-site oak trees, the oak tree rating system for determining relative quality, and the preservation measures to be employed, refer to the Oak Tree Protection Plan Report as part of the Project's Environmental Impact Report.

Wetlands

The Plan Area consists of approximately 2.8 acres of wetlands as part of the Open Space Conservation land use. Predominantly located in the southwest and north-central portion of the Plan Area, the wetlands are mainly surrounded by annual grassland and sporadic patches of other low-growth flora.

The Plan proposes a wetland mitigation program to mitigate impacts in three areas 1) along Creston Road at the intersection with Beechwood Drive, 2) Meadowlark Road frontage east of Airport Road and 3) the Oriole Road Extension into the Plan Area. These wetland impacts will be primarily mitigated along the new southerly extension of Oriole Road along its western boundary. A linear wetland area will be created to mitigate for the re-alignment of approximately 1,000 feet of drainage and associated wetland within the Plan Area's interior. Detailed impact and mitigation areas will be developed with the grading and drainage design approved with the Tentative Map. Permits will be required by the US Army Corps of Engineers that will further define appropriate avoidance measures or compensatory mitigation based on final project plans.

Agriculture Buffer

Agricultural buffers provide space for typical farming practices to continue when development occurs in or near farm operations. Buffers limit human-occupied structures in the space between croplands and adjacent non-agriculture uses, protecting the health and safety of the general public from farm operations noise, dust, odor, legal pesticide use, and other normal activities that are part of farming and ranching. Agricultural uses adjacent to the Beechwood Plan Area that require a buffer are limited to areas east of the PG&E easement. Areas east of Subarea F, and are therefore already buffered by the easement.

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3.4 Parks, Open Space, and Natural Resource Policies

The following numbered Beechwood Specific Plan (BSP policies) will ensure that development within the planning area achieves the shared Vision for the Beechwood Area and is guided by the Plan's Guiding Principles.

BSP-11 **Require that the PG&E easement remains undeveloped and preserve the visual prominence of the existing topography of the site.**

BSP-12 **Preserve oak trees to the greatest extent practicable through avoidance and employ custom grading, step foundations, and other mitigation measures that preserve existing oaks and replace poor quality trees that are removed in accordance with Zoning Ordinance Chapter 10.01 (Oak Tree Preservation).**

BSP-13 **Create visually-appealing, comfortable, and memorable recreation facilities in the form of community parks, amenitized green spaces, and multi-use pathways.**

BSP-14 **Design the multi-use pathway to serve a wide range of users and include ample vegetation and water quality features, as described and illustrated in Section 3.2.**

BSP-15 **Ensure that wetland impacts are mitigated according to the wetland mitigation program and the grading and drainage design approved with future tentative tract maps.**

BSP-16 **Provide a consistent canopy of shade trees, existing and newly-planted, throughout the Specific Plan area to enhance pedestrian comfort.**

BSP-17 **Install a Town and Country Gateway feature within the Open Space - Conservation area north of Creston Road and east of Airport Road. The design of the feature shall be visible and legible to motorists and shall reflect the rural setting of this entry point into the city.**

BSP-18 **Where a water quality basin feature is not needed, design the multi-use pathway to meander around additional landscaping that complements the landscaping in the adjacent planted areas.**

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4 Circulation and Connectivity

This chapter consists of the overall Circulation Plan, which sets forth the street network and standards, intersection improvements, bicycle and pedestrian systems, and the perimeter wall plan. The Plan envisions complete, comfortable streets that accommodate bicycle and pedestrian facilities, as well as vehicles traveling at safe speeds. Prioritizing multi-modal mobility and access helps to achieve broader community goals of livability and environmental sustainability. Specific Plan policies related to circulation and connectivity are listed at the end of the chapter.

Examples of circulation improvements envisioned in the community

4.1 Circulation and Connectivity Goals

A. Connect the Plan Area to adjacent collector and arterial streets with multiple points of access to minimize concentration of vehicles.

B. Create bicycle- and pedestrian-friendly neighborhoods with sidewalks and bike lanes, and a detached multi-use pathways.

C. Design streets and intersections using current traffic-calming strategies to reduce speeds, including narrow lanes, roadway curvature, mini-roundabouts, and enhanced pedestrian crossings.

D. Design an interconnected transportation network using pedestrian-scaled streets and blocks that are sensitive to the natural topography.

4.2 Circulation Plan

The Plan prioritizes mobility and access for all modes and abilities as a means to achieve the community's vision of livability, connectedness, and environmental sustainability. As such, the Plan provides a framework for orderly development while creating recreational opportunities and minimizing the impact of transporta-

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tion on the residential areas. The streets are designed to accommodate the diverse needs of all transportation modes – pedestrians, bicyclists, and automobiles – while creating beautiful and livable public spaces. Throughout the Plan Area, roadways are designed to minimize traffic noise, impervious areas, and concentrated storm water runoff. Furthermore, the Regional Transit Authority plans to link future bus service routes and bus stops to the network in order to facilitate use of public transit.

Pedestrian and bicycle paths are an integral component of the Plan's circulation system, providing a network of interconnected multi-use pathways along roadways and through the open spaces that facilitate non-vehicular travel. The multi-use pathways will be easily accessible and help enrich the community's quality of life by providing opportunities for a more active, healthy lifestyle with greater connections to the outdoors. Figure 4A diagrams circulation within the Plan Area.

FIGURE 4A: CIRCULATION PLAN

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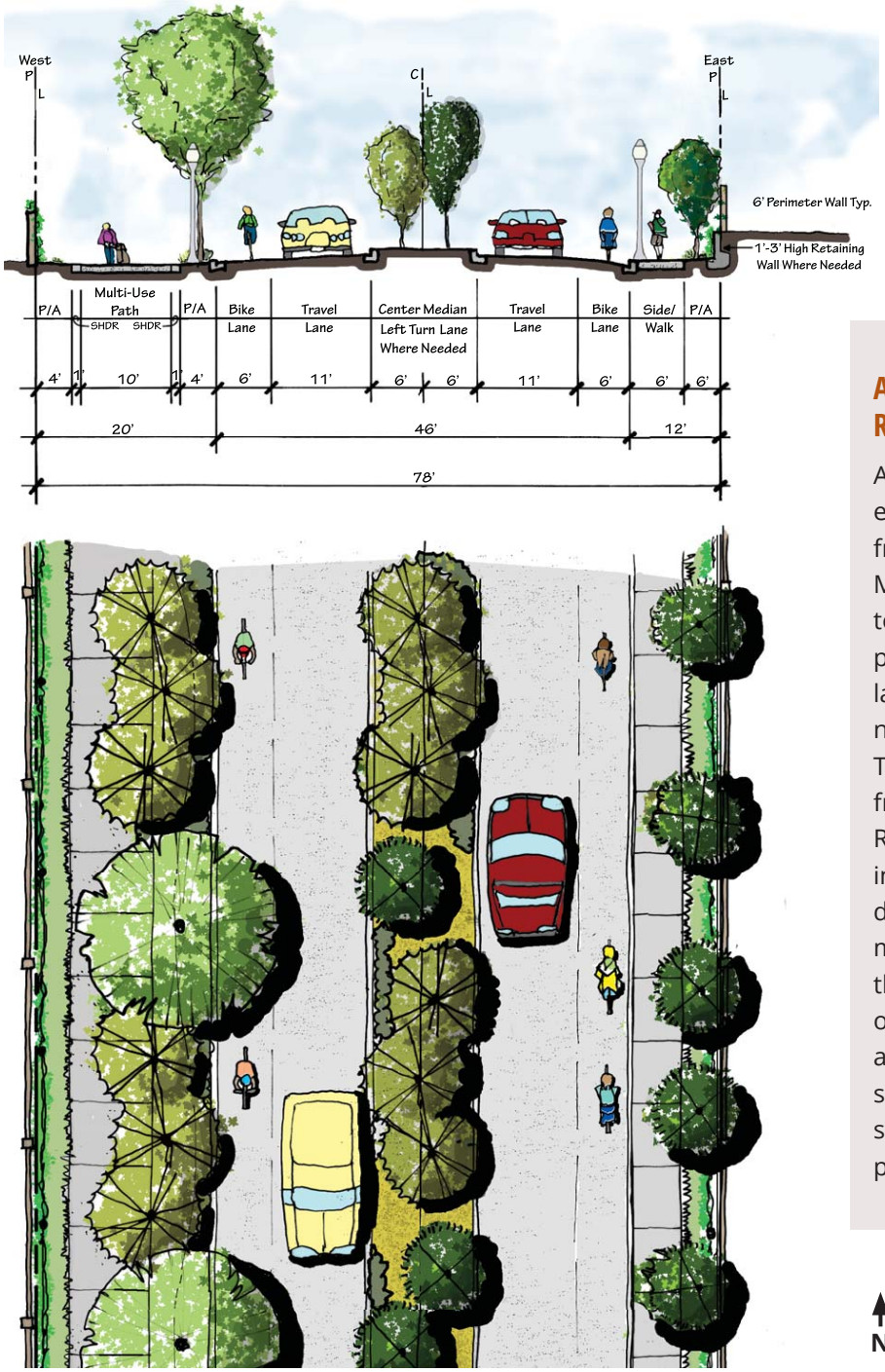
Roadway Network

Existing and Extended Roadways

The Plan Area is bounded by Meadowlark Road on the north, Beechwood Drive on the West, and Creston Road on the south. Airport Road extends through the site from Meadowlark Road to Creston Road. As depicted in the following street diagrams, the roadways will be improved to accommodate traffic generated by development of the community.

FIGURE 4B: AIRPORT ROAD - NORTH OF RIDGE ROAD



AIRPORT ROAD (NORTH OF RIDGE ROAD)

Airport Road will be extended through the Plan Area from its existing terminus at Meadowlark Road to Creston Road. This section of Airport Road will have narrower lane widths than the section north of Meadowlark Road. The section of Airport Road from Meadowlark Road to Ridge Road is proposed to include a landscaped median with left turn lanes, a multi-use pathway along the west side, bicycle lanes on both sides of the street, and sidewalk along the east side. Figure 4B illustrates the street design in section and plan.

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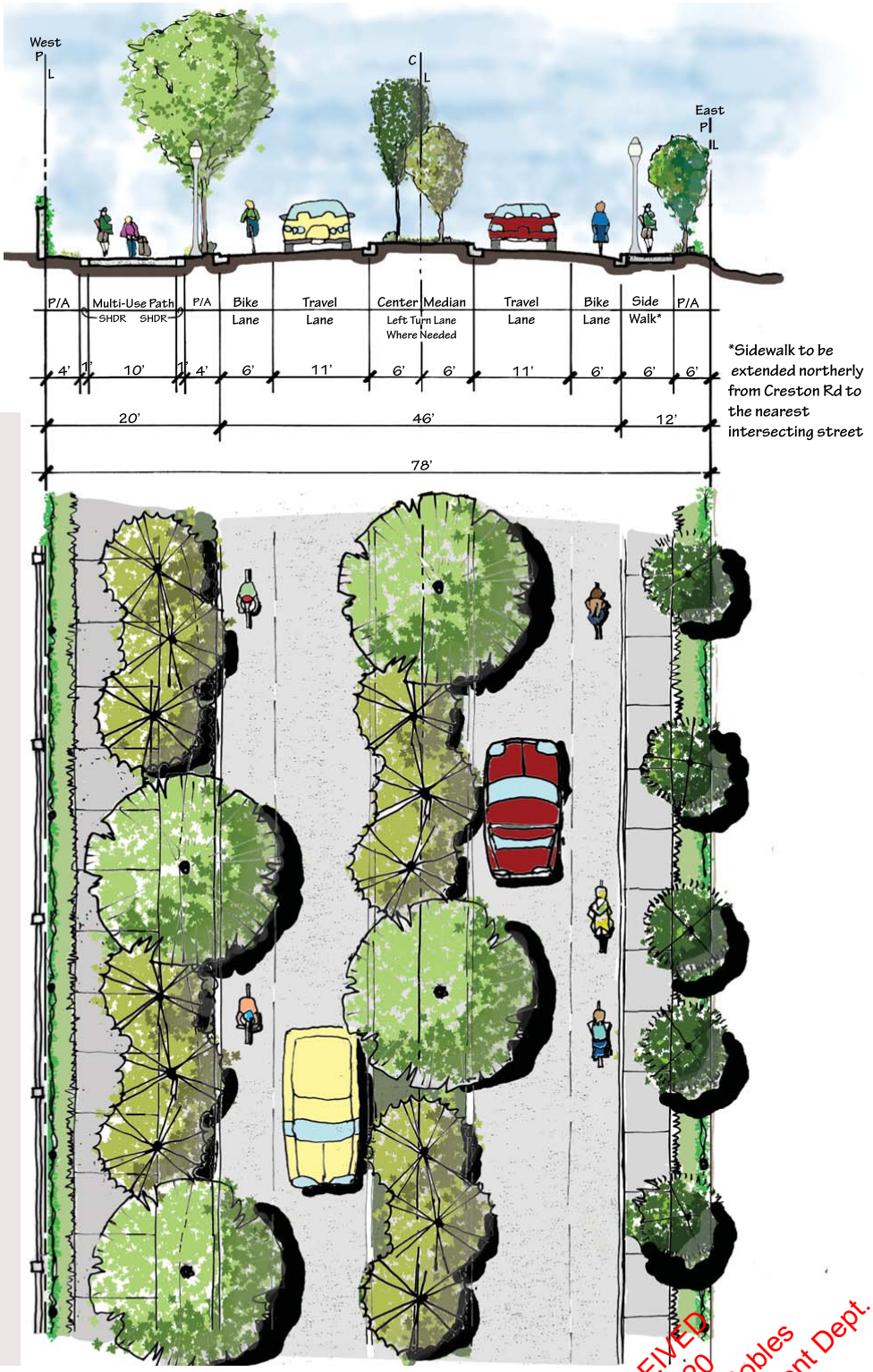
FIGURE 4C: AIRPORT ROAD - SOUTH OF RIDGE ROAD



AIRPORT ROAD (SOUTH OF RIDGE ROAD)

Airport Road will be extended through the Plan Area from its existing terminus at Meadowlark Road to Creston Road. This section of Airport Road will have narrower lane widths than the section north of Meadowlark. The section of Airport Road from Ridge Road to Creston Road is proposed to include a landscaped median with left turn lanes, a multi-use pathway along the west side, bicycle lanes on both sides of the street, and water quality basins. Figure 4C illustrates the street in section and plan. In addition, development on Subarea J-4 will include pedestrian walkways to ensure continuous pedestrian access from the Creston Road sidewalk to new development east of Airport Road.

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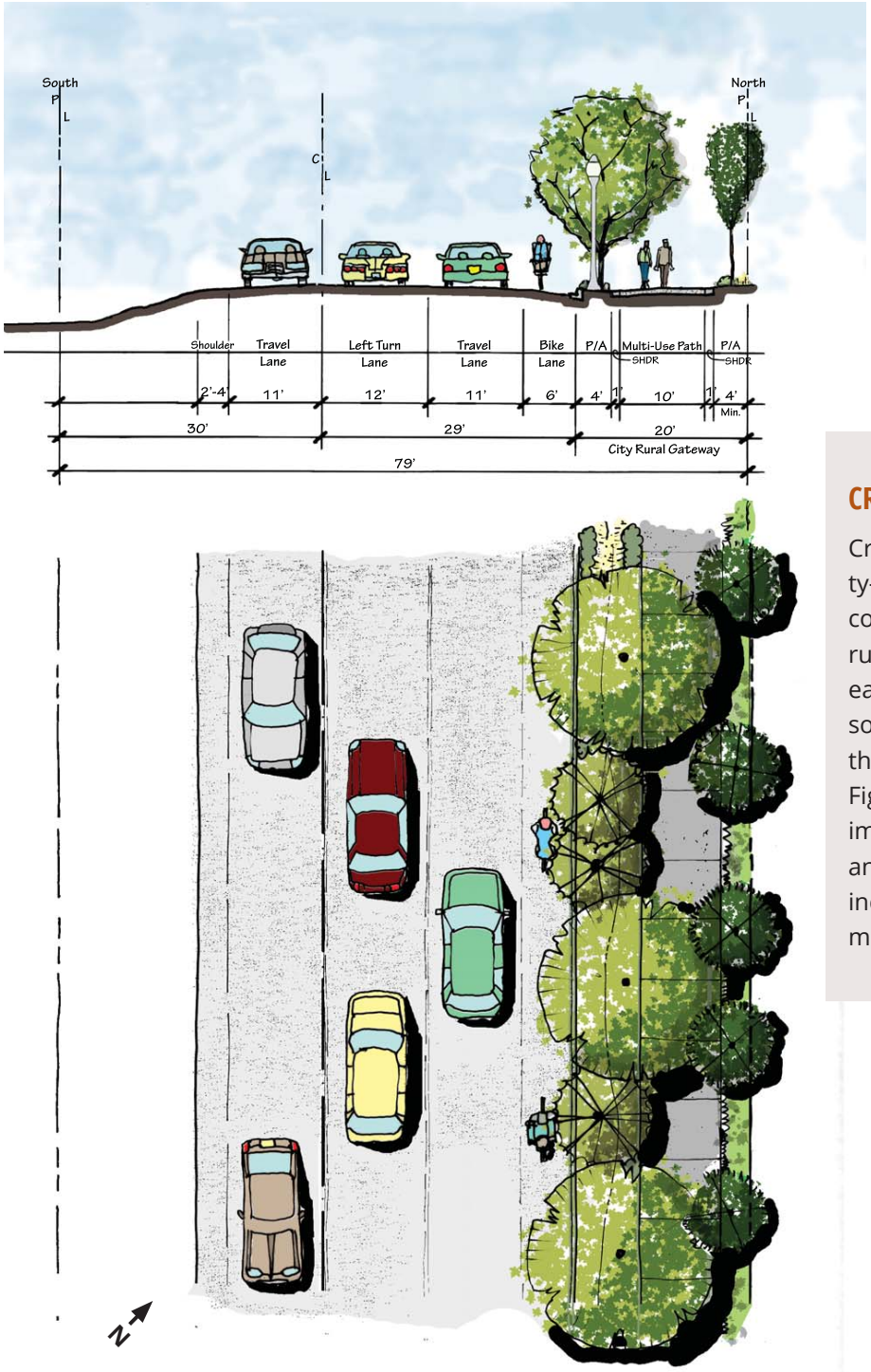
FIGURE 4D: CRESTON ROAD



CRESTON ROAD

Creston Road is a County-maintained arterial that connects the City with the rural county areas to the east and runs along the southwestern boundary of the Plan Area. As shown in Figure 4D, this road will be improved to meet County and/or City standards and include landscaping and a multi-use pathway.

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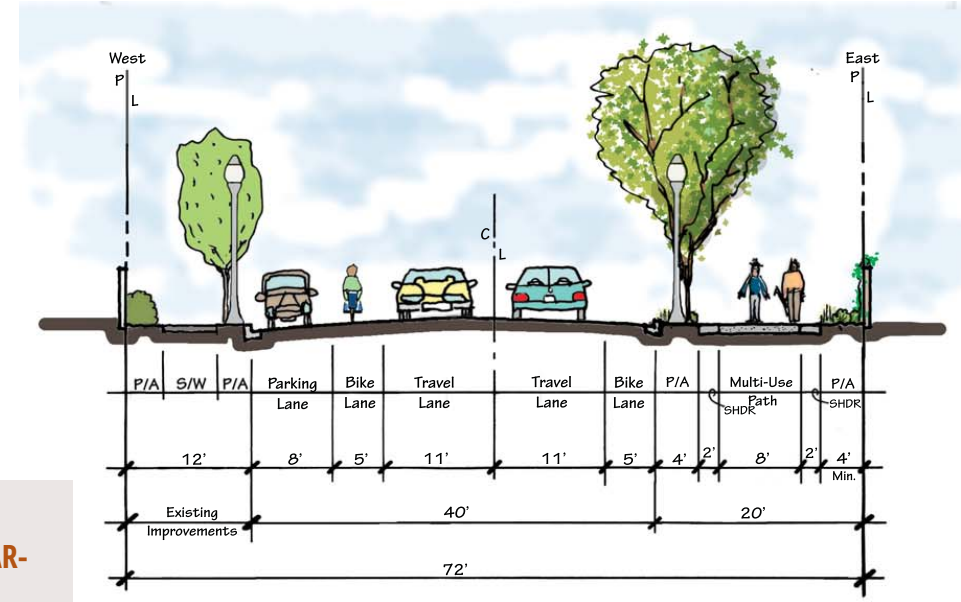
FIGURE 4E: BEECHWOOD DRIVE, PARALLEL PARKING



BEECHWOOD DRIVE (PARALLEL PARKING)

Beechwood Drive abuts the site along its western boundary and will be widened from Creston Road to Meadowlark Road along the project frontage. This street currently experiences congestion during school drop-off and pick-up times. Beechwood Drive will be designed with traffic-calming measures such as on-street parking and curb extensions or "bulb-outs" at the intersections. Additional enhancements to pedestrian crosswalks will be employed at key locations where pedestrian crossings are anticipated. Figure 4E illustrates the typical street section and plan.

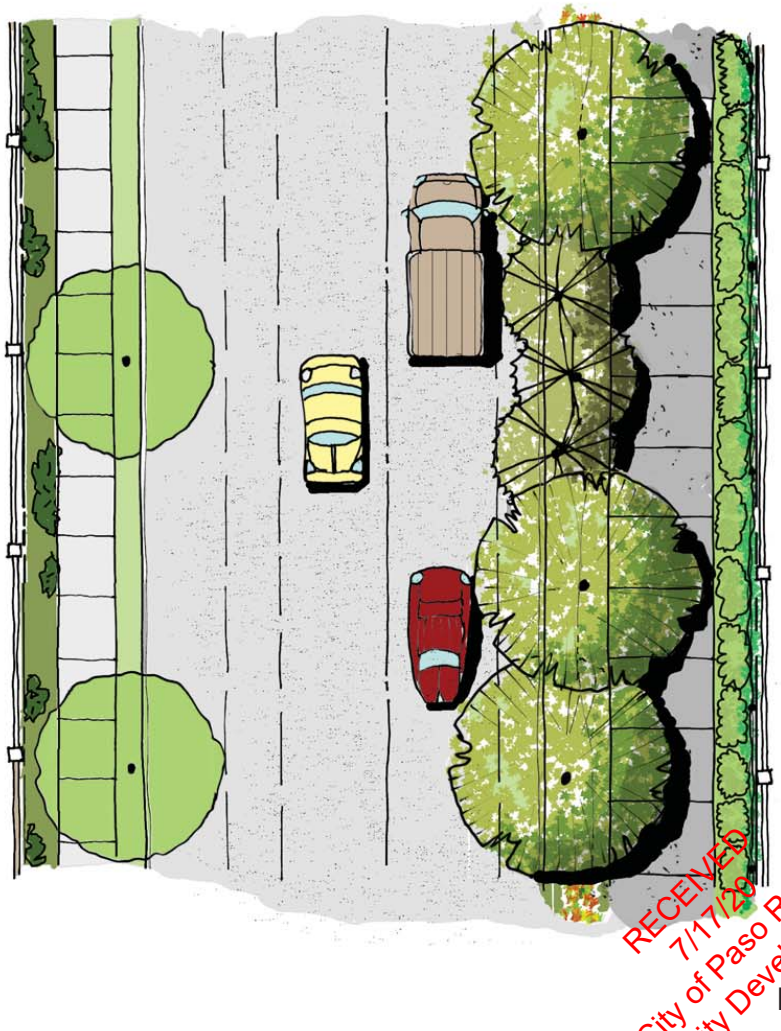


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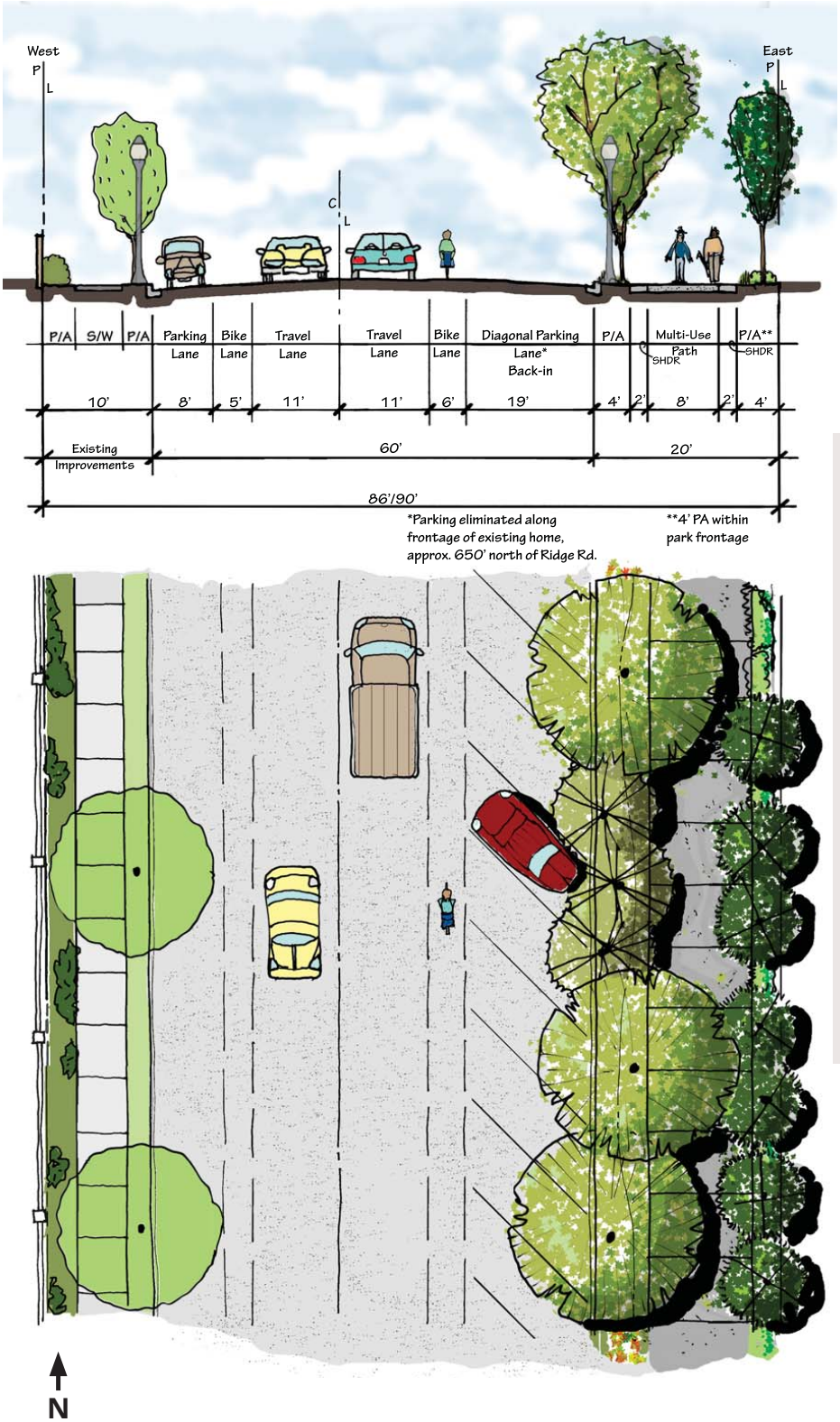
FIGURE 4F: BEECHWOOD DRIVE, DIAGONAL PARKING



BEECHWOOD DRIVE (DIAGONAL PARKING)

Beechwood Drive will include diagonal on-street parking near the intersection with Meadowlark Road to better accommodate student drop-off and pick-up near the elementary school across Beechwood Drive, as shown in Figure 4F. Bulb-outs, crosswalk enhancements, and Rapid Rectangular Flashing Beacons (RRFBs) will be employed in the area with diagonal parking.

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MEADOWLARK ROAD, WEST OF AIRPORT ROAD

Meadowlark Road is classified as a collector street with curb, gutter and sidewalk along the north side adjacent to the existing neighborhoods. No intersections, driveways, curbs, sidewalks, or other improvements currently exist along the south edge of the roadway, and the City often receives complaints about high speeds on this road. In addition to adding curb, gutter, Class 1 bike lanes, and a multi-use pathway along the south side, mini-roundabouts are proposed at Oriole Way and the street/intersection to the east of Oriole Way. Figure 4G illustrates this design in section and plan.

FIGURE 4G: MEADOWLARK ROAD - WEST OF AIRPORT ROAD

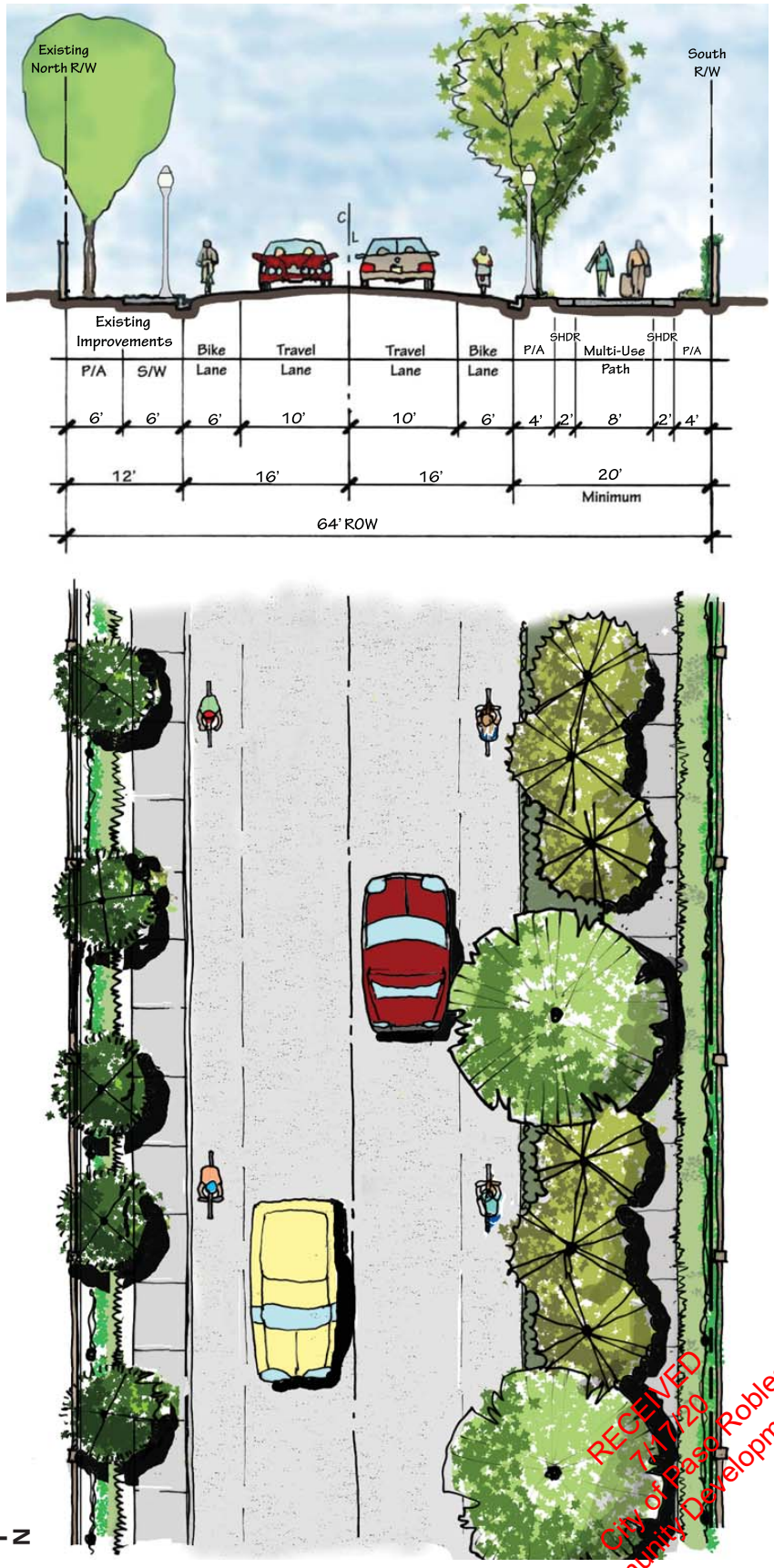

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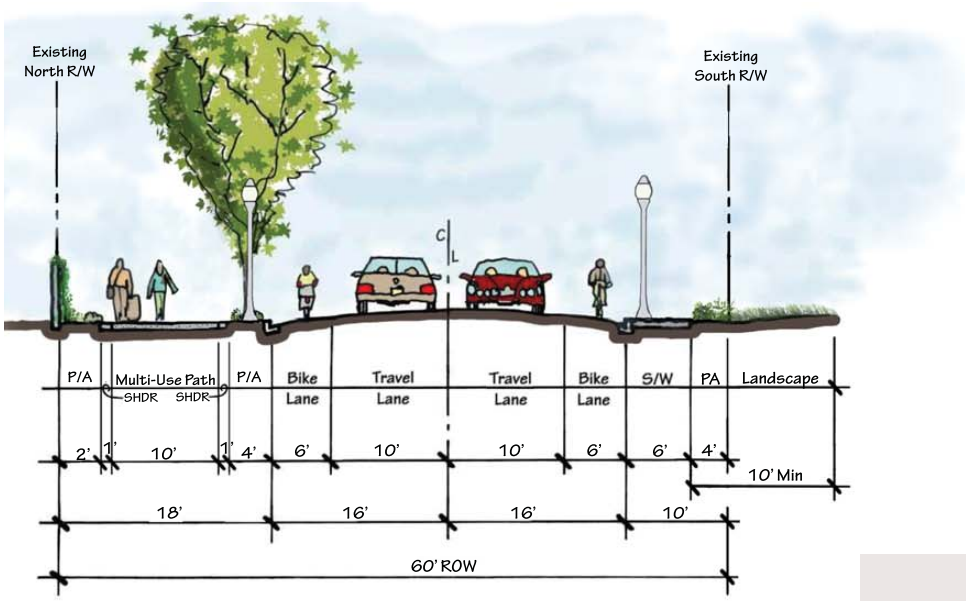
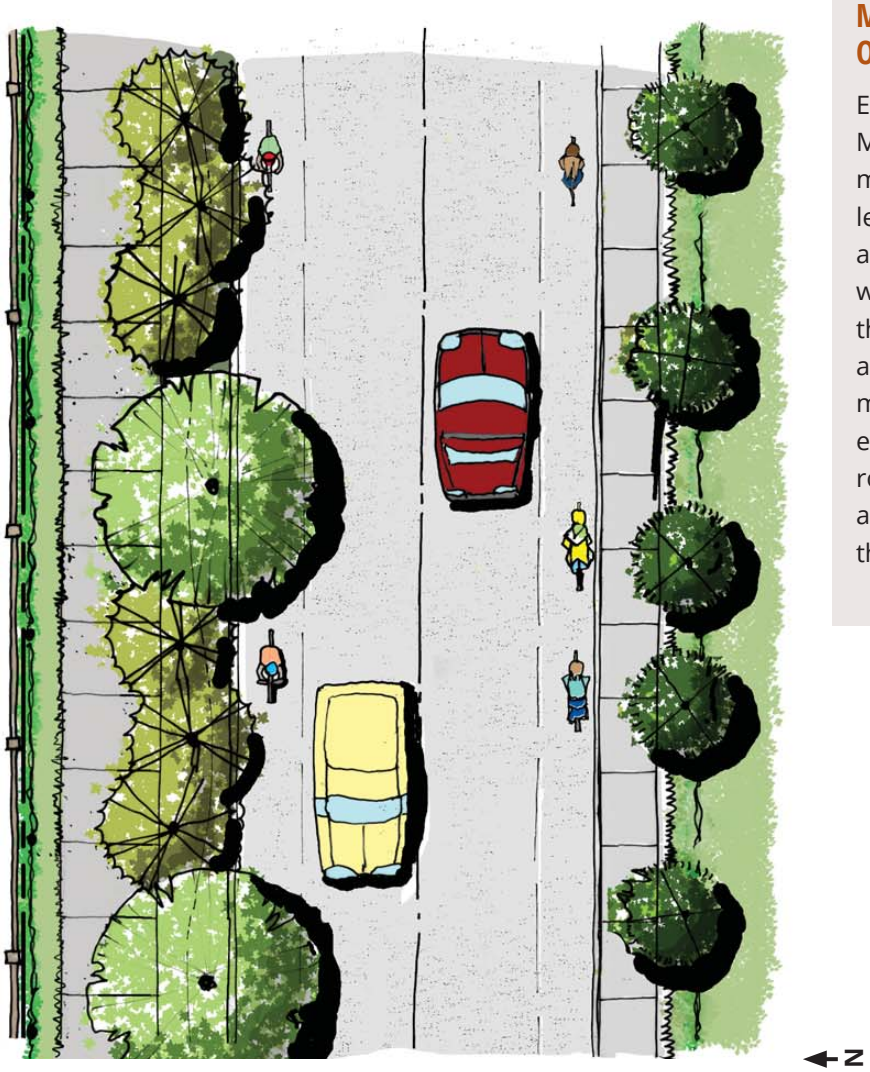
FIGURE 4H: MEADOWLARK ROAD - EAST OF AIRPORT ROAD





MEADOWLARK ROAD EAST OF AIRPORT ROAD

East of Airport Road, the Meadowlark Road design is modified to ensure seamless bicycle and pathway access between the Beechwood Specific Plan area and the Stonehaven Specific Plan area. For this reason, the multi-use pathway is located on the north side of the roadway while a curb, gutter and sidewalk are installed in the south side of the street.

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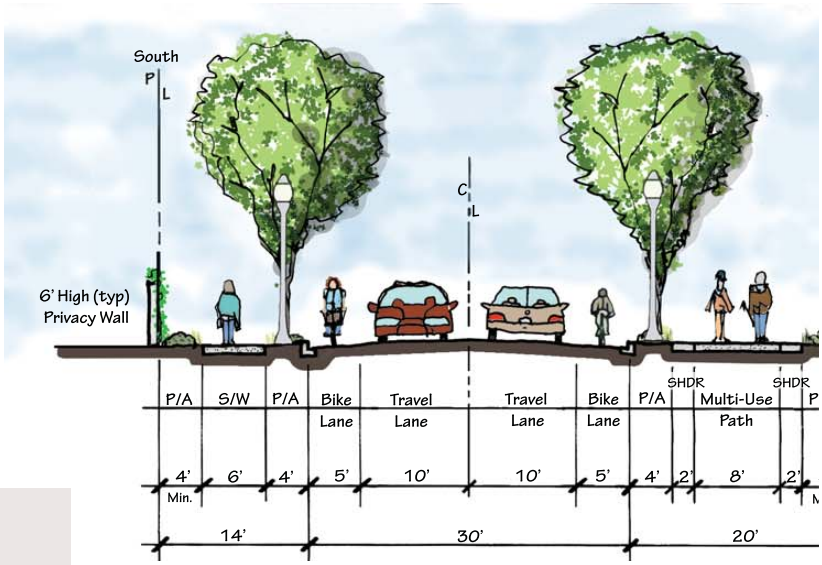
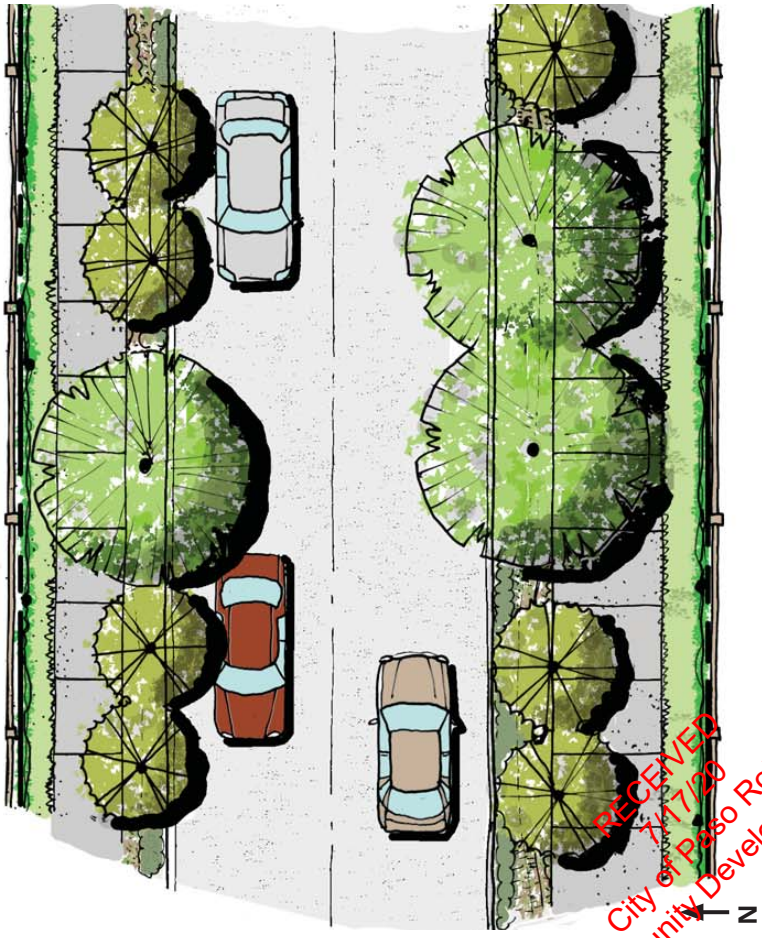
Internal Street Network

The internal street network is composed of local streets with narrow widths that moderate vehicle speed, reduce the amount of runoff generated from pavement, and create a more intimate streetscape. Ridge Road is the main internal east-west connection. Other neighborhood streets are described on the following pages.

FIGURE 4I: RIDGE ROAD





RIDGE ROAD

Ridge Road runs east/west through the central portion of the site from Airport Road to Beechwood Drive. This road will be lined with multi-use pathways, meander around existing oak trees, and incorporate water quality features. Ridge Road is proposed to be free of driveways, with access to homes provided from local residential streets. Where local streets intersect Ridge Road, mini-roundabouts are proposed for traffic calming, as shown in Figure 4A. Figure 4I illustrates Ridge Road in section and plan.

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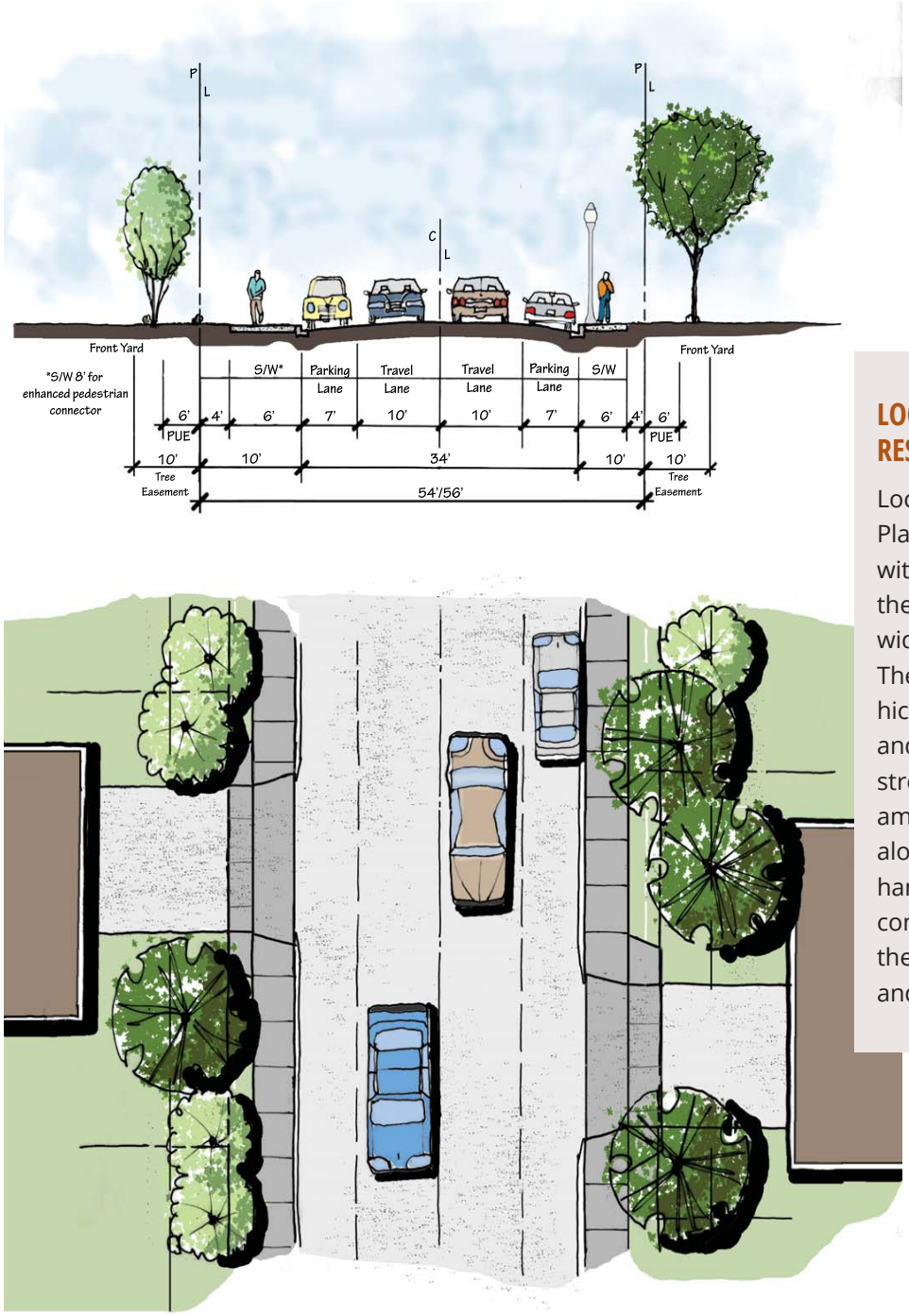
FIGURE 4J: LOCAL STREET - RESIDENTIAL AREA



LOCAL STREETS - RESIDENTIAL AREAS

Local streets internal to the Plan Area will be designed with 10-foot lane widths—the narrowest vehicle lane widths within the Plan Area. The goal is to reduce the vehicle speeds, reduce runoff, and provide a calm, intimate streetscape. In addition, ample street tree plantings along local streets will enhance pedestrian safety and comfort. Figure 4J illustrates the Local Street in section and plan.

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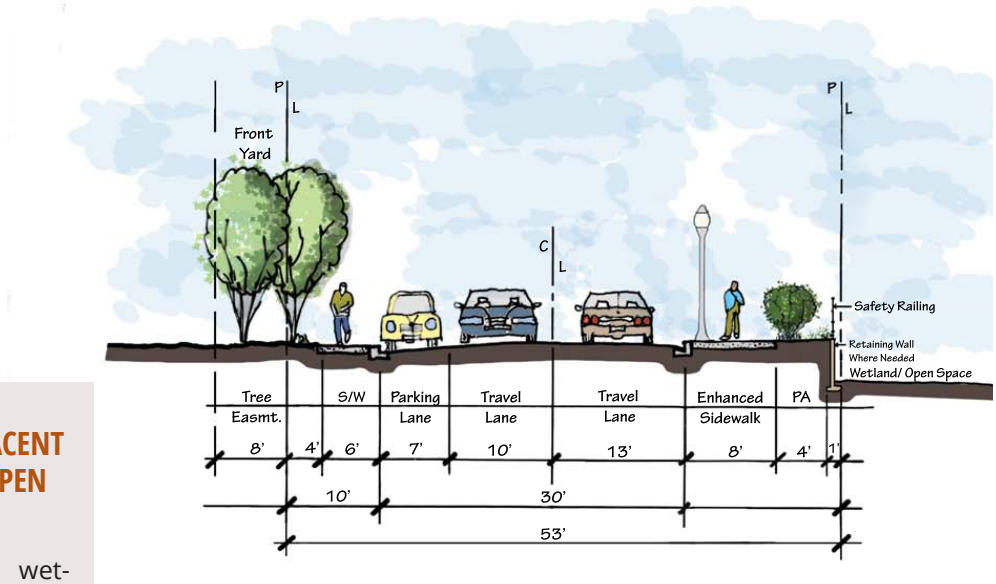
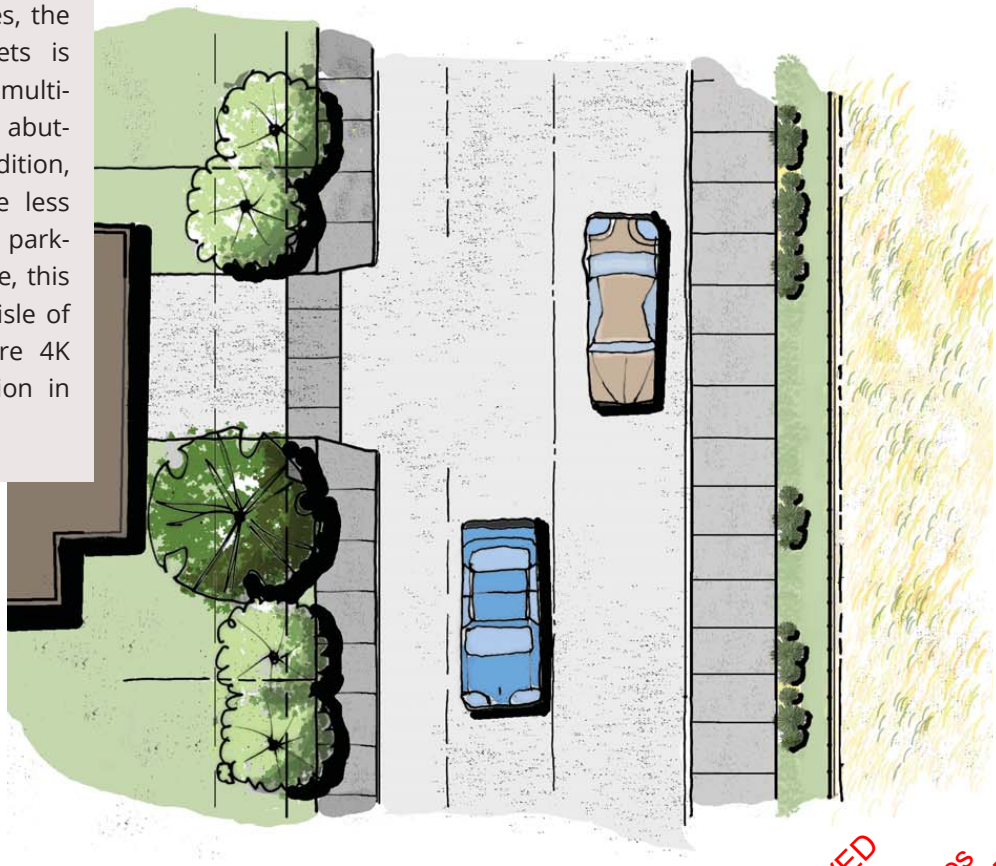
FIGURE 4K: LOCAL STREETS - ADJACENT TO WETLANDS AND OPEN SPACE



LOCAL STREETS - ADJACENT TO WETLANDS AND OPEN SPACE

In areas adjacent to wetlands and open spaces, the design of local streets is modified to provide a multi-use pathway along the abutting open space. In addition, because there will be less demand for on-street parking next to open space, this design removes the aisle of parallel parking, Figure 4K illustrates this condition in section and plan.



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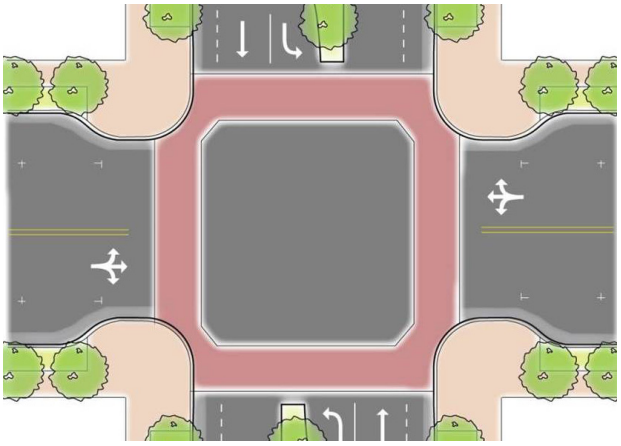
Intersection Improvements

Intersections in the Plan Area will be improved consistent with the descriptions on the previous pages. Where local streets intersect Ridge Road and Meadowlark Road, mini-roundabouts are proposed to provide traffic calming. Precise locations are indicated on Figure 4A: Circulation Plan. Bulb-outs will be provided in appropriate locations throughout the Plan Area to reduce crossing distances for pedestrians.

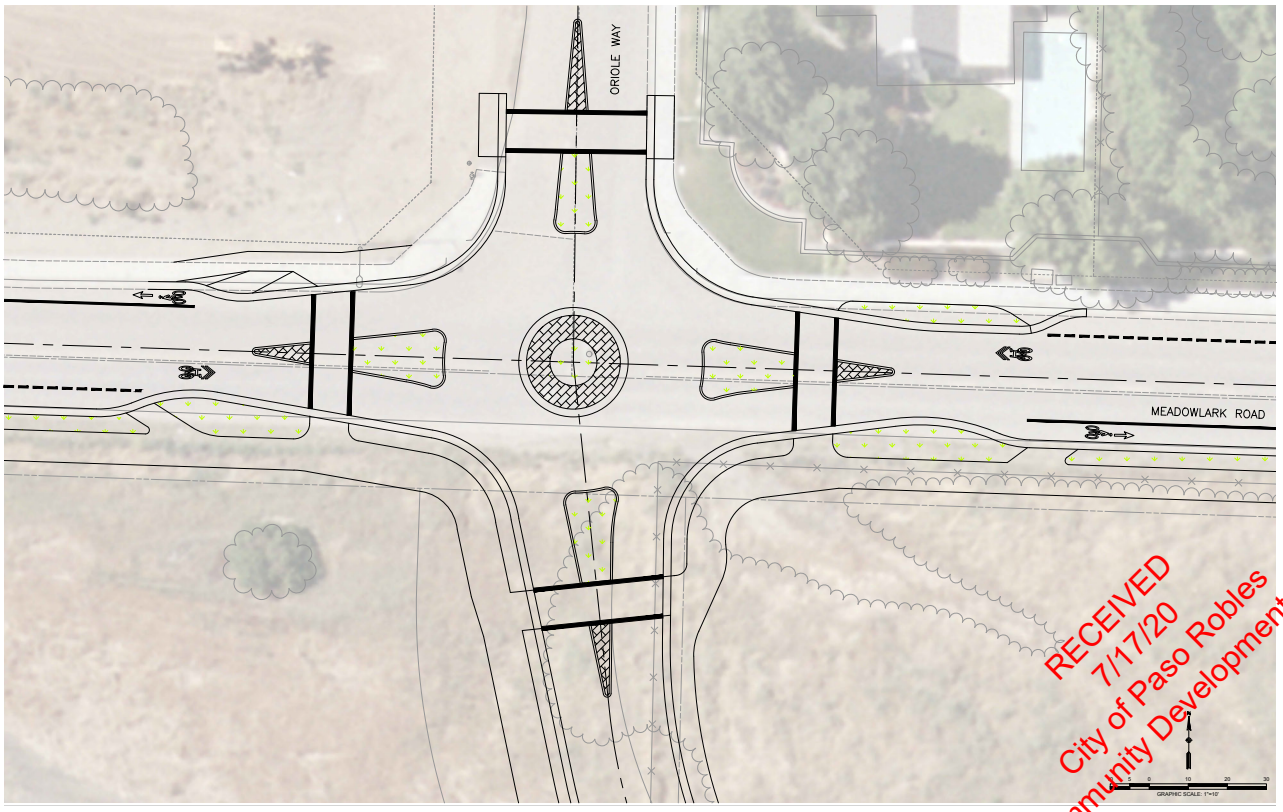
Examples of proposed mini-roundabout

Meadowlark Streetscape Rendering



Example of curb extensions or bulb-outs at intersection

FIGURE 4L: TYPICAL MEADLOWLARK AND RIDGE ROAD MINI-ROUNDABOUT



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Bicycle and Pedestrian Systems

The Circulation Plan emphasizes bicycle and pedestrian systems as a core component of achieving an active, safe, and attractive environment. As shown in Figure 4A, the Circulation Plan calls for a network of interconnected on-street bike lanes and off-street multi-use pathways along roadways and through open spaces, enabling residents to visit various neighborhoods, parks, and services on bike or on foot. The bikeways not only create a connected network within the Plan Area but also expand the citywide network consistent with the 2018 Bicycle and Pedestrian Master Plan. This includes the Bicycle and Pedestrian Master Plan's recommendations for Class 2 and Class 1 facilities including implementation of new segments of the city's Grand Loop along Meadowlark Road (east of Airport Road), Airport Road, and Creston Road.

The multi-use pathway is an integral part of the bicycle and pedestrian system. Designed to serve as Class 1 bikeways, the pathway also serves as a pedestrian facility, connected with crosswalks, shaded by street trees and lined with landscaping. In total, the Plan proposes approximately 3.8 miles of multi-use pathway. In addition, sidewalks six feet in width will be provided on internal neighborhood streets to encourage walkability and create a safe, convenient, and continuous path of pedestrian travel.

Throughout the Plan Area, pedestrian crossings will be located at appropriate intervals to encourage pedestrian traffic, to enhance safety, and manage speed and flow of vehicular traffic. Other measures to enhance pedestrian and bicycle safety include colored pavements, specialized paving, installation of public art, and speed-reduction measures.

Examples of bicycle and pedestrian improvements

Perimeter Wall

As illustrated in several street sections above and diagrammed in Figure 4M, a perimeter wall is proposed to be constructed along the right-of-way for several block frontages within the Plan Area. The 72-inch high wall is proposed where necessary for sound attenuation, adequate security, community identity, and aesthetics. In general, the perimeter wall is proposed along the roadways with highest traffic capacity within the Plan Area. The wall is proposed to be constructed of concrete masonry unit blocks, with stucco facing on both sides, and 78-inch high pilasters at 40 feet on center. Figure 4M: Perimeter Wall Plan indicates perimeter wall locations and illustrates wall design in elevation and plan. Location and design of walls are subject to change to respond to varying site and engineering conditions. As seen in the Figure 4M, the Proposed Subdivision Based Wall is the responsibility of the individual subdivision to construct and the Proposed Community Based Perimeter Wall along primary roadways will remain as shared cost.

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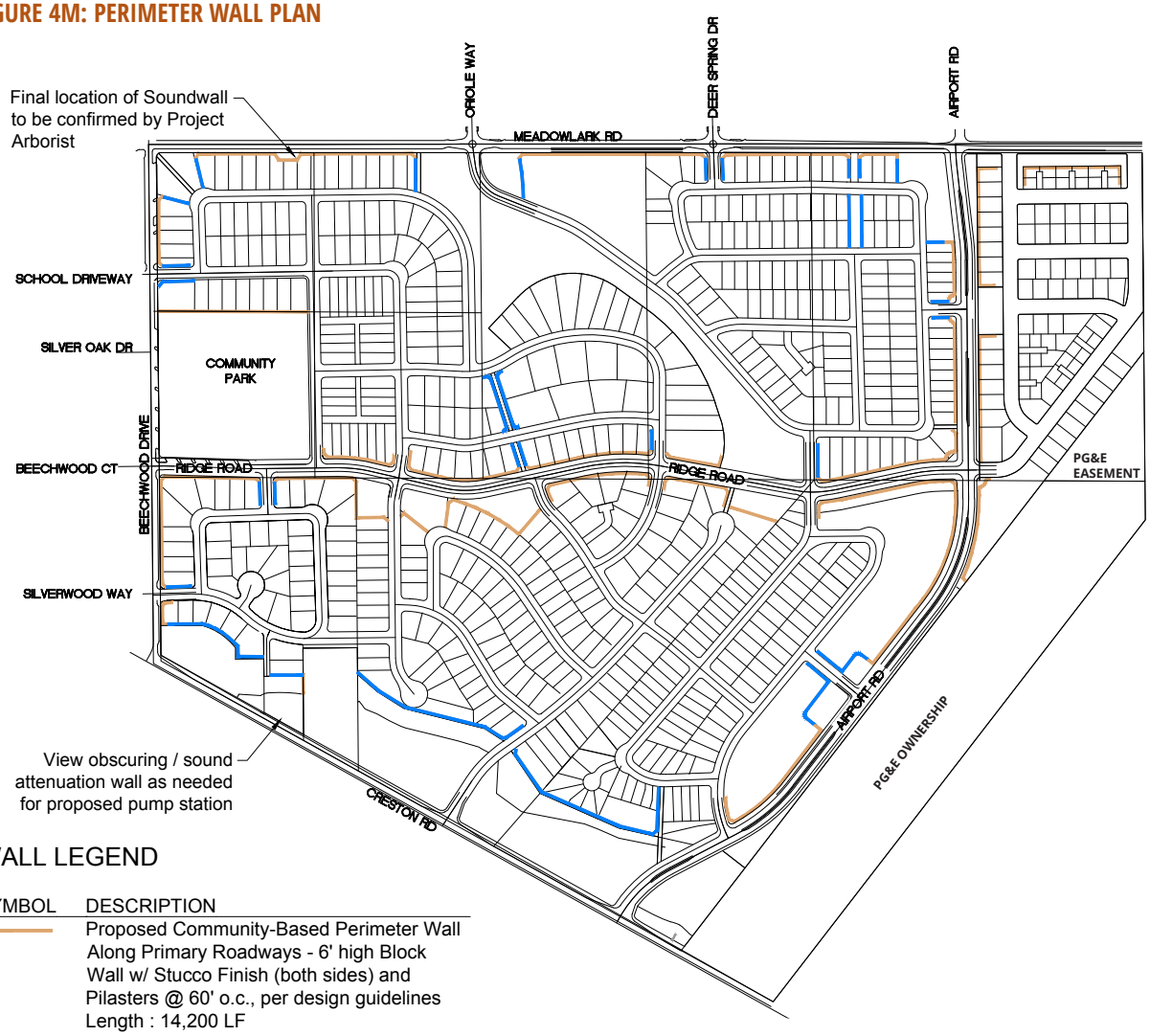
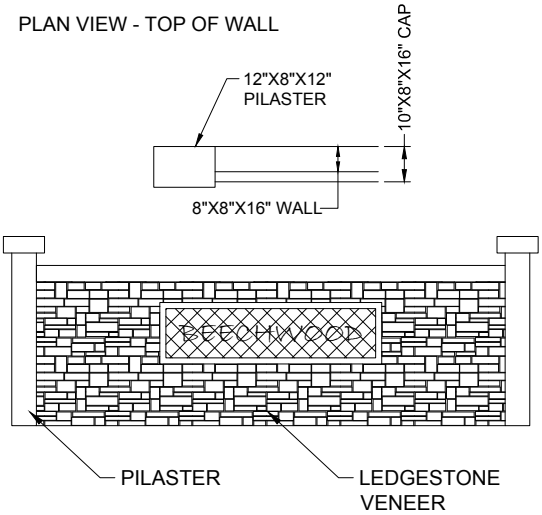
FIGURE 4M: PERIMETER WALL PLAN



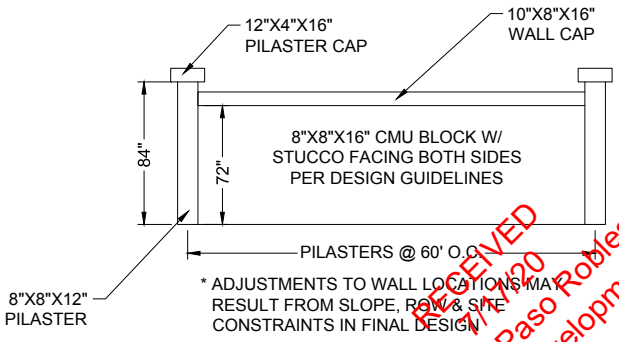
WALL LEGEND

SYMBOL	DESCRIPTION
	Proposed Community-Based Perimeter Wall Along Primary Roadways - 6' high Block Wall w/ Stucco Finish (both sides) and Pilasters @ 60' o.c., per design guidelines Length : 14,200 LF
	Proposed Subdivision Based Wall per Community Based Design Guidelines Length: 5,900 LF
	Combined Length: 20,100 LF

PLAN VIEW - TOP OF WALL



SECTION VIEW



CONCEPTUAL WALL DETAIL
NOT TO SCALE

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4.3 Circulation and Connectivity Policies

The following numbered Beechwood Specific Plan (BSP policies) will ensure that development within the planning area achieves the shared Vision for the Beechwood Area and is guided by the Plan's Guiding Principles.

BSP-19 **Build-out of the Plan shall apply a multi-modal approach which considers the safety and mobility of all users, including pedestrians, cyclists, and drivers.**

BSP-20 **Build-out of the Plan shall enhance the public realm with street trees, street furniture, bicycle facilities, sidewalks, and pedestrian paths.**

BSP-21 **A network of interconnected multi-use pathways shall provide opportunities for a more active, healthy lifestyle, as described in Figure 4A: Circulation Plan.**

BSP-22 **Prohibit driveways on Ridge Road. Vehicular access to properties fronting on Ridge Road must be from a different roadway or an alley.**

BSP-23 **Marked pedestrian crossings shall include measures for safety and convenience, such as curb extensions or bulb-outs; enhanced pavement markings and signage including Rectangular Rapid Flashing Beacons (RRFBs) near Virginia Peterson Elementary School; and other traffic calming strategies consistent with the city's Traffic Calming Program.**

BSP-24 **Streets shall be designed with horizontal and vertical curvature for the desired speed where feasible; on tangent sections and where pedestrian crossings are anticipated employ traffic-calming measures such as narrow lanes, mini-roundabouts, bulb-outs, and other strategies consistent with the City's Traffic Calming Program.**

BSP-25 **Roadways within a half-mile of Virginia Peterson Elementary School must employ Safe Routes to School programs and measures as identified in the Paso Robles Bicycle and Pedestrian Master Plan Appendix D.**

BSP-26 **In the design of non-residential or mixed-use buildings, provide pedestrian entryways that are accessible from the sidewalk and separate and distinct from driveways and parking lot access points.**

BSP-27 **Climbing plants, shrubs, or other landscaping shall be installed along the perimeter wall where located along a right-of-way, to soften the view of the wall from the multi-use pathway and roadway.**

BSP-28 **Stripe Barley Grain and Spanish Camp Roads from the existing striping to near Creston Road to South River Road. The striping shall be in conformance with the Californian Manual of Uniform Traffic Control and encroachment permit requirements issued by the County of San Luis Obispo.**

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5 Utilities and Public Services

This chapter addresses the availability of public infrastructure and services for the Plan Area and describes the necessary infrastructure improvements and public services to accommodate development of the community. Specific Plan policies related to utilities and public infrastructure are listed at the end of the chapter.

5.1 Utilities and Public Services Goals

A. Supply all new development that occurs within the Plan Area with potable water by a City operated and maintained system.

B. Provide low-water-use landscaping and water fixtures into new development.

C. Connect all development with the Plan Area to a City operated and maintained wastewater system.

D. Provide Low Impact Development (LID) storm water management strategies that allow opportunities for groundwater recharge.

E. Reduce runoff and improve water quality by incorporating innovative storm water management processes.

F. Ensure private utility purveyors have adequate infrastructure to accommodate the demand from the Plan Area, including solid waste, recycling, electrical, natural gas, cable, telephone, and fiber optics.

G. Provide funding for additional public services that adequately serve the new development.

H. Provide off-site improvements necessary to meet the demand generated by the build-out of the community.

I. Ensure schools and emergency services are adequate to meet the demands of the community.

J. Provide funding mechanism for all landscaping, lighting, streets, stormwater features, and common areas.

K. Extend recycled water to project.

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5.2 Infrastructure Improvements

The Plan proposes new infrastructure and utility improvements necessary to accommodate the envisioned scope of development. The following improvements are associated with build-out of the community and are needed to address public services to the project:

- Installation of recycled water mains and extension of recycled water.
- Extension of wastewater collection lines.
- Extension of City water mains.
- Creation of a new water system pressure zone to serve higher elevations.
- Construction of a new booster pump station to serve a new pressure zone.
- Installation of dry utilities (e.g., gas, electric, cable TV, telephone, fiber optic) throughout the Plan Area.
- Widening, extension and/or improvement of public roads including road segments and intersection(s) discussed under Circulation.
- Installation of storm water collection, quality, and conveyance systems throughout the Plan Area.

The required infrastructure improvements for water facilities, proposed water conservation strategies, recycled water, storm water management, communication, electric power, and gas are described on the following pages. See Section 4.2: Circulation Plan for the proposed extension and improvements to the public road network.

Examples of infrastructure improvements

Water Systems

Water Supply Assessment

A Water Supply Assessment (WSA) was prepared for the project to document the City's existing and future water supplies for its service area and to compare these water supplies to the area's future water demand, including that of the proposed Project. This comparison, conducted for both normal and drought conditions in

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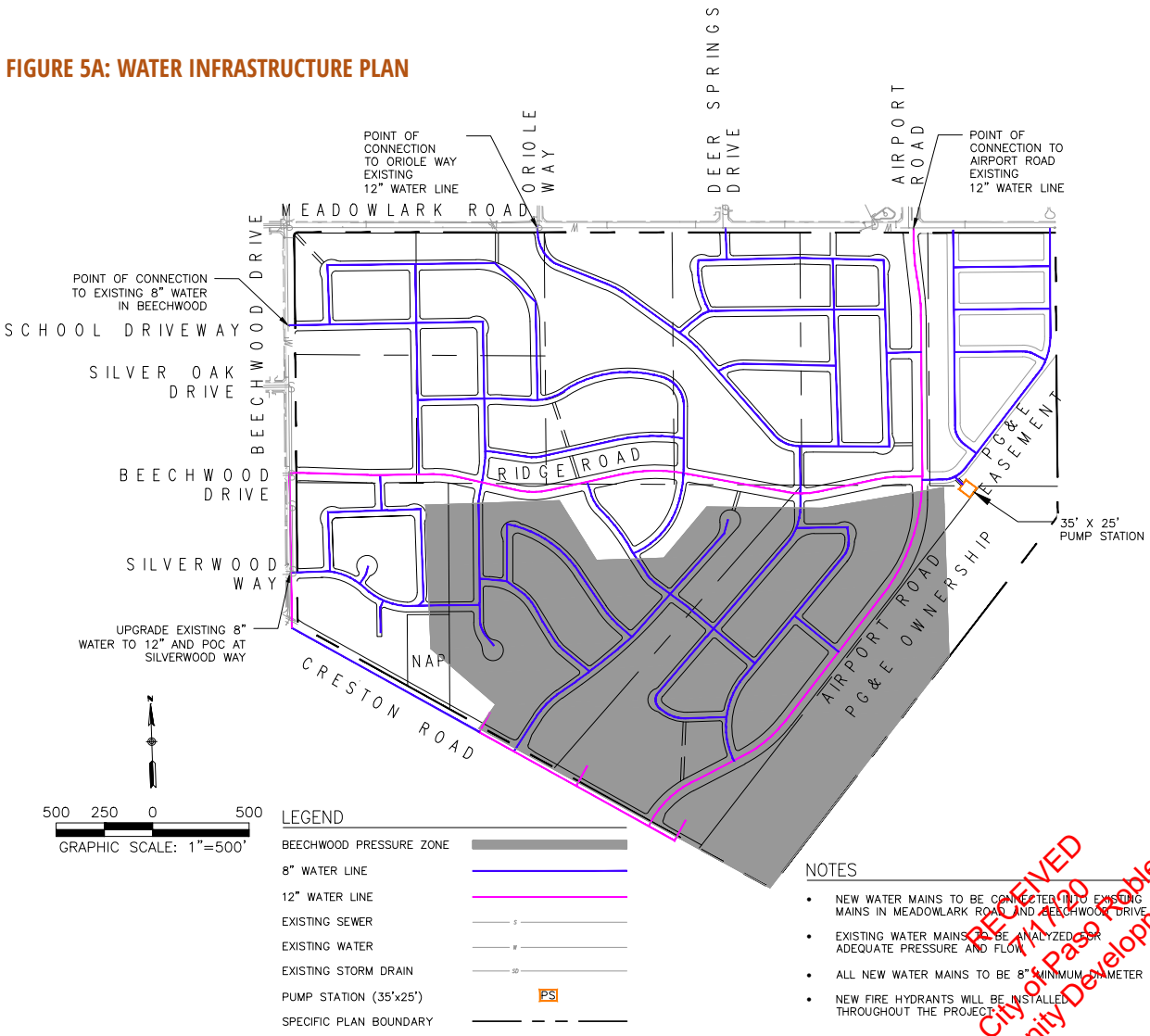
five-year increments over the next 20 years, is the basis for assessing water supply sufficiency in accordance with SB610. Their findings are outlined in the "Water Supply Assessment" dated April 15, 2019. Conclusions from the study are as follows:

- The Project area currently relies on groundwater from private on-site wells for its water supply and uses an estimated 67 AFY. These wells will be either properly abandoned or taken over by the City for municipal use.
- Once completed, the Project will use an estimated 283 AFY of water resulting in a net increase of water use of 216 AFY.
- Water supply needed to serve the Project's residential water demand (248 AFY) is included in the 2015 UWMP. Water supply needed to serve the commercial water demand (about 10 AFY) and the non-residential irrigation water demand (about 25 AFY) are not included in the UWMP projections but the City has the additional 35 AFY of supply available from its water supply portfolio of Nacimiento water, groundwater from the Paso Robles Groundwater Basin and water from the Salinas River.
- The City has adequate potable supply to provide a reliable long-term water supply for the Project under normal and drought conditions.

FIGURE 5A: WATER INFRASTRUCTURE PLAN



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Water Facilities

The City has a diverse water supply portfolio that includes multiple sources of supply, including groundwater, and water from the Salinas River, Nacimiento Water Project, and tertiary treated recycled water. Combined, these sources are sufficient to serve the City through build-out. Even with the availability of water for the community, the community is subject to a water assessment pursuant to SB 610 which will validate the long term reliability of the water needed to sustain the community.

The Beechwood Subdivision proposes a network of looped water mains to serve both potable water needs as well as fire demand. Internally, all lots on residential streets will be served with 8" water mains. In addition, 12" water mains are proposed on Ridge Road and Airport Road. Externally, Beechwood will make 5 connections to the 12" main on Meadowlark Road, 2 connections to the 8" main on Beechwood Drive and 1 connection to the 16" main at the intersection of Beechwood Drive and Creston Road.

A water system hydraulic model was run with both the Beechwood Specific Plan and Stonehaven (i.e., Olsen/Chandler) pipe networks integrated into the City's existing network. Results of this model are detailed in the Technical Memorandum dated 3/14/19 by WSC, Inc. The resulting analysis calls for installation of a booster station and hydrotank to convert an area of low PHD pressure to a higher pressure zone.

See Figure 5A: Water Infrastructure Plan for more information on the pipe network locations and booster station.

Water Conservation Strategies

An overall goal of the Plan is to maximize water conservation and minimize water consumption at all levels within the community. The community will employ best practices in indoor water conservation fixtures, including low water use shower heads, toilets, and faucets. To reduce outdoor consumption, all landscaping areas will comply with the City's Landscape and Irrigation Ordinance and utilize drought resistant plant materials; lawns will be discouraged and replaced with low water use planting schemes; and educational materials on water conservation will be provided to new home owners as a means to elevate the public's literacy of the issue. By focusing on low water use planting palettes, the Plan will reduce water use and benefit from lower maintenance costs. See Figure 5D for more information.

Recycled Water

The City of Paso Robles is currently designing a recycled water distribution system that will serve irrigation demands in the City and will also allow regional recycled water use. Recycled water will benefit the City and regional users by providing a drought-resilient supplemental water supply that can be used to offset irrigation demands and contribute to sustainable use of groundwater. Recycled water is a unique water supply because it is drought-resilient and can allow reduced use of other water supplies that are relied upon to provide potable water and other important uses. Recycled water is water that has been treated using specific processes to meet uniform statewide water recycling criteria and is safe for specific uses. The treatment and quality of recycled water is monitored closely to ensure the safety and suitability of recycled water for the uses being served.

The Beechwood Project will install recycled water mains ("purple pipe") and irrigation lines for future use of recycled water in public landscape areas such as the community park and parkways within the right-of-way,

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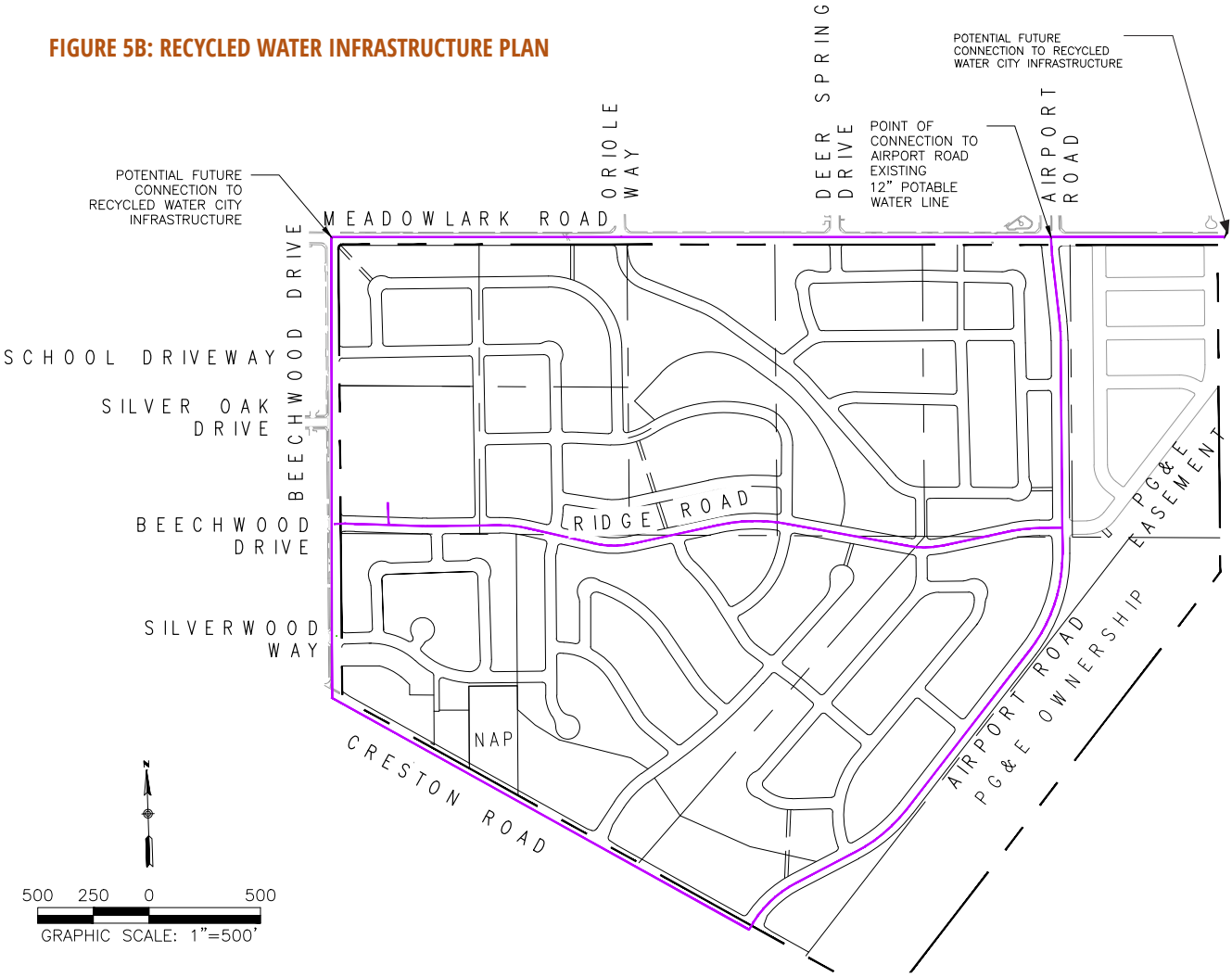
as shown in Figure 5B. Recycled irrigation is not planned for private improvements. It will be some time before the City's recycled water system reaches the Beechwood area. In the interim, the recycled water mains will be connected to potable water for temporarily supplied via a single connection to the potable water system for irrigation of these spaces in accordance with the City's potable water engineering standards.

FIGURE 5B: RECYCLED WATER INFRASTRUCTURE PLAN



NOTES

- RECYCLED WATER PIPE TO SERVE PUBLIC LANDSCAPE, INCLUDING PARKS, ROAD PARKWAYS AND OTHER PUBLIC SPACES
- RECYCLED WATER TO BE PURPLE PIPE WITH NECESSARY APPURTANCES. CONNECTIONS WILL BE MADE TO EXISTING POTABLE WATER DURING INTERIM CONDITION UNTIL THE TIME THAT THE CITY'S RECYCLED WATER SYSTEM INFRASTRUCTURE EXTENDS TO THE SITE
- EXISTING POTABLE WATER MAINS TO BE ANALYZED FOR ADEQUATE PRESSURE AND FLOW DURING INTERIM PERIOD
- ALL NEW RECYCLED WATER MAINS TO BE 6" MINIMUM DIAMETER

LEGEND

6" RECYCLED WATER LINE

SPECIFIC PLAN BOUNDARY

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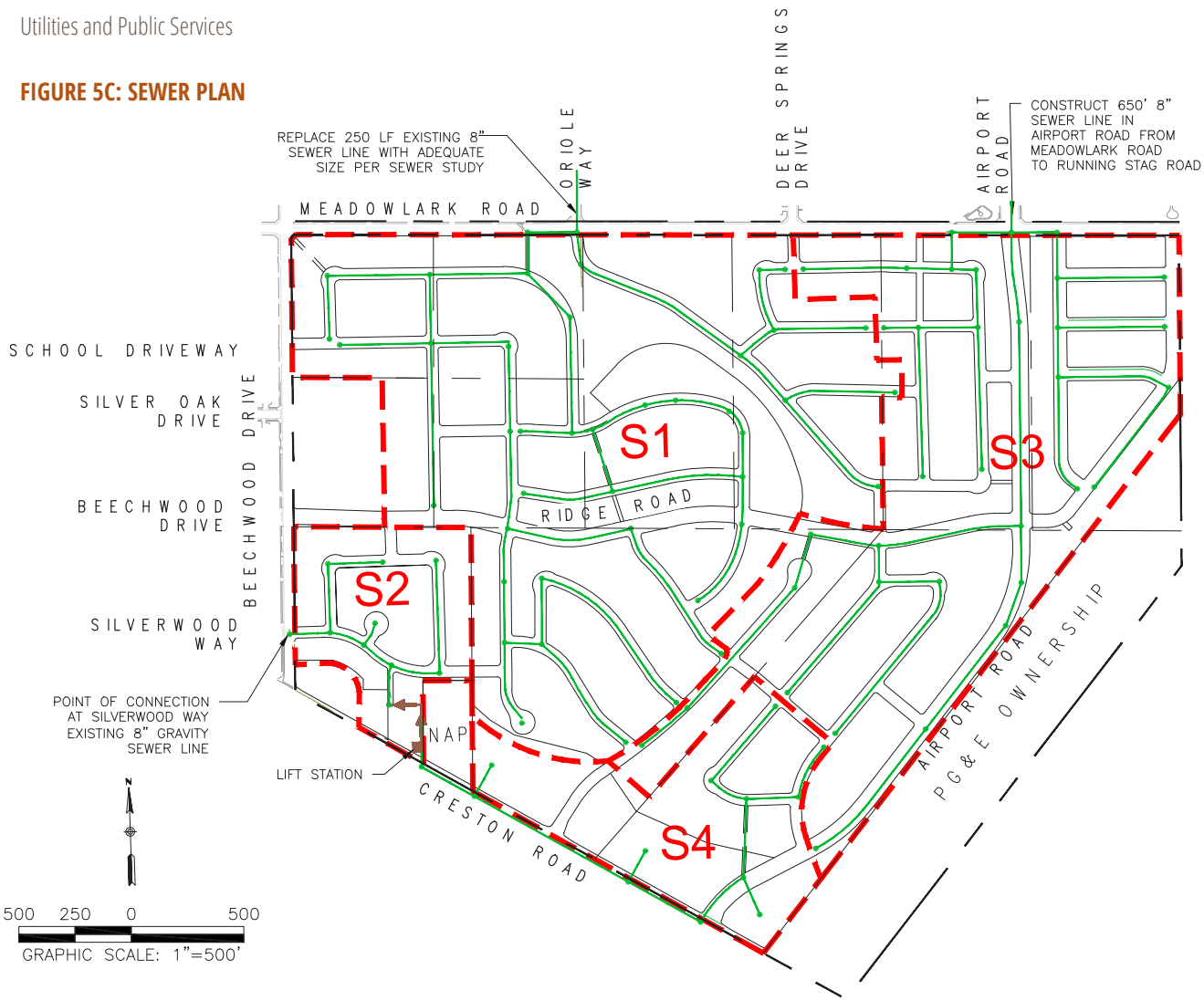
FIGURE 5C: SEWER PLAN



LEGEND

- LIFT STATION
- SEWER MAIN (8" PURSUANT TO SEWER STUDY)
- FORCE MAIN
- SEWERSHED BOUNDARY
- SPECIFIC PLAN BOUNDARY

NOTES

- SEWER LIFT STATION IS ANTICIPATED TO SERVE AREA S4.
- SEWER MAIN TO BE UPSIZED IN ORIOLE WAY FROM MEADOWLARK ROAD TO COOL VALLEY DRIVE, PENDING CONFIRMATION FROM THE CITY'S SEWER MASTER PLAN UPDATE BY WSC, INC.
- SEWER FORCE MAIN REQUIRED FROM LIFT STATION ON CRESTON ROAD TO BEECHWOOD DRIVE AT SILVERWOOD WAY.

Wastewater

Existing wastewater collection facilities surrounding the Plan Area have been designed to support the community. The City's Sewer Master Plan proposes two connection points for the project to existing facilities in Beechwood Drive: one at Silverwood Way and another at Meadowlark Road. However, the applicant's engineers have determined through preliminary design that connections will likely be required at: 1) Airport Road and Running Stag Road; 2) Meadowlark Road and Oriole Way; and 3) Beechwood Drive and Silverwood Way. Lift Station #11 (existing) will serve the community and will be evaluated for adequacy through the city's Wastewater Master Plan update (in process). It is anticipated that the pumps for Lift Station #11 will require upgrades with the Beechwood subdivision development.

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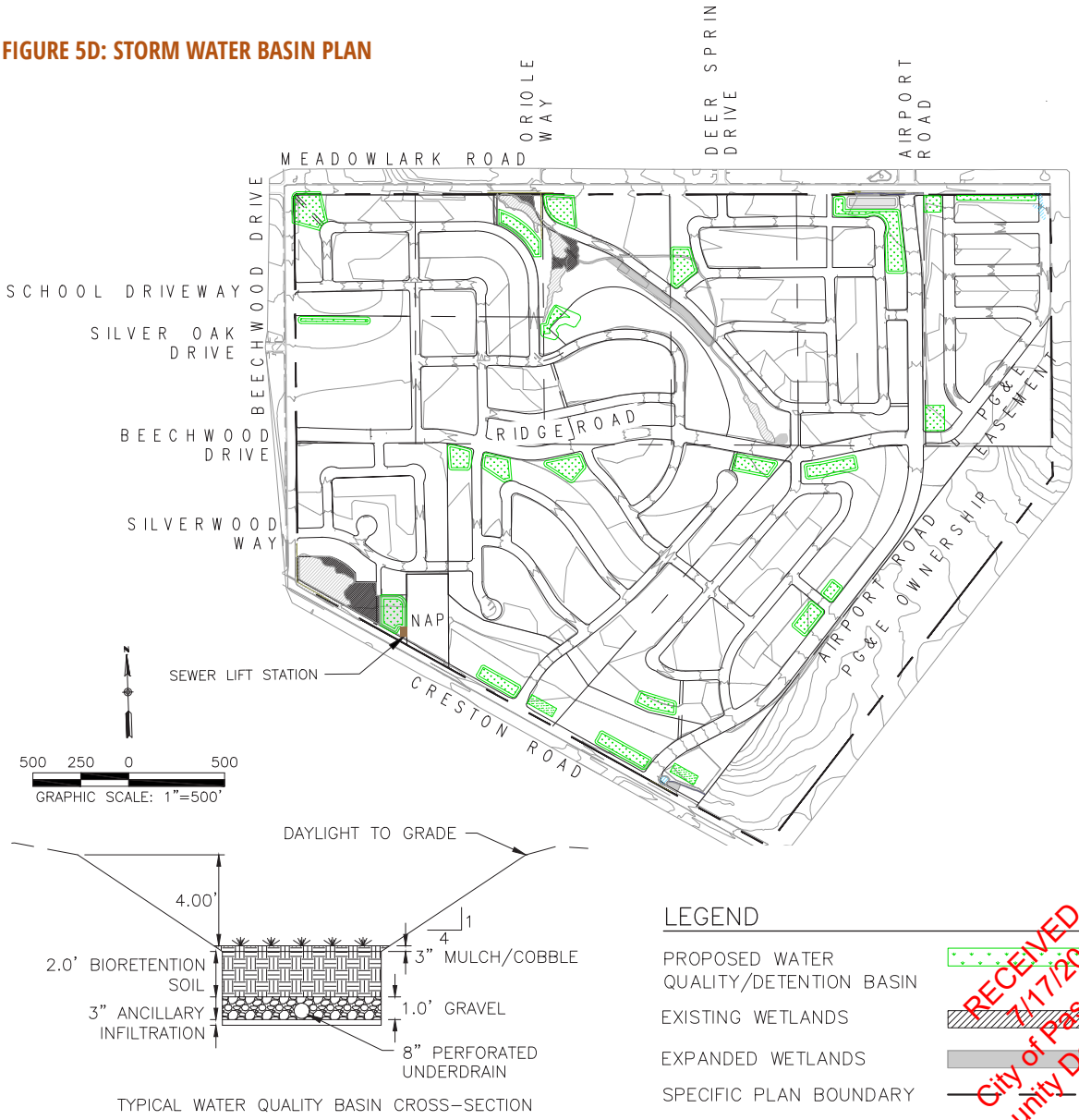
An on-site underground wastewater collection system will need to be installed throughout the Plan Area to support the proposed development. Due to the topographic variations of the site, a city maintained sewer lift station will need to be installed adjacent to Creston Road to accommodate the southern portion of the community. A preliminary design study indicates that the lift station should be located along Creston Road (approximately 650 feet southeast of Beechwood Drive), with a force main alignment following Creston Road northwest 650 feet to the intersection of Creston Road and Beechwood Drive, continuing north along Beechwood Drive to the intersection of Beechwood Drive and Silverwood Way. Additional technical studies and coordination with City staff will determine the capacity of the existing systems and proposed impacts to the system. See Figure 5C: Sewer Plan for more information.

Storm Water Management

Storm water management is an important function in the preservation and maintenance of natural hydrologic processes and ecosystems, as well as minimizing the potential for flooding and the costs and impacts associated with reconstruction. The Plan Area uses effective storm water management to preserve existing

FIGURE 5D: STORM WATER BASIN PLAN



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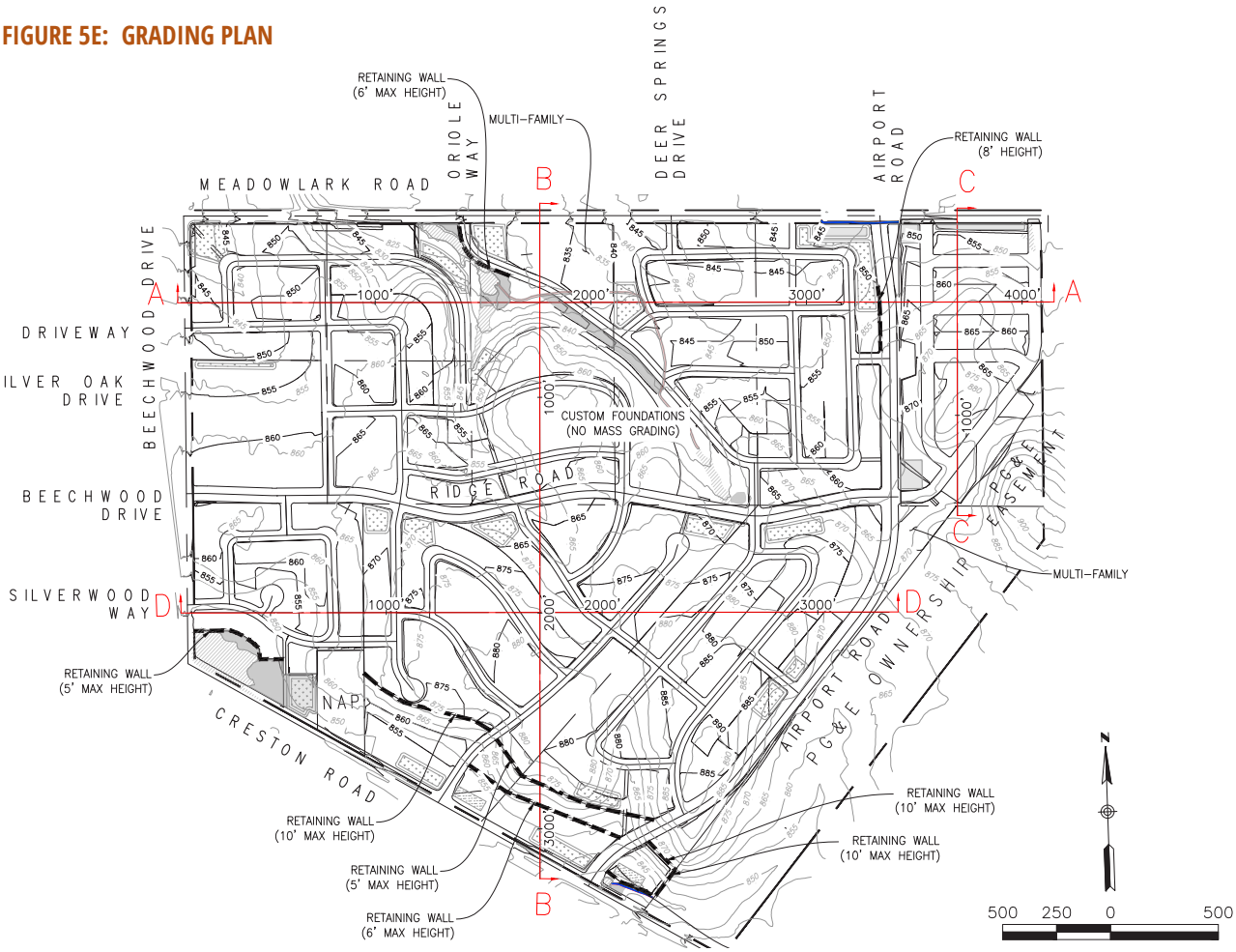
drainage patterns, minimize the potential for erosion and flooding, recharge ground water, improve storm water runoff quality, protect beneficial uses for water bodies, reduce soil erosion, and maintain on-site storm water management (i.e., detention, infiltration, and treatment).

The Plan Area conforms to storm water post-construction requirements of the City and Low Impact Development (LID) standards set forth by State Regional Water Quality Control Board. LID practices help infiltrate, filter, store, evaporate, and detain runoff to recharge ground water and improve water quality. LID design techniques lessen the disturbance of the development area, conserve natural features, and reduce construction and maintenance costs.

Figure 5D shows the storm water basin plan. This design is preliminary; refinements and revisions will happen based on future TTMs, site plans, and engineering. During the construction process and at build-out, the community's design and infrastructure improvements will be managed responsibly by not increasing runoff and impacting natural resources.

FIGURE 5E: GRADING PLAN



LEGEND

- WATER QUALITY BASINS
- WATER QUALITY UNDERGROUND CHAMBERS
- EXISTING WETLANDS
- EXPANDED WETLANDS
- SPECIFIC PLAN BOUNDARY

NOTES

- SEE SECTION 3.3, NATURAL RESOURCES – OAK TREE PRESERVATION & FIGURE 5G, CUT/FILL EXHIBIT, FOR THE OAK TREES TO BE PRESERVED AND PROTECTED WITH LIMITATIONS ON GRADING AND OTHER MITIGATION MEASURES AS IDENTIFIED BY THE PROJECT ARBORIST

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Site Grading Concept

The Plan's grading strategy is based on providing sensitively sited and clustered residential development to mitigate potential flooding impacts on areas of developable land and preservation of oak trees. The resultant grading concept takes advantage of the site's relatively modest topographic characteristics by minimizing excessive cut and fill slop heights and reducing the need for tall retaining walls. The strategy includes maintaining drainage patterns and other watercourses as natural channels to reduce peak flows by limiting water velocity. The conceptual grading is intended to achieve several project objectives, including:

- Responsiveness to the natural land form.
- Minimize the visual impacts of grading.
- Ensure that manufactured slopes are stabilized both during and after completion of construction.
- Assure conformity to the City's grading and water quality standards.

The landform of the Plan Area is characterized as gently rolling and flat terrain with a modest overall average slope of 5.1%, including several low hilltops. The low hilltops and corresponding topographic saddles form a modest ridge-like feature that runs southeast from the northwest portion of the site. The majority of the site drains northerly and northwesterly from the low ridge near the center of the property.

As indicated on Figure 5E: Grading Plan, the community will be gracefully integrated into the natural landform and designed to accommodate grade changes. While the grading scheme and storm water management strategies will address the existing slopes, the earth form will be contour-graded where cuts and fills do occur so that the slopes will appear rounded and natural in character. This technique gives the site a softened and more natural appearance and provides a better backdrop for the re-vegetation effort that will further enhance the graded areas.

A balanced grading of approximately 540,000 cubic yards (C.Y.s) of cut and fill is proposed. Retaining walls are proposed in select areas ranging between three feet and 10 feet to reduce slopes into natural resources. See Figure 5F: Cut/Fill Earthwork Plan.

The majority of the lots will be graded to provide building pads that will accommodate concrete slab foundations. This construction method reduces cost and allows for faster production, which helps to keep overall construction costs lower. The new lots will generally step up or down one to three feet, giving the new homes a more custom feel and lend a more appealing appearance to the streetscape. These gently sloping streets enhance storm water quality by slowing runoff, minimizing erosion and providing more opportunity to incorporate water quality enhancements in the street design. In addition, one area within the community is proposed for individually graded lots and stepped foundations, if necessary, to reduce impacts to oak trees and further reduce the amount of grading and graded slope heights.

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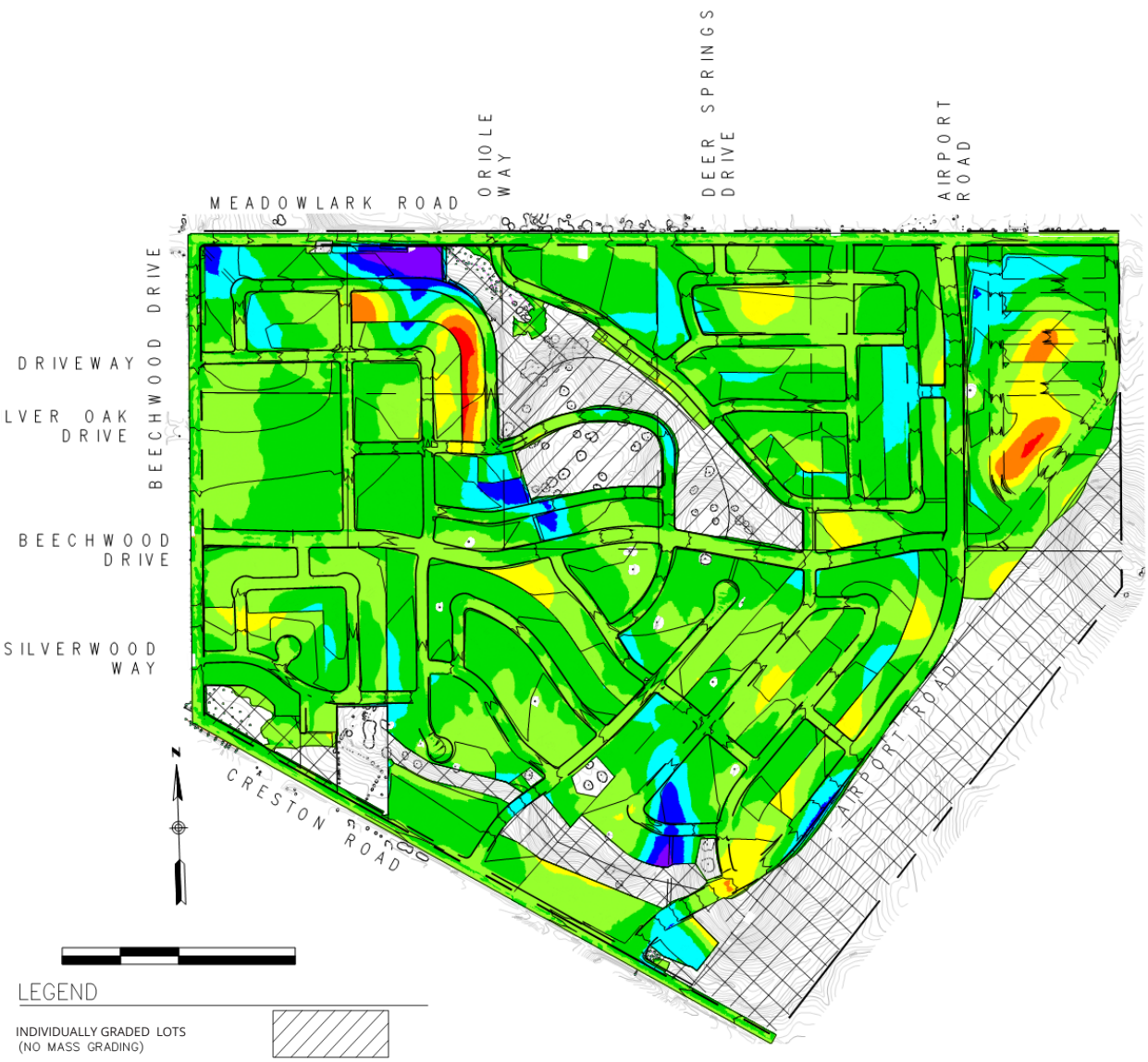
FIGURE 5F: CUT/FILL EARTHWORK PLAN



LEGEND

INDIVIDUALLY GRADED LOTS (NO MASS GRADING)

OPEN SPACE

TREES TO BE AVOIDED (NO MASS GRADING)

SPECIFIC PLAN BOUNDARY

NOTES

- THE DEVELOPMENT AREAS AS IDENTIFIED HEREON SHOWING NO CUT OR FILL ARE SUBJECT TO SPECIAL GRADING AND BUILDING FOUNDATION MEASURES. THESE LOTS WILL BE DEVELOPED WITH CAREFUL CONSIDERATION TO OAK TREE AVOIDANCE IN ACCORDANCE WITH THE OAK TREE MITIGATION AND PRESERVATION MEASURES IDENTIFIED BY THE PROJECT ARBORIST AND INCLUDED IN THE PROJECT'S ENVIRONMENTAL IMPACT REPORT, WHICH MAY REQUIRE STEPPED FOUNDATIONS AND CUSTOM LOT GRADING

EARTHWORK QUANTITIES*	
RAW CUT:	397,000 CY
RAW FILL:	469,000 CY
STREET EXCAVATION:	52,000 CY
APPROX. NET IMPORT =	20,000 CY

*ESTIMATED RAW QUANTITIES FOR ENVIRONMENTAL AND PLANNING PURPOSES

CUT/FILL	CUT/FILL DEPTH	COLOR
CUT	20.0 TO 15.0	
CUT	15.0 TO 10.0	
CUT	10.0 TO 5.0	
CUT	5.0 TO 0.0	
FILL	0.0 TO 5.0	
FILL	5.0 TO 10.0	
FILL	10.0 TO 15.0	
FILL	15.0 TO 20.0	

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FIGURE 5G: GRADING SECTION A-A & SECTION B-B

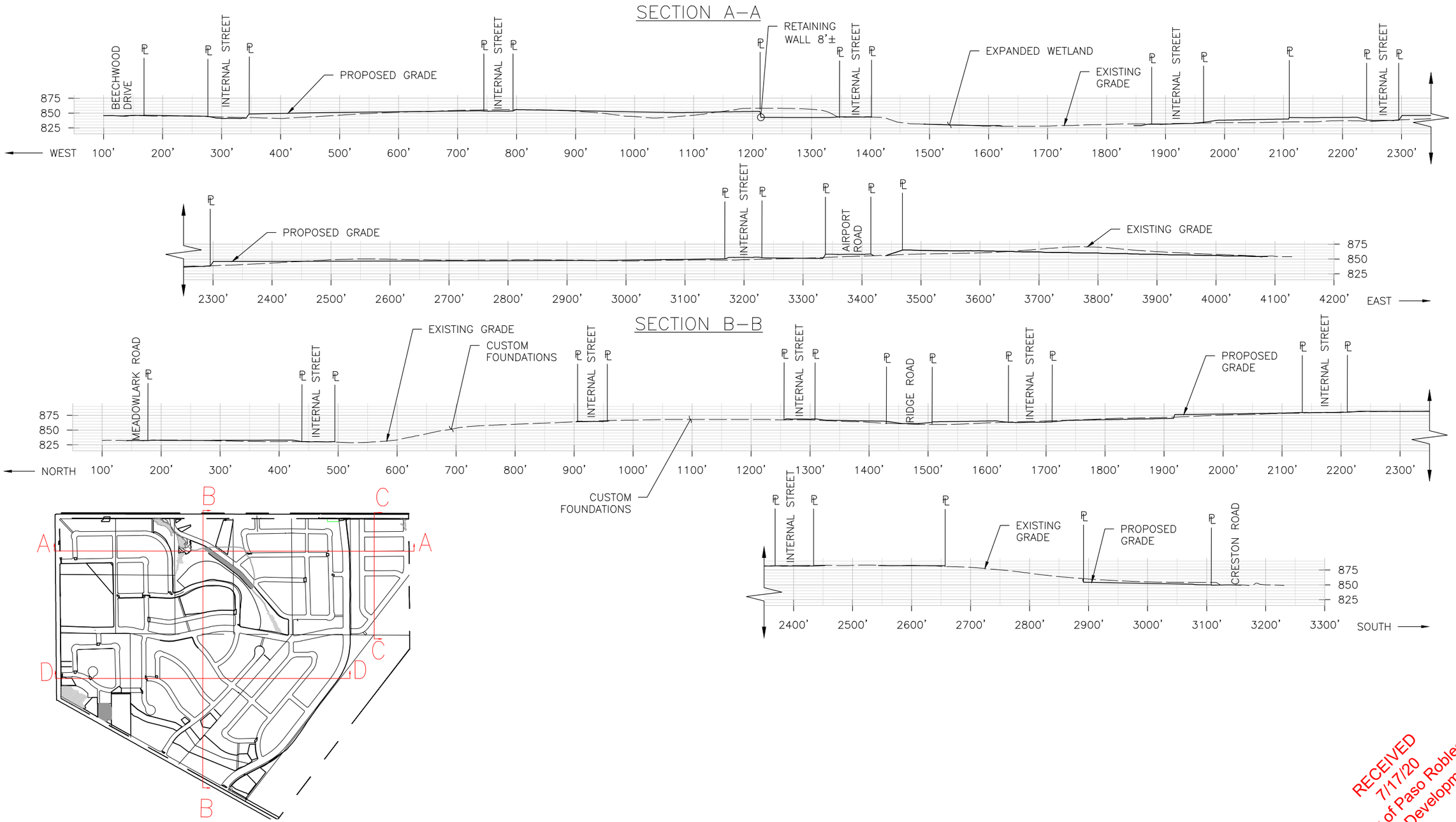

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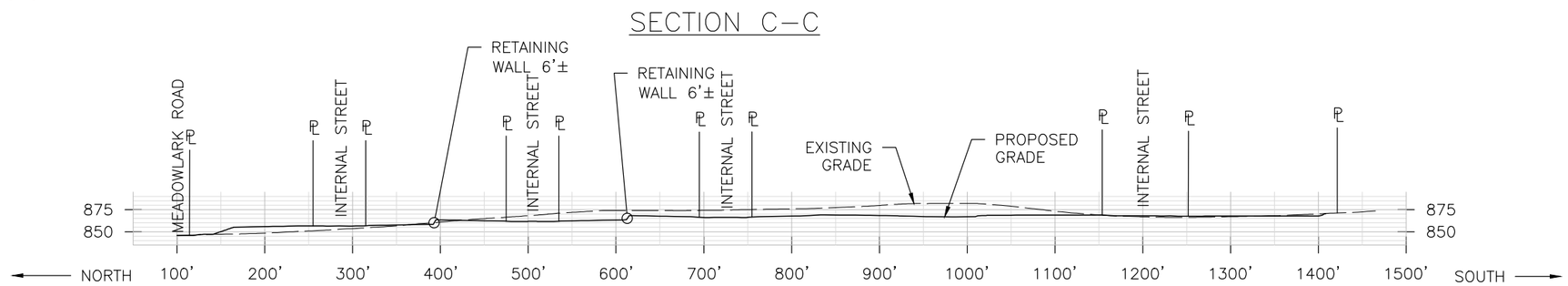
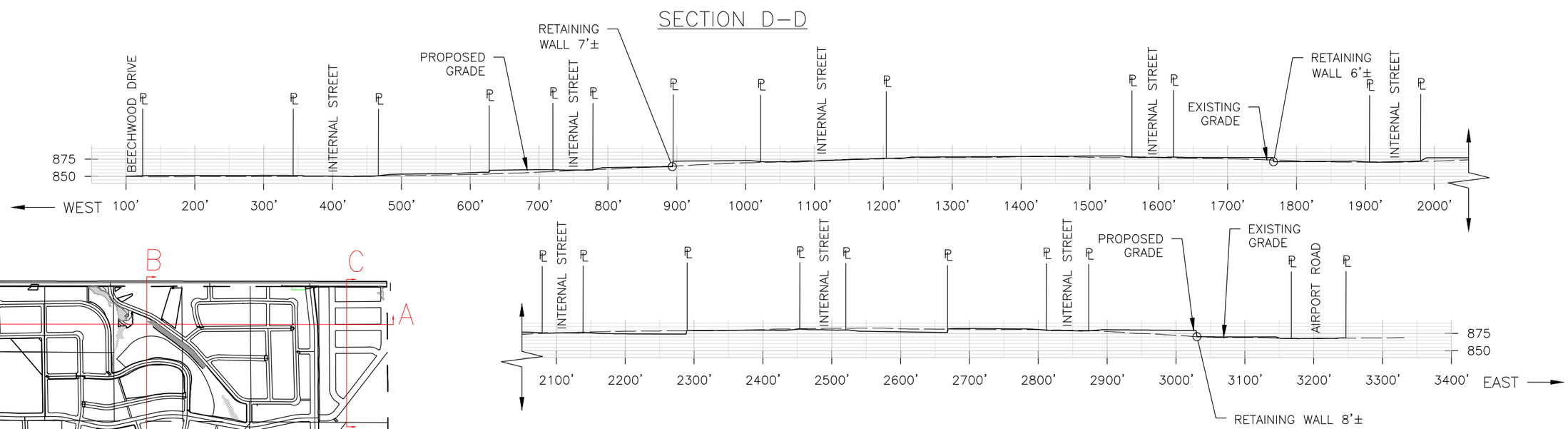
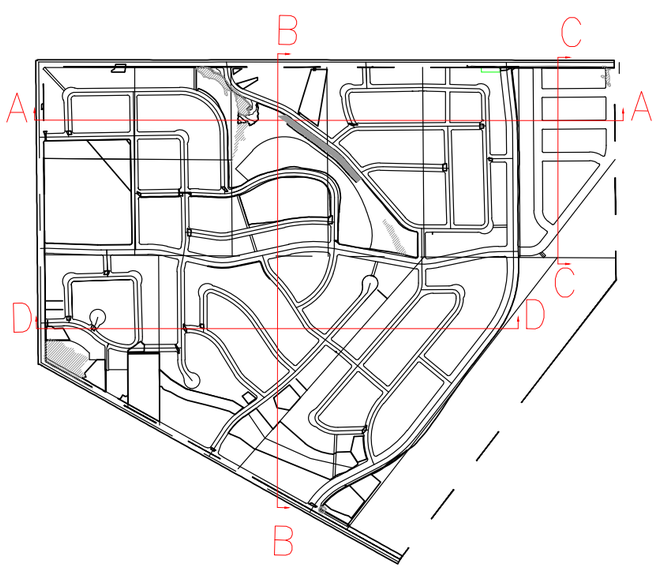
FIGURE 5H: GRADING SECTION C-C & SECTION D-D







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Low Impact Development

Low impact development (LID) infrastructure serves a dual purpose through the environmental benefits (pollution abatement, protection of downstream water resources, ground water recharge, water quality improvements/reduced treatment costs, and habitat improvements) and the quality of life benefits (reducing downstream flooding and property damage, lot yield through efficient use of land, aesthetic value, and public spaces). LID techniques include attractive landscaping features as an integral part of the design, which enhances property, multi-use pathways, streets, parks, and open space, while enhancing the area's environmental sustainability potential.

The Plan Area will provide a fully integrated LID storm water system, including collection, cleansing, and detention facilities that are intended to produce appropriately clean runoff. The integrated system will also include the application of measures implemented to protect and enhance the existing and new wetland features within the Plan Area. In addition to the treatment of polluted runoff, this will enable high-quality open spaces in the Plan Area. The developers will coordinate all of the design elements of the system with the City, the Regional Water Quality Control Board, and the Army Corps of Engineers.

The Plan includes LID features to maintain and improve the pre-development hydrology while still accommodating high-quality development and design. The success of each method is dependent on the specific conditions of a site such as soil type, topography, and precipitation patterns.

EXAMPLES OF LID FEATURES

- **Bioretention**. Bioretention areas are vegetated depressions that collect and filter runoff. Vegetative strips, rain gardens, grassy swales, tree box filters, and underground drainage systems are all examples of bioretention areas that increase the amount of rainwater a site can absorb.
- **Permeable Pavement.** Permeable pavement offers an alternative to asphalt and concrete and allows rainwater to percolate into the ground. Permeable pavers can be integrated into lower traffic flow areas such as parking lots, driveways, fire lanes, and bicycle paths.
- **Alternative Driveway and Parking Lot Designs**. Employing alternative designs for driveways and parking lot areas can reduce impervious surfaces and include bioretention strips or cells. Grass parking is also an effective option for seasonal or temporary parking.
- **Reducing Street Widths.** Designing roadways to be narrower than those in conventional design can reduce overall pervious surfaces. Reducing street widths, combined with roadside swales that use vegetation and structural grass (grass supported by a grid and soil structure that prevents soil compaction and root damage), compounds to be a very effective LID strategy that can be applied throughout the street system.

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Solid Waste and Recycling

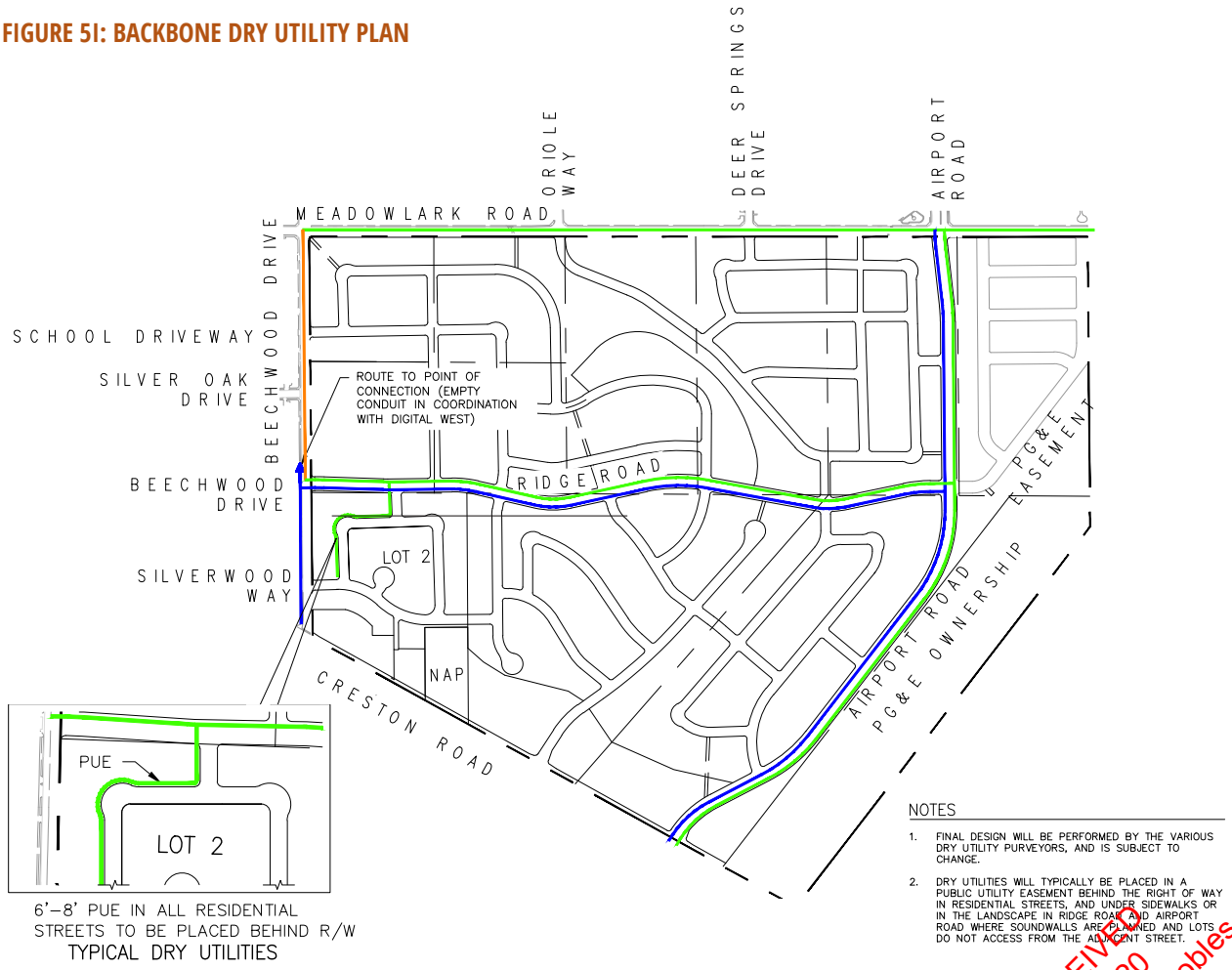
The City has a franchise agreement with Paso Robles Waste Disposal for both residential and commercial solid waste removal. This arrangement includes curbside collection, with three residential disposal options (trash, recyclables, and yard waste), plus the segregated cardboard recycling for commercial businesses. This solid waste removal service will be available to all residents of the community.

Communication Facilities, Electric Power, and Gas

Pacific Gas & Electric provides electricity to the Plan Area. Southern California Gas provides natural gas to the Plan Area.

The immediate neighborhood surrounding the Plan Area has the necessary infrastructure needed to serve the communication, electrical, and natural gas needs of the proposed project. These facilities will be extended into the community from the existing infrastructure by the respective service provider with construction of the different phases of the community.

FIGURE 5I: BACKBONE DRY UTILITY PLAN



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The Plan proposes all forms of communication and power systems be made available to the community, thereby providing multiple options for new homeowners and renters. When and where required, rooftop solar power will be provided along with required natural gas in order to offer a balanced approach to powering the fixtures within the new units. In addition, fiber optic conduit will be placed in the utility easements for future use by the data services provider(s). See Figure 5I for more information.

5.3 Public Services

This Section describes the public services that serve the Plan Area and evaluates the effect of development on those services.

Police

Police services are provided by the City and are based out of the Paso Robles Police Department offices located at 900 Park Street, 3.5 miles away from the Plan Area.

Fire Protection

Fire protection services are provided by the Paso Robles Department of Emergency Services. The nearest Fire Station, Fire Station No.2, is located at 235 Santa Fe Avenue and is located within 1.5 miles of the Plan Area.

The existing water delivery infrastructure in the streets adjacent to the site is sized to provide the necessary flows for domestic service and fire protection demands. The Paso Robles Capital Improvement Plan shows that a transmission main is to be extended through the Plan Area, and City staff will determine the ultimate size of this needed infrastructure. As part of the development process, new water mains and hydrants will be provided throughout the community as the phases are developed.

Schools

The Plan Area is located within the Paso Robles Joint Unified School District. Schools at all grade levels are located in close proximity to the Plan Area. Virginia Peterson Elementary School is located across the street from the Plan Area at 2501 Beechwood Drive. Daniel E. Lewis Middle School is approximately 2 miles from the Plan Area on Creston Road. Paso Robles High School is located approximately 2 miles north of the Plan Area at 801 Niblick Drive.

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5.4 Utilities and Public Services Policies

BSP-29 All landscaping will include native, drought-tolerant plants and vegetation consistent with Zoning Ordinance Chapter 21.22B (Landscape and Irrigation Ordinance).

BSP-30 All development shall provide drainage management and water quality features as described in Figure 5D: Stormwater Basin Plan.

BSP-31 All development shall follow City stormwater post-construction requirements.

BSP-32 Recycled water shall be used for parks and common landscaped areas.

BSP-33 All development shall utilize the latest technology in low-flow water fixtures, including water-efficient heating appliances.

BSP-34 Development shall provide a fully-integrated Low Impact Development (LID) system, in accordance with standards set forth by the State Regional Water Quality Control Board.

BSP-35 The Plan shall provide an on-site underground wastewater collection system, with two connection points at Silverwood Way and Meadowlark Road, as described in Figure 5C: Sewer Plan. All facilities will meet the engineering requirements established by the City's Master Plan.

BSP-36 Install recycled water mains ("purple pipe") and irrigation lines for future use of recycled water in public landscape areas such as the community park and parkways within the right-of-way.

BSP-37 Abandon or transfer ownership of existing water wells to the City for municipal use.

BSP-38 Provide new water mains and hydrants throughout the community as the phases are developed.

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6 Implementation

Chapter 6 describes the Plan's implementation strategy. The implementation strategy serves as a road map for implementing the Plan vision described in Chapter 1. This chapter describes phasing and financing, including funding approaches for implementation of major public improvements recommended in the Plan, estimated costs of the required facilities, and an outline of the fair-share cost allocation among subareas. This chapter also addresses administration of the Plan, entitlement processes, and actions to implement the Plan.

6.1 Phasing of Build-out and Infrastructure Improvements

The community is anticipated to develop in two major phases, with the timing and order of development of the subareas in each phase to be determined by each property owner. Phase 1 will be initiated with processing and approval of a master tentative tract map (MTTM). Figure 6A: Phasing Map identifies the phasing plan and the estimated distribution of single-family and multi-family units by phase.

FIGURE 6A: PHASING MAP

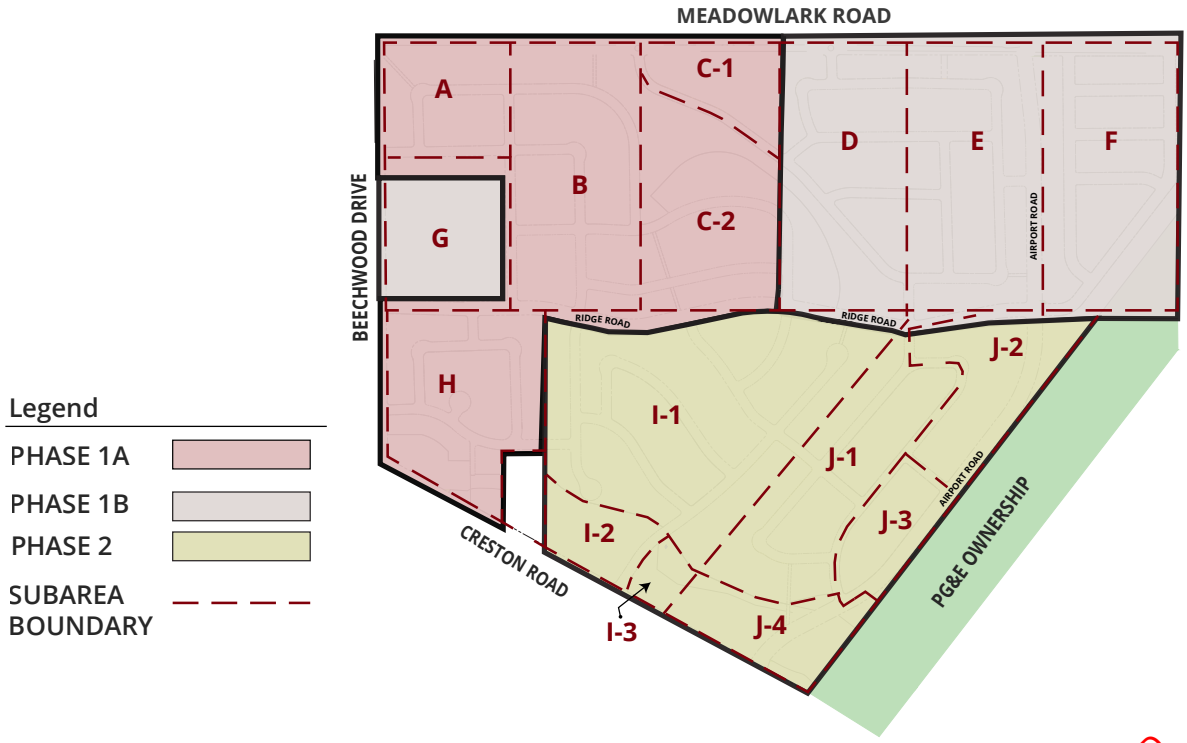

TABLE 6-1: PHASING PLAN

Phase	Single-Family (du)	Multi-Family (du)	Total (du)	Commercial (sf)
1	474	80	554	[illegible]
2	184	173	357	47,000
Total	**658**	**253**	**911**	**47,000**

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As shown in Figure 6A: Phasing Map, Phase 1 and 2 are broken down into subdivisions. Phases 1A and 1B generally proceed from west to east, as does Phase 2. There is nothing to preclude a different development order, and in such a case the various improvement components may change to accommodate a realigned development sequence. In addition, the traffic mitigation requirements included herein will be applied to each appropriate phase once the City determines when the traffic mitigation measures must be implemented. All costs are the responsibility of each phase owner unless otherwise specified. All multi-use pathways, attendant landscaping, future recycled irrigation mains and appurtenances, and enhanced pedestrian walkways are a shared cost by all owners.

In general, Phase 1 proceeds from west to east, with the community park developed near the end of Phase 1. Construction of streets or portions of streets includes curbs, gutters, sidewalks, enhanced sidewalks and multi-use pathways where indicated on Figure 3A, and new street lights as directed by the City and utility companies. In addition to the street improvements listed in Table 6-2, Phase 1A includes an activated pedestrian crossing on Beechwood Drive across from Virginia Peterson School and the mini-roundabout on Meadowlark Road and Oriole Way.

Improvements to utility infrastructure in Phase 1A include installation of a force main and upgrading of sewer lift station #11, a new sewer main to the north of the intersection of Oriole Way and Meadowlark Road, a new sewer main to the west of the same intersection which turns south into the subdivision, and an extension of a new 8" water main to an existing 12" water main. On Beechwood Drive, improvements include installation of new manhole and new sewer main from the intersection of Silverwood Way connecting a new 8" water main to an existing 8" water main in Beechwood Drive, and the removal and replacement of the existing 8" water main in Beechwood Drive with a 12" water main from Ridge Road to Creston Road. On Creston Road, Phase 1A involves the installation of a manhole and gravity sewer line and stub-out to the east for future extension, a new 8" water main from Beechwood Drive, and a new 12" water main and sewer main in Ridge Road, and, on Airport Road, the extension of a new sewer main and new 12" water main from Meadowlark Road.

Phase 1 includes extending gas service facilities to all completed roads, installing wire utilities (power, cable TV, telephone, and fiber optics) as directed by the City and utility companies, and installing irrigation main (purple pipe). Wetland mitigation for impacts within the Phase 1 area is required in Phase 1.

Phase 2 includes the construction, improvements, and completion of Creston Road from Airport Road to west side of NAP property, south side of Ridge Road from west boundary of Area I to Airport Road, and Airport Road from Ridge Road to Creston Road. Sewer and water improvements on Airport Road, Ridge Road, and Creston road include installing sewer main, installing and extending 12" water main, and installing sewer lift station in Area H. Phase 2 also includes installing wire utilities (power, cable TV, telephone, and fiber optics), gas service facilities, and irrigation main (purple pipe) are directed by the City and utility companies. Additionally, installment of new street lights on all completed roads is part of Phase 2.

Infrastructure Improvements

The Plan requires the construction of a range of infrastructure improvements listed below in Table 6-2: On-Site Infrastructure Improvements and Table 6-3: Off-Site Infrastructure Improvements. The Improvement Number corresponds to the anticipated order of construction. For on-site improvements, the timing will ultimately be determined by EIR mitigation and traffic infrastructure needs. Off-site infrastructure improvements, shown in Table 6-3, are required for the purpose of mitigating the project's impacts on traffic and public services. In all cases, construction of improvements is subject to approval by the City Engineer.

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TABLE 6-2: ON-SITE INFRASTRUCTURE IMPROVEMENTS BY PHASE

Phase 1 (Dwelling Units: 474 SF, 80 MF)		
Type	**Number**	**Improvement**
Roads	R1-1	On-site local roads within Phase 1 subdivisions.
	R1-2	Secondary access constructed and available for each individual tract.
	R1-3	Construct Ridge Rd. to full width including 10' multi-use pathways, from Beechwood to Airport Rd.
	R1-4	Construct Airport Rd from Meadowlark Rd to Ridge Rd, including 10' multi-use pathway.
	R1-5	Half-width improvements to Beechwood Dr. including curb, gutter, and sidewalk, including 10' multi-use pathway.
	R1-6	Complete south-side improvements to Meadowlark Rd, including curb, gutter, and sidewalk, and 10' multi-use pathway from the intersection of Beechwood Dr with Meadowlark Rd easterly to the Plan Area boundary. Transitions to the satisfaction of the City Engineer.
	R1-7	Install traffic calming measures on Meadowlark Rd.
	R1-8	Required improvements to Creston Rd with curb, gutter, and sidewalk, including the 10' multi-use pathway from the intersection of Creston Rd and Beechwood Dr. southeasterly to the Phase 1 boundary with transition to the satisfaction of the City Engineer.
	R1-9	Intersection improvements at Creston Rd. and Beechwood Dr, Beechwood Dr and Meadowlark Rd
Sewer	S1-2	Construct on-site sewer within Phase 1 subdivisions
Water	W1-2	Connect to existing 12" water line at Meadowlark Rd. and Deer Springs and as needed
	W1-3	Install on-site water within Phase 1 subdivisions
Other	O1-1	Install required wetland mitigation for impacts within Phase 1 area
	O1-2	Community Park Improvements
	O1-3	Complete 10' multi-use pathways within Phase area
Phase 2 (Dwelling Units: 184 SF, 173 MF)		
Type	**Number**	**Improvement**
Roads	R2-1	On-site local roads within Phase 2 subdivisions.
	R2-2	Construct Airport Rd from Ridge Rd to Creston Rd, including 10' multi-use pathway upon initiation of construction within Subarea J.
Sewer	S2-1	Construct on-site sewer within Phase 2 subdivisions.
	S2-4	Construct sewer line in Creston Rd.
	S2-3	Construct sewer lift station on Creston Rd. approx. 600' southeast of Creston Rd and Beechwood Dr. Construct force main from lift station to existing gravity sewer.
Water	W2-1	Construct water line in Creston Road.
	W2-2	Install on-site water within Phase 2 subdivisions.
Other	O2-1	Install required wetland mitigation for impacts within Phase 2 area.
	O2-2	Community Park Improvements

TABLE 6-3: OFF-SITE INFRASTRUCTURE IMPROVEMENTS BY PHASE

Phase 1		
Type	**Number**	**Improvement**
Roads	R1-9	Improvements to off-site intersections.
Sewer	S1-1	Connect to existing 8" sewer line in Oriole Way and Silverwood Way.
	S1-3	Construct approx. 600' of 8" sewer line from Meadowlark Rd and Airport Rd to Stage Rd.
Water	W1-1	Connect to existing 8" water line at Silver Oak Dr., Silverwood Way, Beechwood Dr. at Ridge Rd, and at school driveway.

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6.2 Maintenance

All infrastructure improvements within the Plan Area will require some degree of maintenance. Maintenance will be funded by a Homeowners Association (HOA), the City of Paso Robles, the property owner, or a service provider. Table 6-4 lists infrastructure improvements by appearance in chapters 2 through 5 of this document.

Two levels of HOA will be formed within the Specific Plan project area to fund and manage certain components or facilities of the Project identified in Table 6.4 below. A Master Home Owners Association (MHOA) will be established to fund and maintain facilities that provide community-wide benefit such as the multi-purpose

TABLE 6-4: INFRASTRUCTURE IMPROVEMENTS BY MAINTENANCE RESPONSIBILITY SOURCE

Plan Section	No.	Improvement	Figure/Map	Maintenance Responsibility[1]
Section 2.5 Design of the Public Realm	1	Fencing and Screening (Private property only – not project perimeter walls)	No Figure	Private Property Owners
	2	Streetscape and Lighting[2]	Figure 2B: Street Tree Plan (Figure does not include lighting)	City
	3	Landscaping within the of-way	No Figure	City
Section 3.2 Parks and Open Space	4	Community Park	Figure 3B: Community Park Concept	City
	5	Amenitized Green Space	Figure 3A: Parks, Open Space, and Multi-use Pathways Plan	HOA
	6	Multi-use Pathway & Enhanced Sidewalk	Figure 3A: Parks, Open Space, and Multi-use Pathways Plan	City
	7	Native Pathway	Figure 3A: Parks, Open Space, and Multi-use Pathways Plan	HOA
	8	Open Space - Conservation	Figure 3A: Parks, Open Space, and Multi-use Pathways Plan	HOA
Section 3.3 Natural Resources	9	Oak Tree Preservation	Figure 3E: Oak Tree Preservation	HOA; Private Property Owners if on private property
	10	Wetlands	Figure 5D: Storm Water Basin Plan	HOA
	11	Agriculture Buffer (PG&E easement through sub-area F)	Figure 3A: Parks, Open Space, and Multi-use Pathways Plan	HOA/PG&E
Section 4.2 Circulation Plan	12	Local Roads	Figure 4A: Circulation Plan	HOA
	13	Major Roads and Sidewalks	Figure 4A: Circulation Plan	City
	14	Intersection Improvements, including colored/specialized paving at crosswalks	Figure 4A: Circulation Plan	City
	15	Perimeter Wall	Figure 4L: Perimeter Wall Plan	HOA
Section 5.2 Infrastructure Improvements	16	Public Water Systems (Includes Pump Station)	Figure 5A: Water Master Plan	City
	17	Recycled Water	Figure 5B: Recycled Water Plan	City
	18	Public Wastewater (Includes Lift Station)	Figure 5C: Sewer Plan	City
	19	Storm Water Management and Quality	Figure 5D: Storm Water Basin Plan	HOA
	20	Solid Waste and Recycling	N/A	Service Providers
	21	Communication Facilities, Electric Power, and Gas (Includes fiber-optics)	Figure 5H: Dry Utilities Plan (Figure does not include Gas)	Service Providers

[1] Where HOA is indicated, maintenance responsibility will be either that of the Master Association or the Sub-Association.

[2] Streetscape maintenance program will be consistent with Zoning Ordinance Chapter 10.04 (Street Tree Planning and Maintenance)

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FIGURE 6B: INFRASTRUCTURE IMPROVEMENT BY MAINTENANCE RESPONSIBILITY MAP

LEGEND

HOMEOWNERS ASSOCIATION

- Local Roads
- Native Pathway
- Perimeter Walls
- Storm Water Management and Water Quality
- Amenitized Green Spaces
- Conserved Open Space

CITY

- Major Roads
- Multi-Use Pathways & Landscaping in R-O-W
- 8-foot Sidewalk (Enhanced Sidewalk)
- Sidewalks, Storm Drains, and Streetlights
- Community Park

CITY UTILITIES

- Recycled Water, Public Water System, Public Wastewater System
- Lift Station
- Water Pressure Booster Station

COUNTY

- Creston Road

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pathway system, landscaped parkways along the major roadways (i.e. Airport Road, Ridge Road, Creston Road, and Beechwood Drive) and other community-wide facilities that will be identified as the Project is developed. Sub-associations and smaller cost centers within the sub-associations will also be established which are intended to fund and maintain facilities that are unique to and/or benefit individual Subareas and subdivisions within of the Specific Plan or unique to specific lots and facilities within a subdivision. The organization and formation of the MHOA and the sub-associations/cost centers are subject to review, approval and enforcement by the California Department of Real Estate.

6.3 Subdivision Process

Phase 1 of the Specific Plan will be initiated with processing and approval of a master tentative tract map (MTTM). The MTTM will include all subareas of Specific Plan except Subarea F, and will create large lots intended to be subsequently subdivided. Because the specific plan area is made up of multiple ownerships, the primary purpose of the MTTM is to reserve land necessary for the public improvements required throughout the Specific Plan, such as rights-of-way of the primary streets, important utility facilities, storm drainage, and conservation open space for protection of important environmental resources and mitigation areas. In addition, minor boundary adjustments between ownerships that are necessary along street rights-of –way and to accommodate lotting configurations between ownerships can be completed using the MTTM. Subarea F, also within Phase 1, may develop under a separate subdivision application due to its location that is relatively separate from the majority of the Project. The large lots are created by the MTTM, when subdivided by subsequent TTMs, will provide the final design of development including the location of streets, lot design, open space, and utilities, and construct the required improvements.

Before any application for a TTM can be accepted by the City, the Specific Plan Cost Recovery Fee as discussed in Section 6.5 must be paid. See Table 6-9 for the amounts owed.

6.4 Infrastructure Costs

The total cost of transportation and backbone utility infrastructure required for the Plan build-out is estimated to be approximately $17,873,240 (see Table 6-5: Estimated Infrastructure Improvement Costs by Subarea). The estimated cost does not include any cost associated with land acquisition for roadway or other infrastructure improvements (if required) or in-tract improvements costs, which developers will assume as their projects are constructed. Also, development impact fees (e.g., transportation, park and recreation, etc.) are not reflected in these costs (see Funding Mechanisms below for a discussion of estimated development impact fees).

Cost of infrastructure improvements are divided by subareas roughly proportional to the infrastructure needs of each subarea. These costs include those related to roadways, multi-use pathway, water, irrigation, sewer, drainage, and dry utilities improvements.

Infrastructure improvement costs are distributed to each subarea owner according to one of the following general methodologies:

- **Per Estimated Dwelling Unit.** Subarea costs are equal to the total cost of infrastructure improvement multiplied by the quotient of maximum allowed units in subarea divided by the maximum number of allowed units in the Plan.

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- Commercial square footage is converted into dwelling units at a rate of 1 unit per 1,000 square feet of commercial.
- No distinction in cost is made between single family and multi-family units.
- Example: Subarea cost = total cost of infrastructure x (max. allowed units in subarea / max. allowed units in Specific Plan)

- **By Frontage.** Each subarea owner is responsible for the proportion of total cost equivalent to the percentage of street/infrastructure frontage abutting their subarea.
  - Example: Subarea cost = total cost of infrastructure x (length of subarea frontage along street / total length of street along Specific Plan boundary)

Infrastructure items whose costs are shared across subareas on a Per Estimated Dwelling Unit basis may require developer-developer agreements and/or bonding to ensure construction is appropriately funded.

6.5 Funding

This section presents a summary of potential funding mechanisms that may be used for construction and maintenance of proposed infrastructure and physical improvements; Several or all of these mechanisms may be used.

Funding Mechanisms

Developer Financing

In many cases, developers fund facilities or dedicate land as a means of mitigating the impact of their developments, which may be required as CEQA mitigation measures or could be in-lieu of paying development impact fees or to earn development impact fee credits. For example, the City may impose, as a condition of development, construction of a needed facility, such as a roadway. Once the roadway is constructed and accepted by the City, development impact fees credits equal to the amount of the cost of the facility or the cost of the facility as identified in the City's capital improvement plan, can be issued to the developer. The developer can then apply those credits to offset fees imposed on a current or future development project. In addition, some of the costs in Table 6-5 are not shared costs and will be financed and constructed by the property owner or the developer of a sub area These costs are allocated based on the proportion of the "frontage" as discussed above.

Development Agreement

Development agreements are mechanisms that provide developers with the assurance that their projects will proceed as originally approved, regardless of any potential changes to land use regulations. This tool establishes this assurance as a vested right via Government Code Section 65864. In return, the developer or owner may agree to one or more conditions, such as public improvements, land dedications, or in-lieu fees as negotiated with the City. A development agreement for the Beechwood Specific plan will serve as a useful tool to provide public improvements called for in the Plan, such as dedicated land for open space or public space improvements.

Development Impact Fees

Allowed under Government Code §66000 et seq., development impact fees (DIF) are payments from new developments required by local governments to offset the cost of improving or expanding City facilities to accommo-

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TABLE 6-5: ESTIMATED INFRASTRUCTURE IMPROVEMENT COSTS BY SUBAREA

Sub Area	A	B	C	D	E	F	G	H	Phase 1 (A-H)	I	J	Phase 2 (I-J) [1]	Total
Number of Units	**36**	**86**	**82**	**88**	**88**	**88**	**32**	**54**	**554**	**164**	**193**	**357**	**911**
Percent of Units	**3.95%**	**9.44%**	**9.00%**	**9.66%**	**9.66%**	**9.66%**	**3.51%**	**5.93%**	**60.81%**	**18.00%**	**21.19%**	**39.19%**	**100%**
Roadway	$310,133	$263,705	$255,691	$267,711	$267,711	$209,631	$64,108	$451,780	$2,090,471	$486,967	$606,940	$1,093,907	$3,184,378
Multi-Use Path	$86,299	$206,158	$196,570	$210,953	$210,953	$210,953	$76,710	$129,448	$1,328,043	$393,139	$462,658	$522,587	$2,183,840
Water [4]	$23,755	$36,987	$35,423	$37,768	$37,768	$37,768	$12,507	$49,360	$271,337	$458,224	$477,029	$935,253	$1,206,590
Irrigation [3]	$32,656	$58,251	$55,698	$59,527	$59,527	$59,527	$20,419	$62,712	$408,316	$123,774	$149,749	$273,523	$681,840
Sewer [5]	$3,610	$8,623	$8,222	$9,019	$10,526	$10,545	$0	$0	$50,544	$414,689	$801,657	$1,216,345	$1,266,890
Drainage	$41,667	$80,714	$77,085	$82,528	$82,528	$82,528	$29,028	$131,915	$607,992	$217,874	$271,173	$489,047	$1,097,040
Dry Utilities	$87,297	$92,732	$90,177	$94,010	$94,010	$94,010	$20,440	$113,878	$686,554	$149,179	$185,054	$334,233	$1,020,788
Off-Site Transportation Improvements	$124,083	$296,634	$282,634	$303,315	$303,315	$303,315	$110,296	$186,125	$1,909,506	$565,269	$665,225	$1,230,494	$3,140,000
Other [6`]	$279,525	$337,844	$417,474	$320,829	$509,129	$384,929	$78,156	$360,488	$2,688,374	$705,749	$3,545,113	$1,564,626	$4,253,000
Sub-total: [7]	**$864,942**	**$1,085,013**	**$1,136,341**	**$1,082,345**	**$1,272,152**	**$1,089,891**	**$2,949,594**	**$3,813,138**	**$8,131,634**	**$2,949,594**	**$3,813,138**	**$6,762,732**	**$14,894,366**
20% Construction Contingency	$172,988	$217,003	$227,268	$216,469	$254,430	$217,978	$60,274	$259,916	$1,626,327	$589,919	$762,628	$1,352,546	$2,978,873
Total [2,8,9]	**$1,037,930**	**$1,302,016**	**$1,363,610**	**$1,298,814**	**$1,526,582**	**$1,307,869**	**$361,642**	**$1,559,498**	**$9,757,961**	**$3,539,513**	**$4,575,766**	**$8,115,279**	**$17,873,240**

Notes

1) Commercial uses within subareas I and J are apportioned at the rate of 1 EDU per ksf.
2) Costs based on 2018 prices. Inflation rate of 5% per year should be applied beyond 2018.
3) Irrigation includes cost of recycled water infrastructure.
4) Estimate includes $750,000 booster station.
5) Estimate includes $100,000 Creston Road sewer lift station.
6) Other includes cost estimates for Community Park, Perimeter Wall, Subdivision Monument Signage, and City Gateway Monument Signage.
7) Sub-total does not include cost of Off-Site Transportation Improvements.
8) This planning-level cost estimate is preliminary only. Rick Engineering Company makes no warranty, either expressed or implied, that actual costs will not vary from the amounts indicated and assumes no liability for such variances.
9) There may be additional shared costs not known at this time, including but not limited to parks and open space, amenitized green spaces, wetland mitigations, and offsite mitigations for traffic, sewer, water, and/or drainage.

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TABLE 6-6: ESTIMATED RESIDENTIAL DEVELOPMENT IMPACT FEES

DIF Category	Fee per Single Family Unit	Total Fees for Single Family Units	Fee per Multi-Family Unit	Total Fees for Multi-Family Units	Category Total
Number of Units	**N/A**	**658**	**N/A**	**253**	**911**
Police	$85	$55,930	$99	$25,047	$80,977
Fire	$1,152	$758,016	$1,152	$291,456	$1,049,472
General Government	$3,338	$2,196,404	$3,338	$844,514	$3,040,918
Park and Recreation	$3,264	$2,147,712	$3,264	$825,792	$2,973,504
Library	$1,077	$708,666	$1,077	$272,481	$981,147
Transportation	$9,983	$6,568,814	$6,880	$1,740,640	$8,309,454
Total	**$18,899**	**$12,435,542**	**$15,810**	**$3,999,930**	**$16,435,472**

Credits will be determined and deducted as stated in development agreement.

TABLE 6-7: ESTIMATED COMMERCIAL DEVELOPMENT IMPACT FEES

DIF Category	Fee per Square foot	Total Fees for Commercial Space
Total Sq. Ft.		**47,000 sf**
Transportation	$11.63	$546,610
Police	$0.13	$6,110
Fire	$0.42	$19,740
General Government	$1.21	$56,870
Park and Recreation	$0.00	0
Library	$0.00	0
Total	**$13.39**	**$629,330**

TABLE 6-8: ESTIMATED WATER AND WASTEWATER FEES AND COSTS

Fee Category	Fee per Single Family Unit*	Total Fees for Single Family Units**	Fee per Multi-Family Unit*	Total Fees for Multi-Family Units	Total Fees for Residential Units	Meter Size	Fee per Meter	# of Meters	Total Fees for Commercial Space
Units / Sq. Ft.	769		142		**911**	**47,000 Sq. Ft.**			
Water Connection Fee	$19,066	$14,661,754	$19,066	$2,707,372	$17,369,126	1"	$31,840	3	$95,520
						2"	$101,622	1	$101,622
Water Meter	$179	$137,651	$179	$25,418	$163,069	1"	$219	3	$657
						2"	$1,336	1	$1,336
Wastewater Facility Fees	$8,093	$6,223,517	$8,093	$1,149,206	$7,372,723	1"	$13,515	2	$27,030
						2"	$43,134	1	$43,134
Total	$27,338	$21,022,922	$27,338	$3,881,996	**$24,904,918**	N/A			**$269,299**
Total Commercial and Residential Fees									**$25,174,217**

Estimated fees based on the October 1, 2017 City of Paso Robles Water and Wastewater Fees

* 3/4" water meter used for calculating fees for single family units and multi-family units

** Calculation includes attached and detached single family units

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date the development. To establish the appropriate fee amount, the City determines the specific improvements to be funded and prepares a "nexus" study to demonstrate the relationship between the proposed improvements and new development. The fee program is adopted by City Council.

Pursuant to §66006 of the California Government Code, the City establishes a capital facility account(s) for collected fees. Establishment of this account(s) will prevent commingling of the fees with other City revenues and funds. Interest income earned by fee revenues in these accounts will be deposited in the accounts and applied to facility construction costs. Within 180 days of the close of each fiscal year, the City will make information pertaining to each account (as required by §66006 (b)(1)) available to the public and will review this information at a regularly scheduled public hearing.

Estimated Development Impact Fees for the Plan are included in Table 6-6: Estimated Residential Development Impact Fees and Table 6-7: Estimated Commercial Development Impact Fees under DIF Resolution 17-066 (2018). Total required DIF estimates may be lower if the development provides capital improvements identified by the City.

Statewide Community Infrastructure Program (SCIP)

SCIP is a financing program that enables developers to pay most impact fees and finance public improvements through an acquisition agreement that qualify under the 1913/1915 Act (excluding school fees) via tax-exempt bond issuance proceeds. This highly versatile program can be molded to the needs of each local agency participant of SCIP. As most local agencies require developers to pay impact fees prior to obtaining a permit, SCIP can be used to directly prepay these fees or, alternatively, to reimburse the developer after fee payment. The program can be used to enable developers to pay for, or be reimbursed for, all eligible impact fees or for a single impact fee. Moreover, the program may alleviate the need for a fee deferral program by providing the local agency with necessary funds and eliminating the risk of nonpayment by the developer.

Community Facilities Districts

A Community Facilities District (CFD) is a special district created pursuant to the Mello-Roos Community Facilities Act (California Government Code §53311 et seq.) to finance public infrastructure and service projects through levying of a special tax on property in the district. Public bonds can be issued based on the revenue stream from the special tax. As a primary funding mechanism, a CFD may provide for the purchase, construction, expansion, or rehabilitation of any real or other tangible property with an estimated useful life of at least five years.

Formation of the CFD may be initiated by any one of the following methods: 1) motion by the City Council, 2) a written request signed by two City Council members, 3) a petition signed by 10 percent of the registered voters in the proposed CFD, or 4) a petition signed by property owners accounting for 10 percent of the land in the proposed CFD. Within 90 days of initiating the proceedings, the City Council adopts a resolution of intent to establish the CFD. In not less than 30 days and not more than 90 days from adoption of the resolution, the City Council will hold a public hearing on the formation of the CFD. Finally, as required by Proposition 13, the special tax must be approved by two-thirds of registered voters in the proposed CFD. However, if there are fewer than 12 registered voters re-siding in the proposed district, the vote shall be by the landowners of the proposed CFD, and each landowner shall have one vote for each acre or portion of an acre of land owned within the CFD.

Formation of a CFD commits the City to the ongoing administration of the CFD. A Mello-Roos special tax is not a fixed lien on a parcel, but an annual lien that must be calculated and levied each year. The appropriate spe-

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cial tax will be determined by the City or its designee after consideration of annual debt service requirements, direct construction funding, administrative costs of the CFD, prepayments received, and development activity within the CFD. After the special taxes have been calculated each fiscal year, they will be submitted to the County auditor to be included on the secured property tax bill.

Developer Reimbursements

When an individual project is submitted to the City for processing and approval, the facilities required to serve that project must be identified. Due to the incremental nature of development phasing, it is likely that certain projects within the Plan Area will be required to oversize infrastructure improvements to accommodate future development and build-out of the Plan. By evaluating the project's proportional share of infrastructure and facility costs to the total costs of improvements required by the City to allow the project to proceed, an equitable reimbursement to the developer paying for oversized infrastructure improvements can be calculated. The City may administer such a reimbursement program, which could be established through one or more of the funding mechanisms described in Section 6.5.

Specific Plan Cost Recovery Fee Program

All development that occurs under the aegis of the Beechwood Specific Plan will benefit from the preparation of the Specific Plan and infrastructure analysis. The purpose of this section is to document the methodology for calculating proposed Specific Plan Cost Recovery Fees to be collected from property owners that benefit from the Beechwood Specific Plan. The legal authority for the cost recovery program is provided in California Code Section 65456(a):

> "The legislative body, after adopting a specific plan, may impose a specific plan fee upon persons seeking governmental approvals which are required to be consistent with the specific plan. The fees shall be established so that, in the aggregate, they defray but as estimated do not exceed, the cost of preparation, adoption, and administration of the specific plan including costs incurred pursuant to Division 13 (commencing with Section 21000) of the Public Resources Code. As nearly as can be estimated, the fee charged shall be a prorated amount in accordance with the applicant's relative benefit derived from the specific plan. It is the intent of the Legislature in providing for such fees to charge persons who benefit from specific plans for the costs of developing those specific plans which result in savings to them by reducing the cost of documenting environmental consequences and advocating changed land uses which may be authorized pursuant to the specific plan."

The cost paid to consultants for the 2019 Beechwood Specific Plan will be prorated among the property owners (subareas) in accordance with the relative benefits derived from the Plan based on the percentage of the total developable acreage in the planning area. Table 6-9 includes a summary of the share of Specific Plan fee broken down by property owner. Property owners or developers will pay their entire Specific Plan fee due at the time of a tract map application for any parcel, as part of the entitlement process. No parcel may be developed without full payment of the Specific Plan fee as indicated in Table 6-9, even if the property owner chooses to sell a property to a third party.

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As Harrod Construction has paid for the majority of costs to prepare the Specific Plan, it is not subject to the fee and shall be reimbursed by the other property owners in the amount indicated in the table. The pro-rata fee will increase annually from the adoption date of the Specific Plan at a rate of 8% per year and prorated as necessary.

TABLE 6-9: ESTIMATED SPECIFIC PLAN FEE

Subarea	Owner/Subarea	Amount Owed as of 7/1/2020	Gross Area (ac)	Percent Ownership of Developable Land and Share of Specific Plan Fee
	Harrod		**103.52**	**51.4%**
Subarea A	*Harrod*	-	9.75	
Subarea B	*Harrod*	-	19.80	
Subarea C	*Harrod*	-	19.95	
Subarea H	*Harrod*	-	15.80	
Subarea J	*Harrod*	-	38.22	
	Subarea D (Multiple Owners)	-	**19.95**	**9.9%**
Subarea D	*Pensco*	-		
Subarea D	*Erskine*	$54,239.58		
Subarea D	*Wittstrom*	$13,702.60		
Subarea D	*Cagliero*	$47,550.99		
	Erskine		**57.97**	**28.8%**
Subarea E	*Erskine*	$161,263.84		
Subarea I	*Erskine*	$307,331.03		
	Hubener		**19.95**	**9.9%**
Subarea F	*Hubener*	$129,062.89		
TOTAL (excludes PG&E parcel and Subarea G)			**201.39**	**100%**

** Amount is subject to change as the plan progresses to completion.*

6.6 Administration

The Plan will be built out in phases as outlined above. Changes to the Plan may be required as market and other conditions change. This section outlines the administration of the Plan including procedures for altering the Plan.

Specific Plan Amendment Procedures

This Plan may be amended to address conditions unforeseen at the time of its approval. The procedure is similar to a general plan amendment (Government Code §65350 through 65358). A brief summary of the amendment procedure follows:

- The applicant shall submit a complete Specific Plan amendment application to the Community Development Department which specifies the exact nature of the proposed change(s) and the purpose for the change. The City will assess the application and determine the required environmental documentation,

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which may require an Initial Study consistent with the California Environmental Quality Act. Depending on the scope of the amendment request, the City may contract with an independent consultant to undertake a review of the potential impacts of the requested amendment. The applicant seeking the amendment is responsible for the costs of amending this Specific Plan.

- The Specific Plan amendment request will be scheduled for public hearings. All noticing for public hearings shall be in accordance with the City's noticing requirements and State law.
- The following findings shall be made prior to approval of an amendment to the Plan:
  - The proposed Specific Plan amendment is consistent with the goals, objectives, policies, and programs of the General Plan.
  - The proposed Specific Plan amendment will not adversely affect the public health, safety, and welfare, or result in an illogical land use pattern.
  - The proposed Specific Plan amendment will not create internal inconsistencies with the Specific Plan and is compatible with the purpose and intent of the adopted Plan.
- The Planning Commission is the recommending body for Specific Plan amendments; the City Council will take action and is the final decision-making authority on the amendment request.

Specific Plan Interpretation

The Planning Director has the authority to interpret any provision of the Plan. Whenever the Director determines that the meaning or applicability of any Plan requirement is subject to interpretation, the Director may issue an official interpretation in writing. The Director may also refer any issue of interpretation to the Planning Commission for its determination.

If conflicts occur between requirements of this Plan and any other regulations of the City, the Plan requirements shall control. This Plan also controls in the event of any conflict between any private agreement or restriction and the Plan. The City shall not enforce a private covenant or agreement unless it is a party to the covenant or agreement, or a portion thereof.

Where the Plan references applicable provisions of State Law (for example, the California Government Code, Subdivision Map Act, or Public Resources Code), the reference shall be construed to be to the applicable State law provisions as they may be amended from time to time.

All Plan procedures that vary from those established in the City's Zoning Ordinance (e.g., Minor Modifications) are located in Appendix 1 (Development Code).

Enforcement

The procedural requirements of Municipal Code Section 1.02.010 (Violations, penalties and enforcement) apply within the Plan Area.

Local and State Regulations

Development review for all new development within the Plan Area shall comply with Chapter 21.23B of the Paso Robles Zoning Ordinance.

If conflicts occur between requirements of this Plan and any other regulations of the City, the Plan requirements shall control. This Plan also controls in the event of any conflict between any private agreement or

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restriction and the Plan. The City shall not enforce a private covenant or agreement unless it is party to the covenant or agreement.

Statement of Severability

If any provision of this Plan or its application to any person or circumstance is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, the invalidity shall not affect other Plan provisions, clauses or applications which can be implemented without the invalid provision, clause or application, and to this end the provisions and clauses of the Plan are declared to be severable.

Building Permit Consistency Process

The City building permit process of plan-check, inspection, and occupancy release is the final and most detailed step in City review of private site development. No Building Permit or Grading Permit shall be issued by the City unless the proposed construction complies with all applicable provisions of the Plan.

Other Requirements

Nothing in the Plan eliminates the need for obtaining any other permits required by the City, or any permit, approval or entitlement required by any other applicable special district or agency, and/or the regulations of any State, or Federal agency.

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6.7 Implementation Actions

The actions to implement the goals of the Plan, as shown in Table 6-10: Implementation Actions Items, are enforced by the City within the Plan Area. The actions are not all intended for immediate and simultaneous enactment, but to be implemented throughout the development and future of the Plan. For potential funding sources for these programs, see the options discussed in Section 6.4

TABLE 6-10: IMPLEMENTATION ACTION ITEMS

Action Item	Responsible Party	Description
B-IA-1	Developer	Work with the City to conduct feasibility study for commercial development in the MU zone in relationship to the demand for multi-family residential.
B-IA-2	Developer	Work with the City to complete the development of the community park along the western boundary at Beechwood Drive and Ridge Road.
B-IA-3	Developer	Develop an incentives program that encourages the private developments to contribute to public amenities that serve a broader area than the development site, such as parkland and streetscape improvements beyond the minimum requirement.
B-IA-4	Developer	Facilitate the development of a Community Facilities District (CFD) and other financing opportunities to support the funding of long-term, more costly infrastructure improvements.
B-IA-5	Developer	Enter into Developer-Developer agreements that ensure financing of shared infrastructure improvement to the satisfaction of the City when needed.
B-IA-6	City	Track entitlements of units to ensure a total of 911 units is not exceed in the Plan Area.
B-IA-7	City	Track issuance of certificates of occupancy to ensure Community Park is constructed prior to occupancy of 500th unit.
B-IA-8	City	Amend the zoning code and map to refer to and be consistent with the Beechwood Specific Plan.
B-IA-9	Developer	Develop landscaping, streetscaping, and lighting plan for plan area consistent with unique zones and/or right-of-way types.
B-IA-10	City	Track development to ensure that required densities are met in subarea I-2, C-1, J-2, and J-3.
B-IA-11	City	Ensure oak tree preservation in accordance with Zoning Ordinance Chapter 10.01 (Oak Tree Preservation), and employ custom grading and foundations, if necessary to avoid removing oak trees.
B-IA-12	Developer	Work with the City to establish a set of triggers for infrastructure improvements that will ensure orderly development of the Plan Area.
B-IA-13	Developer	Mitigate wetland impacts according to the wetland mitigation program, and the grading and drainage design approved with the Tentative Map.

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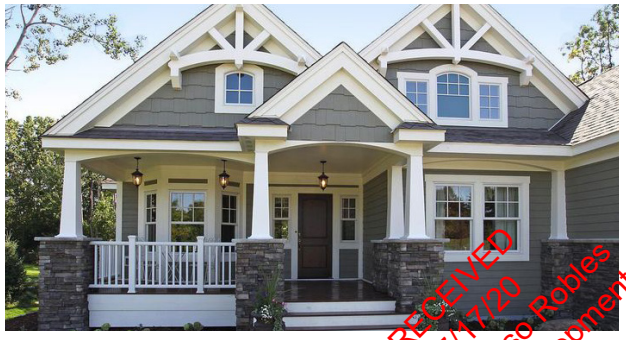
Appendix A: Architectural Style Guide

The following architectural styles are compatible with the historic context of Paso Robles and appropriate for the Beechwood Plan Area. The range of styles described here will support a diversity of character within the community while ensuring that all residential development complements the region's and the area's architectural character. The style elements described for each architectural style are not exhaustive; rather they provide a general characterization of each style's formal elements.

Craftsman

Craftsman architecture highlights natural materials, simplicity, and extensive built-in elements, treating details such as windows and porches as integral parts of the building design. Open porches feature overhanging beams and exposed rafters. A low-pitched roof, projecting eaves, and occupied attic space with dormer windows are regularly found in this style. Typical details can include shingle siding and stonework, and gables and dormers are accentuated with decorative trim. Porches are often supported with square or round columns and stone supports. The overall effect creates a natural, warm, and livable home of artistic and expressive character. Elements of the Craftsman style include:

- Low sloped roof with smaller gable over the porch or a shed roof facing the front with a broad dormer for an upper story room.
- Open or enclosed front porch serves as an extension of the indoor living space.
- One-story front gable roof with maximum pitch 8:12. Front porch or interior bay is in the front projection, with side bays under eaves.
- Variety of window sizes with various patterns based on style.
- More than one material is utilized, often dividing the main floor from the second story. Typical materials include stucco, brick, or stone.



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Farmhouse

Farmhouse architecture is defined by simple, rectangular floor plans. Front porches with a variety of wood columns, masonry base accents, simple massing, a clean roofline, and an open floor plan are a typical mix of style components. Details may include an entry court; multiple breezeways or open-air walkways; classic barn colors such as red, yellow, white or black; shutters; metal roofs; and limited stone accents. Elements of the Farmhouse style include:

- Low pitched roofline with gabled, hipped, shed, or simple single primary roof.
- Decorative vented cupolas.
- Covered porches with square posts and brackets.
- Regularly placed and shaped multi-paned windows that are vertically oriented with divided lights.

Mediterranean

Mediterranean architecture features flat, austere stucco planes and punched, recessed windows and door openings. Window openings are accompanied by small metal balconies, grilles, or awnings, and are deep set to accentuate shadows. Exterior trim is reserved for principal doorways, often framed by pilasters, columns, and capitals. Wood detailing is infrequent and is typically reserved for rafter tails, heavy timber brackets supporting cantilevered balconies, window shutters, or balcony railings. Roofs are always tile and shallow in slope. Elements of the Mediterranean style include:

- Shallow slope roof with Roman or Mission tile laid irregularly.
- Flat roof parapets articulated as an extension of the exterior wall.
- Flat roofs may be occupied as balconies or terraces.
- Exterior walls convey a sense of mass and weight and should be expressed as single-plane expanses of plaster wall.

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Monterey

Monterey architecture features flat planes with narrow, tall windows. A large balcony often defines the second floor, which may provide shade and enclosure to the floor below. The balcony and a side-facing gables gives the home a dominant rectilinear character. Roofs are generally low-pitched with clay tiles or asphalt shingles, and exterior wall surfaces are generally finished in brick, stucco or clapboard. Double-hung windows and exposed beams are also typical of this style. Elements of the Monterey style include:

- Shallow slope roof with shingles or tiles.
- Large, defined second floor balcony.
- Mix of adobe and colonial features.
- Exterior walls convey a sense of mass and weight and should be expressed as single-plane expanses of plaster wall.

Spanish

Spanish architecture features smooth stucco walls and flat terracotta roofs. Buildings typically include large, defined chimneys and small porches or balconies. Features may include wood casement and double-hung windows, and arcades may define the building frontage. Elements of the Spanish style include:

- Flat terracotta roofs.
- Chimneys, porches, balconies, and/or arcades.
- Wood casement and defined, double-hung windows.
- Exterior walls convey a sense of mass and weight and should be expressed as single-plane expanses of plaster wall.

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Appendix B: Typical Front Yard Landscape Plan

The following pages describe a typical front yard landscape scheme in the Beechwood plan Area. Included are appropriate species of trees, groundcover, shrubs, vines, grasses, perennials, biennials, and annuals.

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PLANT PALETTE

TREES

BOTANICAL NAME / COMMON NAME

Acacia baileyana / Bailey Acacia
Aesculus californica / California Buckeye
Arbutus menziesii / Madrone
Arbutus unedo / Strawberry Tree
Calocedrus decurrens / Incense Cedar
Cedrus deodara / Deodar Cedar
Cercis occidentalis / Western Redbud
Chitalpa tashkentensis / Chitalpa
Cupressus forbesii / Tecate Cypress
Cupressus glabra (arizonica) / Arizona Cypress
Eriobotrya japonica / Loquat
Ficus carica / Edible Fig
Fraxinus velutina / Arizona Ash
Ginkgo biloba / Maidenhair Tree
Juglans hindsii / California Black Walnut
Lagerstroemia indica / Crape Myrtle
Laurus nobilis / Grecian Bay
Lithocarpus densiflora / Tanbark Oak
Lyonothamnus floribundus asplenifolius / Catalina Ironwood
Olea europaea / European Olive
Pinus coulteri / Coulter Pine
Pinus sabiniana / Gray Pine
Pistachia chinensis / Chinese Pistache
Platanus acerifolia / London Plane Tree
Platanus racemose / California Sycamore
Populus fremontii / Western Cottonwood
Quercus sp.-Ca. native oaks / Oaks
Quercus ilex / Holly Oak
Quercus suber / Cork Oak
Robinia ambigua 'Idahoensis' / Idaho Locust
Sequoiadendron giganteum / Giant Sequoia
Umbellularia californica / California Bay
Zelkova serrata / Sawleaf Zelkova

GROUNDCOVER

BOTANICAL NAME / COMMON NAME

Achillea tomentosa / Woolly Yarrow
Arctostaphylos sp. / Manzanita
Baccharis pilularis / Dwarf Coyote Bush
Ceanothus sp. / California Wild Lilac
Cerastium tomentosum / Snow-In-Summer
Cistus sp. / Rockrose
Cotoneaster dammeri / Bearberry Cotoneaster
Festuca ovina glauca / Blue Fescue
Hypericum calycinum / St. Johnswort
Juniperus sp. / Juniper
Ribes viburnifolium / Catalina Fragrance
Rosmarnus officinalis 'Prostratus' / Dwarf Rosemary
Salvia sonomensis / Creeping Sage
Santolina sp. / Santolina
Sedum sp. / Stonecrop

SHRUBS

BOTANICAL NAME / COMMON NAME

Abelia g. 'Edward Goucher' / Edward Goucher Abelia
Arbutus unedo / Strawberry Tree
Arctostaphylos sp. / Manzanita
Baccharis pilularis / Dwarf Coyote Bush
Carpenteria californica / Bush Anemone
Ceanothus sp. / California Wild Lilac
Chaenomeles sp. / Flowering Quince
Chilopsis linearis / Desert Willow
Choisya ternate / Mexican Orange
Cistus sp. / Rockrose
Cotinus coggygria / Smoke Bush
Cotoneaster sp. / Cotoneaster
Dendromecon rigida / Bush Poppy
Eleagnus pungens / Silverberry
Feijoa sellowiana / Pineapple Guava
Fremontodendron californicum / Flannel Bush
Garrya elliptica / Silk Tassel Bush
Grevillea 'Canberra' / Canberra Gem
Grevillea noellii / Grevillea noellii
Heteromeles arbutifolia / Toyon
Ilex cornuta 'Burfordii' / Burford Holly
Juniperus sp. / Juniper
Lagerstroemia indica / Crape Myrtle
Mahonia aquifolium / Oregon Grape
Myrica californica / Pacific Wax Myrtle
Nandina domestica / Heavenly Bamboo
Nerium oleander / Oleander
Prunus ilicifolia / Hollyleaf Cherry
Prunus lyonii / Catalina Cherry
Punica granatum / Pomegranate
Pyracantha sp. / Firethorn
Rhamnus alaternus / Italian Buckthorn
Rhamnus californica / Coffeeberry
Rhus ovata / Sugar Bush
Ribes aureum / Golden Currant
Ribes sanguineum / Pink Winter Currant
Ribes speciosum / Fuchsia-Flowered Gooseberry
Romneya coulteri / Matilija Poppy
Rosa californica / California Wild Rose
Rosmarinus officinalis / Rosemary
Salvia sp. / Sage
Sambucus Mexicana / Blue Elderberry
Symphoricarpos albus / Snowberry
Teucrium fruticans / Bush Germander

VINES

BOTANICAL NAME / COMMON NAME

Gelsemium sempervirens / Carolina Jessamine
Polygonum aubertii / Silver Lace Vine
Rosa banksiae / Lady Banks' Rose
Rosa 'Cecile Brunner' / Cecile Brunner Rose
Wisteria sinensis / Chinese Wisteria

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GRASSES

BOTANICAL NAME / COMMON NAME

Elymus condensatus / Giant Wild Rye
Festuca californica / California Fescue
Muhlenbergia rigens / Deer Grass
Nassella (Stipa) pulchra / Purple Needle Grass

PERENNIALS

BOTANICAL NAME / COMMON NAME

Achillea sp. / Yarrow
Artemisia sp. / Wormwood
Centranthus ruber / Jupiter's Beard
Ceratostigma plumbaginoides / Dwarf Plumbago
Coreopsis grandiflora / Coreopsis
Echinaceae purpurea / Purple Coneflower
Eriogonum sp. / Buckwheat
Erigeron / Fleabane
Gaillardia grandiflora / Blanket Flower
Gaura lindheimeri / Gaura
Helianthemum nummularium / Sunrose
Hemerocallis / Daylily
Heuchera maxima / Island Coral Bells
Hunnemannia fumariifolia / Mexican Tulip Poppy
Iris douglasiana hybrids / Douglas Iris
Iris / Bearded Iris
Kniphofia uvaria / Red-Hot Poker
Lavandula sp. / Lavender
Mimulus aurantiacus / Monkey Flower
Nepeta faassenii / Catmint
Oenothera berlandieri / Mexican Evening Primrose
Penstemon heterophyllus purdyi / Blue Bedder Penstemon
Perovskia atriplicifolia / Russian Sage
Rudbeckia hirta / Gloriosa Daisy
Senecio cineraria / Dusty Miller
Sisyrinchium bellum / Blue-Eyed Grass
Stachys byzantine / Lamb's Ears
Tanacetum parthenium / Feverfew
Teucrium chamaedrys / Germander
Verbena sp. / Verbena
Zauschneria (Epilobium) sp. / California Fuchsia

BIENNIALS

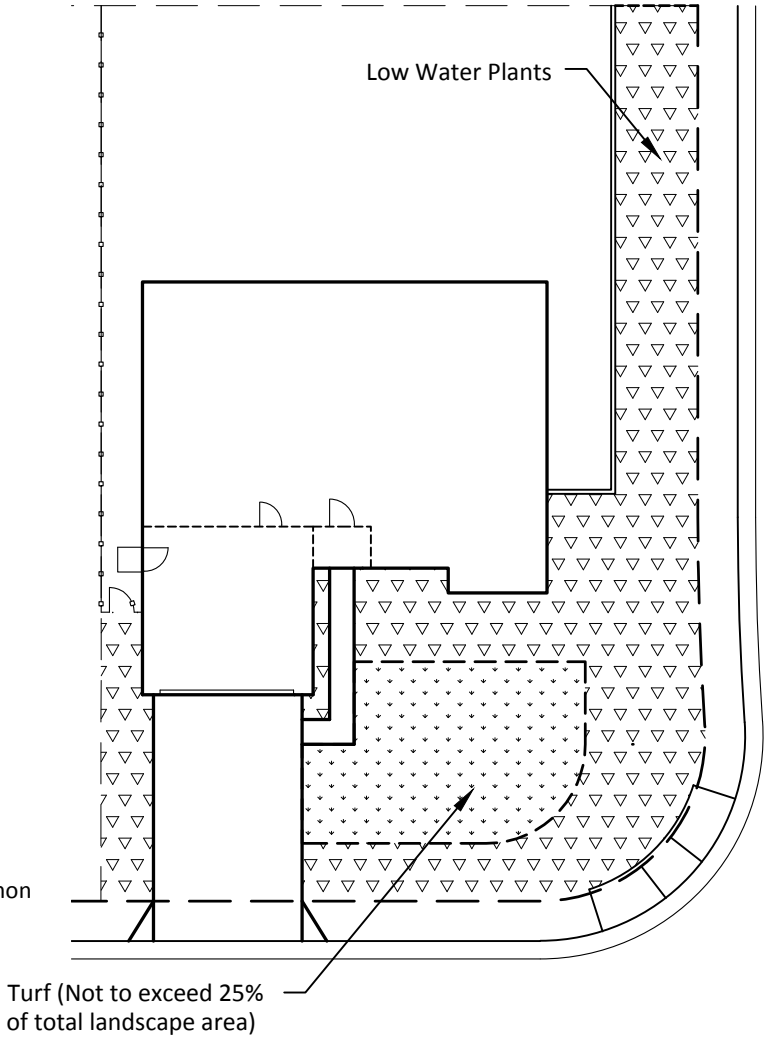
BOTANICAL NAME / COMMON NAME

Amaryllis belladonna / Naked Lady
Crocosmia crocosmiiflora / Montbretia
Narcissus / Daffodil
Watsonia / Watsonia
Zephyranthes candida / Zephyr Flower

ANNUALS

BOTANICAL NAME / COMMON NAME

Alcea rosea / Hollyhock
Calendula officinalis / Calendula
Centaurea cyanus / Cornflower
Clarkia sp. / Godetia
Cosmos / Cosmos
Dimorpotheca sinuate / Cape Marigold
Eschscholzia californica / California Poppy
Helianthus annuus / Sunflower



WATER EFFICIENT LANDSCAPE ORDINANCE (500 SF - 2,499 SF)

- 75% OF LANDSCAPE SHALL CONSIST OF PLANTS THAT AVERAGE A WUCOLS FACTOR OF 0.3
- TURF SHALL NOT EXCEED 25% OF THE LANDSCAPE AREA
- TURF NOT PERMITTED ON SLOPES GREATER THAN 25%
- TURF PROHIBITED IN PARKWAYS
- AREAS LESS THAN 10' WIDE IN ANY DIRECTION SHALL BE IRRIGATED WITH SUBSURFACE IRRIGATION OR OTHER MEANS THAT PRODUCE NO OVERSPRAY OR RUNOFF

FIGURE TYPICAL FRONT YARD LANDSCAPE

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Appendix C: General Plan Consistency Table

General Plan Policy/Action	Description	Beechwood Specific Plan Compliance
Land Use Element		**BSP Policy Number**
Policy LU-1A: Land Use Categories	Provide an appropriate mix and diversity of land uses.	BSP-1
Policy LU-2B: Visual Identity	Visual Identity. Promote architectural and design excellence by imposing stringent design and construction standards for commercial, industrial, mixed-use, and multi-family projects.	BSP-2
Action LU-2B-2	Adopt design standards to clearly articulate how important public views, gateways and landmarks are to be maintained/ enhanced. This is to include but not limited to: enhancing views along highways, roads, streets, and rail corridors with landscaping, building setbacks, enhanced architecture and signage/monuments; ensuring that residential building lots are of sufficient size to preserve the topographic and aesthetic features of the landscape.	BSP-9,BSP-17, BSP-27
Policy LU-2E: "Purple Belt" (Open Space/ Conservation Areas Around the City)	Create a distinct "Purple Belt" surrounding the City by taking actions to retain the rural, open space, and agricultural areas.	BSP-11,BSP-16, BSP-17
Policy LU-2D: Neighborhoods	Strive to maintain and create livable, vibrant neighborhoods and districts with: attractive streetscapes; a pedestrian friendly setting; coordinated site design, architecture, and amenities, adequate public and private spaces; a recognizable and high quality design aesthetic.	BSP-2
Policy LU-2K: Support Environmental Responsibility	Manage the natural landscape to preserve the natural beauty and rural identity of the community, which enhances ecological functions and maintains environmental and public health.	BSP-11, BSP-12, BSP-15, BSP-16, BSP-20

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General Plan Policy/Action	Description	Beechwood Specific Plan Compliance
Action LU-4B-5	Facilitate the provision of schools by continuing to work closely with the school districts during the site selection and development process. For example, when development proposals are submitted for large projects triggering needs for additional schools, the districts should determine when parcels would be appropriate school sites, and specify appropriate location, accessibility, and land use compatibility standards for schools site selection.	B-IA-12
Circulation Element		
Action CE-1A-6	Implement the City's Traffic Calming Program as funding is available. Neighborhood preservation and context shall be a factor in the consideration of community mobility objectives.	BSP-19, BSP-23, BSP-24, BSP-25
Action CE-1A-8	Construct roundabouts in lieu of traffic signals where appropriate conditions exist to maximize the efficiency of streets, maintain continuous but moderate traffic flow, reduce accident severity, and enhance pedestrian and cyclist activity.	BSP-19, BSP-21, BSP-22, BSP-23, BSP-24
Action CE-1A-16	View all transportation improvements, new or retrofit, as opportunities to improve safety, access, and mobility for all travelers and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.	BSP-19, BSP-21, BSP-22, BSP-23, BSP-24, BSP-25
Action CE-1A-19	Transportation improvements shall improve accessibility and promote physical activity.	BSP-21
Policy CE-1B: Reduce Vehicle Miles Traveled (VMT)	The City shall strive to reduce VMT generated per household per week-day by making efficient use of existing transportation facilities and by providing direct routes for pedestrians and bicyclists through the implementation of sustainable planning principles.	BSP-19, BSP-21
Policy CE-1F: Pedestrian and Bicycle Access	Provide safe and convenient pedestrian and bicycle access to all areas of the city.	BSP-19, BSP-23
Housing Element		
Policy H-1.1	Provide an adequate number of housing sites to accommodate the City's share of regional housing needs and its special housing needs.	BSP-1, BSP-10
Policy H-1.2	Promote and expand housing opportunities for all segments of the community, recognizing such factors as income, age, family size, and physical ability. Integrate such housing opportunities in each neighborhood or planning area so as to avoid concentrations of any type of housing in limited areas of the City.	BSP-10
Action H(5)	Require new specific plans for undeveloped areas (Chandler Ranch, Olsen Ranch, Beechwood Area, and any to follow) to provide a balance of housing opportunities (types and densities) for all income groups.	BSP-1, BSP-3, BSP-10
Policy H-6.1	Develop and redevelop neighborhoods and planning areas using compact urban forms that foster connectivity, walkability, alternative transportation modes.	BSP-19

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General Plan Policy/Action	Description	Beechwood Specific Plan Compliance
Action H(23)	Require new specific plans for undeveloped areas (including Beechwood Area) to incorporate land use and circulation patterns that use compact urban forms that foster connectivity, walkability, and alternative transportation modes and to incorporate design principles used in the Uptown/Town Centre Specific Plan for these items as well as other energy-saving and environmental quality protection measures, as appropriate to the topography, vegetation, and location in each specific plan area.	BSP-13, BSP-14, BSP-19, BSP-20
Parks and Recreation Element		
Policy PR-1A: Parks and Recreation Facilities	Strive to achieve a 7-acres per 1,000 population parkland standard.	BSP-1
Conservation Element		
Policy C-1A: Water Source, Supply, and Distribution	Develop and implement various innovative water provision and conservation programs that help to ensure an adequate supply of water for the City.	BSP-35, BSP-37, BSP-36
Policy C-1B: Sewer Service	Provide adequate wastewater conveyance and treatment facilities to serve all parcels in the City.	BSP-34
Policy C-1C: Storm Drainage	Provide storm drain systems that efficiently and safely mitigate flood risk, while effectively managing storm water through implementation of LID features, so that downstream run-off is limited to pre-development volumes and velocity before it is conveyed to the Salinas River, Huerhuero Creek, and their tributaries.	BSP-29, BSP-36, BSP-37
Policy C-5B: Hillsides	Protect hillsides as a visual amenity, by implementing design standards that call for: a) decreasing density as slope increases; b) limiting the amount of grading; c) providing substantial amounts of landscaping; d) incorporating architectural treatment that enhances the form of the hillside rather than conflicting with it; e) limiting the number of building sites that may be placed on prominent ridge lines; f) preventing development of new buildings that project above the ridgeline unless adequately mitigated with landscaping; g) ensuring sensitive design of development on steep slopes, and on crest of major ridgelines. Considerations for development on steep slopes shall include the following: avoid slope stability hazards by restricting development on slopes of 35% or greater; site-specific visual assessments (with and without the project) to thoroughly evaluate the visual effects of development proposals on slopes of 30% or greater; for new development located on ridges and hills consider providing a substantial building setback from the edge of the downhill slope and/or screening landscaping, where the slope exceeds 15%.	BSP-11, BSP-17
Policy C-3A: Oak Trees	Preserve existing oak trees and oak wood-lands. Promote the planting of new oak trees.	BSP-12

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General Plan Policy/Action	Description	Beechwood Specific Plan Compliance
Policy C-3B: Sensitive Habitat	Incorporate habitats into project design, as feasible, including: oak woodlands, native grasslands, wetlands, and riparian areas.	BSP-15
Policy C-5A: Visual Resources	Identify important visual resources: gateways, corridors, major arterials, natural/open space areas.	BSP-17
Open Space Element		
Policy OS-1A: Open Space/Purple Belt	Develop an open space plan/program for establishing an open space/purple belt (agricultural preserve area) surrounding the City.	BSP-11
Safety Element		
Policy S-1B: Disaster Response	Transportation improvements shall improve accessibility and promote physical activity.	BSP-20
Action S-1B-4	Incorporate fire and crime prevention measures in the design and construction of new development via the following: a) Seek Fire and Police Department comments on development applications; b) Adopt the latest version of the Uniform Building and Fire Codes and related building safety codes; c) Implement the Building Security Ordinance; d) Incorporate concepts of "defensible space" (these concepts stress the importance of physical design and surveillance as techniques to deter crime) in reviewing development projects.	BSP-2

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Appendix D: Definitions

Appendix D provides definitions of terms, phrases, and land uses used in the Plan and/or Code that are technical or specialized, or that may not reflect common usage. For all other definitions, see Zoning Ordinance Chapter 21.08 (Definitions).

Terms

Accessory Use. See Section 21.08.460, "Use, accessory".

Accessory Dwelling Unit. An attached or detached residential dwelling unit which provides complete independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, and sanitation. An accessory dwelling unit is located on the same site as a primary single-unit dwelling and is accessory to that dwelling.

Agriculture Buffer. Designated land area between property with agricultural uses and properties with adjacent, non-agricultural uses, limiting human-occupied structures. Agricultural buffers protect the health and safety of the general public from the noise, dust, odor, and other impacts of typical farming.

Active Ground Floor Use. A use that promotes an active pedestrian environment on the ground floor of a commercial building.

Amenitized Green Space. A small, focused open space available for the recreation of children, informal recreational areas, and gathering spaces.

Architectural Feature. An exterior building feature, including a balcony, canopy, column, door, porch, roof, eave, soffit, window, or other similar element that does not create an interior floor space.

Building Frontage. A building wall adjacent to a parcel or lot boundary that abuts a public right-of-way.

Community Facilities District (CFD). A special district created pursuant to the Mello-Roos Community Facilities Act (California Government Code §53311) to finance public infrastructure and service projects through levying of a special tax on properties in the district.

Development Impact Fees. Fees and payments required by local governments for all new development to offset the cost of improving and expanding City facilities and services.

Director. The Community Development Director of the City of Paso Robles, California.

Enhanced Infrastructure Financing District (EIFD). A mechanism established by SB 628 that finances the construction and/or rehabilitation of a wide range of public infrastructure and private facilities through the collection of tax increment revenue.

Environmental Impact Report (EIR). An Environmental Impact Report as required under the California Environmental Quality Act (CEQA).

Facade, Primary. The principal wall plane of a structure, to which the primary entrance is oriented.

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Ground Floor. The primary floor of a building to which pedestrian access is provided from the fronting street, either at the sidewalk level, or not more than six feet above or below the sidewalk.

Impervious Surface. A surface compacted or covered with a layer of material so it is highly resistant to infiltration of water.

Low Impact Development (LID). Development systems and practices that manage storm-water runoff by preserving, restoring, and creating green space using soils, vegetation, and rainwater harvest techniques; and minimizing imperviousness to create functional site drain-age.

Multi-Modal. Transportation infrastructure that supports travel by modes other than by personal vehicle, such as sidewalks, transit, or bicycle lanes.

Open Space, Community. Any usable open space intended for use by a group of residents within a given building or development, including plazas and courtyards.

Open Space, Private. Any usable open space intended for private use by a property owner, including designated yards, porches, and balconies.

Porch, Engaged. A porch within the front setback providing access to the building, with two adjacent sides attached to the building, while the other two sides are open. The porch provides necessary physical separation for the private lot from the private right-of-way.

Porch, Projecting. A porch within the front setback providing access to the building, open on three sides and projecting in front of the primary building wall. The porch provides necessary physical separation for the private lot from the public right-of-way.

Story. The portion of a building included between the upper surface of any floor and the upper surface of the next floor above, except that the upper most story is the portion of a building included between the upper surface of the upper most floor and the upper surface of the roof above.

Universal Design. The design and composition of an environment so that it can be accessed, understood, and used by all people regardless of their age, size, ability, or disability. Universal design features are those that are flexible, intuitive, equitably used by all, and re-quire low physical effort.

Vehicle Miles Traveled (VMT). The total annual miles of vehicle travel in a geographic region over a given period of time, typically a one-year period. VMT is calculated by adding up all the miles driven by all the cars and trucks on all the roadways in a region.

Visitability. A measure of a place's ease of access for people with disabilities. A structure is visitable when it meets three basic requirements: 1) one zero-step entrance, 2) doors with 32 inches of clear passage space, and 3) one wheelchair-accessible bathroom on the main floor.

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