

ORDINANCE NO. 741 N.S.

**AN ORDINANCE OF THE CITY OF EL PASO DE ROBLES
 AMENDING THE BORKEY AREA SPECIFIC PLAN AND THE
 ZONING CODE (ZONING MAP) DESIGNATION
 WITH REGARDS TO AN APPROXIMATELY 82-ACRE
 SITE THAT IS PROPOSED FOR A NORTH COUNTY CAMPUS
 FOR CUESTA COLLEGE
 (APPLICANT - SLO COUNTY COMMUNITY COLLEGE DISTRICT)
 SPECIFIC PLAN AMENDMENT 97-001; ZONE CHANGE 97-001**

WHEREAS, the Land Use Element of the City's General Plan establishes the need for preparation of Specific Plans for certain geographic areas of the City, including but not limited to areas north of Highway 46 East and east of North River Road; and

WHEREAS, the City's General Plan establishes land uses and permitted densities for the area north of Highway 46 East and east of North River Road; and

WHEREAS, pursuant to Ordinance 588 N. S., the Borkey Area Specific Plan text, plan diagram, and fee schedule were established on January 8, 1990 for the areas north of Highway 46 East and east of North River Road; and

WHEREAS, the San Luis Obispo County Community College District (Cuesta College) is proposing to establish a North County Center or Campus on an approximately 82-acre parcel (project site) within the Borkey Area Specific Plan; and

WHEREAS, the subject property is designated in the Borkey Area Specific Plan for "large-lot rural residential development" and the existing Zoning for the project site is R-1-B-5, which is consistent with the Borkey Area Specific Plan; and

WHEREAS, the General Plan, Borkey Area Specific Plan and the Zoning of the project site would need to be modified from their current designations to "Public Facilities" to accommodate the proposed North County Center or Campus for Cuesta College; and

WHEREAS, as a separate but related matter the City Council of the City of El Paso de Robles will consider a proposed General Plan Amendment from Residential Suburban (RS) to Public Facilities, and second reading of the proposed change to the Borkey Area Specific Plan or Zoning for the subject site was contingent upon City Council approval of the General Plan Amendment establishing Public Facilities as the appropriate land use designation for the subject property; and

WHEREAS, the Planning Commission conducted a noticed public hearings on December 9 and 17, 1997, to consider making a recommendation with regards to the proposed amendments to the General Plan, Borkey Area Specific Plan and the Zoning designations for the project site and took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;
- c. In accordance with the California Environmental Quality Act, considered a proposed Subsequent Environmental Impact Report (SEIR), and made a recommendation that the City Council certify the document; and
- d. Recommended that the City Council approve a resolution amending the City's General Plan and adopt an ordinance amending the Borkey Area Specific Plan and Zoning designation for the project site to "Public Facilities"; and

WHEREAS, at its meetings of January 6 and 20, 1998, the City Council held public hearings on these subjects and took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff reports prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;

TABLE S-2
SUMMARY OF DEVELOPMENT FEES
BY PLAN SUBAREA AND CATEGORY OF IMPROVEMENT
BORKEY AREA SPECIFIC PLAN

Category of Facility or Improvement	Subarea Designation/Fees per Unit				
	A	B	C	D	E
Storm Drainage	\$ 0	\$ 0	\$ 0	\$ 0	\$3,700
Wastewater	79	79	18/Student	79	84
Water	480	480	674/acre	480	674
Signal, BV @ 46	200	200	66/acre	200	0
Interchange	2,957	2,957	110/Student	2,957	4,147
North River Road Upgrade	260	260	86/acre	260	---
Contingency Fee	115	115	161/acre	115	161
Plan Preparation/ Admin.	<u>209</u>	<u>209</u>	<u>69/acre</u>	<u>209</u>	<u>---</u>
TOTAL FEES	\$4,300	\$4,300	\$1,055/acre	\$4,300	\$8,766

\$ 128/student

NOTES: No fees will be levied against Subarea F; this subarea will develop as public parkland.

Fees for Subareas A, B, and D are for each residential unit; fees for Subareas C & E apply to each acre (gross) of development site unless otherwise noted.

ABJ657

such improvements, he or she will be given credit for the full fee (but in no case in excess of 100 percent of the fee amount) for the affected improvements.

Technical Appendix "H" and Table 5-2 summarize the fee schedule established by the 1998 update of this plan for the development of the Borkey area.

The relationship between timing of planned developments and the required installation of public improvements and facilities was discussed in the preceding chapter of this plan document. It is evident from this discussion that some improvements may have to be installed before the fees provided for by this plan will fully fund their costs. In such instances, project developers may be required to install improvements and be reimbursed as subsequent developments occur. Alternatively, the City reserves the option of advancing other City funds for improvement projects, to be repaid by fees collected over time in accordance with the schedule set out above. Should the City advance funds for the construction of improvements called for in the specific plan, it may recover interest income losses, in addition to capital costs, at a rate to be established by the City's Director of Administrative Services. These interest costs shall be added to applicable specific plan fees as established by the City. Moreover, the fees, prescribed by this plan may be reestablished by the City as often as once annually by resolution to account for inflation from year-to-year. Any such adjustments shall be based upon documented increases (and/or decreases) in public improvements construction costs, as reflected by the Engineering News Record (ENR) index or other appropriate index of such costs.

Finally, the fee schedule provided for by this plan encompasses public improvements and facilities costs directly attributable to the development of the Borkey Specific Plan area. However, potential growth throughout the community, including the plan area, will cumulatively place an

increasing burden upon the City to provide services, facilities and infrastructure to support an expanding population. Accordingly, the City must devise ways of generating funds necessary to offset the costs of this general upgrading of infrastructure and public facilities. Moreover, State law mandates that such means be equitable and distributed throughout the community in proportion to benefit(s) received. Accordingly, in addition to the fees specifically provided for by this plan, applicable only to the Borkey area, the City may, and probably will, also impose fees on development City-wide, including that in the plan area, to mitigate community-wide impacts of local development and growth.

TABLE 5-1
SUMMARY OF TOTAL PUBLIC IMPROVEMENT COSTS
BORKEY AREA SPECIFIC PLAN

<u>Category of Improvement</u>	<u>Estimated Cost</u>
Storm drainage improvements	\$ 414,000
Wastewater system	\$ 237,500
Domestic water system	\$ 370,000
Traffic improvements:	
Signal – Buena Vista @ Hwy 46	\$ 125,200
Future interchange -- Golden Hill @ Hwy 46	\$3,342,599
North River Road upgrading	\$ 162,760
Contingency	\$ 100,000
Plan Preparation/Administration	<u>\$ 130,849</u>
TOTAL	\$4,882,908

- 1) Projected costs to be allocated 100 percent to Borkey Area Specific Plan development
- 2) Projected costs reflect an allocation of 36 percent of the \$9,285,000 project cost to Borkey Area Specific Plan development

Schedule of Plan-Related Fees

To enable to City to ensure that the costs of public facilities and public improvements associated with the development of the plan area are borne by its developers, and not by the community at-large, a schedule of fees to be levied against development projects has been formulated. Much of the basis for these fees is outlined in Technical Appendix G and H of this plan. In general, however, it is appropriate to state that the fees presented in this section of the plan document are based upon the extent to which any affected portion of the plan area is benefited or served by the

public facility or improvement for which the fee is being imposed. In this regard, the fee schedule prescribed by the plan conforms to the legal requirements of AB 1600, effective January 1, 1989, mandating a reasonable relationship between a development project and the public improvement for which any fee is being levied.

The fees described in the following schedule are intended to supplement, and do not replace or relieve the requirement for other development-related fees already in place on a City-wide basis (e.g. Quimby Act park fees). They apply only to the Borkey Specific Plan area, and are intended to be levied against all new development in that plan area. In accordance with the requirements of AB 1600, fees collected under the Borkey Area Specific Plan process will be deposited and accounted for separately by the City for each improvement listed in the fee schedule. Funds will be expended only for the express purpose of the identified public improvement for which each fee is collected.

Mechanically, it is intended that the fees outlined in the referenced schedule be collected in conjunction with issuance of a Certificate of Occupancy.

With regard to collection of the fees prescribed in this plan, it is also worth noting that developers will be given the option of constructing the major facilities and improvements for which the fees are intended, in lieu of paying the fees themselves. In the instance where any developer elects to construct

ABJ657

Consistent with the provisions of applicable State law and local policies, affected residents and property owners can finance higher levels of maintenance, by agreement with the City, through assessing themselves additional funds to finance required services. In this manner, area interests can be allowed some discretion over actual maintenance and operation levels serving their homes and properties.

The ongoing operating and maintenance costs associated with public streets, traffic signage and signals, and water, wastewater and storm drainage facilities serving the plan area would be included within the normal operations and funding processes of the City and financed out of general tax and service fee revenues.

Estimated Public Improvements Costs

Public improvements required to support development of the plan area include major facilities for storm drainage collection and disposal, water supply and distribution, wastewater collection and disposal, and traffic handling. As previously referenced in this plan document, engineering and technical studies have been completed which have identified the scope and nature of the improvements this plan prescribes for each of these public services. Included in these special studies was analysis of, and the preparation of estimates for, the likely costs associated with the construction of these improvements. Additional analysis was undertaken to allocate these estimated costs fairly and equitably among the various anticipated developments provided for by this plan, to enable compliance with and carry out the City of Paso Robles' policy that new development must pay for itself without unreasonable burden to the rest of the community. Reference is made to the technical appendices to this plan for further details on plan-related cost estimates.

Based upon engineers' estimates, Table 5-1 summarizes the total costs, in 1998 dollars, required to design and construct the public improvements necessary to support plan area development as provided for by this plan.

The anticipated ultimate interchange required at the Golden Hill Road/Highway 46 east intersection will benefit traffic originating and ending in other portions of the community also, in even greater proportion than the interim traffic signal. Consequently, a smaller share of the cost of this proposed improvement has been allocated to Borkey Area development, based upon the proportionate utilization of the interchange at full buildout of the plan area and other areas of the community, as forecasted in the traffic study supporting this plan. The balance of signalization and, ultimately, interchange construction costs will have to be funded from other local sources, since CALTRANS has clearly indicated that State funding for these projects is unlikely.

The actual total cost of public improvements allocated to the Borkey Area Specific Plan, accordingly, is approximately \$4.9 million. Refer to Technical Appendices A, B, C, G, and H for additional information regarding the basis for estimated public improvement costs.

under the “pay-as-you-go” approach, of either paying the fees set out in the schedule provided in this plan or constructing the required public improvements, including off-site and oversized facilities, to the satisfaction of the City at their own cost.

As the plan area is developed, and supporting public facilities and infrastructure evolve, the continuing operation and maintenance of these facilities and infrastructure will become an increasing obligation. Moreover, the level and quality of maintenance services will have a direct bearing upon the living standard and character of the neighborhoods in the plan area.

Maintenance of the types of facilities included in the plan for portions of the plan area is typically performed either by the local jurisdiction or by a property owners’ association, or some combination of these entities. This plan, however, establishes the policy of the City of Paso Robles, with respect to the plan area, that all public facilities will be maintained by the City, or by a property owners’ association only if the City and association can execute a mutually acceptable, performance-based, written agreement providing for maintenance by the association. The basis for this policy is the assumption that the City can better ensure maintenance levels consistent with its adopted standards for the plan area if it is the responsible entity, rather than if it must rely upon a private property owners’ association to levy fees and perform maintenance at its own discretion, and that only a tightly-drawn agreement affording the City discretionary authority over maintenance activities will ensure performance to City standards.

At the same time, portions of the plan area (e.g. Subarea B) are anticipated to develop with public amenities substantially in excess of those typical of other neighborhoods in the community. The higher costs associated with maintaining such amenities should be absorbed by benefited properties, rather than by the community at-large. Consequently, this plan prescribes that the City will require the formation of a special assessment district (under the Open Space Maintenance Act and/or Landscaping and Lighting Act of 1972) or similar entity for the purpose of financing extraordinary maintenance expenses associated with plan area amenities. Specifically, the maintenance and operation of the following improvements and facilities would be financed through the proposed district mechanism:

- Park and landscaped open space facilities, including but not necessarily limited to the proposed greenbelt along the major east-west collector street in Subarea B, the pedestrian walkway/greenbelt connecting that street to the bluffs, the landscaping and pedestrian walkway along the top of the Salinas River bluffs, the proposed linear park facility in Subarea B, the landscaped entranceways to residential development in Subarea B and Cuesta College in Subarea C; and the landscaped parkways along major streets in any plan subarea designated for residential development;
- Streetlighting operating and maintenance costs throughout the plan area; and
- Offsite storm drainage retention and/or disposal facilities in Subarea E.

It should be noted that area residents and property owners can, under the proposed maintenance assessment district mechanism prescribed by this plan, elect even higher levels of maintenance of neighborhood public facilities and amenities.

Other Public Facilities

The anticipated phasing of other public improvements planned for the Borkey area include construction of the proposed elementary school within Subarea B; construction of the North County Campus of Cuesta Community College within Subarea C; construction of the planned linear park and greenbelt along the east-west collector and the pedestrian corridors along the bluffs and connecting the bluffs with the collector corridor as adjacent properties are developed; and construction of the district-level park planned for the Salinas River at such time as City funding would permit. The overall buildout timeframe anticipated for the plan area in its entirety is thirty to forty years from plan adoption.

Relationship of Plan to City General Plan and Zoning

In accordance with State Planning Law, the Borkey Area Specific Plan is intended to conform to and be consistent with the General Plan of the City of Paso Robles. The broad land use designations and development policies and the circulation system prescribed by the General Plan shall be applicable to the Borkey Specific Plan area.

At the time this plan is being prepared and considered by the City, the land use and development density designations proposed do not correspond to the General Plan designations of the City for much of the plan area. In fact, the City is in the process of evaluating and updating its Land Use Element, and corresponding land use designations and standards City-wide, as this plan is being considered. Accordingly, the adoption of this plan by the City of Paso Robles will be regarded as amending the City's General Plan as it is applicable to the plan area; subsequent Land Use and Circulation Element designations, policies and standards adopted by the City shall be structured to accommodate the proposals set out in this plan.

Because they must necessarily apply to the City as a whole, General Plan policies and standards will be broader and less specific than those prescribed by this plan. The relationship between the General Plan and this specific plan, therefore, shall be such that the specific plan will supplement and refine the content of the General Plan as it applies to the plan area. In every instance where one or the other of these plans may have differing standards or policies, those set out in this specific plan shall prevail and apply to the plan area.

Similarly, the zoning ordinance of the City prescribes permitted land uses and development standards throughout the community. Zone districts established by the zoning ordinance shall apply to all property located within the Borkey Specific Plan area. Applicable zone districts for each subarea of the overall plan area are summarized as follows:

- Subarea A – R-1 B-5 (PD)
- Subarea B – R-1 (PD) and R-1 B-4 (PD)
- Subarea C – Public Facilities
- Subarea D – R-1 B-4 (PD)
- Subarea E – C-3 (PD)

grade of the pathway shall be set a minimum of four (4) feet below the finished grade of the rear yard lot line of any adjacent residential lot. The pathway shall also be kept a minimum of eight (8) feet from the rear fence of any adjacent residential lot, but far enough from the top of the bluff to avoid unstable soil conditions. Fences located along the rear and side lot lines of residential lots facing the bluffs shall be restricted to "transparent" construction materials and methods (e.g. wood or concrete split rail, reduced height, etc.). Where required for slope stabilization and preservation, the bluffs shall be hydroseeded with native plant materials. Native plant materials shall also be required along the pathway. Irrigation of plant materials along the bluff top shall be minimized or avoided altogether, if possible.

- SB-28 Street trees shall be provided by the developer or subdivider of any property at the average rate of one tree for each fourth (40) feet, or fraction thereof, of public street frontage. Trees may be planted in clusters and should be planted within the street right-of-way or within the first five (5) feet of the private property adjacent to the right-of-way. Trees shall be selected from the City's approved street tree list and shall be the maintenance obligation of the adjacent private property owner.

Subarea C

- SC-1 Improvements in Subarea C would be subject to the jurisdiction of the State of California with the exception of grading, drainage, public streets, and other infrastructure links to systems operated by the City of Paso Robles.
- SC-2 Temporary facility plans would be substantially consistent with exhibits prepared by Cuesta College and on file with the City of Paso Robles.
- SC-3 Figure 16 illustrates the conceptual plan for the use of the 82-acre property. More specific master planning will occur at a later date.

Subarea D

- SD-1 The following design standards described for Subarea A, above, are applicable to the creation and/or development of residential lots and parcels located in Subarea D of the overall plan area: SA-5, SA-8, SA-9, SA-10, SA-13, SA-14, and SA-15.
- SD-2 No residential or appurtenant structure shall be constructed with a peak building elevation at any point in excess of eight hundred twenty-five (825) feet above mean sea level.
- SD-3 The standards, regulations and prescriptions of the R-1-B-4 zone district (or its potential future equivalent), as set out in the City of Paso Robles zoning ordinance, shall apply to all development in this subarea unless otherwise specified by this plan.

Subarea E

- SE-1 Land uses and development in Subarea E shall conform to the standards, regulations and prescriptions of the C-3 zone district (or its potential future

allocated to the area. Approval of any development application for the plan area will require City approval of an accompanying detailed landscaping plan for the proposed project.

Schools

This plan designates a twelve-acre elementary school site for the establishment of a facility by the Paso Robles School District. Based upon factors utilized by the District for school age population per household, it is anticipated that full development of the plan area as designated will generate approximately 500 students (an estimated 31.9 percent of total plan area household population). Preliminary discussions with the School District indicate that the proposed plan area school site would be developed subsequent to the initial phases of plan area residential development.

Subarea C is designated for development of the North County Campus of Cuesta Community College. The College would utilize the entire 82-acre area for the school and related facilities. Development would occur in three or more phases, beginning with temporary facilities on the west end of the property and expanding with permanent facilities to the east. The east-west collector road (currently called Ronan Road) would be constructed in a later phase, providing future Golden Hill Road access to and from the site.

Public Safety Services

The plan area will be served by the City's Police and Fire Departments. The police station is currently located near the intersection of Spring and Tenth Streets in the downtown area, with protection provided by mobile patrol units centrally dispatched by radio. Existing fire stations are located at 13th and Spring Streets, Santa Fe at Creston Road, and at the municipal airport. A future fire station is planned for the vicinity of Golden Hill Road and Highway 46, south of the plan area.

At the time of subdivision map or other development application approval for the plan area, the City may impose such conditions upon projects as the installation of security devices (e.g. dead-bolt locks, window locking mechanisms, sliding door locks, etc.) such as might be required or recommended by the Police Department. The City also encourages "neighborhood watch" and other resident-participation security and safety programs.

Water system distribution components have been conceived, and detailed designs will be, in conformance with the fire protection requirements of the City's Fire Department. Developers in the plan area will be required to install fire hydrants as required by the Fire Department at the time of project design review. The Fire Department reserves the right to prescribe or limit building materials utilized in project construction to fire retardant types. Emergency secondary access to lots located along the top of the Salinas River bluffs may be required by the Fire Department at the time of subdivision plan review.

Public Utilities

All new public utilities installed to serve development of the plan area shall be under ground, in conformance with established City standards. Undergrounding shall be the responsibility of developers, including the undergrounding of existing utilities within and adjacent to the sites of any new development. Easements shall be provided by each developer as required to access and maintain undergrounded utility installations.

Project Design

Within the framework of the land use designations and policies presented in the preceding sections of this chapter, the following specific design standards are

46 in the vicinity of the Union/46 Specific Plan area or at North River Road. The existing easterly portion of the system, in the vicinity of Golden Hill Road, is already connected across Highway 46 by a twelve-inch line.

Preliminary engineering studies have indicated that the use of elevated water storage is probably not economically feasible in the plan area. Consequently, the water system proposed for the area is based upon the utilization of the existing well just west of Golden Hill Road and two additional wells to be established in the westerly, more intensively developed portion of the plan area. The City Engineer and Water Superintendent have determined that no storage facility will be required expressly for the plan area water system. The location of the recommended wells will be determined precisely at the time project-specific engineering is performed. System pressurization is to be derived from booster pumps installed at the well sites.

Figure 20, on the following page, depicts a schematic design for the proposed water system to serve the plan area. The recommended distribution system is nearly fully looped, with the exceptions of cul-de-sacs and extensions serving portions of the plan area with very limited anticipated development. Residential development would be served by ten and twelve-inch mains. Commercial/industrial development designated for Subarea E would be served exclusively by twelve-inch mains. All other mains would be eight inches in diameter. Design criteria for this system would conform to the City of El Paso de Robles Water System Master Plan (1993 Water System Master Plan, April 1995 Update, Boyle Engineering Corporation, April 1995) as well as Section G of the standard details and specifications of the City of Paso Robles. The proposed system illustrated in Figure 20 should, however, be regarded as only a schematic design; final engineering and design will have to be performed prior to any system construction.

Wastewater Disposal

Appendix B included among the technical appendices to this document sets out a preliminary wastewater disposal plan for the Borkey area. The system described in this plan is based upon the commitment by the City to a policy requiring all new development in the plan area to connect to the municipal wastewater collection, treatment and disposal system. Ultimately, existing development in the plan area will also be required to connect to the municipal wastewater system.

Figure 21 depicts a schematic design of the proposed wastewater collection system for the plan area. Essentially, all of the development designated for the plan area except for the extreme northwest portion and several individual rural residential sites south of Experimental Station Road can be served by a gravity collection system. Wastewater from this system would ultimately be discharged to an existing pump station location on North River Road, and then conveyed across the Salinas River to the City's wastewater treatment and disposal facilities.

The collection system relies upon a proposed trunk line extending east-west through the plan area, parallel to, but north of, the alignment of the major east-west collector street described in an earlier section of this chapter. The proposed trunk line is intended to serve development in the vicinity of the Paso Robles Municipal Airport, and potentially, other development outside the plan area itself, as well as to accommodate wastewater flows from the Borkey area. A recent design study for this line (John Carollo Engineers, March 1989), established internal diameter requirements of twenty-seven inches through the plan area.

All other streets in the plan area will be either local residential or industrial streets. Local residential streets will have varying sections. In Subarea B, all local residential streets will be improved to urban standards. In Subarea B, all local residential streets will be improved to urban standards. In Subarea E, all streets not otherwise designated by this plan will be constructed in conformance with the City's standards for industrial streets.

Figures 17, 19, and 19 schematically illustrate representative sections for the various streets comprising the traffic circulation network in the plan area. The general road and public works improvement standards of the City of Paso Robles shall apply to the construction of circulation system elements in the plan area, in conformance with the schematic sections prescribed in the referenced figures and preceding text.

Two features of the plan are prescribed specifically to reduce overall vehicle trip generation attributable to plan area development. First, a 100-space park and ride lot will be acquired and constructed by the City, funded by specific plan fees, in Subarea E, near the intersection of Golden Hill Road and Highway 46. The sizing and location of this lot are intended to encourage its utilization both by plan area residents and by residents of unincorporated developments located east of the City. Second, each new commercial and/or industrial development project in Subarea E will be required to formulate for City approval, and adopt as a condition of project approval, a transportation system management (TSM) plan, with the objective

Pages 46 & 47

of reducing vehicle trip generation by twenty-five (25) to thirty-three (33) percent. Examples of TSM plan elements include, but are certainly not limited to, employee ride-sharing programs, incentive payments for bicycle commuting to work, provision of bicycle racks and on-site shower facilities for employees and four-day ten-hour (rather than five-day, eight-hour) work shifts. The City may relax or reduce required on-site parking for projects with proposed effective TSM plans or provide other incentives and benefits at its discretion.

Traffic generation attributable to plan area development as provided for in this plan necessitates improvements to the capacity and operating characteristics of Highway 46. As discussed in detail in Technical Appendix D of this plan document, CALTRANS has already programmed a substantial upgrading of Highway 46 from just west of Highway 101 east to just beyond Airport Road. In general, planned improvements include expansion, reconfiguration and signalization of the Highway 101/Highway 46 interchange; widening of the Highway 46 bridge across the Salinas River from two traffic lanes to four; extension of the four travel lane width east to beyond Airport Road; and extended left turn "pockets" at Buena Vista and Golden Hill Roads for eastbound traffic. Construction on this highway improvement program may begin by 1990.

This specific plan includes the following improvements to Highway 46 beyond those that were in 1989 included in CALTRANS' proposed construction program:

- Signalization of the intersection of Highway 46 and Golden Hill Road, when warranted (note: the signal was subsequently installed).
- Addition of a second eastbound-to-northbound left turn lane at Golden Hill Road.
- Signalization, when warranted, of the intersection OF Highway 46 and Buena Vista Drive, with related improvements subject to the approval of CALTRANS.

The design of future improvements to the intersection of Buena Vista Drive and Highway 46 is expected to be the subject of further discussions and some form of agreement between the City of Paso Robles, CALTRANS, and other interested parties.

This plan also prescribes that the intersection of Golden Hill Road and Highway 46 ultimately be improved to a full interchange. Right-of-way acquisition and a portion of interchange construction costs are funded in the fee schedule established for this specific plan. At the time such an interchange is completed, CALTRANS favors the closure of Buena Vista Road at Highway 46. It should be emphasized, however, that such a closure is not provided for by this plan, nor by the City's recently-adopted Citywide circulation plan. CALTRANS representatives acknowledge that such a closure is not provided for by this plan, nor by the City's recently-adopted Citywide circulation plan. CALTRANS representatives acknowledge that such a closure would require the mutual consent of both their own agency and the City.

- c. Based on the scope and nature of the proposed change to the General Plan, Borkey Area Specific Plan, and Zoning, found that the proposed Subsequent Environmental Impact Report (SEIR) was adequate in terms of its description of the project and anticipated environmental impacts and certified the Final SEIR as being in accordance with the California Environmental Quality Act; and
- d. Considered the Commission's recommendation from the Planning Commission's December 17, 1997 public meeting; and
- e. Introduced said ordinance for first reading, and

WHEREAS, on February 17, 1998 the City Council held second reading of said ordinance.

NOW, THEREFORE, the City Council of the City of El Paso de Robles does ordain as follows:

The Borkey Area Specific Plan text, diagram, and fee schedule is amended to read presented in Exhibit "A" attached hereto; and

Chapter 21 of the Paso Robles Municipal Code (Zoning Code) is hereby amended by modifying Figure 21-12.020 (Zoning Map) as illustrated in the attached exhibit "B" to this ordinance.

Section 1. Publication. The City Clerk shall cause this ordinance to be published once within fifteen (15) days after its passage in a newspaper of general circulation, printed, published and circulated in the City in accordance with Section 36933 of the Government Code.

Section 2. Effective Date. This ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the 31st day after its passage.

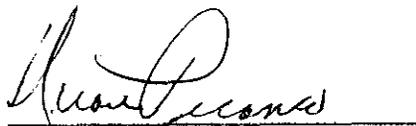
Section 3. Inconsistency. To the extent that the terms of provisions of this Ordinance may be inconsistent or in conflict with the terms or conditions of any prior City ordinance(s), motion, resolution, rule, or regulation governing the same subject matter thereof, such inconsistent and conflicting provisions of prior ordinance, motions, resolutions, rules and regulations are hereby repealed.

Section 4. Severability. If any section, subsection, sentence, clause, or phrase of the Ordinance is, for any reason, found to be invalid or unconstitutional, such finding shall not affect the remaining portions of this Ordinance.

The City Council hereby declares that it would have passed this Ordinance by section, subsection, sentence, clause, or phrase irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases are declared invalid or unconstitutional.

Introduced at a regular meeting of the City Council held on January 20, 1998, and passed and adopted by the City Council of El Paso de Robles on the 17th day of February, 1998, by the following roll call vote, to wit:

AYES: Baron, Iversen, Macklin, Swanson, and Picanco
 NOES: None
 ABSENT: None


 DUANE PICANCO, MAYOR
 City of El Paso de Robles

ATTEST:


 MADELYN PAASCH, CITY CLERK

The internal traffic circulation plan for the Borkey area has been established on the basis of the character and nature of plan area land uses; the need to move traffic into, through, and out of the plan area; and the relationship of plan area development and traffic circulation to adjacent street and roads (e.g. Highway 46, North River Road, etc.). Because of the mixed types of development designated for the Borkey Specific Plan area, there is a variety of street classifications and improvement standards appropriate to the area.

North River Road, Buena Vista Road, and Golden Hill Road are designated as arterial streets by this plan. This designation applies to North River Road principally in recognition of its function as a through route from the developed portion of the City to the south to unincorporated areas located to the north. With the development of the plan area, North River Road will be expected to carry additional traffic volumes between the residential portions of the plan area and downtown. Consistent with the standard prescribed by the Union/46 Specific Plan for North River Road, this roadway will be dedicated and eventually improved to arterial specifications in the plan area, except that within the plan period only two traffic lanes will be required. The plan calls for North River Road to intersect with two collector streets from the residential portions of the plan area, one just north of the Highway 46 undercrossing, and one at the northwest extreme of the area. The northerly of these two proposed intersections would be required to be funded under this plan, but would be constructed only at such time as a new Salinas River crossing might be added to the north of the plan area.

Buena Vista Drive will function as the primary access into the residential portions of the plan area, and would be the access to Cuesta College during its first phase of development. Although designated as an arterial street by the plan, with corresponding required dedication of right-of-way, initially Buena Vista Drive would be improved to two traffic lanes in a manner to be approved by the City Engineer. Right-of-way would be dedicated for ultimate conversion to four traffic lanes at full arterial standards.

Golden Hill Road will serve as the main access route for traffic from Highway 46 to and from employment-generating commercial and industrial uses to be developed in this portion of the plan area. It will also serve the comparatively high traffic volumes anticipated in conjunction with proposed highway-oriented commercial development. Access to the Cuesta College Campus would also be provided from Golden Hill Road; the timing for access would be dependent upon need and funding. Golden Hill Road shall be developed to full urban arterial standards, with two traffic lanes both north and southbound, and a landscaped median.

Three collector street segments are designated as part of the plan area circulation system. One connects North River Road with the main east-west collector through the plan area. Residentially-generated trips between the plan area and the central district of the community will be the principal source of traffic on this collector. It shall be developed to urban collector street standards for its entire length. The intersection of this street with North River Road will be controlled by a stop sign for westbound traffic on the collector.

The second collector street segment prescribed extends westerly from the referenced east-west collector to intersect with North River Road at the northwest extreme of the plan area. The urban collector designation for this street is based upon the assumption contained in the City's overall circulation plan that an additional Salinas River crossing will ultimately be built north of the plan area; plan area traffic would then utilize this route to access both northbound Highway 101 and, dependent upon the location of the crossing, the central district of the City. Deferral of the construction of the connection to North River Road, therefore, is appropriate until such time as an additional river crossing to the north is also built, although right-of-way dedication and full funding of ultimate improvements to this street are provided for by the plan. This street segment would be improved to rural two-lane standards for its entire length. Following construction of the intersection of this street with North River Road, traffic entering North River Road would be controlled by a stop sign.

The third collector street segment extends from the street described in the preceding paragraph for the length of the plan area to Golden Hill Road, in an east-west direction (this street is currently called Ronan Road). This street would carry traffic from the urban-density residential development and the elementary school site in the westerly portion of the plan area to Buena Vista Drive, to other collectors linking the plan area to North River Road, and east through the Cuesta College Campus to the commercial development and intersection with Highway 46 in the vicinity of Golden Hill Road. At the intersection of this collector with Buena Vista Drive, east and westbound traffic would be controlled by stop signs unless otherwise required by the City Engineer. The intersection of this collector with Golden Hill Road would be signalized when applicable warrants are met. The short segment of this collector lying within Subarea A and the portion crossing Subarea C of the plan area would be improved in a manner specified by the City Engineer. Through Subarea B, this collector would be improved to urban two-lane standards. Similarly, through Subarea E west of Golden Hill Road, this collector would be constructed to urban standards.

ABU657

Subarea C

The following policies are applicable to Subarea C:

- C-1 The subject property permits development, in phases, of the North County Campus of Cuesta Community College and related facilities. The campus is anticipated to generally develop from west to east, in three or more phases. The initial phase will be a temporary facility, with the first permanent buildings expected in Phase II. The pace of development will be dependent upon State and/or other funding.
- C-2 Improvements in Subarea C would be subject to the jurisdiction of the State of California with the exception of grading, drainage, public streets, and other infrastructure links to systems operated by the City of Paso Robles.
- C-3 The construction of the East-West Collector Street (currently called Ronan Road) is anticipated to be completed by the end of Phase II of the development program. Unless other agreements are reached with the City or other parties benefiting from the road's construction, this facility would be constructed by and at the expense of Cuesta College. The East-West Collector Street would be developed in a manner to be approved by the City Engineer.

Subarea D

The following policies are applicable to Subarea D:

- D-1 The maximum number of residential units permitted in Subarea D of the plan area shall be seventy-five (75). The minimum permitted lot size for each residential dwelling unit shall be one acre.
- D-2 The existing commercial business located at the northwest corner of Buena Vista Drive and State Highway 46 (Martin Brothers Winery tasting room) shall be permitted to remain in place in this subarea, and shall be regarded as a legal use; expansion of the existing uses on the current parcel, however, may be permitted only under a revision to the Conditional Use Permit currently applicable to the site.
- D-3 All public improvements constructed in Subarea D shall conform to rural, rather than urban, standards except that Buena Vista Road may be required to develop urban standards at the discretion of the City at the time of development of Subarea B of the plan area, and Experimental Station Road in the vicinity of its intersection with North River Road may be required to develop in conformance with the City's standard for the local collector street, also at the time of development of Subarea B. Additionally, all development in Subarea D shall be required to connect to municipal water and wastewater systems
- D-4 Experimental Station Road east of Buena Vista Road shall not be extended through to any other street except to a local rural cul-de-sac street or as required to provide emergency-only access.

fixed by the Plan Diagram, as well. Unless otherwise prescribed by this plan, the network of local streets to develop in the plan area shall be subject to City review and approval of specific development plans and designs.

- G-2 Design and development standards as set out in this plan and in other City plans, policies and ordinances adopted and in effect at the time of any design review shall be applied to all projects in the plan area to ensure the highest possible quality and character of development. The relevant provisions of the City's General Plan and zoning ordinance shall apply to all development and uses in the plan area, except where the standards and conditions prescribed by this plan are more restrictive, in which case this plan shall prevail.
- G-3 Development of the plan area shall be sensitive to existing landforms and natural features. The scale and design of development projects shall strive to achieve minimum disruption to unique or important aspects of the environment.
- G-4 The integrity and long-term viability of agricultural uses in the vicinity surrounding the plan area are recognized by the plan. Plan implementation by the City and plan area developers shall be carried out in a manner which balances the objectives of the plan with acknowledgment that nearby agricultural operations will continue in place and necessitate accommodations by plan area residents.
- G-5 The unique aesthetic qualities and habitat value of the bluffs overlooking the Salinas River, and of the Salinas River corridor, shall be protected.
- G-6 The rural, open and wooded character of the Highway 46 corridor "entrance" to Paso Robles shall be preserved and enhanced.
- G-7 The existing rural character and lifestyle of neighborhoods in the vicinity of the plan area shall be protected through the application of appropriate land use designations for adjacent and nearby portions of the plan area, through adequate buffers between differing land uses, through the utilization of rural improvement standards for plan area projects where appropriate, and through the application of rigorous design and development standards to projects in the area.
- G-8 The long-term operational viability of the Paso Robles Municipal Airport shall be protected and preserved by prohibiting the development of land uses in areas of potential airport influence which would adversely impact that facility. The City shall require the dedication of aviation easements by developers of all properties lying within the plan area.
- G-9 Owners of contiguous parcels shall be encouraged to collaborate on development plans and proposals to achieve the best possible project concepts and designs.
- G-10 For any development to be implemented in more than a single phase, the developer(s) shall be required to provide a detailed phasing plan to the City. This plan will be applicable to all future development of the subject property and shall be enforceable upon all future owners and/or developers of the property

TABLE 3-1

**PRESCRIBED LAND USES
AND PERMITTED DENSITIES, PARCEL SIZES
BORKEY AREA SPECIFIC PLAN**

<u>Plan Subarea</u>	<u>Permitted Uses</u>	<u>Maximum Development Intensity</u>	<u>Minimum Lot Size</u>
A	Rural Residential	43 Units	2.5 acres
B	Residential Rural Residential Public & Quasi-Public	472 units 9 units (N/A)	7,000 sq. ft. 2.0 acres
C	Cuesta College (Public Facility)	(N/A)	(N/A)
D	Rural Residential	75 units	1.0 acres
E	Commercial/Industrial	C-3	(N/A)
F	Public & Quasi-Public	(N/A)	(N/A)

Subarea A

Subarea A is designated by the plan for rural density residential development. The combination of hilly topography in a portion of this subarea and its adjacency to acreage utilized for agricultural production (and located within an agricultural preserve) suggests that more intensive development of Subarea A during the term of this plan would be premature. Accordingly, a minimum lot size of 2.5 net acres and a maximum development intensity for this subarea in total of forty-three single-family residential units (an overall density of approximately one unit for each 3.2 acres) are prescribed by this plan. Figure 14, on the following page, depicts a schematic representation of potential subdivision of Subarea A conforming to these density and lot size standards. With the exception of improvement of the designated collector street proposed through the westerly portion of Subarea A, improvements in this subarea would generally be done in accordance with rural, rather than urban, standards (see subsequent discussions of policies and design standards in this chapter).

One additional land use prescription applicable to this subarea is the designation of a "buffer" zone between prospective residential improvements and the intensive agriculture located adjacent to the plan area boundary to the north. Based upon recommendations from the County Agricultural Commissioner's office, the construction of residential improvements will not be permitted in Subarea A within a distance of 300 feet from the northerly boundary of this subarea, where it abuts existing intensive agriculture. A more detailed discussion of this particular land use regulation appears in the section of this chapter describing policies.

Subarea B

Figure 15 depicts one potential subdivision and development pattern for Subarea B which would be consistent with the land use and traffic circulation designations prescribed by this plan. Generally lacking any constraints on development similar to those (e.g. topography, adjacent agriculture or rural residential uses, airport operations, etc.) characteristic of other subareas, Subarea B is designated for urban-density residential development and typical ancillary uses. Permitted residential buildout of this subarea includes up to 472 detached single-family units on lots of 7,000 square feet or larger and nine rural residential units on two acre-lots along Experimental Station Road and Buena Vista Road. Overall net residential density (density determined by dividing total acreage of subarea by total residential units developable based on lot size and after allowances for park, school, open space, streets, etc.) permitted in this subarea is just over 2.5 units per acre.

This subarea also includes a twelve-acre elementary school site, a lineal park area located along the northerly side of the main east-west collector street through the area, a pedestrian "greenbelt" connecting the local east-west collector with a similar pedestrian greenbelt and landscaped area along the

fixed by the Plan Diagram, as well. Unless otherwise prescribed by this plan, the network of local streets to develop in the plan area shall be subject to City review and approval of specific development plans and designs.

- G-2 Design and development standards as set out in this plan and in other City plans, policies and ordinances adopted and in effect at the time of any design review shall be applied to all projects in the plan area to ensure the highest possible quality and character of development. The relevant provisions of the City's General Plan and zoning ordinance shall apply to all development and uses in the plan area, except where the standards and conditions prescribed by this plan are more restrictive, in which case this plan shall prevail.
- G-3 Development of the plan area shall be sensitive to existing landforms and natural features. The scale and design of development projects shall strive to achieve minimum disruption to unique or important aspects of the environment.
- G-4 The integrity and long-term viability of agricultural uses in the vicinity surrounding the plan area are recognized by the plan. Plan implementation by the City and plan area developers shall be carried out in a manner which balances the objectives of the plan with acknowledgment that nearby agricultural operations will continue in place and necessitate accommodations by plan area residents.
- G-5 The unique aesthetic qualities and habitat value of the bluffs overlooking the Salinas River, and of the Salinas River corridor, shall be protected.
- G-6 The rural, open and wooded character of the Highway 46 corridor "entrance" to Paso Robles shall be preserved and enhanced.
- G-7 The existing rural character and lifestyle of neighborhoods in the vicinity of the plan area shall be protected through the application of appropriate land use designations for adjacent and nearby portions of the plan area, through adequate buffers between differing land uses, through the utilization of rural improvement standards for plan area projects where appropriate, and through the application of rigorous design and development standards to projects in the area.
- G-8 The long-term operational viability of the Paso Robles Municipal Airport shall be protected and preserved by prohibiting the development of land uses in areas of potential airport influence which would adversely impact that facility. The City shall require the dedication of aviation easements by developers of all properties lying within the plan area.
- G-9 Owners of contiguous parcels shall be encouraged to collaborate on development plans and proposals to achieve the best possible project concepts and designs.
- G-10 For any development to be implemented in more than a single phase, the developer(s) shall be required to provide a detailed phasing plan to the City. This plan will be applicable to all future development of the subject property and shall be enforceable upon all future owners and/or developers of the property.

ORDINANCE NO. 741 N.S.

**AN ORDINANCE OF THE CITY OF EL PASO DE ROBLES
 AMENDING THE BORKEY AREA SPECIFIC PLAN AND THE
 ZONING CODE (ZONING MAP) DESIGNATION
 WITH REGARDS TO AN APPROXIMATELY 82-ACRE
 SITE THAT IS PROPOSED FOR A NORTH COUNTY CAMPUS
 FOR CUESTA COLLEGE
 (APPLICANT - SLO COUNTY COMMUNITY COLLEGE DISTRICT)
 SPECIFIC PLAN AMENDMENT 97-001; ZONE CHANGE 97-001**

WHEREAS, the Land Use Element of the City's General Plan establishes the need for preparation of Specific Plans for certain geographic areas of the City, including but not limited to areas north of Highway 46 East and east of North River Road; and

WHEREAS, the City's General Plan establishes land uses and permitted densities for the area north of Highway 46 East and east of North River Road; and

WHEREAS, pursuant to Ordinance 588 N. S., the Borkey Area Specific Plan text, plan diagram, and fee schedule were established on January 8, 1990 for the areas north of Highway 46 East and east of North River Road; and

WHEREAS, the San Luis Obispo County Community College District (Cuesta College) is proposing to establish a North County Center or Campus on an approximately 82-acre parcel (project site) within the Borkey Area Specific Plan; and

WHEREAS, the subject property is designated in the Borkey Area Specific Plan for "large-lot rural residential development" and the existing Zoning for the project site is R-1-B-5, which is consistent with the Borkey Area Specific Plan; and

WHEREAS, the General Plan, Borkey Area Specific Plan and the Zoning of the project site would need to be modified from their current designations to "Public Facilities" to accommodate the proposed North County Center or Campus for Cuesta College; and

WHEREAS, as a separate but related matter the City Council of the City of El Paso de Robles will consider a proposed General Plan Amendment from Residential Suburban (RS) to Public Facilities, and second reading of the proposed change to the Borkey Area Specific Plan or Zoning for the subject site was contingent upon City Council approval of the General Plan Amendment establishing Public Facilities as the appropriate land use designation for the subject property; and

WHEREAS, the Planning Commission conducted a noticed public hearings on December 9 and 17, 1997, to consider making a recommendation with regards to the proposed amendments to the General Plan, Borkey Area Specific Plan and the Zoning designations for the project site and took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff report prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;
- c. In accordance with the California Environmental Quality Act, considered a proposed Subsequent Environmental Impact Report (SEIR), and made a recommendation that the City Council certify the document; and
- d. Recommended that the City Council approve a resolution amending the City's General Plan and adopt an ordinance amending the Borkey Area Specific Plan and Zoning designation for the project site to "Public Facilities"; and

WHEREAS, at its meetings of January 6 and 20, 1998, the City Council held public hearings on these subjects and took the following actions regarding this ordinance:

- a. Considered the facts and analysis, as presented in the staff reports prepared for this project;
- b. Conducted a public hearing to obtain public testimony on the proposed ordinance;

- c. Based on the scope and nature of the proposed change to the General Plan, Borkey Area Specific Plan, and Zoning, found that the proposed Subsequent Environmental Impact Report (SEIR) was adequate in terms of its description of the project and anticipated environmental impacts and certified the Final SEIR as being in accordance with the California Environmental Quality Act; and
- d. Considered the Commission's recommendation from the Planning Commission's December 17, 1997 public meeting; and
- e. Introduced said ordinance for first reading, and

WHEREAS, on February 17, 1998 the City Council held second reading of said ordinance.

NOW, THEREFORE, the City Council of the City of El Paso de Robles does ordain as follows:

The Borkey Area Specific Plan text, diagram, and fee schedule is amended to read presented in Exhibit "A" attached hereto; and

Chapter 21 of the Paso Robles Municipal Code (Zoning Code) is hereby amended by modifying Figure 21-12.020 (Zoning Map) as illustrated in the attached exhibit "B" to this ordinance.

Section 1. Publication. The City Clerk shall cause this ordinance to be published once within fifteen (15) days after its passage in a newspaper of general circulation, printed, published and circulated in the City in accordance with Section 36933 of the Government Code.

Section 2. Effective Date. This ordinance shall go into effect and be in full force and effect at 12:01 a.m. on the 31st day after its passage

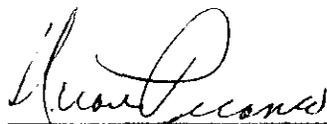
Section 3. Inconsistency. To the extent that the terms of provisions of this Ordinance may be inconsistent or in conflict with the terms or conditions of any prior City ordinance(s), motion, resolution, rule, or regulation governing the same subject matter thereof, such inconsistent and conflicting provisions of prior ordinance, motions, resolutions, rules and regulations are hereby repealed.

Section 4. Severability. If any section, subsection, sentence, clause, or phrase of the Ordinance is, for any reason, found to be invalid or unconstitutional, such finding shall not affect the remaining portions of this Ordinance.

The City Council hereby declares that it would have passed this Ordinance by section, subsection, sentence, clause, or phrase irrespective of the fact that any one or more sections, subsections, sentences, clauses, or phrases are declared invalid or unconstitutional.

Introduced at a regular meeting of the City Council held on January 20, 1998, and passed and adopted by the City Council of El Paso de Robles on the 17th day of February, 1998, by the following roll call vote, to wit:

AYES: Baron, Iversen, Macklin, Swanson, and Picanco
 NOES: None
 ABSENT: None



 DUANE PICANCO, MAYOR
 City of El Paso de Robles

ATTEST:



 MADELYN PAASCH, CITY CLERK

TABLE 3-1

**PRESCRIBED LAND USES
AND PERMITTED DENSITIES, PARCEL SIZES
BORKEY AREA SPECIFIC PLAN**

<u>Plan Subarea</u>	<u>Permitted Uses</u>	<u>Maximum Development Intensity</u>	<u>Minimum Lot Size</u>
A	Rural Residential	43 Units	2.5 acres
B	Residential Rural Residential Public & Quasi-Public	472 units 9 units (N/A)	7,000 sq. ft. 2.0 acres
C	Cuesta College (Public Facility)	(N/A)	(N/A)
D	Rural Residential	75 units	1.0 acres
E	Commercial/Industrial	C-3	(N/A)
F	Public & Quasi-Public	(N/A)	(N/A)

Subarea A

Subarea A is designated by the plan for rural density residential development. The combination of hilly topography in a portion of this subarea and its adjacency to acreage utilized for agricultural production (and located within an agricultural preserve) suggests that more intensive development of Subarea A during the term of this plan would be premature. Accordingly, a minimum lot size of 2.5 net acres and a maximum development intensity for this subarea in total of forty-three single-family residential units (an overall density of approximately one unit for each 3.2 acres) are prescribed by this plan. Figure 14, on the following page, depicts a schematic representation of potential subdivision of Subarea A conforming to these density and lot size standards. With the exception of improvement of the designated collector street proposed through the westerly portion of Subarea A, improvements in this subarea would generally be done in accordance with rural, rather than urban, standards (see subsequent discussions of policies and design standards in this chapter).

One additional land use prescription applicable to this subarea is the designation of a "buffer" zone between prospective residential improvements and the intensive agriculture located adjacent to the plan area boundary to the north. Based upon recommendations from the County Agricultural Commissioner's office, the construction of residential improvements will not be permitted in Subarea A within a distance of 300 feet from the northerly boundary of this subarea, where it abuts existing intensive agriculture. A more detailed discussion of this particular land use regulation appears in the section of this chapter describing policies.

Subarea B

Figure 15 depicts one potential subdivision and development pattern for Subarea B which would be consistent with the land use and traffic circulation designations prescribed by this plan. Generally lacking any constraints on development similar to those (e.g. topography, adjacent agriculture or rural residential uses, airport operations, etc.) characteristic of other subareas, Subarea B is designated for urban-density residential development and typical ancillary uses. Permitted residential buildout of this subarea includes up to 472 detached single-family units on lots of 7,000 square feet or larger and nine rural residential units on two acre-lots along Experimental Station Road and Buena Vista Road. Overall net residential density (density determined by dividing total acreage of subarea by total residential units developable based on lot size and after allowances for park, school, open space, streets, etc.) permitted in this subarea is just over 2.5 units per acre.

This subarea also includes a twelve-acre elementary school site, a lineal park area located along the northerly side of the main east-west collector street through the area, a pedestrian "greenbelt" connecting the local east-west collector with a similar pedestrian greenbelt and landscaped area along the

top of the Salinas River bluffs, and a landscape “buffer” treatment separating the large-lot rural residential sites along Experimental Station and Buena Vista from the denser development interior to the subarea.

Local collector streets would connect development in this subarea with North River Road to the southwest and northwest (through Subarea A) and with Buena Vista Road to the east. All streets in Subarea B would be improved to local urban standards. Buena Vista Road, along the easterly boundary of this subarea, is designated as an arterial street, with corresponding dedicated right-of-way, although initially at least it would be improved only to collector street standards.

Key design features prescribed by this plan for Subarea B include the lineal park and greenbelt area along the east-west collector street; the pedestrian and landscape “greenbelts” along the river bluffs and connecting the bluffs to the east-west collector; the landscaped “entrance way” to the development at the intersection of the collector with Buena Vista Road; and the large-lot rural residences encompassing the perimeter of the subarea along Experimental Station and Buena Vista Roads. The rural residences, with prescribed minimum frontage widths (see section on design standards), ensure that the comparatively open, rural character of adjoining and nearby residential land uses already existing is preserved. Also a key design feature particular to this subarea is the intent to preserve the bluffs overlooking the Salinas River in essentially their present condition.

Subarea C

Subarea C is designated by this plan for the North County Campus of Cuesta Community College.

This subarea would be crossed by the extension of the east-west collector street serving Subarea B and ultimately connecting to Golden Hill Road, to the east. There would be no connecting streets to the north or south within Subarea C (specifically including no street connection to Rafter Way).

Improvements in Subarea C would be subject to the jurisdiction of the State of California with the exception of grading, drainage, public streets, and other infrastructure links to systems operated by the City of Paso Robles.

Figure 16 illustrates a conceptual design for the development, in phases, of the North County Campus Cuesta Community College. Development is anticipated to span two to three decades before full build-out of the proposed campus.

Subarea D

Designation by this plan of Subarea D for rural residential development is intended to protect and continue the existing pattern of rural residences already established in the area. Extending current development characteristics, this subarea would allow the ultimate development of a maximum of seventy-five rural residential units on one-acre minimum lots. Except for the northeasterly portion of this subarea, extensive parcelization, and associated rural residential development, has already occurred. The existing commercial operation established at the northwest corner of Buena Vista Road and Highway 46 will be allowed to remain in place in this subarea as a legal use, under the conditional use permit currently applicable to the property. Future improvements in Subarea D would be made in conformance with rural standards.

The primary traffic circulation route serving Subarea D will continue to be Experimental Station Road, which will function solely as a rural local street. Limited additional local street extensions may be required to access future development in this subarea, as well.

This plan provides that a minimum separation be maintained between residential improvements and the State highway right-of-way in Subarea D (see discussion of design standards later in this chapter). This setback is intended to protect current and future residents from excessive traffic-generated noise exposure and to preserve the rural, open character of this westbound entrance into the community.

Because of the existing fragmented parcelization of this subarea and the probability that future development under the designations prescribed by this plan will be largely piecemeal, no specific conceptual subdivision illustrations have been developed for Subarea D.

SCHEDULE A

**SUMMARY OF DEVELOPMENT FEES
BY PLAN SUBAREA AND CATEGORY OF IMPROVEMENT
BORKEY AREA SPECIFIC PLAN**

Category of Facility or Improvement	Subarea Designation/Fees per Unit. per Acre				
	<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>
Storm Drainage	\$ 0	\$ 0	\$ 0	\$ 0	\$3,700
Wastewater	79	79	18/Student	79	84
Water	480	480	674/acre	480	674
Signal, BV @ 46	200	200	66/acre	200	0
Interchange	2,957	2,957	110/Student	2,957	4,147
North River Road Upgrade	260	260	86/acre	260	---
Contingency Fee	115	115	161/acre	115	161
Plan Preparation/ Admin.	<u>209</u>	<u>209</u>	<u>69/acre</u>	<u>209</u>	<u>---</u>
TOTAL FEES	\$4,300	\$4,300	\$1,055/acre	\$4,300	\$8,766
			\$ 128/student		

NOTES: No fees will be levied against Subarea F; this subarea will develop as public parkland.

Fees for Subareas A, B, and D are for each residential unit; fees for Subareas C & E apply to each acre (gross) of development site unless otherwise noted.
