

9.0 COMMENTS and RESPONSES

9.1 INTRODUCTION

In accordance with § 15088 of the State California Environmental Quality Act (CEQA) Guidelines, the City of Paso Robles, as the lead agency, has reviewed the comments received on the Draft Environmental Impact Report (DEIR) for the Chandler Ranch Area Specific Plan and has prepared written responses to the written comments received. The DEIR was circulated for a 60-day public review period that began November 17, 2005 and concluded on January 16, 2006. The comment letters included herein were submitted by public agencies, citizens groups, and private citizens.

Each comment that the County received is included in this section. Responses to these comments have been prepared to address the environmental concerns raised by the commentors and to indicate where and how the EIR addresses pertinent environmental issues.

The Draft EIR and this Comments and Responses section collectively comprise the Final EIR for the Chandler Ranch Area Specific Plan. Any changes made to the text of the Draft EIR correcting information, data or intent, other than minor typographical corrections or minor working changes, are noted in the Final EIR as changes from the Draft EIR.

The comment letters have been numbered sequentially, and each issue within a comment letter, if more than one, has a letter assigned to it. Each comment letter is reproduced in its entirety with the issues of concern lettered in the right margin. References to the responses to comments identify first the letter number, and second, the lettered comment (6B, for example, would reference the second issue of concern within the sixth sequential comment letter).

The focus of the responses to comment is the disposition of environmental issues that are raised in the comments, as specified by § 15088 (b) of the State CEQA Guidelines. Detailed responses are not provided to comments on the merits of the proposed project. However, when a comment is not directed to an environmental issue, the response indicates that the comment has been noted and forwarded to the appropriate decision-makers for review and consideration, and that no further response is necessary.

Where a comment results in a change to the EIR text, a notation is made in the comment indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlining (underlining) where text is added.

9.2 DRAFT EIR CLARIFICATIONS AND MODIFICATIONS

This section presents clarifications and modifications to information contained in the Draft EIR, based on the comments and responses presented in Section 9.3 (written comments) and Section 9.4 (verbal comments) of this report. Additions are bold and deletions are printed in strike-through type. These changes are organized by the sections contained in the Draft EIR. The numbers in parentheses preceding each item refer to the applicable comment number from the comments and responses discussion in Section 9.3 and Section 9.4.



Section 2.0, Project Description

(Comment 6B) Page 2-1, Section 2.3.1. The second paragraph under “General Site Characteristics” has been changed as follows:

“The subject property is currently used for livestock grazing and has historically been used for both dryland farming and grazing. Model homes (some occupied) from a 1960s-era development project are located in the southeast corner of the specific plan, in an ~~County-unincorporated~~ area called “Our Town.” The historic Chandler Ranch headquarters (house and barn) is located in the southwest corner of the specific plan area, on the Wilcox parcel. The Chandler Ranch site is controlled by seven property owners. Table 2-1 summarizes the ownership characteristics of the properties on the site.”

(Comment 6C) Page 2-9, Table 2-2a. Note 2 has been modified as follows:

“2. School site; but if school district does not purchase, then may be built under the existing RS designation (0.33 4-du/ac) with up to 6 72 housing units transferred from other areas, provided Jonatkim properties so not exceed 825 dwelling units total, and City finds housing compatible with adjacent uses”

(Comment 6D) Page 2-10 Table 2-2c. A new note 3 is added to the end of Table 2-2c as follows:

“3. Subarea 4 could support up to 40,000 SF of private recreational development not reflected in the totals shown in the table.”

(Comment 6F) Page 2-22 of the Draft EIR, Figure 2-5 (found on page 2-20 of Final EIR). Changes have been made to the figure as follows:

“Note 4: Traffic circles shall be installed at each street intersection for traffic calming, **wherever feasible.**”

“Note 6: In areas where adjacent uses allow, such as in ~~30'~~ 25' setbacks,...”

“**Note 7: A left turn lane can be added where warranted when a roundabout is determined to be infeasible.**”

(Comment 6I) Page 2-25, Figure 2-6. Changes have been made to Figure 2-6 to address technical concerns raised through a comment to the Draft EIR. Changes will not affect the analysis or conclusions of the Draft EIR.

(Comments 6L and 6BF). The details of the Drainage Basin Summary in Table 2-5 and 4.8-1 have been updated and corrected where needed. This will not affect the analysis contained in the EIR. The corrected table, which will be carried forward into Specific Plan Policy I-16, is as follows:



Table 2-5 (same as 4.8-1). Detention Basin Summary

Detention Basin No.	Contributory Drainage Area (Acres)	Maximum Allowable Discharge (Q_{10 predev}) (cfs)	Calculated Basin Storage (Acre-ft)
2	14.4	9.3	0.17
3B	28.3	20.0	0.31
4	9.9	7.4	0.06
5	51.3	33.3	0.51
6	12.8	9.7	0.26
7	65.4	48.6	0.56
8A	83.6	45.1	1.04
8B	379.8	170.9	5.30
8C	34.2	16.3	0.89
10	34.2	25.4	0.24
11	37.7	28.0	0.48
12	15.2	11.1	0.14
13	20.4	17.0	0.16
14A	80.4	36.7	1.53
14B	26.3	7.9	0.67
14C	44.1	29.8	0.76
14D	28.7	20.6	0.21
15A	26.6	16.9	0.19
15B	64.5	34.1	0.50
15C	12.4	4.1	0.29

(Comment 6N) Page 2-31, Figure 2-8. Changes have been made to Figure 2-8 to address technical concerns raised through a comment to the Draft EIR. Changes will not affect the analysis or conclusions of the Draft EIR.

(Responses 6Q through 6T) Pages 2-34 to 2-36, Tables 2-7, 2-9, 2-10 and 2-11. These tables have been modified to reflect engineering corrections, which will not affect the EIR analysis. The tables as shown are now consistent with those previously shown in the Draft Specific Plan.

(Comment 9B) Page 2-25, 2-27, and 2-31, figures 2-6, 2-7, and 2-8 respectively. Changes have been made to make the subarea numbering system used in these figures consistent with the labeling system used in other figures within the Specific Plan and EIR. This will not affect the analysis or conclusions contained in the EIR.

Section 3.0, Environmental Setting

(Comment 6AB) Page 3-3 Section 3.2.6, the second paragraph as been changed as follows:

“The subject property is currently used for livestock grazing and has historically been used for both dryland farming and grazing. Model homes (some occupied) from a 1960s-era development project are located in the southeast corner of the specific plan, in an ~~County unincorporated~~ area called ‘Our Town.’”



Section 4.1, Land Use and Agriculture

(Comments 5A, 5B, and 5C) Page 4.1-7, The following mitigation measures have been added to address impact LU-1 as follows, none of which will affect the analysis or conclusions contained in the Draft EIR:

“In addition to the policies contained in the Specific Plan, the following additional mitigation measures are recommended to reduce potential impacts to nearby agricultural uses to the extent feasible:

- LU-1(a) Air Conditioning.** All future residential development that is not buffered from adjacent agricultural uses by other homes or vegetative screening shall be equipped with air conditioning units to reduce potential noise and air quality impacts from existing agricultural operations.

- LU-1(b) Airport Road Construction Timing.** Grading and construction activities associated with the development of Airport Road shall not occur during harvest periods of adjacent vineyards. The appropriate timing of such activities shall be determined by the City in coordination with the County Agricultural Commissioner and neighboring vineyards operators.

- LU-1(c) No-Climb Fencing.** Those developers who have the responsibility to construct Airport Road shall install no-climb fencing on the boundary of the Airport Road right-of-way and adjacent vineyard operations to discourage trespassing onto agricultural properties, where the Airport Road right-of-way is adjacent to such operations.

Section 4.2, Transportation and Circulation

(Caltrans and City staff comments) Page 4.2-38, last paragraph of Draft EIR (found on page 4-36, third paragraph of Final EIR) is modified to include the following sentence:

“Assuming that residential development occurs before all commercial development, the above intersection configuration at SR 46E/Golden Hill Road would allow for 1,200 residential units (80% of total) within the Specific Plan area to be accommodated at acceptable LOS.”

Section 4.4, Noise

(Comment 6AN) Page 4.4-7, Table 4.4-1, 13th entry under “City Roadways” is modified as follows:

“Niblick Road east of ~~Creston Road~~ Sherwood Road”



Section 4.5, Safety and Geologic Hazards

(Comment 6AV) Page 4.5-20, Mitigation measure G-3(a) is modified as follows:

“Soils/Foundation Report. Upon implementation of the Specific Plan, individual property developers proposing development within the areas identified as having a moderate potential for ~~landsliding~~ **expansive soils** (refer to ~~Figure 4.5-4 Table 4.5-1 and Figure 4.5-2~~) shall submit a soils/foundation report as part of the application for any proposed Building Permit(s). To reduce the potential for foundation cracking, one or more of the following shall be implemented and/or as recommended by a qualified engineer, based on the conclusions of the soils report...”

9.3 COMMENTORS on the DRAFT EIR

Commentors on the Draft EIR include public agencies, professional associations, citizen groups, and private individuals and businesses.

Table CR-1. Commentors on the Draft EIR

Letter No.	Commentor	Agency	Date
<i>Public Agencies</i>			
1	Terry Roberts, Director	State of California, Governor's Office of Planning and Research, State Clearinghouse	January 31, 2006
2	Rich Krumholz	California Department of Transportation	November 16, 2005
3	R. Gregg Albright	California Department of Transportation	December 28, 2005
4	David Murray	California Department of Transportation	January 13, 2006
5	Lynda Auchinichie	County of San Luis Obispo, Department of Agriculture	January 13, 2006
<i>Private Citizens or Organizations</i>			
6	Jeremy Freund	Wallace Group	January 16, 2006
7	Cindy Lewis	Wallace Group	January 18, 2006
8	Steven Meixner	Centex Homes	January 16, 2006
9	Steven Meixner	Private Citizen	January 16, 2006
10	Jeanette Duncan	Peoples' Self-Help Housing	January 24, 2006
11	Kenneth and Arlene Clouston	Ken Clouston, Inc.	December 30, 2005
12	Harvey K. Mundee	Private Citizen	December 30, 2005
13	John Scribner	Private Citizen	December 27, 2005
14	Chris Fylling	Private Citizen	December 19, 2005
15	Michael Sampson	Private Citizen	December 12, 2005
16	Donald Hirt	Private Citizen	January 15, 2006
17	Katherine Barnett	Private Citizen	January 12, 2006
18	Norm Adams	Private Citizen	January 17, 2006
19	Pat Connally	Private Citizen	January 16, 2006
20	Urban McLellan	Centex Homes	January 17, 2006
21	Christie Withers	Private Citizen	January 14, 2006
22	Patricia Reading	Private Citizen	January 15, 2006





Arnold
Schwarzenegger
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Sean Walsh
Director

January 31, 2006

Robert Lata
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Subject: Chandler Ranch Area Specific Plan
SCH#: 2004021038

Dear Robert Lata:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on January 16, 2006, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts
Director, State Clearinghouse

A

Post-it® Fax Note	7671	Date	1/31/06	# of pages	2
To	John	From	Sheila Brown		
Co./Dept.		Co.	OPR		
Phone #	805 547-0900	Phone #	916 445-0613		
Fax #	805 547-0901	Fax #	916 323-3018		

**Document Details Report
State Clearinghouse Data Base**

SCH# 2004021038
Project Title Chandler Ranch Area Specific Plan
Lead Agency El Paso de Robles, City of

Type EIR Draft EIR

Description The proposed project, known as the Chandler Ranch Area Specific Plan, involves the modification of the current General Plan land use designations, zoning and hillside grading standards for an 826.7-acre area in the City of Paso Robles. The proposed Specific Plan could accommodate a maximum buildout of 1,439 dwelling units and 280,500 square feet of commercial space with the dedication of 303.9 acres of open space and is a revised version of a proposed Specific Plan that was circulated for public review in September 2004. (Under the current General Plan, this area could accommodate up to 599 dwelling units and 721,000 square feet of commercial development, with no designated open space.) It should be noted that the proposed Specific Plan would not provide approval of a precise project but would be used to guide future development and to evaluate future project proposals.

Lead Agency Contact

Name Robert Lata
Agency City of Paso Robles
Phone 805 237 3970 **Fax**
email
Address 1000 Spring Street
City Paso Robles **State** CA **Zip** 93446

Project Location

County San Luis Obispo
City Paso Robles
Region
Cross Streets Hwy 46E, Line Road, Golden Hill Road

Parcel No.	Township	Range	Section	Base

Proximity to:

Highways 46E/101
Airports Paso Robles Municipal Airport
Railways Union Pacific
Waterways Huerhuero Creek
Schools Paso Robles Joint Unified
Land Use Various

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Cumulative Effects; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Noise; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 3; Department of Parks and Recreation; Native American Heritage Commission; Department of Health Services; Department of Housing and Community Development; Office of Emergency Services; Office of Historic Preservation; Department of Forestry and Fire Protection; Department of Fish and Game, Region 3; Department of Water Resources; California Highway Patrol; Caltrans, District 5; State Lands Commission

Date Received 11/17/2005 **Start of Review** 11/17/2005 **End of Review** 01/16/2006

Note: Blanks in data fields result from insufficient information provided by lead agency.

Letter 1

COMMENTOR: Terry Roberts, Director, California State Clearinghouse

DATE: January 31, 2006

RESPONSE:

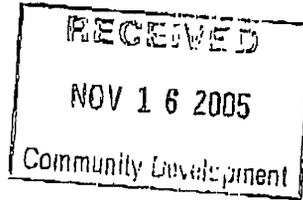
Response 1A

The commentor states that he has distributed the Draft EIR to selected state agencies for review and acknowledges that the County has complied with the State Clearinghouse review requirements for draft environmental documents.



DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.gov/dist05>



*Flex your power!
Be energy efficient!*

November 16, 2005

Bob Lata, Community Development Director
City of El Paso De Robles
1000 Spring Street
Paso Robles, CA 93446

Dear Mr. Lata: *BL*

TRAFFIC ANALYSIS FOR CHANDLER RANCH AND AIRPORT ROAD PSR

In anticipation of the imminent release of the Chandler Ranch Draft Environmental Impact Report (DEIR) I feel a need to communicate clearly on some critical issues from my role representing the Department of Transportation (Caltrans). We are in receipt of two technical submittals from your consultants, Omni-Means, for the Chandler Ranch Area Specific Plan and the Project Study Report (PSR) for Airport Road. As we have stated in previous meetings and correspondence, the City and Caltrans must agree on the assumptions and methodology used in the traffic analyses for these proposals for matters of consistency and accuracy. We regret that we have not yet achieved this agreement.

Consistent with direction from your City Council, two Memoranda of Assumptions (MOAs) were created as a means to document agreement between the City and Caltrans on the technical assumptions and methodology for traffic analysis. We think it imperative to quickly reach agreement on these MOAs and to complete technically sound and legally defensible traffic studies. Neither the October 20th submittal for Chandler Ranch nor the October 26th technical memorandum for the Airport Road PSR is sufficient to form the basis of agreement. The submittals do not adequately address concerns expressed in letters and meetings over the past year. Together we must develop a common understanding about the fundamental basis for these MOAs. This would allow us to then follow a logical progression of review and agreement on the key elements that drive the subsequent analyses for Chandler Ranch and the Airport Road PSR.

A

In our phone discussion on November 14, 2005 you asked me to summarize the shortcomings of the consultant submittals. The following outlines some major areas of concern. The issues listed are not meant to be comprehensive, but indicative of the major points of contention raised in previous correspondence.

Bob Lata

November 16, 2005

Page 2

I. Procedural Issues

- Purpose of the MOA is to document agreement between Caltrans (CT) and the city on methodology and assumptions to be used in the analysis, establish milestones and points of concurrence throughout the study process,
- By resolution of the Paso Robles City Council (August 2004-Airport Road; May 2005-Chandler Ranch), CT role in providing direction/agreement on these analyses was understood. The process to date, however, has not matched this expectation (e.g., the Chandler Ranch MOA has been crafted more to defend an approach to analysis that has already been performed, rather than to seek agreement).
- In some cases, a memo responding to our earlier comments attempts to address some of the issues, however, the draft MOA does not directly correspond. Agreement on most critical points for the analysis has not been reached.
- To properly form a basis for agreement, the MOA should be organized in a consistent and structured manner and seek agreement point by point in logical sequence (i.e., one assumption influences the next).

II. Substantive Issues

Assumptions

- Land Use—MOA is not clear about the assumptions for the existing and future land use conditions.
- Network improvement assumptions—MOA must defer to the financially constrained RTP for identifying future improvements that can be considered in the analysis of future years.

Alternatives Analysis

- MOA does not clearly outline the various scenarios or provide a consistent basis for comparison. For example, alternatives with and without an Airport Road connection apparently refer to different land use assumptions and/or a different project description. The MOA, however, does not indicate this nor is there an explanation as to how an "apples-to-apples" comparison would be made if this were a stated assumption.

Existing and Future Conditions

- Peak Condition—CT has identified summertime Fridays (May-September) as the peak condition for analysis. Although CT has consistently maintained that the project must consider the impact to the state highway system during peak periods, the MOA indicates that no Friday analysis will be included.
- 2025 Projections—Adjustments to the city's model must be made since the actual 2005 volumes are close to the 2025 volumes projected in the city's 2003 General Plan; the MOA must outline how this will be accomplished.

A

Bob Lata

November 16, 2005

Page 3

- **Interim Analysis**—MOA does not clearly establish assumptions for Chandler Ranch project phasing and the corresponding transportation improvements that will be needed over time.
- **Mitigation Measures**—the MOA does not address the full range of scenarios for identification of appropriate mitigation (project-specific and cumulative).

If the analysis presented in the Draft EIR for Chandler Ranch is based on the information we have received to date, Caltrans will likely object to the resulting study and its conclusions. We would prefer to resolve these issues through face-to-face meetings between the City and Caltrans. If not, our next course of action would likely be to request that the City hold a formal scoping meeting with the California Office of Planning & Research presiding (pursuant to CEQA Guidelines Section 21083.9.)

The analysis for the Airport Road PSR is also at a critical crossroads to proceed through next steps in its development. A new connection at Airport Road on the south side of State Route 46 is not an existing entitlement and requires a discretionary action by Caltrans as lead agency under CEQA. Without a traffic analysis that Caltrans can support, the prospect of a new connection is in jeopardy.

Ideally, we would have reached agreement on critical issues prior to completion of the traffic study and Draft EIR for Chandler Ranch. We wish to see the City proceed in a responsible manner that is defensible under CEQA requirements. We also want to be sure that the City clearly understands our responsibilities under CEQA as owner/operator of the state highway system. A meeting with you and your staff would facilitate this understanding. We would really like to see this happen by the end of November. Subsequent meetings with your consultants would then be necessary to explore the technical matters in greater depth. Please contact me about your availability to meet within the next two weeks. I can be reached at (805) 549-3161 or Rich_Krumholz@dot.ca.gov.

Sincerely,



RICH KRUMHOLZ
Deputy District Director
Planning & Local Programs

c: Ron DeCarli, SLOCOG

A

Letter 2

COMMENTOR: Rich Krumholz, Deputy District Director, State of California, Department of Transportation (Caltrans)

DATE: November 16, 2005

RESPONSE:

Response 2A

The commentor expresses general concerns regarding the assumptions included in the traffic study for the project. Please refer to the attached response letter from the traffic consultant, Omni-Means, dated November 28, 2005.





November 28, 2005

Bob Lata, Community Development Director
City of Paso Robles
1000 Spring Street
Paso Robles, CA

RE: Caltrans Letter, dated November 16, 2005

Dear Bob:

At your request, OMNI-MEANS has reviewed the letter from Caltrans, dated November 16, 2005, regarding the traffic analysis for the proposed Chandler Ranch Specific Plan (CRASP) Environmental Impact Report and have prepared the following response. In preparation of this response, OMNI-MEANS reviewed our written record of email correspondence from October, 2004 until now. Because of the volume of correspondence and data communicated, two binders have been prepared with page separations at key points of communication, such as meetings with Caltrans and correspondence on documents establishing understanding between the City, Caltrans and ourselves, as the traffic consultant.

The following summary is provided chronologically, highlighting key steps in understandings between the City, ourselves and Caltrans.

- **September, 2004** – On September 27, 2004, Greg Albright, District #5 Director issued a letter regarding *Developing A Sustainable Strategy for the SLO – 46 East Corridor*. In that letter, Caltrans highlighted major traffic issues facing the corridor and encouraged cooperation between SLOCOG, San Luis Obispo County and the City of Paso Robles to identify a sustainable solution of improvements to resolve the current and anticipated traffic congestion in the corridor. The City responded in a letter, dated October 12, 2004, although strongly objecting to threats by Caltrans suggested in the letter, offered their commitment to cooperatively work with Caltrans in the future.
- **January, 2005** – Following a sharing of SR 46 East mainline traffic count data, a meeting was held on January 12, 2005 to share concerns and identify a process for obtaining a cooperative basis for traffic analysis in the SR 46 East corridor. A meeting summary was prepared by Caltrans and edited by the City and Caltrans until there was agreement on general understandings and action items.
- **February, 2005** – On February 9, 2005, a follow-up meeting was held to discuss growth and summertime adjustment factors. Following the meeting with Caltrans, OMNI-MEANS submitted a draft scope of work for the preparation of the CRASP traffic analysis.
- **March – June, 2005** – Over the course of the next several months, negotiation regarding the proposed scope of work was worked through with Caltrans. Because of the delay, including the need for City Council approval for budget augmentation for the additional scope of work to fulfill Caltrans requirements, initiation of the traffic analysis was not authorized until late July, 2005.

The overall schedule between the City and the project proponents, however, did not change. An administrative draft of the traffic analysis was due in mid-August, 2005. Further, given the lateness of the preparation of the traffic analysis, the earlier agreement to use summertime adjusted April, 2005 counts made little sense when Caltrans was in the process of finalizing their recent June, 2005 summertime count information.

- **August, 2005** – On August 4, 2005, a meeting was held between the City, Caltrans and OMNI-MEANS, where the June, 2005 constrained and unconstrained peak hour traffic volumes were provided by Caltrans for both summertime weekday and Friday. In addition, key traffic assumptions were included in a discussion that was to be included in a follow-up Memorandum of Assumptions (MOA).

OMNI-MEANS, in an effort to meet the now compressed schedule with the latest Caltrans summertime counts, worked diligently to both submit an administrative draft of the traffic analysis to the City and submit to Caltrans the draft MOA. It was assumed that Caltrans would respond timely to the draft MOA, such that any further scope or assumption modifications could be incorporated prior to the preparation of the public review draft traffic analysis. Although the draft traffic analysis was submitted on time in mid-August, a mix-up in transmittal of the draft MOA resulted in Caltrans not receiving the MOA draft until September 9, 2005. However, as conveyed at the time, the public review draft traffic analysis would not be circulated until mid-October. This information was conveyed to Caltrans, to which they indicated a willingness to attempt to respond quickly.

- **October, 2005** – After several missed commitments, a comment letter from Caltrans on the draft MOA was received on October 7, 2005. Efforts to incorporate all comments, where there was concurrence in regard to the traffic assumptions, were so done in the public review draft traffic analysis. On October 26, 2005, a response from the City regarding the revised MOA was submitted to Caltrans. Because the actual public review draft circulation was delayed to mid-November, due to the delay in the traffic analysis, further comment from Caltrans was encouraged before the circulation on the public review draft, but none was received until the November 16, 2005 letter.
- **November, 2005** – On November 16, 2005, a letter from Caltrans was received about the time the public review draft was circulated. The letter indicated a lack of coordination on behalf of the City and its consultant, OMNI-MEANS. Several issues were raised in the letter regarding the following that in fact were previously raised and responded to. As indicated in the October 26, 2005 memorandum that accompanied the revised MOA, we offered the following responses.

- **Interim Analysis** – As quoted from the October 20, 2005 memorandum: *“(Response to second Comment 6.) Refine Year 2015 and 2020 Project Phasing. Interim project phasing was not provided by the project applicants. The interim improvements at the SR 46E/Airport Road intersection will depend on a number of factors including the location and timing of CRASP project phasing, potential development elsewhere in the City, particularly north of SR 46E, and continued interregional traffic on SR 46E. As an alternative, CRASP development thresholds will be provided that will indicate limits on new development without the construction of certain improvements, like the improvement and signalization of the SR 46E/Airport Road intersection and if needed, a future interchange at that location.”*

Further, as quoted from the October 20, 2005 memorandum: *“(Response to Comment 8.) Project Traffic Impacts on State Highway Facilities. The associated year of the Short Term conditions analysis is 2015. In discussion with both the City of Paso Robles and SLOCOG, the regional importance for the interim improvement project at the US 101/SR 46E interchange is so high that it would be reasonable to assume that the improvement will be constructed by 2015. The importance of Caltrans understanding of traffic impacts created by surrounding local area development is understood if such information were available and can be described in this MOA. However, such information is not available and not readily obtainable as such forecasts are subject to economic and market influences that are not*



under control of either the City nor the local development community, including the CRASP applicants. Therefore, to help protect both the State and the City from future unacceptable traffic flow conditions, the traffic analysis has included a CRASP threshold evaluation that identifies limits to CRASP development until certain interim and then ultimate improvements are installed."

- o **Mitigation Measures** – As quoted from the October 20, 2005 memorandum: "**Mitigation Measures.** Mitigation for Year 2025 Plus Project conditions will be included in the TIS. However, devising mitigations for the Existing Plus Project and Existing Plus Approved/Pending Plus Project conditions is not practical since the build-out of the project will occur over many years and not instantaneous to the interim study conditions as might be appropriate for a smaller project. Therefore, the required analysis to determine mitigations for these theoretical conditions is not worthwhile. As an alternative, however, OMNI-MEANS will provide approximate unit thresholds for improvements based on the assumption that growth in the City and at the project site will be constant. Therefore, improvements like signalization of the SR 46E/Airport Road will be identified relative to a threshold of development, for which an approximate year when that might occur could be associated."
- o **Summertime Friday Traffic Analysis** – As quoted from the October 20, 2005 memorandum: "**Trip Distribution and Assignment.** Along SR 46E, summertime weekday peak hour travel will be studied as presented in the MOA under the four applicable alternatives. However, although it could be acknowledged and argued that summertime Friday conditions along the SR 46E corridor may be worse than a typical summertime weekday, the condition has not been created nor can it be altered by the proposed CRASP project. Therefore, the MOA has been modified to clearly state the analysis approach which is to analyze the four applicable alternatives on a summertime weekday basis and reference the potential that for the limited summertime Fridays, interregional traffic levels could be higher on the SR 46E corridor that may require additional mitigation by the State beyond those mitigation measures identified as a result of the CRASP project."

Regardless of the emotion that may be associated to any misunderstandings, OMNI-MEANS will continue to work with Caltrans during the public review period such that full agreement regarding the MOA can be reached and any modifications to the traffic analysis contained in the Draft EIR can be incorporated into the Final EIR.

Attached to this letter is the compiled documentation of the email and other correspondence conducted over the past year. Please review and we would be available to answer any questions regarding the above or attached.

Sincerely,

OMNI-MEANS, Ltd.
Engineers & Planners

Martin R. Inouye
Principal

Cc: Andrew Lee
Enc. Correspondence Documentation
MRI:mri
C721LTR006/25-5307-11





MEMORANDUM

To: City of Paso Robles, Rincon Consultants **Date:** December 1, 2005
Attn: Bob Lata, John Rickenbach **Project:** Chandler Ranch Area Specific Plan
From: Martin Inouye, Andrew Lee Traffic Impact Analysis Report
Re: Responses Provided to March 6 and **Job No.:** 25-5945-02
November 24, 2004 Caltrans Letters **File No.:** C721MEM021.DOC
CC: Susan DeCarli, John Falkenstein

This brief memorandum has been prepared in response to your request for documentation on our response to the Caltrans letters regarding Chandler Ranch, dated March 6, 2004 and November 24, 2004. The following, including the attached constitute our response to Caltrans.

Response to Caltrans Letter, dated March 6, 2004.

Technical Memorandum #1, dated March 9, 2004 (as attached) was sent regarding *Traffic Assumptions and Methodologies for Chandler Ranch* in response to the March 6 Caltrans letter. Also, attached to this memorandum was our letter proposal that described our scope of work for the Chandler Ranch traffic analysis (*please ignore the current date as Microsoft Word automatically updates it*). An extra work authorization prepared for the City of Paso Robles was also included as evidence that the City authorized update of all traffic counts both within the City and on SR 46 East, including PM peak hour Friday counts at the US 101/SR 46 East ramp intersections.

On April 20, 2004, Caltrans provided comments to the technical memorandum. A response was prepared to his comment letter and through phone communication with James Kilmer, Bob Lata invited his review and participation in the then upcoming public workshop.

Response to Caltrans Letter, dated November 24, 2004.

At the time this letter was received, discussion regarding a *Reduced Commercial Alternative* was already underway and the decision was made to coordinate with Caltrans regarding their concerns in the then upcoming reanalysis using the *Reduced Commercial Alternative*. Documentation of efforts to coordinate with Caltrans is provided under separate cover that is attached to a December 1, 2005 letter to Bob Lata regarding the same.

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.gov/dist05>

RECEIVED
MAR - 9 2004
Community Development

RA



Flex your power!
Be energy efficient!

March 6, 2004

SLO - 46 PM 29.7/32.2
Chandler Ranch Area
Specific Plan - NOP

SCH # 2004021038

Mr. Robert Lata
Community Development Director
City of El Paso De Robles
1000 Spring Street
Paso Robles, CA. 93446

Dear Mr. Lata:

The California Department of Transportation (Department) Development Review Staff has reviewed the above referenced document. As a result, the following comments were generated.

The California Environmental Quality Act (CEQA) Guidelines, (Page 158, 2003); *Projects of Statewide, Regional, or Area-wide Significance*, Section 15206 (b) (2) (A), state that a proposed residential development of more than 500 dwelling units is considered a project of Regional and Statewide significance and therefore has the "...potential for causing significant effects on the environment extending beyond the city or county in which the project would be located. Examples of effects include generating significant amounts of traffic or interfering with the attainment or maintenance of state or national air quality standards."

The Chandler Ranch project proposes to build 1,439 dwelling units and 455,000 square feet of commercial floor space and is therefore considered a project of regional and state-wide significance under CEQA.

Given the scope of this project and its potential effects on the state highway system, the Department requests that a full traffic study be prepared as a component of the Specific Plan. The Department will be particularly interested in determining this project's traffic effects on State Routes 46 and U.S. Route 101. It is clear that a preponderance of the traffic generated by Chandler Ranch will be traveling west on Route 46 towards Paso Robles heavily utilizing the Route 101/46 East Interchange. It is anticipated that the traffic study would reflect this trip assignment scenario.

Mr. Lata
March 6, 2004
Page 2

The traffic study should include the following traffic analysis scenarios.

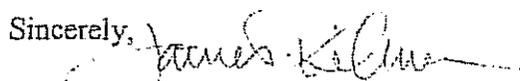
- **Existing Conditions** – Current year traffic volumes and peak hour LOS analysis of affected State highway facilities.
- **Proposed Project Only** – Trip generation, distribution and assignment in the year the project is anticipated to complete construction.
- **Cumulative Conditions** – (Existing conditions Plus Other Approved and Pending Projects Without the Proposed Project) – Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
- **Cumulative Conditions Plus Proposed Project** - (Existing conditions Plus Other Approved and Pending Projects Plus the Proposed Project) – Trip assignment and peak hour LOS analysis in the year the project is anticipated to complete construction.
- **Cumulative Conditions Plus Proposed** (Interim years) Trip assignment and peak hour LOS analysis in the years the project phases are anticipated to complete construction.

For a complete copy of the Caltrans, *Guide for the Preparation of Traffic Impact Studies*, please utilize the following internet site:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.

Development Review Staff would welcome the opportunity to meet early with the Traffic Engineer in order to reach agreement on the scope of the Traffic Study. Please be advised that Route 46 is a controlled access highway and that a Freeway Agreement exists. Any proposed realignment of Airport Road and subsequent new connections to Route 46 will require approval by the California Transportation Commission (CTC). The process of approving a new connection will require a collaborative effort between the Department, The City of Paso Robles and the CTC.

Thank you for including the Department in review of this New Project Referral. If you have any questions, please contact me at 549-3683.

Sincerely,



James Kilmer
District 5
Development Review

cc: File, R. Krumholz, S. Price, D. Murray, R. Barnes, S. Senet, R. Decarli - SLOCOG



TECHNICAL MEMORANDUM #1

To: Caltrans District 5
Date: March 9, 2004
Attn: James Kilmer, Ph.: (805) 549-3683
Project: Chandler Ranch Specific Plan
From: Gary Mills
Re: Traffic Assumptions and Methodologies for
Chandler Ranch
Job No.: 25-5945-02
File No.: C721MEM001.doc
CC: Bob Lata, City of Paso Robles
John Rincon Consultants

This technical memorandum has been prepared in order to establish a clear understanding and agreement between Caltrans District 5, the City of Paso Robles, and OMNI-MEANS regarding the technical assumptions, analysis methodologies and parameters that will be used in the supporting EIR Traffic Analysis for the proposed Chandler Ranch Specific Plan. This memorandum has been structured as a technical enhancement that should be understood in conjunction with the Traffic Analysis *Scope of Work* (attached), which has already been submitted and approved. It is requested that this memorandum be carefully reviewed by Caltrans District 5 and City of Paso Robles staff and comments or feedback be provided while the traffic analysis is still in its early stages. Upon receipt of Caltrans and City comments, OMNI-MEANS will incorporate the understandings based on this memorandum into the traffic analysis.

EXISTING CONDITIONS DATA

- As stated in an *Extra Work Authorization*, new peak hour turning movement and daily traffic counts have been budgeted as part of this traffic analysis. The intersections and roadway segments that new traffic counts will be obtained are identified in the *Scope of Work*.
- The existing average daily traffic (ADT) volumes on the U.S.101 freeway mainline and ramps and the S.R.46 corridor will be obtained from the latest available Caltrans Traffic Count Publications posted on the Caltrans website. Caltrans truck traffic count data for the year 2001 (available from the Caltrans website) indicates, on a daily basis, approximately 17.2 percent trucks on mainline U.S.101 through the S.R.46 East interchange, and 20.7% trucks on S.R.46 East just west of the U.S.101 interchange. This traffic analysis will use 18% trucks on all U.S.101 mainline segments and 21% trucks on all S.R.46 East corridor segments through the study area under all existing and future conditions peak hour analysis scenarios. Also 3% trucks will be used for all study intersection approaches that fall outside of the State right-of-way.

ANALYSIS TIME PERIODS – The analysis time periods will include typical weekday AM peak hour (occurring between 7:00 and 9:00 AM), and typical weekday PM peak hour (occurring between 4:00 and 6:00 PM) for all study intersections and Friday peak hour (occurring Friday afternoon) for the U.S.101/S.R.46 East interchange ramp intersections.

PROJECT TRIP GENERATION - In order to estimate daily and peak hour project trip generation, OMNI-MEANS will utilize trip generation rates from the ITE Publication *Trip Generation (7th Edition)*. Trip internalization characteristics for the project site will be estimated based on the use of the citywide traffic

model. OMNI-MEANS will work closely with Caltrans District 5 and City staff to finalize project trip generation for each analyzed project alternative. A separate Technical Memorandum #2 will be presented with project trip generation estimates for the three study alternatives, as soon as the alternatives are finalized.

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT – Project trip distribution and assignment patterns will be forecasted using the City of Paso Robles traffic model as the primary tool. The Citywide traffic model will be run using *TP+Viper 2.1* transportation planning model software. A Technical Memorandum #2 will be prepared to summarize project trip generation, distribution and assignment. Graphics will be included in the Technical Memorandum to illustrate the project trip distribution on a daily and peak hour basis for all project alternatives by trip purpose (work, shopping, school, recreational etc.) Before any capacity analysis is performed, OMNI-MEANS will seek Caltrans and City approval of the estimated trip generation, distribution and assignments. Recognizing that OMNI-MEANS needs to adhere to a project schedule, it is requested that Caltrans and the City review and approval of the project trip generation, distribution and assignment be timely. Two (2) weeks have been allocated for this review and approval process.

“WITH PROJECT” CONDITIONS – The project trip generation, distribution and assignment finalized as indicated above will be used to simulate “with project” conditions by superimposing “project only” traffic on top of existing conditions’ and cumulative base conditions’ traffic volumes. The integrated computer software program *Traffix 7.6* (Dowling & Associates) will be used in this analysis. Please note that year 2025 will continue to be regarded as the cumulative base year, and that the cumulative base conditions will continue to reflect “Year 2025 conditions with the General Plan (250 d.u.) based Build-out of Chandler Ranch area”. For simulating “Year 2025 base plus project” conditions, the trips generated by the General Plan (250 d.u.) based development will be “backed out” of the cumulative base and the project trips from the current project proposal added.

ANALYSIS METHODOLOGIES - For the capacity analysis of roadway segments and intersections within the State right-of-way, the Caltrans published guidelines, *Guide for the Preparation of Traffic Studies* (dated April 2001) will be utilized as a reference. Specifically, the project’s “fair-share” of improvement costs will be determined in percentage terms. Existing and future traffic impacts associated with and without the development of the project will be quantified using the methodologies documented in the *2000 Highway Capacity Manual (HCM)*, with calculations implemented using the *Traffix 7.6* integrated computer software program. The *Caltrans Traffic Manual* based signal warrant analysis criteria at unsignalized study intersections will be applied. Specifically, the peak-hour-volume based Warrant 11 (urban areas) criteria will be used by OMNI-MEANS to establish the “significance” of unacceptable unsignalized LOS conditions. If necessary the *Transyt-7F* software program will be used for quantifying coordinated traffic signal operations along the State Route 46 East corridor. The minimum acceptable LOS threshold for study intersections and roadways that fall within State right-of-way will be a LOS “D”; the minimum acceptable LOS thresholds for City intersections and roadways will be a peak hour LOS “C”. The following peak hour factors and signal lost time factors will be incorporated in the analysis (for all study intersections under all analysis scenarios) in order to reasonably reflect actual intersection operating conditions:

- Peak hour factor (PHF) of 0.92
- Lost time – 4 seconds per critical signal phase.

NEXT STEPS

OMNI-MEANS intends to provide Caltrans District 5 and the City of Paso Robles opportunities to interactively review the study results and provide feedback as it moves forward. Following receipt of Caltrans and City comments regarding this technical memorandum, OMNI-MEANS will prepare a *Technical Memorandum #2* that will present a background document that will identify existing conditions based upon the February 2004 intersection turning movement counts and February 2004 daily counts (as identified in the *Extra Work Authorization*). This will include graphics, tables, and LOS values.

Technical Memorandum #3 will provide a description of project trip generation, distribution and assignment under all project alternatives. However no capacity analysis or traffic impact quantification will be included in *Technical Memorandum #3*. Upon Caltrans and City approval of the project trip generation, distribution and assignment, OMNI-MEANS will proceed to complete a comprehensive *Technical Memorandum #4* that will document traffic impacts without and with the project under all analysis scenarios, and will include a preliminary draft discussion on the recommended mitigation measures. Upon Caltrans and City review of *Technical Memorandum #4*, a full *Draft Report* will be prepared and circulated for review and use by all parties (including Caltrans and the City) concerned with the Chandler Ranch Specific Plan EIR.

OMNI-MEANS looks forward to receiving your comments on our assumptions and approach outlined as above. Since the establishment of these lines of communication upfront is critical for the quality and reliability of the traffic study as well as for its timely completion, it is again requested that Caltrans District 5 and the City review this memorandum carefully and provide your comments as early as possible.

December 1, 2005

John Richenbach
Rincon Consultants, Inc.
1530 Monterey Street, Suite D
San Luis Obispo, CA 93401

RE: REVISED CHANDLER RANCH PROJECT TRAFFIC ANALYSIS

Dear John:

OMNI-MEANS is pleased to be on your team to conduct further traffic analysis on a revised Chandler Ranch Master Plan. This proposal is based on our understanding that the project will be reduced in scale from our previous analysis to less than the 1226 dwelling units and other uses proposed in the original master plan. Included in our Scope of Work is a task to assist in the Specific Plan development process. Lastly, this traffic analysis Scope of Work reflects input from Caltrans. Caltrans, in the development of this proposal, has had the opportunity to review and comment as to their requirements for a "full disclosure" traffic impact analysis. Per Caltrans request, this supporting traffic analysis for the EIR, will be prepared as a complete stand-alone document, incorporating rather than referencing past studies and data.

SCOPE OF WORK

The study will quantify the existing and future traffic impacts associated with development of the proposed Chandler Ranch project and determine mitigation measures required to mitigate impacts to a less than significant level. Per City and State requirements, the following locations will be included in this study:

INTERSECTIONS IN STATE RIGHT OF WAY

- US 101 SB Ramps/24th St./SR 46
- US 101 NB Ramps/24th St./SR 46
- Buena Vista Drive/SR 46
- Golden Hill Road/SR 46
- Union Road/SR 46
- Airport Road/SR 46

INTERSECTIONS WITHIN THE CITY OF PASO ROBLES

- Union Road/Union Road Extension
- Union Road/Golden Hill Road
- Union Road/North River Road

- Riverside Avenue/13th Street
- Paso Robles Street/13th Street
- North River Road/Creston Road
- Creston Road/Rolling Hills Road
- Golden Hill Road/Rolling Hills Road
- Creston Road/Golden Hill Road
- Spring Street/1st Street/Niblick Road
- Niblick Road/South River Road
- Niblick Road/Creston Road/Sherwood Road

In addition to the above locations, all project access points onto Golden Hill Road and the new extension of Airport Road would also be included in this analysis. For the analysis of roadways and intersections within State right of way, the Caltrans published guidelines, *'Guide for the Preparation of Traffic Impact Studies'* (dated January 2001) will be followed. Specifically, 1997 Highway Capacity Manual based operations analysis procedures will be implemented utilizing *Traffix 7.5* computer software. A coordinated traffic signal operations analysis with *Transyt-7F* for intersections along the S.R.46 corridor will be included. For other local facilities under study, capacity analyses will be completed at a traffic planning level, consistent with the methodologies contained in the 1997 Highway Capacity Manual. For both State and City street systems, the threshold for identification of potential significant impact will be LOS C. Mitigation measures for all local (non-State) facilities will be formulated at a planning level consistent with the requirements of the California Environmental Quality Act (CEQA). The specific feasibility of implementing these improvements, although considered, is outside the scope of this study, and additional studies may be necessary to determine the specific parameters for significant roadway improvements.

WORK TASKS:

- Task 1 Project Initiation, Management and Meetings.** A key to the success of completing a full and acceptable traffic analysis is the communication at the start of the project. As a part of the project initiation, a kick-off meeting will be held with key agency staff, including representatives from the City, SLOCOG and Caltrans to assure clear understanding of the Scope of Work, level of detail of analysis, schedule and lines of communication. Omni-Means will be responsible for attending, as budgeted, up to three meetings (including the project initiation meeting), preparing correspondence, managing and assuring the technical accuracy and quality of all reports, and technical material. In addition to the City staff meetings, Omni-Means will attend one Planning Commission and one City Council public hearing.
- Task 2 Collect Existing Data.** Omni-Means will verify the listed study locations to be included in the analysis (see above) with City and State staff, prior to commencement of work. (Any addition or changes in intersection location would be subject to additional fees.) The traffic counts obtained in February and March 2000 for the original Chandler Ranch development proposal will be used unless otherwise directed. Existing traffic count data from the recently completed City of Paso Robles Circulation Element Update Technical Appendix document will also be used as needed. **No new traffic counts have been budgeted as a part of this traffic analysis.** Additionally, other available relevant data will be obtained from the City and Caltrans. This other data would include existing development, planned development

proposals, improvement plans and scheduling, etc. In addition to the average daily, AM and PM peak hour counts for typical weekday conditions, as in the original Chandler Ranch traffic analysis, a Friday PM peak hour analysis will also be conducted at the US 101/State Route 46 East ramps.

Task 3 Existing Conditions Analysis. Based on the data collected in Task 2, the existing traffic conditions will be described. All roadways in the vicinity of the proposed project will be described in terms of number of lanes, current counts, and resulting Levels of Service. Intersection and roadway geometries, controls, signal warrants, and Level of Service values will also be quantified for all critical traffic locations identified in Task 2. This analysis is intended to be an update from the Existing Conditions analysis contained in the original Chandler Ranch traffic analysis. This updated analysis will be fully incorporated into this new study and not merely referenced. This updated analysis will also include the Friday PM peak hour analysis specifically requested by Caltrans on State Route 46 at the US 101 interchange ramps.

Task 4 Specific Plan Alternatives Analysis and Specific Plan Circulation Element Text. As a part of the Project Team, OMNI-MEANS will provide technical transportation related input on the identification, analysis and selection of the preferred Specific Plan Alternative that will be advanced for further study within the environmental review process. Using the Citywide Traffic Model developed by OMNI-MEANS for Paso Robles, up to three (3) alternative concepts will be studied and critiqued in terms of the circulation design and potential transportation impacts that could result. This analysis is not intended to be detailed, but one that is sufficient to determine the potential benefits and impacts of each alternative.

Included within this task will be participation in two design meetings. The first meeting, OMNI-MEANS will share our local knowledge and be prepared to present the transportation context from which the Specific Plan will, in part, need to develop. Locations of currently impacted corridors to locations of facilities with available capacities will be discussed. The second meeting will be to bring our transportation perspective and participate in the design critique of the various alternative Specific Plan concepts.

Lastly, OMNI-MEANS will assist in the text preparation of the Circulation Element in the Specific Plan, describing the access and circulation intent and design. Vehicular as well as pedestrian/bicycle and public transit will be discussed.

Task 5 Project Trip Generation. Following Task 4, a preferred Specific Plan alternative will be selected for detailed traffic analysis to be contained in the Environmental Impact Report. For the selected alternative, the total number of vehicle trips expected to be generated by the Chandler Ranch Specific Plan project will be estimated. The primary source of trip generation rates will be information from the Trip Generation Manual (6th Edition) published by the Institute of Transportation Engineers. These rates will be adjusted accordingly for the specific site and reviewed with the City. Project trip generation volumes will be estimated for daily, AM, and PM peak hour of adjacent street traffic during weekday conditions.

Task 6 **Trip Distribution and Assignment.** Utilizing the Paso Robles Citywide Traffic Model, project generated traffic will be distributed and assigned to the existing and future street system. Before preparing any Level of Service analysis for the 'with Project' conditions, the trip distributions and assignments of project traffic under existing and future conditions will be reviewed with the City and as appropriate, with other agency staff, including Caltrans and SLOCOG.

Task 7 **Existing Plus Project Conditions Analysis.** Based on the results of Tasks 5 and 6, the resulting peak hour and daily project generated trip volumes will be added to Existing volumes to obtain the Existing Plus Project Traffic Conditions. The potential impacts of the project will be quantified, by comparison of Existing Condition Levels of Service, to Existing Plus Project Levels of Service at all study area critical intersections and roadways.

Task 8 **Project Access and On-site Circulation.** Proposed and potential project driveways/access roadways will be evaluated to determine appropriate configuration, location, and traffic control. Spacing with other intersections and roadways, and vehicle stacking requirements will be evaluated. Internal site related vehicle circulation will also be reviewed. In addition, emergency vehicle access, and pedestrian/bicycle safety concerns will be evaluated.

Task 9 **Cumulative Conditions.** Based upon traffic projections obtained from the City's Citywide Traffic Model, peak hour and daily trip volumes will be obtained to simulate Cumulative Traffic Conditions. The Cumulative "Base" Traffic Conditions will be based on the City's current General Plan buildout, which includes 250 residential dwelling units on the Chandler Ranch property. Intersection and roadway capacity analyses will be completed using these traffic volumes at all critical intersection and roadways. For State Route 46 and its intersections, Omni-Means will utilize the *Guide for the Preparation of Traffic Impact Studies* (dated January 2001) for the level of traffic operational analysis required to satisfy Caltrans concerns for potential impacts on the State highway system. The Level of Service threshold for identification of significant impact for both the State and City street systems will be LOS C, unless otherwise directed by the City or Caltrans.

Under this Cumulative Base Condition, two circulation scenarios will be studied as follows:

- Cumulative Condition without Charolais Road Bridge Extension to State Route 46 West/U.S.101 interchange.
- Cumulative Condition with Charolais Road Bridge Extension to State Route 46 West/U.S.101 interchange.

Task 10 **Cumulative Plus Project Conditions Analysis.** Based on the results of Tasks 8, the resulting peak hour and daily project generated trip volumes will be added to the Cumulative volumes to obtain the Cumulative Plus Project traffic conditions. The potential impacts of the project for these conditions will be quantified by comparison of Cumulative Levels of Service conditions,

to Cumulative Plus Project Levels of Service conditions at all study area critical intersections and roadways using the same guide and methodologies described in Task 8..

Like the Cumulative Base Condition, this Cumulative Plus Project Condition will be studied under two circulation scenarios as follows:

- Cumulative Plus Project Condition without Charolais Road Bridge Extension to State Route 46 West/U.S.101 interchange.
- Cumulative Plus Project Condition with Charolais Road Bridge Extension to State Route 46 West/U.S.101 interchange.

Task 11 Mitigation Measures. Intersection and roadway improvements which could be made to correct any identified impacts for each of the individual traffic conditions identified in Tasks 4, 7, 9 and 10, will be recommended. These improvements could include, but are not limited to, roadway or freeway widening, signalization, channelization, etc. Levels of Service values will be reported for mitigated conditions. In addition, the project fair share of improvements will be identified in terms of percentages.

Task 12 Prepare Report. The analysis conducted in Tasks 1 through 11 will be summarized in text, tables, and figures to explain the technical evaluation and recommendations. A detailed technical report will be prepared and submitted for use in the EIR document.

Task 13 Agency Review and Response to Comments. Following review of the traffic study by the City and State, Omni-Means will respond to all comments and revise the report as required to address agency concerns. City/State comments requiring significant new analysis or technical discussion may be subject to additional charges. This additional work will be completed only with the client's prior authorization and will be billed on a Time and Materials Basis.

Task 14 Public Hearing. Omni-Means will attend two public hearings, and make presentations as appropriate.

SCHEDULE AND BUDGET

OMNI-MEANS will follow within the EIR.

Thank you for including us on your team for the completion of the traffic analysis on the Chandler Ranch Specific Plan. OMNI-MEANS is ready to proceed upon your authorization.

Sincerely,

OMNI-MEANS, Ltd.
Engineers & Planners

Martin R. Inouye
Principal

Cc: Stephen Svete (by email)
P2247LTR002b.DOC



EXTRA WORK AUTHORIZATION

Attn.: John Richenbach

Date: February 9, 2004 Contract Date: 12/2/03

Address: Rincon Consultants

Project: Chandler Ranch Specific Plan

790 East Santa Clara Street

Job No.: 25-5945-02

Ventura, CA 93001

File No.: M721ewa001

Project Manager: Gary Mills

Type: Task Authorization Additional Work Change of Scope

THE FOLLOWING WORK WILL BE PERFORMED UNDER THE SAME TERMS AND CONDITIONS AS IN THE ORIGINAL AGREEMENT UNLESS OTHERWISE STATED.

DESCRIPTION OF ADDITIONAL SERVICES	COMPENSATION
18 new AM and PM peak hour intersection counts on an average weekday and 2 new PM peak hour counts on a Friday at the ramp intersections of US 101 and SR 46 East.	\$6000.00
Rerun Level of Service calculations (40 total) and update all graphics for incorporation into the Specific Plan and Technical Appendix.	\$8000.00
	\$0.00
	\$0.00
TOTAL	\$14,000.00

Consultant:

OMNI-MEANS, LTD.

Date

Client:

Company / Agency

Signature (Owner Authorized Representative)

Date

Please sign and return this original for Omni-Means, Ltd. files.

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.gov/dist05>



*Flex your power!
Be energy efficient!*

December 1, 2005

SLO – 46 PM 29.7/32.2
Chandler Ranch Traffic
Study (M. Inouye
Assumptions)

Mr. Marty R. Inouye
Omni Means, Ltd.
2237 Douglas Boulevard, Suite. 100
Roseville, CA. 95661

Dear Mr. Inouye:

Thank you for discussing your proposed traffic analysis assumptions for the Chandler Ranch Traffic Study during our recent phone conversation. Provided below are your assumptions that you emailed to me with Development Review's clarification in italics on what the California Department of Transportation (Department) will expect to see for traffic analysis for State highway facilities at this location for this private development project.

"Omni Means proposed traffic analysis assumptions (M. Inouye email 4-13-04)

Thank you for spending the time with me this afternoon reviewing your comment letter, dated March 6, 2004 on the Chandler Ranch traffic analysis assumptions. Per our conversation, the following clarifications are provided."

1. "The traffic analysis scenarios for Existing Conditions and Proposed Project Only, will remain as requested in the comment letter."

(Response to item 1: Development Review agrees with these traffic analysis scenarios with the exception listed below for different seasonal PM peak hour counts on Friday)

2. "For Cumulative Conditions and Cumulative Conditions Plus Proposed Project, OMNI-MEANS will use the Paso Robles Citywide Traffic Model to derive General Plan buildout traffic conditions both with and without the Chandler Ranch Specific Plan development proposal."

"Caltrans improves mobility across California"

"This approach to cumulative conditions differs from that which was requested in the March 6, 2004 letter, that defined cumulative conditions as Existing Conditions plus Other Approved and Pending Projects".

(Response to item 2: Development Review requests that the cumulative and the cumulative + project traffic analysis utilize the previously requested scenario whereby pending and approved development projects in the City of Paso Robles be studied. This will give us the data needed to match interim improvements (mitigation) needed on State Route 46, to phased development at Chandler Ranch. The Department would welcome the study in the traffic analysis of the buildout years that correspond to the City's General Plan. This build out analysis will give us the "long Term" traffic impacts generated by the City's General Plan and the Chandler Ranch project with specific mitigation required to offset those impacts, as these strategies are lacking in the City's General Plan Update)

"Trip assignment and peak hour LOS analysis as requested will remain the same for the General Plan buildout conditions both with and without the project."

(Response to the second paragraph in item 2: The Department is concerned that the recent traffic counts performed early in 2004 do not represent the highest seasonal peak traffic generation interval for this stretch of Route 46. As such, the proposed scope of this traffic study does not paint a realistic picture of the true impacts of interregional recreational traffic that pours through State Route 46, onto U.S. Route 101- heading to the coast on weekends, specifically, westbound Route 46 on Friday P.M. and eastbound Route 46 on Sunday P.M.. The Department therefore requests that for this traffic study to be more meaningful, new traffic counts be performed in the summer months- June of 2004. This will confirm the higher volumes seasonal peak hour use of Route 46 at the above referenced PM peak hour scenarios. The "existing conditions" in the traffic study will need to be based on these new counts.)

3. "For Cumulative Conditions Plus Proposed, which has been defined as an interim year or years traffic analysis, OMNI-MEANS suggested that an interim phase that provided for only signalization of the Airport Road/SR 46 East intersection be studied. The analysis would also ultimately determine when an interchange improvement at this location would be required."

(Response to item 3: The scope of the proposed traffic study is presuming the needed mitigation (traffic signal at Airport Road) rather than letting the data lead to the identification of appropriate mitigation. Again, interim improvements on future Route 46/Airport Road intersection need to be tied to the phasing of development of Chandler Ranch and the cumulative analysis featuring pending and approved projects. If the data does dictate that an interim improvement may include a signal at Route

Mr. Inouye,
December 1, 2005
Page 3,

Deleted:

Deleted: 5

46/Airport Road, then widening Route 46 to 4 lanes to the east and west of the proposed signal will also have to be studied as part of the operational fix, and thus should be studied in the traffic analysis as a component of practicable and feasible mitigation)

“Our next step in our analysis will be to forecast cumulative traffic and assign it to the surrounding street system on a peak hour basis. OMNI-MEANS as a part of our next technical memorandum to you will present our trip assignments for each of these scenarios. As a "heads up" we will be presenting these assignments to you next week. I do not know whether this is possible, but a one week turn around on its review would be much appreciated.”

“Please review these clarifications and respond accordingly. Thank you again for working closely with us through each step of our traffic analysis.”

Thank you for including the Department in review of the scope of the Chandler Ranch Traffic Study. If you have any questions, please contact me at 549-3683.

Sincerely,

James Kilmer
District 5
Development Review

c: File, D. Murray, R. Barnes,

Mr. Inouye
December 1, 2005
Page 4

Deleted:

Deleted: 1

"Caltrans improves mobility across California"

From: "Bob Lata" <BLata@prcity.com>
To: "John Falkenstien" <JFalkenstien@prcity.com>
Date: 6/1/04 11:53AM
Subject: RE: J. Kilmer

Thanks!

> -----Original Message-----

> From: John Falkenstien
> Sent: Tuesday, June 01, 2004 11:51 AM
> To: Bob Lata; Susan Zaleschuk
> Subject: J. Kilmer

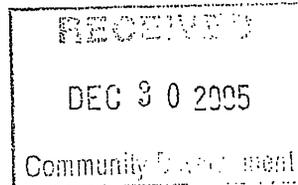
>

> FYI: I just got off the phone with James Kilmer. He called
> about the status of his comments. I let him know that in the interest
> of moving forward that we would respond through the comment process
> after bringing forth the draft EIR. I let him know that we have a
> workshop coming up end of June or early July. James was ok with our
> intention to proceed as noted.

CC: <johnr@rinconconsultants.com>, <MInouye@omnimeans.com>

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

December 28, 2005

Robert A. Lata, Community Development Director
City of El Paso De Robles
1000 Spring Street
Paso Robles, CA 93446

Dear Mr. Lata

CHANDLER RANCH AREA SPECIFIC PLAN DRAFT EIR

This is in response to your December 7, 2005, letter. You advised the Department of Transportation (Caltrans) of the approval of the extended public review period on the Chandler Ranch Area Specific Plan (CRASP) and commented on our requests for various documentation, including Draft Environmental Impact Report (DEIR) Appendices copies.

Caltrans requested hard copies of the Volume II Technical Appendices of the Draft CRASP EIR from the City of Paso Robles (City) as most of the table and figures, traffic impact analysis, traffic scenario volumes, etc., were unreadable when printed from the compact disc (CD) previously provided by the City. Other pertinent requested information was not on the CD at all. For the circulation of the CRASP DEIR, the CD was the only copy of the document provided to Caltrans by the city – originally, a hard copy was not provided. In addition, Caltrans received a hard copy of the City's traffic model on December 9, 2005. However, neither Traffic Operations nor Development Review has any record of ever receiving such modeling data in the past. Though there was some confusion and delay to the receipt of previously requested data and studies, I understand that after the meeting on December 14, 2005 and subsequent telephone conference of December 20, 2005, Caltrans has the documentation needed for the review of the CRASP DEIR.

A

Thank you for your letter. If you have any questions, please contact James Kilmer of my staff at 805-549-3683.

Sincerely,

R. GREGG ALBRIGHT
District Director

Letter 3

COMMENTOR: R. Gregg Albright, District Director, State of California, Department of Transportation (Caltrans)

DATE: December 28, 2005

RESPONSE:

Response 3A

The commentor notes that following delay of the receipt of requested data and studies, Caltrans now has the documentation needed for review of the Chandler Ranch Area Specific Plan Draft EIR. Comment noted.



DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.gov/dist05>



*Flex your power!
Be energy efficient!*

January 13, 2006

Susan DeCarli
Community Development Department
City of El Paso De Robles
1000 Spring Street
Paso Robles, CA. 93446

Dear Ms. DeCarli:

Comment letter for the Chandler Ranch Area Specific Plan (CRASP), Draft Environmental Impact Report (DEIR) - NOC

This cover letter transmits the California Department of Transportation's (Caltrans) comments to the proposed "Reduced Commercial" Chandler Ranch Area Specific Plan (CRASP) and Draft Environmental Impact Report (DEIR).

Although the CRASP DEIR incorporates Caltrans recently acquired traffic count data in the traffic study, and for the most part uses appropriate traffic analysis locations, scenarios and analysis methodologies, many project-generated, State highway system traffic-related issues of concern remain to be disclosed in the traffic study. These will be discussed in greater detail in the attached comments

Of particular concern to Caltrans is the lack of appropriate project-specific and cumulative mitigation strategies to offset the CRASP's traffic impacts on State highway facilities. The traffic study, to a great extent, lacks these strategies. Numerous significant, project-generated traffic impacts on both U.S. Route 101 and State Route 46 are identified in the traffic study, yet there is little or no mitigation offered to address these impacts.

As a responsible agency under the *California Environmental Quality Act* (CEQA) and the "Owner/Operator" under *The California Streets and Highway Code*, Caltrans is responsible for protection of the taxpayer's investment in California's transportation infrastructure. Part of protecting the operational integrity of the State's highway system is identifying and monitoring traffic impacts from development to that system. The proposed Chandler Ranch development is a project of Regional Significance under CEQA and has the potential of creating traffic congestion that negatively affects not only local traffic circulation but also, regional and interregional traffic on State highway facilities.

"Caltrans improves mobility across California"

A

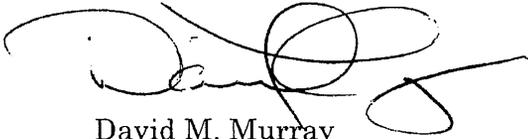
Ms. DeCarli
January 13, 2006
Page 2

Caltrans remains committed to working with the City of Paso Robles in an effort to help the City achieve its planned growth expectations and finalize the CRASP EIR. To this end, we suggest that the City agree to meet with Caltrans staff after the close of the 60-day public comment period for the DEIR. We would like to have legal counsel present, representing both Caltrans and the City. We are available to meet at the City's earliest convenience. To this end, please call me at (805) 549-3168 so that we may coordinate our calendars. We look forward to a constructive dialog that will facilitate this development while ensuring that adequate traffic-related mitigation is provided.

A

If you have any questions, please contact me at (805) 549-3168.

Sincerely;



David M. Murray
Branch Chief
Regional Planning & Development Review

Enclosure – CRASP DEIR Comments
- Appendixes "A" through "H"

The Department's Comments for the Chandler Ranch Area Specific Plan (CRASP) Draft Environmental Impact Report (DEIR), January 10, 2006.

GENERAL COMMENTS

Role of the California Department of Transportation (Caltrans)

The CRASP should fully characterize the role and responsibilities of Caltrans relative to the proposal. As owner-operator of the state highway system, Caltrans' role as a responsible agency under CEQA is to ensure that traffic impacts associated with local development are adequately described and appropriately mitigated by the lead agency for CEQA documents. The CRASP has the potential to affect traffic on U.S. 101 and State Route (SR) 46 East (E). While Caltrans does have discretionary approval on any physical changes to these routes, we also have a responsibility to see that the lead agency incorporates appropriate mitigation with local development projects. The DEIR should also note that any new connection to SR 46E (as proposed for a new southerly connection at Airport Road) is a discretionary action by the California Transportation Commission.

Project Description

Circulation—The planning area boundary is insufficient to properly plan for a new connection to SR 46 at Airport Road. The planning area boundary should include the area likely needed for this connection. This type of buffering for right-of-way protection is consistent with the approach taken in the CRASP for the extension of Airport Road as a city street. Policy C-5: Right of Way dedication and Street Improvement should allow for the appropriate dedication of right-of-way necessary for improvements to the state highway system. (Reference: DEIR, Section 2.0 Project Description and Section 4.2 Transportation and Circulation).

Circulation Infrastructure Improvements—The CRASP is unclear about how a new connection to SR 46 from Airport Road would be realized. Table 2-3 identifies a series of improvements to SR 46 and notes an "applicable share of" a new connection. (Reference: DEIR Section 2.0 Project Description).

Transportation Funding

The CRASP is misleading in how it characterizes financial responsibilities. Caltrans does not have financial responsibility to mitigate the effects of the proposed local development. As the lead agency for the project, the city is responsible for ensuring that mitigation for project-specific and cumulative impacts from local development are incorporated into the project with an appropriate funding plan. (Reference: DEIR Section 4.2 Transportation and Circulation).

The CRASP misrepresents the 1964 Freeway Agreement. The purpose of a Freeway Agreement is to document agreement between the state and a local jurisdiction about which streets may be closed or connected to a future (freeway) facility. The Freeway Agreement is not a funding document. A reference in the 1964 agreement with regard to funding responsibilities (at such time that a freeway would be constructed) cannot be taken out of context; the state's role for funding transportation improvements in 1964 and 2005 is vastly different. The durable quality of the antiquated agreement is in regard to its original purpose: local road access to SR 46E. Caltrans does not have "primary responsibility" to fund or construct interchanges that are

necessary to accommodate locally approved development. (Reference DEIR Section 4.2, Transportation and Circulation, page 4.2-65, 66)

Financial responsibilities for transportation improvements to state highways required as mitigation for project specific-specific and cumulative impacts must be outlined consistent with today's funding reality. The CRASP relies upon the findings of an unapproved PSR for identifying fair-share improvement of costs. It is invalid to adopt a funding strategy for anything less than the scope of improvement necessary to adequately mitigate the project impacts. The CRASP assumes that an at-grade intersection (city's estimated cost \$3 million) as the basis for determining fair share costs for the development. The Project Study Report (PSR) for Airport Road will determine the scope and cost for a new connection. A plan for project phasing and a funding strategy must rely on the findings in the PSR. (Reference CRASP Section 4.0 Implementation and Financing).

Transportation and Circulation

The CRASP relies on an invalid assumption for impact findings related to emergency access. Policy C-8 requires the construction of Airport Road south of S.R. 46 to city standards and the prospect of a new connection to S.R. 46 is cited as the basis for a finding of "less than significant impact." Since the determination for a new connection relies on a future action of the CTC, this assumption is not valid. (Reference DEIR Section 4.2 Transportation and Circulation).

A

Comprehensive Corridor Study

Caltrans is developing a comprehensive corridor study to identify and prioritize a series of short-, mid- and long-range solutions over a period of 20 years to improve mobility along a five-mile segment of the S.R. 46E corridor from U.S. 101 east to Jardine Road, approximately five miles. While Caltrans has completed a traffic data collection effort and shared the information with the city, the corridor study is still underway. Having shared the recent data with the city, we acknowledge its appropriate use for the CRASP traffic impact study; however, statements indicating "Caltrans has determined that..." are premature. If the city is making its own interpretation of the raw data, the document should clearly indicate that is the case.

SPECIFIC COMMENTS

1. The Department disagrees with the last paragraph on Page 4.2-52 of Section 4.2 of Volume I which states "The following intersections are projected to operate unacceptably (LOS "D" or worse for intersections along Caltrans right-of-way, LOS "E" or worse for intersections in City right-of-way) during at least one peak hour:" The LOS standard for the State Highway System is that of "C/D" cusp. For a signalized intersection, the threshold of delay is 35.0 sec/veh. This comment applies to all LOS standard discussions within the EIR.
2. Traffic Impact T-1 on Pages ES-5,6,7 of the Executive Summary of Volume I states "Offsite (to be constructed by City through payment of fees, a portion of which would be generated by development within the Specific Plan)"

The Department disagrees with this statement, as the January 3, 2006 Annual Development Impact Fee Report (AB 1600 Report – **See Attachment A**) does not specifically list any transportation projects on either, US 101 or SR 46E that could serve as cumulative mitigation strategies for Paso Robles development traffic impacts on State highway facilities. Under the Union/46 Specific Plan list of public improvements on page 4 of the report, forty-two dollars per unit is being collected for a traffic signal at SR 46E/Golden Hill Rd. Intersection. The signal is currently in-place at SR 46E/Golden Hill Rd. Under the Borkey Specific Plan, between \$2,957 to \$4,147 (per unit?) are being collected for a non-specific location “Hwy 46 Interchange” project. Which Interchange is this? It also does not appear that the amount being collected reflects a formula-based pro rata share computation for any specific State highway - interchange or operational or capacity increasing project cost.

Currently the Department has several operational and capacity increasing projects on US 101 and SR 46E. Projects that should be in the city’s AB1600 Report and considered for cumulative mitigation for development in Paso Robles but are not, include; the interim project and the ultimate reconstruction project for US 101/SR 46 West (W) Interchange in southern Paso Robles. Another project that should be included but isn’t is the US 101/46E interim improvement project and the ultimate reconstruction – freeway to freeway connection project currently being studied in a PSR (the interim project at this location may be the “Hwy 46 Interchange” project listed in the AB 1600 Report, but again, the reference is non-specific in the report). On SR 46E there is the SR 46E/Airport Road Interchange/Intersection Project Study Report (PSR) currently being done – the Draft Charter Agreement for the PSR is included with these comments as Attachment i.

A traffic analysis scenario in the traffic study for the CRASP identifies SR 46E as being a 6-lane facility between US 101/46E Interchange and SR 46E/Airport Rd. I/C. The Department does not have a study prepared for this capacity increasing project. Since the city has identified this project in the CRASP DEIR it is logical to expect the project to be listed in the AB1600 Report – but it isn’t listed. Another capacity increasing project on SR 46E that has been studied is the SR 46E Widening project that extends from Airport Rd. in the west to the SR 46E/SR 41 Wye to the east. Although the project limits for this Caltrans project exists outside the city limits of Paso Robles, the traffic study for the CRASP DEIR shows Chandler Ranch-generated traffic being assigned to travel east on SR 46E from Airport Road. A pro rata share amount of the CRASP generated traffic needs to be identified and a corresponding contribution assigned as traffic mitigation for cumulative impacts created by the proposed Chandler Ranch Development.

For the above mentioned reasons it can be asserted that cumulative impacts to the State Highway System are not being appropriately mitigated by the CRASP project.

3. The Department disagrees with Table 4.2-15 (page 4.2-50) and Table 4.2-18 (page 4.2-54) found in Section 4.2 of Volume I as the technical analysis worksheets do not support the reported Level of Service (LOS) and corresponding vehicle delays. The Transportation and Circulation Section of the Environmental Impact Report (Section 4.2 of Volume I) fails to provide full disclosure of the CRASP project generated traffic impacts to the State Highway System which is a CEQA requirement. The EIR fails to disclose that the CRASP project would degrade the intersection of SR 46 East and Airport Road from LOS “A” (delay = 9.4 sec/veh) to that of LOS “D” (delay = 43.9

sec/veh) under the Friday summer short term full project analysis. The supporting documentation can be found in **Attachment B**.

State Route 46 East & Airport Road Intersection (New Airport Road Connection) -

Table 4.2-15 reports the intersection will operate at a level of service "F" (delay = 96.2 sec/veh) without the Chandler Ranch Specific Plan (CRASP) Project while Table 4.2-18 reports the intersection will operate at a level of service "D" (delay = 43.9 sec/veh) with the CRASP Project on a summer Friday under short term + project conditions with a new Airport Road connection. However, the level of service calculation sheets (**Attachment B**) show that the intersection will actually operate at LOS 'A" (delay = 9.4 sec/veh) without the CRASP Project and a LOS "D" (delay = 43.9 sec/veh) with the CRASP project. To put this into perspective, the CRASP project would result in a three (3) letter grade reduction and increase the total intersection vehicle delay during the Friday summer peak hour from 7 vehicle hours without the CRASP project to 45 vehicle hours with the CRASP project. At this time, the Department cannot support a new Airport Road Connection with a signal as the technical information provided shows this is not a feasible alternative. It should be noted that access denial currently exists on State Route 46 East and a new Airport Road connection will require Department of Transportation and California Transportation Commission (CTC) approval. The CRASP project will need to evaluate a new connection with an interchange. The interchange would be the Full Financial Responsibility of the Specific Plan Development for the following reasons:

- A. Page 4.2-38 of section 4.2 of Volume I states "the development of the CRASP commercial area bounded by SR 46E and Huerhuero Creek would not be possible without an Airport Road SR 46E connection".
- B. Project Specific impacts at the SR 46E/Airport Road intersection under existing conditions
 - 1) Weekday AM Peak Hour – LOS "B" to LOS "F"
 - 2) Weekday PM Peak Hour – LOS "C" to LOS "F"
 - 3) Friday Summer peak Hour – LOS "D" to LOS "F"
- C. Project Specific impacts at the SR 46E/Airport Road intersection (**No New Connection -under two way stop control**) under short term conditions
 - 1) Weekday AM Peak Hour – LOS "C" to LOS "D"
 - 2) Weekday PM Peak Hour – LOS "C" to LOS "F"
 - 3) Friday Summer peak Hour – LOS "E" to LOS "F"
- D. Project Specific impacts at the SR 46E/Airport Road intersection (**New Connection -under signal control**) under short term conditions
 - 1) Friday Summer Peak Hour – LOS "A" to LOS "D"
- E. Project Specific impacts at the SR 46E/Airport Road intersection (**New Connection -under signal control with a six-lane expressway**) under long term conditions
 - 1) Weekday AM Peak Hour – LOS "C" to LOS "D"
 - 2) Weekday PM Peak Hour – LOS "C" to LOS "D"

A

- F. The CRASP project is degrading the State Route 46 East and Golden Hill Road signalized intersection from LOS "D" to that of LOS "F" under the Year 2025 weekday pm peak hour scenario. The 2025 weekday scenario assumes State Route 46 East will be a six-lane expressway with a traffic signal at Golden Hill Road. The addition of a new connection under signal control at the State Route 46 East and Airport Road intersection would bring the LOS back to "D" at Golden Hill Road, however the LOS at the Airport Road New Connection would degrade from "C" to that of LOS "D". This falls below the Department's standards and is considered a significant impact. Paragraph Two of Page 4.2-76 of Section 4.2 of Volume I states "Tables 4.2-20A and 4.2-20B show that an Airport Road /SR 46E connection would most significantly alleviate deficient operations at the Golden Hill Road/SR 46E intersection. The projected LOS at the SR 46E intersections with Golden Hill Road and Airport Road are LOS "D" at both intersections. Although LOS "D" is adequate for City standards, the projected delay would exceed Caltrans-standard cusp of LOS "C/D". This projection supports the notion that an interchange will be required in the future at the SR 46E/Airport Road connection". The technical information (**See Appendix C**) shows the CRASP project is fully responsible for the deficient conditions under the Year 2025 weekday analysis.
4. Paragraph Two of Page 4.2-76 of Section 4.2 of Volume I states "Further mitigation at the SR 46E/Airport Road connection and/or along the SR 46E corridor will be left to the SR 46E/Airport Road interchange PSR process, which was being initiated at the time of this analysis". The Department disagrees with this statement as the technical information shows the CRASP project is fully responsible for the deficient intersection operations at the intersections of SR 46E/Golden Hill Road and SR 46E/Airport Road under the existing, short term, and long term scenarios. The construction of a new interchange at Airport Road or Golden Hill Road (If the Department and/or CTC do not grant access rights for a new Airport Road Connection) is the Full Financial Responsibility of the Specific Plan Development. Section 4.2 of Volume I acknowledges the following:
- A. Without the CRASP project LOS "D" can be maintained at the intersection of SR 46 East & Golden Hill Road under the Year 2025 scenario.
- B. Without the CRASP project LOS "B" can be maintained at the intersection SR 46 East & Airport Road under the Year 2025 scenario.
5. **Section 4.2 Transportation and Circulation – Page 4.2-33: Impact T-1** states "The addition of traffic generated by the Specific Plan to existing traffic volumes would cause eight intersections (including the SR 46E/US 101 intersection) to operate at unacceptable levels during peak hours. The project would also cause the Spring Street/US 101 off-ramp, both north and southbound offramps at SR 46W/US 101, and the northbound onramp at SR 46W/US 101 to operate at unacceptable levels of service. This would result in a Class I, *significant and unavoidable*, impact under Existing Plus Specific Plan Conditions".

Discussion – Page ES-3 of the Executive Summary defines a class I impact as "*Significant and Unavoidable: An impact that cannot be reduced to below the threshold level given reasonably available and feasible mitigation measures. Such an impact*

A

requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the State CEQA Guidelines."

The Department disagrees with a Class I, *significant and unavoidable*, assessment as the City Of Paso Robles has already established a requirement for 12 current developments to maintain the existing Level Of Service at the Hwy 101/ SR 46 West interchange. The twelve applicants are required to participate in their share of interim and long term improvements to mitigate project traffic impacts to a less than significant level. The latest of these projects is the Inns At Vintners Village, which was approved by the Paso Robles City Council on November 15, 2005 via Resolution Number 05-231 **(See Attachment D)**. In a September 18, 2005 San Luis Obispo Telegram Tribune Article **(See Attachment E)** the City Of Paso Robles Community Development Director stated the following:

- A. "If approved, the Inns at Vintners Village would take up the last of the traffic capacity at the interchange"
- B. "Right now, new developments with plans approved by the City can build but not occupy businesses until temporary changes are complete"
- C. "Projects after that, will have to stand in line for capacity to be created"

To be consistent with these twelve developments the CRASP project is responsible for the following mitigation measures:

- A. The CRASP project will degrade the Hwy 101 southbound off-ramp at SR 46 West from LOS "D" to that of LOS "E" under existing conditions. The CRASP project is required to construct the necessary improvements to bring the LOS back to "D". The improvement would be the Full Financial Responsibility of the Specific Plan Development.
- B. The CRASP project will degrade the Hwy 101 northbound on-ramp at SR 46 West from LOS "D" to that of LOS "F" under existing conditions and LOS "E" to LOS "F" under short term conditions. The CRASP project is required to construct the necessary improvements to bring the LOS back to "D". The improvement would be the Full Financial Responsibility of the Specific Plan Development.
- C. The CRASP project will degrade the Hwy 101 northbound off-ramp at SR 46 West from LOS "D" to that of LOS "E" under existing and short term conditions. The CRASP project is required to construct the necessary improvements to bring the LOS back to "D". The improvement would be the Full Financial Responsibility of the Specific Plan Development.
- D. The CRASP project will degrade the Hwy 101 northbound off-ramp at Spring Street from LOS "E" to that of LOS "F" under existing and short term conditions. The CRASP project is required to construct the necessary improvements to bring the LOS back to "E". The improvement would be the Full Financial Responsibility of the Specific Plan Development. It should be noted that the CRASP project would be adding 191 pm peak hour trips to the Spring Street northbound off-ramp.

A

- E. The CRASP project is required to pay their "fair share" towards the interim improvements. From Attachment "C", the CRASP project "fair share" is currently \$85, 848 dollars. This represents 7.2% of the interim improvement.

Project	Contribution PHT	% Share	\$ Share
McDonalds/Chevron	214	33.3%	399378
Laughlin RV Park	36	5.6%	67185
Gheza Mini Storage	15	2.3%	27994
Alexa Court Restaurant	33	5.1%	61586
250 Gahan Place	28	4.4%	52255
Theatre Drive Retail/Storage	71	11.0%	132504
Bellesara Suites	34	5.3%	63453
1331 Vendels Circle Project - Benny Simmons	6	0.9%	11198
1160 Ramada Drive Project - True Tube	7	1.1%	13064
1375 Ramada Drive - Lavorgna	46	7.2%	85848
1376 Ramada Drive - Pokrajac	30	4.7%	55988
Inns at Vintners Village Project	77	12.0%	143701
Chandler Ranch	46	7.2%	85848
Total	643	100.0%	1200000

A

- F. The CRASP project will be required to enter into an agreement not to protest the formation of an Assessment District for the construction of long term improvements in and around the Hwy 101/State Route 46 West Interchange. The City Of Paso Robles adopted resolution number 06-003 on January 3, 2006 approving a Professional Consulting Services Agreement to move forward with the formation of an Assessment District or Community Facilities District (**See Attachment F**).

This also applies to the SR 46 East corridor whereas the City Council approved the Firestone Winery project on June 7, 2005 via resolution number 05-111 (**See Attachment G**) and required the mitigation of project specific and cumulative impacts. The Firestone Winery project was conditioned to:

- A. Prior to occupancy of the project, Airport Road shall be widened at its intersection with Highway 46 in order to provide adequate left and right turn pockets.
- B. Prior to issuance of a building permit, the applicant will be required to enter into an agreement not to protest the formation of an assessment district to participate in the future realignment of Airport Road and improvement of its intersection with State Highway 46.

To be consistent with the Firestone Winery Project and the twelve developments discussed above, the CRASP project is responsible for the following mitigation measures:

- A. The CRASP project is required to pay their "fair share" towards the dual left turn project at the Hwy 101 southbound ramps/ SR 46E intersection. The CRASP project is adding 156 peak hour trips to this movement resulting in a "fair share" percentage of 16% (156 of 973 Friday pm peak hour vehicle trips). In addition to the "fair share", the CRASP project is degrading the Hwy 101 southbound ramps/SR 46 E intersection from LOS "C" to LOS "D" under the short term Friday summer peak hour scenario with the implementation of the dual left turn project. The CRASP project is responsible for an additional improvement to bring the LOS from "D" back to "C" and would be the Full Financial Responsibility of the Specific Plan Development.
- B. The CRASP project will degrade the State Route 46 East and Golden Hill Road intersection as follows:
- 1) LOS "D" to LOS "E" under the existing weekday am peak hour scenario (No New Airport Road Connection and under signal control)
 - 2) LOS "C" to LOS "D" under the existing weekday pm peak hour scenario (No New Airport Road Connection and under signal control)
 - 3) LOS "D" to LOS "E" under the existing Friday summer pm peak hour scenario (No New Airport Road Connection and under signal control)
 - 4) LOS "D" to LOS "F" under the short term weekday am peak hour scenario (With and Without a New Airport Road Connection and under signal control)
 - 5) LOS "D" to LOS "F" under the short term weekday pm peak hour scenario (With and Without a New Airport Road Connection and under signal control)
 - 6) LOS "D" to LOS "F" under the short term Friday summer pm peak hour scenario (With and Without a New Airport Road Connection and under signal control)
 - 7) LOS "D" to LOS "E" under the year 2025 weekday am peak hour scenario (Without a New Airport Road Connection, SR 46 East @ six-lanes, and under signal control)
 - 8) LOS "D" to LOS "F" under the year 2025 weekday pm peak hour scenario (Without a New Airport Road Connection, SR 46 East @ six-lanes, and under signal control)

The CRASP project is required to construct the necessary improvements to mitigate the project specific impacts that exist under all scenarios. The improvement(s) would be the Full Financial Responsibility of the Specific Plan Development. One of the necessary improvements is the construction of an interchange at or near Airport Road.

- C. The CRASP project will degrade the State Route 46 East and Airport Road intersection as follows:

- 1) LOS "B" to LOS "F" under the existing weekday am peak hour scenario (No New Airport Road Connection and under two way stop control)
- 2) LOS "C" to LOS "F" under the existing weekday pm peak hour scenario (No New Airport Road Connection and under two way stop control)
- 3) LOS "D" to LOS "F" under the existing Friday summer pm peak hour scenario (No New Airport Road Connection and under two way stop control)
- 4) LOS "C" to LOS "D" under the short term weekday am peak hour scenario (No New Airport Road Connection and under two way stop control)
- 5) LOS "C" to LOS "F" under the short term weekday pm peak hour scenario (No New Airport Road Connection and under two way stop control)
- 6) LOS "E" to LOS "F" under the short term Friday summer pm peak hour scenario (No New Airport Road Connection and under two way stop control)
- 7) LOS "C" to LOS "D" under the short term weekday am peak hour scenario (New Airport Road Connection and under signal control)
- 8) LOS "A" to LOS "D" under the short term Friday summer pm peak hour scenario (New Airport Road Connection and under signal control)
- 9) LOS "C" to LOS "D" under year 2025 weekday am peak hour scenario (With a New Airport Road Connection, SR 46 East @ six-lanes, and under signal control)
- 10) LOS "C" to LOS "D" under year 2025 weekday pm peak hour scenario (With a New Airport Road Connection, SR 46 East @ six-lanes, and under signal control)

The CRASP project is required to construct the necessary improvements to mitigate the project specific impacts that exist under all scenarios. The improvement(s) would be the Full Financial Responsibility of the Specific Plan Development. One of the necessary improvements is the construction of an interchange at or near Airport Road.

6. The CRASP project is adding 555 pm peak hour trips to State Route 46 East Corridor between Airport Road and the Hwy 101 Interchange. The year 2025 analysis assumes a six-lane expressway. The CRASP project is responsible for a "fair share" of cumulative impacts toward this six-lane widening project. Based upon the 2025 CRASP project traffic analysis, the fair share is 10.5% (555/5286) of the total project cost.
7. The CRASP project is adding 328 pm peak hour trips to State Route 46E east of Airport Road. The CRASP project is responsible for a "fair share" of cumulative impacts toward the widening of State Route 46 East from Airport Road to the Wye. Based upon the 2025 CRASP project traffic analysis, the fair share is 9.9% (328/3325) of the total project cost.

A

8. The CRASP project is adding 555 pm peak hour trips to the Hwy 101/State Route 46 East Interchange. The CRASP project is responsible for a "fair share" of cumulative impacts toward the reconstruction of the Interchange. Based upon the 2025 CRASP project traffic analysis, the fair share is 10.5% (555/5286) of the total project cost.
9. Appendix I includes the Charter Agreement for the SR 46E/Airport Interchange/Intersection PSR. The Purpose and Need Statement in the agreement states that, "For the CRASP to fully develop, Airport Road will need to be extended south of SR 46E to Union Road. The extension of Airport Road to the south results in a new connection to SR 46E that will require CTC approval". The forgoing quotation identifies the need for the SR 46E/Airport Road I/C as being driven solely by the Chandler Ranch Development – this supports the argument that the Airport Road connection is project-specific traffic mitigation for the proposed Chandler Ranch Development.
10. The CRASP traffic mitigation strategy needs to be identified and implemented in a mitigation-monitoring program. Public Resources Code, Section 21081.6. CEQA Guidelines 2005; states that, "A Public Agency shall adopt monitoring program of mitigation measures and ensure their enforceability". A discussion of the city's mitigation monitoring program for CRASP traffic impacts on State highway facilities needs to be included in the traffic study.

A

Project Name: Route 46E/Airport Road Project Study Report (PSR)	Project Phase: PID
County-Route-P.M.: SLO-46-32.15	Prepared by: OMNI-MEANS
District-Project EA: 05-0L950K	Date Prepared: December 16, 2005

The purpose of a charter is to reach agreement between the Sponsor and the Project Manager by clearly stating the objectives of the project at the beginning of each phase (e.g., PID, PA&ED, PS&E, and Construction).

Charter Purpose:

Provide the specific purpose of this charter.

This charter documents the agreement between the City of El Paso de Robles (project sponsor) and Caltrans project manager over the key elements of the PSR for this project. **Implementing Agency: City of El Paso de Robles.**

Background:

Provide the history of the project to date.

There is an existing 1964 freeway agreement with the County of San Luis Obispo and Caltrans for this segment of SR 46 and the draft Transportation Concept Report for this section of SR 46E is a freeway.

Within the study area of this project, SR 46 E. is a four-lane divided expressway from the US 101 interchange to west of Airport Road then transitions to a two-lane highway through the current Airport Road intersection. Caltrans has a spring 2007 project that will widen SR 46 E. to a four-lane expressway east past the end of the study area.

In 2001 SLOCOG in association with the City of El Paso de Robles, Caltrans and SLO County sponsored an SR 46E Corridor Study. This study evaluated the SR 46E corridor from the U.S. 101 interchange east to Jardine Road and considered the corridor as freeway only, expressway only, and a combination of freeway and expressway. Both an at-grade Airport Road intersection was considered for the expressway options and a full access interchange was considered for the freeway options. Though this study reached the draft final stage in 2002, it was never completed.

Project Purpose:

What is the purpose of the project? What was the project selection criterion?

For revisions after the PID phase this should be quoted or referenced from the PID's purpose and need.

The City of El Paso de Robles is processing the Chandler Ranch Area Specific Plan (CRASP) which is a major land development project located to the south of SR 46E and to the east of Golden Hill Road. Airport Road currently is an at-grade "T" intersection that provides access only to the north of SR 46E. For the CRASP to fully develop, Airport Road will need to be extended south of SR 46E to Union Road. The extension of Airport Road to the south results in a new connection to SR 46E that will require CTC approval.

- The purpose of this project is to develop both interim and ultimate transportation improvement alternatives at SR 46E/Airport Road (PM 32.15) that are acceptable and viable to the city, the state and all other stakeholders and that will allow the CRASP to fully develop.

Project Name: Route 46E/Airport Road Project Study Report (PSR)	Project Phase: PID
County-Route-P.M.: SLO-46-32.15	Prepared by: OMNI-MEANS
District-Project EA: 05-0L950K	Date Prepared: December 16, 2005

Project Phase Objectives:

What are the project objectives (cost, schedule, quality, & customer satisfaction) that will determine the success of the project.

- Cost – Interim project improvements at SR 46E/Airport Road are anticipated at this time to be 100% funded from local funding sources with the costs for construction and right of way to be identified in the PSR. The PSR will also identify construction and right of way costs for one or more ultimate project improvement alternatives. There has been discussion about seeking STIP funds as one source for funding the ultimate project improvements.
- Schedule – Approved Project Study Report in September 2006.
- Quality - Project alternatives (both interim and ultimate) should provide the access to SR 46 E at Airport Road needed to support anticipated growth within the City of El Paso de Robles while maintaining acceptable traffic operations on SR 46E.
- Customer Satisfaction – Project alternatives must be supported by the local community, SLOCOG, Caltrans, and the CTC.

Project Description/Scope Statement:

Provide a brief description of the project and the end product the project will construct.

Provide a location map of the project.

In the short-term (interim), it is proposed to extend Airport Road south of SR 46E to a new intersection with Union Road either at the current Airport Road intersection with SR 46E or along a new alignment further to the east. This study will identify the ultimate alignment for Airport Road. It is also proposed to either reconstruct the existing at-grade intersection on the current Airport Road alignment or a new at-grade intersection on the new alignment. This study will identify the required intersection geometrics including design elements, right of way requirements and environmental or physical constraints and will include a traffic study and operational analysis of SR 46 from Route 101 to Mill Road. Potential funding sources and cost allocations will also be identified.

In the long-term (ultimate), the purpose of the project is to determine the need for a full access Airport Road interchange on SR 46E. This study will identify feasible interchange design alternatives including design elements, right of way requirements and environmental or physical constraints. Potential funding sources and cost allocations will also be discussed.

Location Map Attached

Project Name: Route 46E/Airport Road Project Study Report (PSR)	Project Phase: PID
County-Route-P.M.: SLO-46-32.15	Prepared by: OMNI-MEANS
District-Project EA: 05-0L950K	Date Prepared: December 16, 2005

Project/Phase Constraints, Assumptions, and Risks:

Provide a list of constraints, assumptions, and risks for the project and current phase. Actual analysis of risks is done in a separate process.

Constraints are items that limit a project team's options such as schedules, resources, budget, and technology.

Assumptions are those considerations that are considered true, certain, or real for planning purposes.

Risks are discrete occurrences that may affect the project for better or worse.

Constraints:

- CT Staffing
- CT Environmental to be Lead Agency for CEQA

Assumptions:

- Local, private and/or STIP monies will be available within the timeframe the ultimate project is required.

Risks:

- CTC and Caltrans requirements for justification of a new public road connection to Freeway/Expressway cannot be met.
- HDM Interchange spacing cannot be met and Mandatory Fact Sheet Exceptions are required to be approved at PSR stage.
- Traffic study and traffic operational analyses show no Interim alternative provides an acceptable LOS for SR 46.
- No viable funding plan for the full interchange alternative by the year it will be required.
- The project degrades the SR46/101 intersection of an unacceptable LOS.

Phase Deliverables:

Provide a list of the deliverables for the current project phase. These should be the significant deliverables that the sponsor will be asked to verify. Include the Project Management deliverables such as work plan, status reports, etc.

- Consultant Scope of Work with City of El Paso De Robles (project sponsor)
- Draft and Final Capital Project Charter
- Traffic Forecasts and Operations Analysis
- Accident Report
- Project Study Report and Preliminary Environmental Analysis Report

Key Team Members:

List the key team members needed for the project. Identify which are critical to the current phase. They need not be named, but all key functional units and any special expertise required should be listed.

- | | |
|---------------------------|-----------------------|
| City of El Paso de Robles | SLOCOG |
| County of San Luis Obispo | CT Project Management |
| CT Traffic Operations | CT Advance Planning |
| CT Design II | CT Environmental |
| CT-Regional Planning | CT Right of Way |
| CT Structures | CT Traffic Safety |

Draft Capital Project Charter

Project Name: Route 46E/Airport Road Project Study Report (PSR)	Project Phase: PID
County-Route-P.M.: SLO-46-32.15	Prepared by: OMNI-MEANS
District-Project EA: 05-0L950K	Date Prepared: December 16, 2005

Deliverable Management:

(Filling out Deliverable Management is Optional)

Describe the process the project team will take to manage the phase deliverables. Identify any specific sponsor reviews/approvals that will be required.

- Kickoff Meeting
- Administrative Draft PSR – Sponsor and Caltrans Project Manager Review
- Public Meeting
- Draft PSR – District Wide Review
- Draft Final PSR - Sponsor and Caltrans Project Manager Review
- Final PSR – Circulation for Signatures
- PSR Approval

Approvals:

Project Manager: _____ Date: _____
TOM HOUSTON
Caltrans Project Manager, Special Funded Projects

*Project Sponsor: _____ Date: _____
JIM APP, City Manager
City of El Paso de Robles

* Project Sponsors are individuals or groups that represent external project customers by advocating a project or group of projects. Project Sponsors may be internal or external to Caltrans. (ref: PMD 001 *Project Management Definitions*)

TO: James L. App, City Manager
FROM: Mike Compton, Director of Administrative Services
SUBJECT: Annual Development Impact Fee Report
DATE: January 3, 2006

Needs: To present the annual development impact fee report to the City Council for the fiscal year ended June 30, 2005.

Facts:

1. The City presently imposes various development impact fees. The rates applied during fiscal year 2005 are identified as follows (all fees were adjusted 7/1/05 by various inflationary factors):

- Water Connection Fee (including Nacimiento Water)

For water meters < 1"

\$7,816 per multi-family residence (unit)
\$6,199 per mobile home park space
\$7,816 per single family residence
\$7,816 per mobile home subdivision lot
\$7,816 per commercial unit + \$536 per sub-unit
\$7,816 per hosp/convalescent unit + \$536 per sub-user
\$7,816 per motel/hotel unit + \$536 per unit
\$7,816 per school + \$536 per classroom
\$7,816 per industrial/manufacturing meter + .19 per sq. ft.

For water meters > 3/4"

1"	\$13,053
1.5"	\$26,028
2"	\$41,661
3"	\$83,400
4"	\$130,298
6"	\$260,518
8"	\$416,844
10"	\$599,276

- Sewer Connection Fee
 - \$4,412 per multi-family residence
 - \$4,060 per mobile home park space
 - \$4,412 per single family residence
 - \$4,412 per mobile home subdivision lot
 - \$4,412 per commercial unit
 - \$4,412 per hosp/convalescent unit + \$203 per room
 - \$4,412 per motel/hotel unit + \$83 per unit
 - \$6,234 per school + \$83 per classroom
 - \$4,060 per industrial/manufacturing meter + \$48 per 5 employee
- Park Development Impact Fee:

Estate (1 acre or >)	\$2,686
Single Family	2,686
Condominium/Duplex	2,088
Multiple Family	2,324
Mobile Homes	1,684
Assisted Living	-0-
Long-term Transient Lodging	-0-
Commercial Lodging	-0-
RV Parks & Campgrounds	-0-
Retail/Office	-0-
Industrial	-0-

- Storm Drain Development Impact Fee:

Estate (1 acre or >)	\$820	
Single Family	644	
Condominium/Duplex	350	
Multiple Family	212	
Mobile Homes	563	
Assisted Living	286	
Long-term Transient Lodging	192	
Commercial Lodging	128	
RV Parks & Campgrounds	-0-	
Retail/Office	0.15	per square foot
Industrial	0.20	per square foot

- Traffic (streets, signals & bridges) Mitigation Fee:

Estate (1 acre or >)	\$4,520	
Single Family	4,520	
Condominium/Duplex	2,778	
Multiple Family	2,974	
Mobile Homes	2,280	
Assisted Living	865	
Long-term Transient Lodging	2,974	
Commercial Lodging	2,328	
RV Parks & Campgrounds	1,464	
Retail/Office	4.19	per square foot
Industrial	2.25	per square foot

- Public Safety Facilities Impact Fee

Estate (1 acre or >)	\$746	
Single Family	746	
Condominium/Duplex	227	
Multiple Family	633	
Mobile Homes	1,168	
Assisted Living	10,005	
Long-term Transient Lodging	276	
Commercial Lodging	249	
RV Parks & Campgrounds	-0-	
Retail/Office	.33	per square foot
Industrial	.01	per square foot

- General Governmental Facilities Impact Fee:

Estate (1 acre or >)	\$433	
Single Family	433	
Condominium/Duplex	433	
Multiple Family	433	
Mobile Homes	433	
Assisted Living	433	
Long-term Transient Lodging	433	
Commercial Lodging	68	
RV Parks & Campgrounds	-0-	
Retail/Office	.07	per square foot
Industrial	.08	per square foot

- Library and Public Meeting Facilities Impact Fee:

Estate (1 acre or >)	\$1,064	
Single Family	1,064	
Condominium/Duplex	827	
Multiple Family	921	
Mobile Homes	666	
Assisted Living	-0-	
Long-term Transient Lodging	-0-	
Commercial Lodging	-0-	
RV Parks & Campgrounds	-0-	
Retail/Office	-0-	
Industrial	-0-	

- Aquatics Facilities Impact Fee:

Estate (1 acre or >)	\$1,064	
Single Family	1,064	
Condominium/Duplex	827	
Multiple Family	921	
Mobile Homes	666	
Assisted Living	-0-	
Long-term Transient Lodging	-0-	
Commercial Lodging	-0-	
RV Parks & Campgrounds	-0-	
Retail/Office	-0-	
Industrial	-0-	

Note: The retail/office and industrial fees were adopted with a three year phasing component. On March 1, 2006, the last fee phasing component will be made increasing each fee by \$1.67 and \$0.49, respectively.

2. Development impact fees collected must be spent or committed within five (5) years of collection. The City Council may make findings annually after five (5) years for any funds on-hand that remain unexpended or uncommitted. The findings must identify the purpose for which the funds are to be used and demonstrate a nexus (connection) between the collection of the fee and the purpose for which it is to be used. Otherwise, unexpended or uncommitted fees collected must be returned. The City has relied upon policy documents to fulfill this obligation under the code; e.g. the City's capital Improvement Program, Water Master Plan, etc.

3. A separate fund has been established for each development impact fee to record financial transactions.
4. For the purposes of presentation only, some development impact fees have been consolidated in the comprehensive annual financial report (audit), i.e. specific plan fees.
5. Interest income is allocated to each and every development impact fee fund based upon its proportional share of total invested City cash resources.
6. In certain locations, the City has allowed developers to defer public improvements (saving up-front project costs). In these areas, new development pays specific plan fees at the time of issuance of building permit. The two applicable specific plan areas are:

• <u>Union/46 Specific Plan</u>	
Police Equipment	\$ 34 per unit
Fire Equipment	270 per unit
Creston/No. River Signal	397 per unit
Union Road Improvements	1,774 per unit
N. River Road Improvements	1,269 per unit
Golden Hill/Hwy 46 Signal	42 per unit
Golden Hill/Union Signal	36 per unit
Park Site Acq. & Develop.	702 per unit
Off site Water Well	283 per unit
Specific Plan Preparation	129 per unit
Total (assuming all fees apply)	<u>\$4,936 per unit</u>
• <u>Borky Specific Plan</u>	
Storm Drainage	\$ 0 – 3,664
Wastewater	79 - 84
Water	185 – 674
Signal BV @ Hwy 46	0 - 200
Collector Extension	0 - 450
Hwy 46 Interchange	2,957 – 4,147
N. River Rd. Upgrade	0 - 260
Contingency	115 - 161
Plan Preparation	0 - 209

The Borkey Specific Plan contains five (5) fee sub-areas and one (1) non-fee sub-area (open space). The fee illustration above simply notes the low to high range of the fee without regard to specific sub-area. Total fees per unit, assuming a permit would be assessed for all fee categories, would range from a low of \$4,228 for sub-area B and a high of \$8,241 for sub-area E.

7. The Borkey Specific Plan fees were reduced by Resolution No. 98-221 adopted 12/15/98 due to the installation by the City of certain improvements to accommodate the development of the North County Cuesta College campus.
8. The Borkey Specific Plan fees were further modified by Resolution No. 02-127 adopted 7/2/02 to accommodate the development of the Paso Robles Hot Springs Resort. Only sub-area A fees were modified by this action.

9. In the case wherein a capital improvement project is funded from two or more development impact fee funds, all expenditures are recorded in a single fund and the appropriate proportional share of each funding source is transferred into this single fund. This methodology provides for the 'capturing' of all project costs in a single account for ease determining the final total cost of the project.

Analysis

and

Conclusion:

An analysis of the annual activity of each development impact fee is provided as follows for the fiscal year ended June 30, 2005. Note that commitments identified towards each fee type represent CIP budget appropriations, including carry-over for the budget period beginning July 1, 2005.

Sewer Development Impact (Connection) Fees

The sewer connection fee was first established in February, 1979 by City Council Resolution No. 2278. The fee is applied to eight (8) specific categories of development. The residential fee was first imposed at \$1,187 per single family residential unit. It was subsequently increased effective July 1, 1986 by 2.2% making the fee \$1,213. and again increased 12/92 by Resolution No. 92-182 to \$2,017 in order to generate sufficient revenues to meet bonded debt obligations for the expansion of the wastewater treatment plant to accommodate new development.

In December 2001, the Council adopted new impact fees based upon a study prepared by Hilton, Farnkopf & Hobson. It was the first time a comprehensive analysis had been undertaken on sewer impact fees. The study identified specific projects that would be required to serve new development and established a fee accordingly.

In October 2002, the Council authorized the refinancing of the 1993 Refunding Sewer Revenue Bonds and the issuance of an additional \$8,000,000 in new money to fund approximately \$4,000,000 in system collection improvements and \$4,000,000 in treatment plant improvements.

The cash balance at June 30, 2005 was \$2,214,815. Additionally, there was \$375,697 remaining from the \$8,000,000 installment revenue lease bond proceeds held by the bond trustee, Union Bank of California. The current capital improvement projects budget, effective 7/1/05, includes appropriations totaling \$3,209,700. Assuming new development continues at historical levels, development impact fee revenues over the next four years is expected to cover the funding shortfall.

Water Development Impact (Connection) Fees

The water connection fee was established in February, 1979 by City Council Resolution No. 2314. The fee is applied to eight (8) specific categories of development. The residential fee was first imposed at \$799 per single family residential unit. It was subsequently increased effective July 1, 1986 by 2.2% making the fee \$817.

In December 2001, the Council adopted new impact fees based upon a study prepared by Hilton, Farnkopf & Hobson. It was the first time a comprehensive analysis had been undertaken on sewer impact fees. The study identified specific projects that would be required to serve new development and established a fee accordingly.

During fiscal year 2005, the Council approved a participation contract for the Nacimiento Water Project. New impact fees were imposed to pay for construction of infrastructure necessary to deliver and treat said water. The Nacimiento Water component is included in the connection fees noted above. However, those portions of the impact fee delivery and treatment of Nacimiento Water are calculated and accounted for separately.

The cash balance in all funds at June 30, 2005 was \$3,268,054. Of this amount, \$211,178 is specifically held for the construction of Nacimiento Water treatment facilities and \$1,056,513 is for delivery facilities. The current capital improvement projects budget, effective 7/1/05, includes appropriations totaling \$11,997,800. Assuming new development continues at historical levels, development impact fee revenues over the next four years will be approximately \$432,000 short of fully funding the projects included in the adopted capital improvement projects budget.

Signalization Development Impact Fees

Signalization fees were first adopted in September, 1979 by Resolution No. 2347 which established the fee at \$10.50 per average daily traffic trip (ADT). It was subsequently increased by 2.2% in April, 1986 making the fee \$10.70 per ADT.

The cash balance in the fund at June 30, 2005 was \$0. There is no longer a separate "signalization" fee. Under the new impact fee schedule, signalization is included in the "traffic mitigation" fee with streets and bridges.

Bridge Development Impact Fees

The bridge fee was adopted in April, 1981 by Resolution No. 2561 which established the fee at \$2,142 per residential unit and a per acre amount for industrial/commercial development. In conjunction with the construction of the Niblick Bridge, the fee, per Resolution No. 2972 adopted January, 1985, was increased by 2.2% making the fee \$2,189 per residential unit.

The cash balance in the fund at June 30, 2005 was \$70,527. There is no longer a separate "bridge" fee. Under the new impact fee schedule, bridges are included in the "traffic mitigation" fee with streets and signals.

This fee is distinctly different than the bridge portion of the public facilities development impact fee. However, for ease of public understanding of total residential fees collected for bridges, this fee was consolidated by the Council with the \$811 bridge portion of the public facilities development impact fee for a total fee for bridges of \$3,000.

Park Development Impact Fees

Park fees were originally established by Ordinance No. 411 in May, 1978 at \$498 per lot. The fee was subsequently increased by 2.2% in July, 1986 to \$509 per lot. This fee was modified by the Council on March 3, 2003 via Resolution No. 03-31 as part of the City's AB 1600 Development Impact Fee Study.

The cash balance in the fund at June 30, 2005 was \$1,493,726. The current capital improvement projects budget, effective 7/1/05, includes appropriations totaling \$1,988,200. Assuming new

development continues at historical levels, development impact fee revenues over the next four years is expected to cover the funding shortfall.

Storm Drainage Development Impact Fees

Storm drainage fees were first imposed in January, 1980 by Resolution No. 2391. Fees were established at \$679 per acre and were subsequently increased by 2.2% effective July 1, 1986. This fee was modified by the Council on March 3, 2003 via Resolution No. 03-31 as part of the City's AB 1600 Development Impact Fee Study.

The cash balance at June 30, 2005 was \$403,350. The current capital improvement projects budget, effective 7/1/05, includes appropriations totaling \$708,900. Assuming new development continues at historical levels, development impact fee revenues over the next four years is expected to cover the funding shortfall.

Street Tree Development Impact Fees

This fee was first established in January, 1980 by Resolution No. 2385 at \$137 per interior lot and \$274 per corner lot. It was increased by 2.2% in July, 1986 to be \$140 and \$280, respectively. The City no longer collects this fee.

The cash balance at June 30, 2005 was \$70,678. Approved appropriations in the current two year operating budget will exhaust all available funds.

Public Facilities Development Impact Fees

This fee was established by Resolution No. 93-166 dated October 5, 1993 as a compromise between the existing City Council adopted public policy and the building/development community. Rather than undertake a very expensive AB1600 fee study which may have illustrated the need for a fee increase in excess of \$10,000, the City Council and development community, via the public hearing process, established the fee at \$5,000 with a limit as to how and when it might be increased. The City Council at the request of the building/development did further agree to phase the fee in over a three (3) year period. As adopted, 38% is used for City facilities (city hall/library) and the remaining 62% is for Niblick Bridge II and 13th Street bridge.

In fiscal year 1997, the Council reduced this fee by \$2,500 representing 50% of the total fee. However, given the potential impact upon the City's general fund, the reduction was made to the bridges portion of the fee making the distribution \$1,900 for City public facilities and \$600 for bridges.

During fiscal year 1998, the Council took action to make the combined total of all development impact fees for bridges \$3,000. This was accomplished by restoring \$211 of the suspended portion of the fee making the bridges portion \$811. When combined with the original bridge development fee, \$2,189, the total is \$3,000.

The cash balance at June 30, 2005 was \$1,004,809 which has been committed towards the expansion of 13th Street Bridge. There is no longer a public facilities impact fee for bridges. Under the new impact fee schedule, bridges are included in the "traffic mitigation" fee with streets and signals. The cash balance noted above is the residual balance.

Traffic Mitigation Development Impact Fee

This is a newly adopted fee, March 3, 2003 via Resolution No. 03-31 as part of the City's AB 1600 Development Impact Fee Study, combines the former bridge development fee, signalization development fee and a portion of the public facilities development fee.

The cash balance at June 30, 2005 was \$2,249,813. The current capital improvement projects budget, effective 7/1/05, includes appropriations totaling \$863,000.

Public Safety Development Impact Fee

This is a newly adopted fee, March 3, 2003 via Resolution No. 03-31 as part of the City's AB 1600 Development Impact Fee Study. For purposes of this report, the law enforcement and fire protection equipment balances are combined.

The combined balance at June 30, 2005 was \$418,633 of which \$16,513 is earmarked for police facilities and \$402,120 for fire facilities. The current budget contains no appropriations for said funds.

Library Expansion Development Impact Fee

This is a newly adopted fee, March 3, 2003 via Resolution No. 03-31 as part of the City's AB 1600 Development Impact Fee Study. Revenues are used to pay debt service on the construction of the existing library facility.

The balance at June 30, 2005 was \$0.

Public Meeting Facility Development Impact Fee

This is a newly adopted fee, March 3, 2003 via Resolution No. 03-31 as part of the City's AB 1600 Development Impact Fee Study, replaces a portion of the former public facilities impact fee. Revenues are used to pay debt service on the construction of the existing city hall/library facility.

The balance at June 30, 2005 was \$0.

Aquatics Facility Development Impact Fee

This is a newly adopted fee, March 3, 2003 via Resolution No. 03-31 as part of the City's AB 1600 Development Impact Fee Study.

The balance at June 30, 2005 was \$148,122.

Union/46 Specific Plan Fees

When the City adopted the Union/46 Specific Plan in 1988, the environmental impact report (EIR) identified the impacts that would be created by new development in the study area. The building/development community had the option of installing all required infrastructure improvements in conjunction with new development; by establishing an assessment district; or deferring infrastructure costs through payment of an in-lieu specific plan fee. Based upon the desire of the building/development community to minimize the "up-front" costs on

development and in order to spread the costs of infrastructure over all of the properties that would benefit from the improvements, a specific plan fee was established.

The cash balance at June 30, 2005 was \$2,378,078 and these funds are totally committed for infrastructure improvements as identified in the adopted specific plan (see attached Exhibit "B"). Council action on March 6, 2001 allocated \$1.5 million towards 13th Street Bridge Expansion Project (Union Road and River Road improvements). This amount was subsequently increased to \$2,215,000. The cash resources will be transferred out during fiscal year 2006.

Borkey Specific Plan Fees

In a similar manner to the Union/46 Specific Plan area, when the Borkey Specific Plan was adopted in 1989, an EIR identified the public infrastructure needed to mitigate the impacts of the planned new development. The adopted Specific Plan provided for infrastructure costs to be deferred and spread over all of the parcels in the plan area. The City Council allowed that fees would be collected at the time of issuance of building permits.

The cash balance at June 30, 2005 was \$1,663,714 and these funds are totally committed for infrastructure improvements as identified in the adopted specific plan (see attached Exhibit "C").

As noted above in the facts section, Borkey fees were modified by the Council by the adoption of Resolution No. 98-122 on December 15, 1998.

Fiscal Impact:

None.

Options:

- a. Receive and file.
- b. Amend, modify, or reject the above option.

Exhibit "A"

Detail Schedule
 of
 Development Impact Fee Expenditures
 Fiscal Year Ending June 30, 2005

Fund 228	229	
Borkey	Nacimiento	
Specific Plan	Water Treatment	
\$ 1,054,672	\$	-
609,041		211,178
<u>\$ 1,663,713</u>	<u>\$</u>	<u>211,178</u>

Beginning Cash Balance 7/1/04
 Revenues - All Sources
 Expenditures/Transfers OUT
 Ending Cash Balance 6/30/04

Install Signal @ 24th & Vine Streets
 Install Signal @ Niblick & Country Club
 Install Signal @ Niblick & High School
 13th Street Widening Project

Centennial Park Rehab
 Replace Sherwood Park Playground Equipment

Storm Water Management Study
 Sherwood Drainage Improvements

Street Tree Replacement Program

City Hall/Library Debt Service

New Well Installation: #9
 Install Water Main - Thunderbird to Charolais
 Install Golden Hill Water Tank
 Fire Flow Improvements SW of City
 Water & Sewer Special Studies
 Water Storage Reservoir SE of City
 Sherwood Well Treatment
 Nacimiento Water

Lift Station #2 Rehab
 Lift Station #1 Rehab
 Hilltop Sewer Main Realignment
 Install Ferric Chloride Tank
 Airport/Dry Creek Sewer Main
 Standby Generators
 Upgrade Solids Handling Facilities
 Upgrade Lift Station #9
 Upgrade Lift Station #7
 Templeton Interceptor Upgrades Reaches 2 & 4

Rehab Union Road
 Union/46 Park Acquisition

25-5945-02, Chandler Ranch TIS, #721
 Base: Calculated EX FRI, no Charolais Bridge
 Future: + Full Project, with Airport Rd/SR 46E connection (Signal)

Impact Analysis Report
 Level Of Service

Intersection

#	Intersection	Base		Future		Change
		Del/V	LOS	Del/V	LOS	
# 1	SR46/US101 SB Ramps	31.5	C	47.5	D	+16.006 D/V
# 2	SR46/US101 NB Ramps	122.6	F	237.3	F	+114.720 D/V
# 3	SR46/Buena Vista Dr.	15.6	C	24.4	C	+ 8.774 D/V
# 4	SR 46E / Golden Hill	48.8	D	141.7	F	+92.857 D/V
# 5	SR46/Union Rd.	51.4	F	0.000	F	+2366.443 D/V
# 6	SR46/Airport Rd.	9.4	A	43.9	D	+34.492 D/V
# 7	Union Rd./Union Rd. Extension	14.5	C	19.7	C	+ 5.226 D/V
# 8	Golden Hill Rd./Union Rd.	68.4	F	140.8	F	+ 0.293 V/C
# 9	Union Rd./N. River Rd.	11.3	B	12.4	B	+ 0.071 V/C
# 10	13th St./Riverside Ave.	37.0	D	38.1	D	+ 1.122 D/V
# 11	13th St./Paso Robles St.	24.3	C	24.6	C	+ 0.321 D/V
# 12	Creston Rd./N. River Rd.	33.0	C	34.0	C	+ 1.021 D/V
# 13	Creston Rd./Rolling Hills Rd.	14.3	C	16.0	C	+ 1.714 D/V
# 14	Golden Hill Rd./Rolling Hills	17.6	C	20.2	C	+ 2.555 D/V
# 15	Creston Rd./Golden Hill Rd.	16.9	B	18.4	B	+ 1.464 D/V
# 16	Spring St./1st St./Niblick Rd.	41.6	E	63.2	E	+21.639 D/V
# 17	Niblick Rd./S.River Rd.	29.6	C	30.0	C	+ 0.321 D/V
# 18	Niblick Rd./Creston Rd.	34.3	C	37.8	D	+ 3.496 D/V
# 19	SR 46E / Jardine	865.6	F	0.000	F	+6287.999 D/V
# 20	SR 46E / Mill	72.2	F	0.000	F	+2247.632 D/V

25-5945-02, Chandler Ranch TIS, #721
 Base: Calculated EX FRI, no Charolais Bridge
 Future: + Full Project, with Airport Rd/SR 46E connection (Signal)

Impact Analysis Report
 Level Of Service

Intersection

Type	Northbound		Southbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	
#154	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0
Added	12	0	9	0	0	0	21
Total	12	0	9	0	0	0	21
#170	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0
Added	0	0	20	0	0	0	20
Total	0	0	20	0	0	0	20
#171	0	0	0	0	0	0	0
Base	0	0	0	0	0	0	0
Added	0	0	14	20	0	0	34
Total	0	0	14	20	0	0	34

25-5945-02, Chandler Ranch TIS, #721
 Base: 2025 No Project, No Bridge, GfGeol, PM
 Future: + Project, no Airport

Impact Analysis Report
 Level Of Service

Volume Type	Northbound		Southbound		Eastbound		Westbound		Total
	Left	Right	Left	Right	Left	Right	Left	Right	
#130 Base	0	0	0	0	0	0	0	0	0
#130 Added	0	0	45	0	95	113	115	0	477
#130 Total	0	0	45	0	95	113	115	0	477
#154 Base	0	0	0	0	0	0	0	0	0
#154 Added	0	10	0	7	0	0	0	0	17
#154 Total	0	10	0	7	0	0	0	0	17
#168 Base	0	0	0	0	0	0	0	0	0
#168 Added	0	0	0	189	0	0	0	0	189
#168 Total	0	0	0	189	0	0	0	0	189
#169 Base	0	0	0	0	0	0	0	0	0
#169 Added	0	292	0	0	0	0	0	0	292
#169 Total	0	292	0	0	0	0	0	0	292
#170 Base	0	0	0	0	0	0	0	0	0
#170 Added	0	0	0	18	0	0	0	0	18
#170 Total	0	0	0	18	0	0	0	0	18
#171 Base	0	0	0	0	0	0	0	0	0
#171 Added	0	0	0	12	0	18	0	0	30
#171 Total	0	0	0	12	0	18	0	0	30

25-5945-02, Chandler Ranch TIS, #721
 Base: 2025 No Project, No Bridge, GfGeol, PM
 Future: + Project, no Airport

Impact Analysis Report
 Level Of Service

Intersection	Base		Future		Change In
	Del/V	V/C	Del/V	V/C	
# 1 SR46/US101 SB Ramps	F 100.3	1.204	F 118.4	1.246	+18.033 D/V
# 2 SR46/US101 NB Ramps	D 48.3	1.019	D 54.5	1.035	+ 6.219 D/V
# 3 SR46/Buena Vista Dr.	C 24.7	0.866	C 27.7	0.922	+ 3.086 D/V
# 4 SR 46E / Golden Hill	D 49.2	1.010	F 100.0	1.247	+50.842 D/V
# 6 SR46/Airport Rd.	B 16.8	0.851	C 21.3	0.887	+ 4.469 D/V
# 8 Golden Hill Rd./Union Rd.	A 3.1	0.000	A 4.7	0.000	+ 0.000 V/C
# 9 Union Rd./N. River Rd.	B 13.2	0.527	B 14.0	0.570	+ 0.043 V/C
# 10 13th St./Riverside Ave.	E 62.5	1.016	E 68.7	1.052	+ 6.236 D/V
# 11 13th St./Paso Robles St.	D 40.6	0.963	D 44.6	0.992	+ 3.987 D/V
# 12 Creston Rd./N. River Rd.	C 30.5	0.672	C 31.0	0.699	+ 0.490 D/V
# 13 Creston Rd./Rolling Hills Rd.	D 25.8	0.000	D 31.3	0.000	+ 5.476 D/V
# 14 Golden Hill Rd./Rolling Hills	A 7.0	0.534	A 7.2	0.571	+ 0.108 D/V
# 15 Creston Rd./Golden Hill Rd.	B 19.7	0.620	C 21.2	0.698	+ 1.493 D/V
# 16 Spring St./1st St./Niblick Rd.	D 46.0	0.972	E 56.8	1.044	+10.757 D/V
# 17 Niblick Rd./S.River Rd.	C 32.1	0.795	D 37.0	0.914	+ 4.857 D/V
# 18 Niblick Rd./Creston Rd.	D 49.8	0.987	E 77.4	1.134	+27.600 D/V
# 19 SR 46E / Jardine	C 26.7	0.930	C 31.9	0.979	+ 5.211 D/V

25-5945-02, Chandler Ranch TIS, #721
Base: 2025 No Project, No Bridge, GGeol, PM
Future: + Project, no Airport

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #4 SR 46E / Golden Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 1.247
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 100.0
Optimal Cycle: 180 Level Of Service: F

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 0 1 1 0 3 0 1 1 0 3 0 1

Volume Module:
Base Vol: 482 170 434 212 107 73 100 1396 536 399 1373 191
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 482 170 434 212 107 73 100 1396 536 399 1373 191
Added Vol: 144 18 120 0 28 0 0 0 0 0 194 182 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 626 188 554 212 135 73 100 1396 730 581 1373 191
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 680 204 602 230 147 79 109 1517 793 632 1492 208
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 680 204 602 230 147 79 109 1517 793 632 1492 208

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.95 0.81 0.90 0.95 0.81 0.83 0.80 0.75 0.82 0.78 0.73
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 3334 1809 1537 1718 1809 1537 1583 4549 1416 1556 4471 1392

Capacity Analysis Module:
Vol/Sat: 0.20 0.11 0.39 0.13 0.08 0.05 0.07 0.33 0.56 0.41 0.33 0.15
Crit Moves: ****
Green/Cycle: 0.16 0.10 0.43 0.12 0.07 0.17 0.10 0.29 0.45 0.33 0.51 0.63
Volume/Cap: 1.25 1.08 0.91 1.08 1.25 0.30 0.66 1.17 1.25 1.25 0.66 0.24
Delay/Veh: 167.5 133 43.4 128.3 210 37.0 52.5 120 151.4 160.5 19.0 8.1
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 167.5 133 43.4 128.3 210 37.0 52.5 120 151.4 160.5 19.0 8.1
HCM2kAVG: 22 12 21 13 11 2 5 28 46 39 12

25-5945-02, Chandler Ranch TIS, #721
Base: 2025 No Project, No Bridge, GGeol, PM
Future: + Project, no Airport

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 SR 46E / Golden Hill

Cycle (sec): 100 Critical Vol./Cap. (X): 1.010
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 49.2
Optimal Cycle: 180 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Control: Protected Protected Protected Protected

Min. Green: 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Lanes: 2 0 1 0 1 1 0 1 0 1 1 0 3 0 1 1 0 3 0 1

Volume Module:
Base Vol: 482 170 434 212 107 73 100 1396 536 399 1373 191
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 482 170 434 212 107 73 100 1396 536 399 1373 191
Added Vol: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
User Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Adj: 524 185 472 230 116 79 109 1517 583 434 1492 208
PHF Volume: 524 185 472 230 116 79 109 1517 583 434 1492 208
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 524 185 472 230 116 79 109 1517 583 434 1492 208

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.95 0.81 0.90 0.95 0.81 0.83 0.80 0.75 0.82 0.78 0.73
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 3334 1809 1537 1718 1809 1537 1583 4549 1416 1556 4471 1392

Capacity Analysis Module:
Vol/Sat: 0.16 0.10 0.31 0.13 0.06 0.05 0.07 0.33 0.41 0.28 0.33 0.15
Crit Moves: ****
Green/Cycle: 0.17 0.10 0.38 0.13 0.07 0.17 0.10 0.33 0.50 0.28 0.50 0.64
Volume/Cap: 0.95 1.01 0.81 1.01 0.95 0.30 0.66 1.01 0.83 1.01 0.66 0.23
Delay/Veh: 66.9 114 36.6 105.6 111 36.9 53.0 59.2 29.7 82.2 19.3 7.9
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 66.9 114 36.6 105.6 111 36.9 53.0 59.2 29.7 82.2 19.3 7.9
HCM2kAVG: 13 10 15 12 7 2 5 22 18 21 12 3

25-5945-02, Chandler Ranch TIS, #721
Base: 2025 No Project, No Bridge, GfGeol, PM
Future: + Project, no Airport

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SR46/Airport Rd
Critical Vol./Cap. (X): 0.887
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 21.3
Optimal Cycle: 107 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 0 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 17 0 478 513 1563 0 0 1511 50
Growth Adj: 1.00
Initial Bse: 0 0 0 17 0 478 513 1563 0 0 1511 50
Added Vol: 0 0 0 0 0 73 45 76 0 0 110 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 0 0 0 17 0 551 558 1639 0 0 1621 50
User Adj: 1.00
PHF Adj: 0.92
PHF Volume: 0 0 0 18 0 0 0 0 0 0 607 1782 0 0 1762 54
Reduced Vol: 0
PCE Adj: 1.00
MLF Adj: 1.00
Final Vol.: 0 0 0 18 0 0 607 1782 0 0 1762 54

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 1.00
Lanes: 0 0 0 1718 0 1900 1570 4513 0 0 4513 1405
Final Sat.: 0 0 0 1718 0 1900 1570 4513 0 0 4513 1405

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.00 0.39 0.39 0.00 0.00 0.39 0.04
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.01 0.00 0.00 0.44 0.88 0.00 0.00 0.44 0.44
Volume/Cap: 0.00 0.00 0.00 0.89 0.00 0.00 0.89 0.45 0.00 0.00 0.89 0.09
Delay/Veh: 0.0 0.0 0.0 197.3 0.0 0.0 41.2 1.4 0.0 0.0 32.8 17.5
User DelAdj: 1.00
AdjDel/Veh: 0.0 0.0 0.0 197.3 0.0 0.0 41.2 1.4 0.0 0.0 32.8 17.5
HCM2kAVG: 0 0 0 2 0 0 23 4 0 0 21 1

25-5945-02, Chandler Ranch TIS, #721
Base: 2025 No Project, No Bridge, GfGeol, PM
Future: + Project, no Airport

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #6 SR46/Airport Rd
Critical Vol./Cap. (X): 0.851
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 16.8
Optimal Cycle: 84 Level Of Service: B

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Include Include Include
Min. Green: 0
Lanes: 0 0 0 0 0 1 0 0 0 1 1 0 3 0 0 0 0 0 3 0 1

Volume Module:
Base Vol: 0 0 0 17 0 478 513 1563 0 0 1511 50
Growth Adj: 1.00
Initial Bse: 0 0 0 17 0 478 513 1563 0 0 1511 50
Added Vol: 1.00
PHF Adj: 0.92
PHF Volume: 0 0 0 18 0 0 558 1699 0 0 1642 54
Reduced Vol: 0 0 0 18 0 0 558 1699 0 0 1642 54
PCE Adj: 1.00
MLF Adj: 1.00
Final Vol.: 0 0 0 18 0 0 558 1699 0 0 1642 54

Saturation Flow Module:
Sat/Lane: 1900
Adjustment: 1.00
Lanes: 0 0 0 1718 0 1900 1570 4513 0 0 4513 1405
Final Sat.: 0 0 0 1718 0 1900 1570 4513 0 0 4513 1405

Capacity Analysis Module:
Vol/Sat: 0.00 0.00 0.00 0.01 0.00 0.00 0.36 0.38 0.00 0.00 0.36 0.04
Crit Moves: ****
Green/Cycle: 0.00 0.00 0.00 0.01 0.00 0.00 0.42 0.84 0.00 0.00 0.43 0.43
Volume/Cap: 0.00 0.00 0.00 0.85 0.00 0.00 0.85 0.45 0.00 0.00 0.85 0.09
Delay/Veh: 0.0 0.0 0.0 167.1 0.0 0.0 32.5 1.7 0.0 0.0 25.5 14.4
User DelAdj: 1.00
AdjDel/Veh: 0.0 0.0 0.0 167.1 0.0 0.0 32.5 1.7 0.0 0.0 25.5 14.4
HCM2kAVG: 0 0 0 2 0 0 17 4 0 0 16 1

25-5945-02, Chandler Ranch TIS, #721
 Base: Year 2025 Base PM, no Charolais Bridge
 Future: + Full Project, with Airport Rd/SR 46E connection (Signal)

Impact Analysis Report
 Level Of Service

Intersection	Base Del/V	Base V/C	Future Del/V	Future V/C	Change in
# 1 SR46/US101 SB Ramps	F 90.9 1.177	C LOS Veh C	F 118.4 1.246	+27.447 D/V	
# 2 SR46/US101 NB Ramps	D 44.5 1.013	D 54.1 1.033	+ 9.571 D/V		
# 3 SR46/Buena Vista Dr.	C 22.9 0.836	C 27.1 0.922	+ 4.163 D/V		
# 4 SR 46E / Golden Hill	D 35.4 0.908	D 42.3 0.985	+ 6.942 D/V		
# 6 SR46/Airport Rd.	C 27.8 0.824	D 46.9 0.895	+19.093 D/V		
# 8 Golden Hill Rd./Union Rd.	A 3.1 0.000	A 3.5 0.000	+ 0.000 V/C		
# 9 Union Rd./N. River Rd.	B 13.4 0.529	B 14.9 0.608	+ 0.079 V/C		
# 10 13th St./Riverside Ave.	E 62.5 1.016	E 69.6 1.056	+ 7.075 D/V		
# 11 13th St./Paso Robles St.	D 40.6 0.963	D 45.6 0.998	+ 4.925 D/V		
# 12 Creston Rd./N. River Rd.	C 29.9 0.655	C 30.5 0.689	+ 0.635 D/V		
# 13 Creston Rd./Rolling Hills Rd.	C 24.6 0.000	D 30.0 0.000	+ 5.441 D/V		
# 14 Golden Hill Rd./Rolling Hills	A 9.9 0.564	B 10.1 0.582	+ 0.174 D/V		
# 15 Creston Rd./Golden Hill Rd.	B 19.7 0.620	C 21.3 0.702	+ 1.668 D/V		
# 16 Spring St./1st St./Niblick Rd.	D 46.0 0.972	E 57.4 1.048	+11.401 D/V		
# 17 Niblick Rd./S.River Rd.	C 32.1 0.795	D 37.3 0.919	+ 5.254 D/V		
# 18 Niblick Rd./Creston Rd.	D 49.8 0.987	E 79.1 1.140	+29.304 D/V		
# 19 SR 46E / Jardine	C 26.0 0.920	C 31.9 0.979	+ 5.893 D/V		

25-5945-02, Chandler Ranch TIS, #721
 Base: Year 2025 Base PM, no Charolais Bridge
 Future: + Full Project, with Airport Rd/SR 46E connection (Signal)

Level Of Service Computation Report
 2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 SR46/US101 SB Ramps	LOS	Y+R	sec	Critical Vol./Cap. (X)	Level Of Service
# 1 SR46/US101 SB Ramps	F	12	4	1.177	90.9
Cycle (sec):	100				
Loss Time (sec):	12				
Optimal Cycle:	180				
Approach:	North Bound	South Bound	East Bound	West Bound	
Movement:	L - T - R	L - T - R	L - T - R	L - T - R	
Control:	Split Phase	Split Phase	Protected	Protected	
Rights:	Include	Include	Include	Include	
Min. Green:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
Lanes:	0 0 0 0	0 0 0 0	0 0 0 0	0 0 0 0	
Volume Module:					
Base Vol:	0 0 0 0	444 0 128 0	693 344 1118 833	0 0	
Growth Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	
Initial Bse:	0 0 0 0	444 0 128 0	693 344 1118 833	0 0	
User Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	
PHF Adj:	0.92 0.92	0.92 0.92	0.92 0.92	0.92 0.92	
PHF Volume:	0 0 0 0	483 0 139 0	753 374 1215 905	0 0	
Reduced Vol:	0 0 0 0	483 0 139 0	753 374 1215 905	0 0	
PCE Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	
MLF Adj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	
Final Vol:	0 0 0 0	483 0 139 0	753 374 1215 905	0 0	
Saturation Flow Module:					
Sat/Lane:	1900 1900	1900 1900	1900 1900	1900 1900	
Adjustment:	1.00 1.00	0.76 1.00	0.68 1.00	0.82 0.73	
Lanes:	0.00 0.00	0.00 0.00	0.00 0.00	0.00 0.00	
Final Sat:	0 0 0 0	1447 0 1292 0	3112 1392 2801 2888	0 0	
Capacity Analysis Module:					
Vol/Sat:	0.00 0.00	0.33 0.00	0.11 0.00	0.24 0.27	
Crit Moves:	****	****	****	****	
Green/Cycle:	0.00 0.00	0.28 0.00	0.28 0.00	0.23 0.23	
Volume/Cap:	0.00 0.00	0.18 0.00	0.38 0.00	1.18 1.18	
Delay/Veh:	0.0 0.0	0.0 138.3	0.0 29.4	0.0 89.7	
User DelAdj:	1.00 1.00	1.00 1.00	1.00 1.00	1.00 1.00	
AdjDel/Veh:	0.0 0.0	0.0 138.3	0.0 29.4	0.0 89.7	
HCM2kAVG:	0 0 0 0	0 4 0 4	0 15 22 35	0 6 0 0	

25-5945-02, Chandler Ranch TIS, #721
Base: Year 2025 Base PM, no Charolais Bridge
Future: + Full Project, with Airport Rd/SR 46E connection (Signal)

Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #3 SR46/Buena Vista Dr.
Cycle (sec): 100 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 12 (Y+R = 4 sec) Average Delay (sec/veh): 27.1
Optimal Cycle: 121 Level Of Service: C

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Split Phase Split Phase Protected Protected
Rights: Include Ovl Include Ovl

Min. Green: 0 0 0 0 1 0 0 0 1 2 0 3 0 0 0 0 0 0 0 0
Lanes: 0
Volume Module:
Base Vol: 0 0 0 277 0 264 534 1690 0 0 1529 301

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 0 0 277 0 264 534 1690 0 0 1529 301
Added Vol: 0 0 0 38 0 0 221 0 0 210 32

PasserbyVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Pct: 0 0 0 315 0 264 534 1911 0 0 1739 333
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92

PHF Volume: 0 0 0 342 0 287 580 2077 0 0 1890 362
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 0 0 0 342 0 287 580 2077 0 0 1890 362
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 0 0 0 342 0 287 580 2077 0 0 1890 362
Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900

Adjustment: 1.00 1.00 1.00 0.90 1.00 0.81 0.81 0.80 1.00 1.00 0.78 0.73
Lanes: 0.00 0.00 0.00 1.00 0.00 1.00 2.00 3.00 0.00 0.00 3.00 1.00
Final Sat.: 0 0 0 1718 0 1537 3071 4549 0 0 4471 1392

25-5945-02, Chandler Ranch TIS, #721
Base: Year 2025 Base PM, no Charolais Bridge
Future: + Full Project, with Airport Rd/SR 46E connection (Signal)

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 SR 46E / Golden Hill
Cycle (sec): 100 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 35.4
Optimal Cycle: 120 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R
Control: Protected Protected Protected Protected
Rights: Ovl Ovl Ovl Ovl

Min. Green: 2 0 1 0 1 1 0 1 0 1 1 0 3 0 1 1 0 3 0 1
Lanes: 0 0 1 0 1 1 0 1 0 1 1 0 3 0 1 1 0 3 0 1
Volume Module:
Base Vol: 345 170 232 209 107 74 100 1426 441 269 1411 186

Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 345 170 232 209 107 74 100 1426 441 269 1411 186
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00

PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 375 185 252 227 116 80 109 1550 479 292 1534 202
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 375 185 252 227 116 80 109 1550 479 292 1534 202

PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 375 185 252 227 116 80 109 1550 479 292 1534 202

Saturation Flow Module:
Sat/Lane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.95 0.81 0.90 0.95 0.81 0.83 0.80 0.75 0.82 0.78 0.73

Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 3334 1809 1537 1718 1809 1537 1583 4549 1416 1556 4471 1392

25-5945-02, Chandler Ranch TIS, #721
Base: Year 2025 Base PM, no Charolais Bridge
Future: + Full Project, with Airport Rd/SR 46E connection (Signal)
Level Of Service Computation Report
2000 HCM Operations Method (Future Volume Alternative)

Intersection #6 SR46/Airport Rd.
Cycle (sec): 0 Critical Vol./Cap. (X): 0.895
Loss Time (sec): 16 (Y+R = 4 sec) Average Delay (sec/veh): 46.9
Optimal Cycle: 134 Level Of Service: D

Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Protected Protected Protected Protected
Rights: Ov1 Ov1 Ov1 Ov1

Volume Module:
Base Vol: 139 163 137 17 101 372 343 1395 129 135 1355 50
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 139 163 137 17 101 372 343 1395 129 135 1355 50
Adjusted Vol: 213 52 104 0 78 0 0 2 213 127 3 0
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 393 234 262 18 195 404 373 1518 372 285 1476 54
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 383 234 262 18 195 404 373 1518 372 285 1476 54
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 383 234 262 18 195 404 373 1518 372 285 1476 54

Saturation Flow Module:
Sat/Iane: 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment: 0.88 0.95 0.81 0.90 0.95 0.81 0.83 0.80 0.75 0.82 0.78 0.73
Lanes: 2.00 1.00 1.00 1.00 1.00 1.00 1.00 3.00 1.00 1.00 3.00 1.00
Final Sat.: 3334 1809 1537 1718 1809 1537 1583 4549 1416 1556 4471 1392

Capacity Analysis Module:
Vol/Sat: 0.11 0.13 0.17 0.01 0.11 0.26 0.24 0.33 0.26 0.18 0.33 0.04
Crit Moves: ****
Green/Cycle: 0.13 0.23 0.45 0.02 0.12 0.38 0.26 0.41 0.54 0.22 0.37 0.39
Volume/Cap: 0.89 0.56 0.38 0.56 0.89 0.69 0.89 0.82 0.49 0.82 0.89 0.10
Delay/Veh: 78.2 47.5 24.5 85.7 92.2 37.9 68.7 38.2 20.0 63.4 46.6 26.2
User DelAdj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh: 78.2 47.5 24.5 85.7 92.2 37.9 68.7 38.2 20.0 63.4 46.6 26.2
HCM2kAVG: 11 9 7 2 11 15 19 20 10 14 22 1

25-5945-02, Chandler Ranch TIS, #721
Base: Year 2025 Base PM, no Charolais Bridge
Future: + Full Project, with Airport Rd/SR 46E connection (Signal)
Level Of Service Computation Report
FHWA Roundabout Method (Base Volume Alternative)

Intersection #6 Golden Hill Rd./Union Rd.
Average Delay (sec/veh): 3.1 Level Of Service: A
Approach: North Bound South Bound East Bound West Bound
Movement: L T R L T R L T R L T R
Control: Yield Sign Yield Sign Yield Sign Yield Sign
Lanes: 2 2 2 2

Volume Module:
Base Vol: 72 539 318 116 93 592 116 37 151 61 393 161 99
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 72 539 318 116 93 592 116 37 151 61 393 161 99
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
PHF Volume: 78 586 346 101 643 126 40 164 66 427 175 108
Reduced Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 78 586 346 101 643 126 40 164 66 427 175 108
PCE Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Final Vol.: 78 586 346 101 643 126 40 164 66 427 175 108

PCE Module:
AutoPCE: 78 586 346 101 643 126 40 164 66 427 175 108
TruckPCE: 0 0 0 0 0 0 0 0 0 0 0 0
ComboPCE: 0 0 0 0 0 0 0 0 0 0 0 0
BicyclePCE: 0 0 0 0 0 0 0 0 0 0 0 0
AdjVolume: 78 586 346 101 643 126 40 164 66 427 175 108

Delay Module: >> Time Period: 0.25 hours <<
CircVolume: 305 680 1172 704
MaxVolume: 2204 1934 1580 1917
PedVolume: 0 0 0 0
AdjMaxVol: 2204 1934 1580 1917
ApproachVol: 1010 871 271 710
ApproachDel: 3.0 3.4 2.7 3.0
Queue: 2.5 2.4 0.6 1.7

Posted on Sun, Sep. 18, 2005

Hwy. 46, 101 area nearly saturated

Paso Robles is restricting new projects, at least until temporary traffic improvements are made

By Monika Tjia
The Tribune

A 138-room hotel proposed near the Highway 46 West/Highway 101 interchange in south Paso Robles may be the last new development allowed in that area -- at least for a while.

With congestion at the intersection near its maximum, the city is putting a clamp on new projects, at least until some temporary improvements aimed at easing traffic are done. That work is planned for completion in 2006.

A permanent overhaul, expected to cost up to \$70 million, is being considered but is still several years away.

Traffic now gets caught in bottlenecks at peak hours at the interchange, with travelers heading west toward the coast and south to nearby large chain stores (including Target, Starbucks Coffee and Office Max), fast-food restaurants and lodging along Theater Drive.

"We have pointed out to folks that there is a declining capacity in that intersection," said Bob Lata, the city's community development director.

Right now, new developments with plans approved by the city can build but not occupy businesses until temporary changes are complete.

If approved, the Inns at Vintners Village would take up the last of the traffic capacity at the interchange.

The city's Planning Commission will consider the proposed 138-room hotel Sept. 27. It would be on the northwest corner of Highway 46 West and South Vine Street.

"Projects after that," Lata said, "will have to stand in line for capacity to be created."

The interchange is among Paso Robles' worst intersections.

The city grades level of service at intersections on a scale of A to E, with E being the lowest. Traffic on Theater Drive/

South Vine Street, where the two highways meet, is a level D during peak hours. About 780 cars go through the intersection during peak traffic hours, according to Caltrans.

The design of the interchange creates many of the problems, officials said. It has four highway ramps, 10 traffic signals and two roads -- Ramada Drive and South Vine Street, which becomes Theater Drive -- parallel to Highway 101.

"If we could start over and make it work the way we wanted to," said Caltrans spokeswoman Marta Bortner, "it wouldn't have roads coming in at angles that aren't expected and intersections so close together."

Still, many view the property near it as prime real estate.

"It's really the only area in the Paso Robles area where you can have visibility from the freeway," said Barbara Durand, who sold her property on Theater Drive, southwest of the intersection, to hotel developers.

Uncertainty

That puts a 140-room hotel proposed on Durand's former property in a lurch. The project will be the first in line if it is later determined that the intersection can sustain more traffic or if a current project is canceled.

Existing business owners who may want to alter their property are also in a tight spot.

"I'm hamstrung," said Mike Zappas, whose family owns the River Lodge motel on the southwest side of the intersection. "We don't know if we can develop based on it not being clear what the status is on the intersection."

Zappas wants to tear down the 55-year-old motel his family has owned for more than a decade and build a retail center. It's not logical anymore, Zappas said, to have an old motel in a thriving commercial hub.

Future plans

The city, Caltrans and the San Luis Obispo Council of Governments are working on plans to overhaul the entire interchange.

A report on a long-term fix identifies four alternatives, including the possibility of dual roundabouts on the east and west sides of the intersection.

Developers may not have to wait for the big overhaul, though. The city is allowing them to pay for temporary fixes.

Some of those are already planned; 11 developers are paying for a handful of improvements, estimated to cost \$1.2 million.

Coming changes include lengthening the southbound Highway 101 offramp -- where traffic sometimes backs up onto the highway -- adding a new signal at Ramada Drive (on the east side of the interchange) and synchronizing the traffic lights.

"It's a Band-Aid," Zappas said. "It's not the permanent, long-term solution. It's a small number of improvements so that they can develop."

The city approved a combination McDonald's restaurant and Chevron gas station on Ramada Drive, east of Highway 101 and north of Highway 46 West, in late 2003.

Construction is expected to begin in late October. It would have been much closer to the city's 2003 approval, according to a project spokesman, if not for the traffic concerns.

"We would have liked to have opened prior to interim improvements being completed," said Larry Lovelace, a consultant for McDonald's Corp. "But it was made a condition of our development."

The McDonald's/Chevron project is paying for about 40 percent of the improvements based on how much traffic it would generate.

Meanwhile, new businesses must also agree to join a district to pay for long-term changes to the interchange, with payment based on how much traffic a business generates.

Monika Tjia covers the North County for The Tribune. She can be reached mtjia@thetribune.com or 238-2720, ext. 22.

Calibration Summary
City of Paso Robles
Year 2000 Citywide Traffic Model

Roadway Segment	Limits	Model				Capacity Class	RMSE Limit	RMSE Satisfied?	Diff. Criterion (1,000) Satisfied?	Calibration Satisfied?
		Count (2000)	Volume (2000)	Difference	RMSE					
US 101	s/o SR 46W	41,000	42,850	1,850	5%	1	7%	Yes	No	Yes
US 101	s/o Niblick Rd	46,000	45,914	86	0%	1	7%	Yes	Yes	Yes
US 101	n/o Niblick Rd	31,000	28,086	2,914	9%	1	7%	No	No	No
US 101	s/o SR 46E	27,000	32,156	5,156	19%	1	7%	No	No	No
US 101	n/o SR 46E	20,300	21,421	1,121	6%	1	7%	Yes	No	Yes
US 101	n/o Spring St	19,500	19,731	231	1%	1	7%	Yes	Yes	Yes
SR 46E	w/o Airport Rd	18,000	17,262	738	4%	2	7%	Yes	Yes	Yes
SR 46E	e/o Airport Rd	15,000	13,826	1,174	8%	2	7%	No	No	No
SR 46E	e/o US 101	20,000	18,160	1,840	9%	2	7%	No	No	No
SR 46W	w/o US 101	5,100	5,122	22	0%	2	7%	Yes	Yes	Yes
13th St	w/o River Rd	20,260	19,094	1,166	6%	3	15%	Yes	No	Yes
Airport Rd	n/o SR 46E	4,400	4,199	201	5%	3	15%	Yes	Yes	Yes
Buena Vista Dr	n/o SR 46E	3,270	3,434	164	5%	3	15%	Yes	Yes	Yes
Charolais Rd	w/o Rambouillet Rd	3,710	3,449	261	7%	3	15%	Yes	Yes	Yes
Creston Rd	s/o Charolais Rd	2,990	3,013	23	1%	3	15%	Yes	Yes	Yes
Creston Rd	s/o Scott St	8,680	8,827	147	2%	3	15%	Yes	Yes	Yes
Creston Rd	s/o Golden Hill Rd	13,320	15,344	2,024	15%	3	15%	Yes	No	Yes
Creston Rd	e/o Rolling Hills Rd	10,600	10,915	315	3%	3	15%	Yes	Yes	Yes
Creston Rd	e/o River Rd	14,830	12,381	2,449	17%	3	15%	No	No	No
Linne Rd	e/o Airport Rd	1,240	1,247	7	1%	3	15%	Yes	Yes	Yes
Nacimiento Lake Dr	w/o Mustang Springs Rd	5,680	5,722	42	1%	3	15%	Yes	Yes	Yes
Niblick Rd	w/o Nickerson Dr	16,210	16,521	311	2%	3	15%	Yes	Yes	Yes
Niblick Rd	e/o Spring St	19,710	20,553	843	4%	3	15%	Yes	Yes	Yes
River Rd	s/o Charolais Rd	2,940	2,961	21	1%	3	15%	Yes	Yes	Yes
River Rd	s/o Niblick Rd	8,610	7,653	957	11%	3	15%	Yes	Yes	Yes
Sherwood Rd	e/o Creston Rd	6,680	8,129	1,449	22%	3	15%	No	No	No
Spring St	n/o 24th St	11,150	11,604	454	4%	3	15%	Yes	Yes	Yes
Spring St	n/o 16th St	15,430	13,737	1,693	11%	3	15%	Yes	No	Yes
Spring St	n/o Niblick Rd	15,810	14,221	1,589	10%	3	15%	Yes	No	Yes
Dry Creek Rd	w/o Jardine Rd	1,500	1,456	44	3%	4	15%	Yes	Yes	Yes
Golden Hill Rd	s/o Rolling Hills Rd	6,790	6,115	675	10%	4	15%	Yes	Yes	Yes
Golden Hill Rd	s/o Union Rd	7,800	8,508	708	9%	4	15%	Yes	Yes	Yes
Golden Hill Rd	s/o SR 46E	6,800	6,274	526	8%	4	15%	Yes	Yes	Yes
River Rd	s/o Creston Rd	5,900	5,918	18	0%	4	15%	Yes	Yes	Yes
River Rd	n/o Creston Rd	5,390	4,785	605	11%	4	15%	Yes	Yes	Yes
Union Rd	e/o Union Rd ext to SR 46E	1,710	1,724	14	1%	4	15%	Yes	Yes	Yes
Union Rd	e/o River Rd	4,330	3,843	487	11%	4	15%	Yes	Yes	Yes
Union Rd ext	s/o SR 46E	6,750	5,794	956	14%	4	15%	Yes	Yes	Yes
Charolais Rd	e/o Rambouillet Rd	2,060	1,461	599	29%	6	25%	No	Yes	Yes
Meadowlark Rd	e/o Airport Rd	410	413	3	1%	6	25%	Yes	Yes	Yes
Nickerson Dr	n/o Niblick Rd	2,240	1,030	1,210	54%	6	25%	No	No	No
Ramada Dr	s/o SR 46W	1,790	1,719	71	4%	6	25%	Yes	Yes	Yes
Rambouillet Rd	s/o Nicklaus St	1,940	1,058	882	45%	6	25%	No	Yes	Yes
Rolling Hills Rd	w/o Golden Hill Rd	1,170	1,981	811	69%	6	25%	No	Yes	Yes
Union Rd	w/o Golden Hill Rd	2,930	2,216	714	24%	6	25%	Yes	Yes	Yes
Vine St	n/o 21st St	3,140	1,922	1,218	39%	6	25%	No	No	No
Vine St	n/o SR 46W	3,190	1,657	1,533	48%	6	25%	No	No	No

Letter 4

COMMENTOR: David M. Murray, Branch Chief, Regional Planning & Development Review, State of California, Department of Transportation (Caltrans).

DATE: January 13, 2006

RESPONSE:

Response 4A

The comment addresses a variety of technical issues regarding the traffic study prepared for the project. Please refer to the attached responses from Omni-Means, Ltd, in a memo dated February 9, 2006.





MEMORANDUM

To: City of Paso Robles
Attn: Bob Lata, Susan DeCarli,
John Falkenstein
From: Martin Inouye, Andrew Lee
Re: Response to Comments to Caltrans
Comments
CC: John Rickenbach

Date: February 9, 2006
Project: Chandler Ranch Area Specific Plan
Traffic Impact Analysis Report
Job No.: 25-5945-02
File No.: C721MEM024.DOC

This memorandum has been presented by Omni-Means to respond to comments to the Environmental Impact Report (EIR) for the proposed Chandler Ranch Area Specific Plan (CRASP) in the City of Paso Robles. Comments and responses by Omni-Means are listed below.

General Comment from Caltrans Coverletter dated, January 13, 2006

1. *Of particular concern to Caltrans is the lack of appropriate project-specific and cumulative mitigation strategies to offset the CRASP's traffic impacts on State highway facilities. The traffic study, to a great extent, lacks these strategies.*

Response: Consistent with the *California Environmental Quality Act (CEQA)* and Caltrans guidelines, traffic impacts from the proposed CRASP project have been identified and appropriate mitigation measures recommended. As to the issue of whether such traffic impact identification and mitigation recommendation are "appropriate" is a matter of opinion and is further discussed in the response to the specific DEIR comments.

General Comments from CRASP DEIR Comments dated, January 13, 2006

1. *The CRASP should fully characterize the role and responsibilities of Caltrans relative to the proposal.*

Response: The CRASP acknowledges the role and responsibilities of Caltrans as owner-operator of the state highway system and your responsibility to maintain safe and efficient highway operations both now and into the future. To that end within the CRASP analysis process, coordination from initial scoping to on-going meetings and communication has occurred to address issues of Caltrans concern on the state highway system.

2. *The planning area boundary is insufficient to properly plan for a new connection to SR 46E at Airport Road.*

Response: The purpose of the CRASP is to evaluate the potential traffic impacts from a development project. In the future, if available, the proposed project would use a new connection at SR 46E at Airport Road. The traffic analysis assessed travel conditions both with and without such a connection. The planning and analysis of the proposed new connection at SR 46E/Airport Road is under study in a Project Study Report and uses a planning area boundary as defined and agreed upon by both the City and Caltrans.

3. *The CRASP is unclear about how a new connection to SR 46E from Airport Road would be realized.*

Response: The planning, design and funding of the SR 46E/Airport Road connection will be described in the Project Study Report. Until a new connection at SR 46E/Airport Road is constructed, full development of the CRASP may not realized.

4. *The CRASP is misleading in how it characterizes financial responsibilities. Caltrans does not have financial responsibility to mitigate the effects of the proposed local development.*

Response: The CRASP has attempted to identify fair share responsibilities for improvements required to support their future development on both the State highway and City street systems. It is understood that Caltrans is not responsible to mitigate the effects of proposed local development.

5. *The CRASP misrepresents the 1964 Freeway Agreement.*

Response: The portrayed understanding of the 1964 Freeway Agreement is what it is, with no “sunset” to its application. If there is a change in condition which changes the applicability of the agreement then the parties of the agreement need to achieve a new understanding and agreement.

6. *Financial responsibilities for transportation improvements to state highways required as mitigation for project specific-specific and cumulative impacts must be outlined consistent with today’s funding reality. The CRASP relies upon the findings of an unapproved PSR for identifying fair-share improvement of costs. It is invalid to adopt a funding strategy for anything less than the scope of improvement necessary to adequately mitigate the project impacts.*

Response: The CRASP has and will continue to rely on best available information for required improvements for mitigation and for the funding of those improvements.

7. *The CRASP relies on an invalid assumption for impact findings related to emergency access.*

Response: The burden falls on CRASP to achieve its policies and mitigate its impacts. If a new connection SR 46E/Airport Road is not permitted, full development of CRASP may not be allowed.

8. *Caltrans is developing a comprehensive corridor study to identify and prioritize a series of short-, mid- and long-range solution over a period of 20 years to improve mobility along a five-mile segment of the SR 46E corridor from US 101 east to Jardine Road, approximately five miles.*

Response: Comment acknowledged.

Specific Comment: Caltrans, Letter to the City, January 13, 2006

1. *Comment states that the LOS standard for the State Highway System is that of “C/D” cusp. For a signalized intersection, the threshold of delay is 35.0 sec/veh.*

Response: Per the Caltrans-published *Guide for the Preparation of Traffic Impact Studies* (Dec. 2002),

“Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State highway facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE (measures of effectiveness) should be maintained (p. 1).”

The SR 46E highway is operating at deficient LOS “D” or worse (delay greater than 35.0 sec/veh) during the existing weekday peak hours at the US 101/SR 46E interchange and at SR 46E intersections with Golden Hill Road, Union Road, Mill Road, and Jardine Road (CRASP TIS, Table 4A and 4B, pp. 17, 18). During the Friday peak hour, those intersections are further degraded and the SR 46E intersection with Airport Road operates at deficient LOS “E”.

In that the above intersections exceed the threshold of delay as defined by Caltrans, it is unclear why the Department disagrees with the identified unacceptable conditions at these above locations.

2. *The Department disagrees with this statement, “Off-site (to be constructed by City through payment of fees, a portion of which would be generated by development within the Specific Plan”.*

Response: Caltrans, using a 2004 AB 1600 Annual Report of City expenditures, concluded that the fee program established under AB 1600 did not include improvement projects on either US 101 nor SR 46. This report only identified the fiscal year expenditures and not the list of projects from which the fee was created. The AB 1600 Study, which its update is still under study, does in fact include capital improvement project which are located near and on both US 101 and SR 46. In addition, the City intends to condition the CRASP with a specific plan fee, that will also help fund needed circulation improvements that may not be fully covered under the AB 1600 fee program.

Further discussion and understanding needs to be achieved between the City and Caltrans as to City, including CRASP, obligations to fund improvements on the State highway system. For example, currently the US 101/SR 46E ramp intersections do not operate at acceptable levels of service, thus under AB 1600 (Government Code 66000), they are considered an existing deficiency, whose correction are not the responsibility of future development. Therefore, if funding contributions are made, they are voluntary and/or creditable against future fees for future expansion to support new development.

Additionally, the further discussion between the City and Caltrans also needs to address several other operational and capacity increasing projects on US 101 and SR 46, including:

- Ultimate reconstruction project for the US 101/SR 46E interchange
- Interim and ultimate reconstruction project for the US 101/SR 46W interchange, currently being studied in a PSR
- Interim and ultimate SR 46E corridor improvements from US 101 to Jardine Road
- SR 46E/Airport Road intersection/interchange, currently being studied in a PSR

Lastly, for further discussion is the potential City participation in funding operational improvements to SR 46E east of Jardine Road. Caltrans has identified a safety improvement project on SR 46E from Jardine Road to the Wye. The primary issues for improvement are operational safety, not capacity. Nexus for specific obligation by the City, and specifically CRASP, for funding participation in improvements to SR 46E east of Jardine Road to the Wye has not been clearly established between the City and Caltrans and requires further discussion.

3. *Comment cites a Level-of-Service worksheet as showing the existing SR 46E/Airport Road intersection as operating at LOS “A”, which would then be degraded to LOS “D” with the addition of the project. A second comment states that the new SR 46E/Airport Road connection is the full responsibility of CRASP because it is projected to degrade the intersection under various scenarios.*

Response: The first comment, which cites that Airport Road will degrade from LOS “A” to LOS “D” is based on Attachment B, which is a LOS analysis worksheet for the *Short Term Plus Project, with SR 46E/Airport Connection* scenario (p. 50, Table 16) under the Friday peak hour. The intersection is analyzed with signalized control and improved geometrics for both the “Base” and “Future” scenario. The “Base” scenario is not analyzed under existing intersection geometrics and existing control, and the LOS “A” delay of 9.4 sec/veh. cited by Caltrans is not the existing LOS. Table 4A (p. 17) shows the estimated operations of the existing SR 46E/Airport Road intersection to be LOS “C” during the PM peak hour and LOS “D” during the Friday peak hour (delay = 23.9 sec/veh. and 34.2 sec/veh.,

respectively, LOS worksheets attached in Appendix A, Base Volume Alternative). The output contained within Attachment B was used for only the “Future” scenario LOS analysis, which is presented on Table 16 (p. 50) of the CRASP traffic study.

*Technical note: The **Traffix v.7.7 (Dowling Associates, 2004)** traffic analysis program produces both a “Base” and “Future” traffic output based on a manually entered existing traffic volume (the “base” scenario) and a “future” traffic volume, where the existing traffic volume is overlaid with project assigned traffic. Both traffic volume sets are evaluated using the same intersection control and geometrics. Misinterpretation of the Traffix outputs occurs where analysis scenarios are significantly different from the existing conditions. In this case, the “Base” condition was misinterpreted as the “Existing” condition, even though the intersection was analyzed with signalized control and improved intersection geometrics, whereas the existing SR 46E/Airport Road intersection is a minor-approach stop-controlled intersection.*

In the second section of Comment 3, Caltrans lists several reasons why CRASP is wholly responsible for the cost of the new SR 46E/Airport Road intersection/interchange. Responses are as follows:

- A.** Commercial access to the area bounded by SR 46E and Huer Huero Creek is a benefit resulting from a new SR 46E/Airport Road connection and the project recommends that the commercial development provide its fair share of improvements.
- B.** The misinterpretation of the technical outputs, as explained on the previous page, led Caltrans to make incorrect conclusions regarding the estimated and projected LOS. Under Comment 3B, the appropriate table for citing the existing LOS is Table 4B of the CRASP traffic study (p. 18). The weekday AM, PM, and Friday peak hour LOS are “C”, “C” and “E”, respectively (LOS worksheets attached in Appendix A, Base Volume Alternative). The Caltrans comment incorrectly identifies the AM and Friday peak hour LOS as “B” and “D”.

The Caltrans comment directly compares the existing conditions to the *Existing Plus Project* conditions. The *Existing Plus Project* conditions scenario was included at the request of Caltrans, but is purely hypothetical in that a scenario where the full CRASP traffic is overlaid onto existing traffic conditions is in no way representative of reality. The CRASP project will occur over several years and interregional traffic growth and other development in the City will occur during that time.

- C.** The technical note on the previous page applies to Comment 3C. The appropriate tables for comparison between “No Project” and “Plus Project” conditions are Table 13 (p. 47) and Table 16 (p. 50). The *Short Term No Project* conditions LOS for the AM, PM, and Friday peak hours are “C”, “E”, and “F” (LOS worksheets attached in Appendix B, Future Volume Alternative), thereby demonstrating that deficient conditions will occur at the intersection even without CRASP. The Caltrans comment incorrectly identifies the PM and Friday LOS as “C” and “E”.
- D.** Comment addressed in the first response to Comment 3 and in the Technical Note. The LOS “A” cited by Caltrans for Friday conditions is based on signalized control and improved intersection geometrics; it is not an existing condition LOS. The existing LOS during the Friday peak at the SR 46E/Airport Road intersection is LOS “D” (see Appendix A, Future Volume Alternative).
- E.** The tables compared between the *Year 2025 No Project* and *Plus Project* scenarios with an improved six-lane expressway SR 46E was not valid because different traffic control was studied. The LOS tables for comparison between the “No Project” and “Plus Project” scenarios under year 2025 are Table 19 (p. 59) and Table 20A (p. 70) of the CRASP Traffic Study. Although Table 19 is the “No Project” scenario, the LOS are projected from signalized control and intersection geometrics, including the widening of SR 46E to six lanes. The projected operation of the SR 46E/Airport Road intersection at LOS “D” lends credence

to the argument that the connection should consider an interchange, but Caltrans's assertion that the cost for improvements should be the full responsibility of CRASP is not reasonable as the scenario includes buildout of the City's entire General Plan substantial growth in interregional travel. Whatever the new connection improvement is, CRASP should pay their fair share to the SR 46E/Airport Road connection.

F. See response to Comment 3E. CRASP should also pay their fair share to improvements to the SR 46E/Golden Hill Road intersection.

4. *Comment cites that without the CRASP project LOS "D" can be maintained through year 2025 at the SR 46E/Golden Hill Road intersection and that LOS "B" can be maintained at the SR 46E/Airport Road intersection.*

Response: Table 13 (p. 47) of the Traffic Study, which presents *Short Term No Project* conditions under existing intersection geometrics, projects LOS "E" during the PM peak hour at the SR 46E intersections with Golden Hill Road and Airport Road. Table 19 (p. 59) of the traffic study, which presents *Year 2025 Base* conditions, i.e. build-out of the City without the CRASP project, projects LOS "F" with existing intersection geometrics. The Caltrans-cited LOS are not valid for comparison because the intersection configurations are analyzed with the recommended General Plan improvements (e.g. widening and/or signalization). Such improvements are not likely to occur independently from development consistent with the General Plan, including CRASP.

5. *The comment cites that interchange operations at the US 101/SR 46W interchange and the US 101/Spring Street interchange will degrade to unacceptable LOS with the addition of the project.*

Response: As cited in Caltrans's comments, the US 101/SR 46W ramps are currently operating at LOS "D" (Table 6, p. 20), which is unacceptable per Caltrans standards. Therefore, the US 101/SR 46W interchange is an existing deficiency. Similarly, Caltrans's comment cites that the US 101/Spring Street northbound off-ramp is operating at LOS "E" and is also an existing deficiency. The fact that these facilities are existing deficiencies is contrary to Caltrans's contention that the project is fully responsible for mitigating the facilities from a further degraded LOS to the *existing deficient LOS*. Rather, consistent with AB 1600 (Government Code 66000), the project would not be financially responsible to at least improve current conditions to acceptable levels. Should CRASP voluntarily participate in funding correctional improvements and/or seek fee credit for funding ultimate improvements on a fair share basis, would be at the discretion of the City to help maintain acceptable travel conditions on both local and State facilities in the vicinity of the City. Given the more remote locations to the CRASP project, the City may, at their discretion, consider a funding strategy that covers the fair share obligation of the City and works with developers of new projects in the vicinity to collectively cover that funding obligation.

For response regarding full financial responsibility for improving both the US 101/SR 46E ramp intersections and the SR 46E/Golden Hill Road intersection, please refer to the responses to comments 3 and 4 of this memorandum.

6. *The comment quotes the CRASP "fair share" responsibility toward widening SR 46E to six lanes.*

Response: Comment is consistent with the CRASP Traffic Study, which calculated fair share based on daily traffic contribution.

7. *The comment quotes the CRASP "fair share" responsibility toward improvements to SR 46E from Airport Road to the Wye.*

Response: See response to Comment 2.

8. *The comment quotes the CRASP "fair share" responsibility toward improvements to the US 101/SR 46E interchange.*

Response: Comment is consistent with the CRASP Traffic Study, which calculated fair share based on daily traffic contribution.

9. The comment suggests that because one of the stated needs for the SR 46E/Airport Road connection is CRASP, it substantiates the position that the connection is a project-specific mitigation measure.

Response: Included in the City's General Plan, adopted in 2003, are both an urban land use designation for the CRASP area and a southerly extension of Airport Road from SR 46E. Therefore, from a City planning perspective, the need for a southerly Airport Road extension was not only driven by the proposed CRASP project, but area growth both within and outside the City to serve overall City circulation at acceptable levels. Therefore, possibly the draft Charter Agreement and Need and Purpose Statement, if quoted accurately, needs to be edited to reflect the greater circulation need to support not only CRASP, but all planned area growth both within the City and adjacent County lands.

10. The comment suggests that the City's mitigation monitoring program needs to be included in the traffic study.

Response: Comment acknowledged. For ease of monitoring purposes, all mitigation monitoring is identified in one program in one location in the environmental document. The City upon adoption of the mitigation monitoring program will then be able to fulfill their enforcement responsibility as required under Public Resources Code, Section 21081.6.



COUNTY OF SAN LUIS OBISPO

Department of Agriculture/Measurement Standards

2156 SIERRA WAY, SUITE A • SAN LUIS OBISPO, CALIFORNIA 93401-4556
ROBERT F. LILLEY (805) 781-5910
AGRICULTURAL COMMISSIONER/SEALER FAX (805) 781-1035
AgCommSLO@co.slo.ca.us

Paso Robles

JAN 17 2006

DATE: January 13, 2006

Planning Division

TO: Bob Lata, Community Development Director City of El Paso de Robles

FROM: Lynda L. Auchinachie, Agriculture Department *JK*

SUBJECT: Draft City of El Paso de Robles Revised Chandler Ranch Area Specific Plan Environmental Impact Report (0971)

Thank you for the opportunity to comment on the proposed Chandler Ranch Area Specific Plan Draft Environmental Impact Report Draft Environmental Impact Report (DEIR). The following comments are based on current departmental policy to conserve agriculture resources and to provide for public health, safety and welfare while mitigating negative impacts of development to agriculture.

The DEIR accurately identifies impacts to agricultural resources. Please consider the following modified or additional mitigation measures to protect agricultural operation and resources.

1. Will residences include air conditioning? Additional mitigation to reduce land use incompatibilities between proposed residences and agricultural activities could include installation of air conditioning or mechanical ventilation that would serve to reduce noise and odor impacts. | A

2. Dust can significantly impact vineyards. Airport Road will result in extensive ground disturbing activities in close proximity to vineyards. Air quality mitigation measures have been identified to prevent airborne dust from leaving the site. The Agriculture Department is concerned that these measures alone will not adequately protect adjacent vineyards that are located downwind from the ground disturbing activities. The Agriculture Department recommends timing such activities to be post-harvest and when vineyards are dormant. Additionally, the Dust Control Monitor should consult with the vineyard manager to ensure water spray does not adversely impact vineyards. | B

3. The proposed development will provide the general public with new access along the western boundary of the vineyard. To reduce trespassing impacts, it is recommended a no climb fence be installed between Airport Road and the vineyard. | C

If you have any questions, please do not hesitate to call me at 781-5914.

Letter 5

COMMENTOR: Lynda L. Auchinachie, County of San Luis Obispo, Department of Agriculture

DATE: January 13, 2006

RESPONSE:

Response 5A

The commentor suggests additional mitigation measures for the protection of agricultural operations and resources. The commentor suggests that the proposed residences include air conditioning units and mechanical ventilation to reduce potential incompatibilities with nearby agricultural uses. These suggestions will be included as mitigation measures to augment the development standards for potential residential development within 300 feet of agricultural uses within in subareas 6, 7, 9, 14 and 16.

Response 5B

The commentor suggests additional mitigation measures to address potential dust impacts on vineyards that could result from adjacent grading activities. Specifically, it is suggested that the grading associated with the extension of Airport Road be conducted post-harvest, during times when the vineyards are dormant. The City will make every effort to does not feel that the proposed mitigation measures dealing with air quality are adequate and has suggested others. The commentor suggests 1) that construction in the area should coincide with post-harvest and dormant periods of the nearby vineyards; and 2) that the Dust Control Monitor coordinate with the vineyard manager to ensure water spray does not adversely impact nearby vineyards. These suggestions will be included as mitigation measures to augment the development standards for the extension of Airport Road where it is adjacent to existing agricultural uses.

Response 5C

The commentor suggests including a “no-climb” fence between Airport Road and adjacent agricultural uses to discourage trespassing. It should be noted that such fencing may hinder the passage of wildlife that may use the vineyards for movement. This suggestion will be included as a mitigation measure to augment the development standards for the development of Airport Road where it is adjacent to existing agricultural uses.



**Chandler Ranch Specific Plan
Draft Environmental Impact Report Comments
January 16, 2006**

In preparing comments on the Draft Environmental Impact Report ("DEIR"), we reviewed both our comments on the prior Administrative Draft EIR and the revisions we see in the current Draft EIR. In many cases, our prior comments were not responded to by any meaningful changes to the current draft so those comments are included below. In other cases, changes have been made but concerns still exist.

SECTION 2.0 PROJECT DESCRIPTION

1. Executive Summary

All comments and corrections on the body of the Draft EIR as noted below should be incorporated in the Executive Summary.

A

2. Page 2-1, Section 2.3-1 General Site Characteristics

Revise text in the last paragraph to note that Our Town is within the City Limits.

B

3. Page 2-9, Table 2-2a

Please note that there is a Planned Development overlay zone over the entire planning area.

Footnote number 2: According to the 2003 General Plan, RS (Residential Suburban) land use category has a density of 1 unit/2.5 acres. This yields a maximum unit potential for Subarea 10 of 7.2 units, not 72. If the intended density is 4 units per acre (which yields 72 units), it should be designated RSF-4, and not RS.

C

4. Page 2-10 - Table 2-2B and 2-2C

Subarea 4 is to be zoned POS with development potential for a private recreational facility. However, Table 2-2c does not reflect the development potential for that use. The potential development would total 40,000 sf.

D

All of the zoning should reflect a PD overlay. Subarea 10 shows PF zoning, which should be an overlay with an underlying residential zoning designation, as indicated on Figure 2-2. Please determine the correct intended zoning and density for Subarea 10 (see comment above regarding Footnote 2).

5. Page 2-14, Table 2-3, Specific Plan Circulation Improvements.

On-Site (costs to be shared by property owners): The Airport Road Bridge over the Huerhuero is a regional facility and the CRASP developments should only pay their fair share. See page 62 of the October 2005 Omni-Means Traffic Analysis.

E

The reference to an Airport Road bridge over unnamed drainage in the east-central portion of the site needs to be removed. The 1980 agreement did not contemplate the construction of a bridge. If a bridge is needed then the CRASP owners are only required to make a fair share contribution. Further, the off-site improvements listed under the table present a problem because later in the EIR it indicates that some impacts to regional facilities would not be

mitigated to a level of less than significant because there is no regional funding mechanism to pay for the construction of them. If there is no regional mechanism to pay for the construction of the improvements then no funds/money should be collected from the CRASP owners.

The annexation agreement specifies Sherwood Road to be built with an 84-foot right of way. The table should therefore indicate the "Example Cross-Section" to be City Standard A-2 or that the participants in the annexation agreement should only pay their fair share of the Sherwood Road improvements if the City decides to upgrade the right of way to 100 feet.

6. Page 2-22 Figure 2-5 Gilead Lane Cross Section

Item 4. Traffic circles should be installed where feasible. The City does not have a standard for traffic circles. This standard conflicts with Table 3-4, Collector, Gilead Lane, which identifies the intersection as a roundabout.

Item 6. 30 ft setback should be changed to 25 ft to remain consistent.

Add a new item:

Add a left hand turn lane, if a roundabout or traffic circle is not feasible. Where left hand turn lane is not warranted, it can be removed and road width may be narrowed.

ROW in figure adds up to 72 ft not 64 ft. Please justify the increase of R.O.W.

7. Page 2-23, Water Supply

The discussion of water supply must be accompanied with a water supply assessment in order to comply with SB 610. The discussion of water supply should be a summary of what is contained in a water supply assessment that is attached as a separate document to the EIR.

8. Page 2-23, Water Supply, Policy I-8.

This policy as stated is inconsistent with the Water Supply Assessment (page 12), which requires two wells of a production capacity of 600 gallons per minute. This policy requires three wells with a production capacity of 650 gallons per minute. Please demonstrate through calculations that this requirement is appropriate for the demand. Why does the policy differ from the water supply assessment?

9. Page 2-25, Figure 2-6 – Water System Plan

General Comments:

- a. The existing wells on the Wilcox and Our Town properties are not shown. These wells should be taken into account in the analysis of water supply.
- b. Reference should be made to the current Water Master Plan and City Atlases for more accurate information.
- c. Please clarify the references to areas 20B and 20C. Should they be 18C and 19D?
- d. There are two different colors for the 12" waterline. Please clarify.

The boundaries of the Orchard Bungalow and Main East Water Zones do not appear to coincide with the elevations of the proposed development. For example, much of area 2 and part of area 6 are proposed to be above 880 feet. That means that they will need to be in the Orchard Bungalow Water zone rather than the Main East Water Zone. Furthermore, Pages 4.10-19 and 4.10-20 state that "Orchard Bungalow Water Zone is expected to serve future residences in the specific plan area up to an approximate elevation of 930 feet." However, much of the project is proposed to be above 930 feet in elevation. Specifically, most of area 7 and some of areas 3, 9 and 1 are above 930 feet. The need for an additional booster pump for the Orchard Bungalow

F

G

H

I

Water Zone has been noted, but it is unclear if the pump will be designed to provide adequate pressure to residences as high as 990 feet.

Since the boundaries of the Water Zones may not be correct, it is likely that the locations of the Pressure Reducing Valves are incorrect. Please note that the installation of pressure reducing valves are listed as part of the onsite infrastructure requirements in tables 2-6 to 2-24. Make sure that these tables are updated to show the proper locations of the Pressure Reducing Valves. Also, the existence of residences at or above 990 feet in elevation may require that even more pressure reducing valves be installed.

10. Page 2-27, Figure 2-7, Sewer System Plan

- a) There is no indication of how areas 18B, 19B and 19C will be served.
- b) Subarea 20 c and 20 b should be 18 c and 19 B
- c) The sewer connection shown on Golden Hill Road next to Area 3 is in an area that is lower than Golden Hill Road and will not work without a lift station. An alternative would be to raise the grade of Area 3 to Golden Hill Road. This would eliminate the need for a lift station. It is possible to sewer this subarea through the "Hawk" property to Golden Hill Road, eliminating the need for a lift station. (The right-of-way currently exists.)
- d) The text is often obscured by the exhibit.
- e) The existing sewer line designations are not accurate.
- f) In general, the sewer layout appears to be inconsistent with the current Sewer Master Plan.
- g) A 6" force main is shown as required in Union Road. Other portions of this document refer to this force main as 4".
- h) Based on existing topography, it may be better to move the Lift Station on Union Road to the southeast between area 18A and 19A.
- i) The tie-in elevation at the sewer connection point in Gilead Lane is higher than much of the area 3A finished ground. It is probably better to abandon the connection at Gilead Lane and continue the sewer from area 3A east to a connection with area 6.
- j) There is no indication of how Areas 16 and 17 will be sewered.
- k) There is an existing sewer line in Airport Road that continues through Turtle Creek; it could serve as a potential point of connection.

J

11. Page 2-29, Policy I-14 Sewer Treatment Capacity.

These issues might have been best addressed as part of the preparation of the SP and EIR and we understand that the Sewer Master Plan will provide additional information and the necessary mitigations for the proposed impacts.

K

12. Page 2-29, Table 2-5. Detention Basin Summary

Please refer to our comments on Appendix D of the Specific Plan. The first number in the Contributory Drainage Area Developed column, not in parenthesis, represents (approximately) the maximum allowable discharge.

The sum of the numbers in parentheses does not agree with the exhibit Figure 2-8 or Figure 4.8-1, or the drainage basin calculations in Appendix D (Specific Plan). The third column (maximum allowable discharge) represents the maximum outflow resulting from the drainage analysis. This column should represent allowable discharge (Q_{10} , predeveloped). Please update throughout the document where this table and information is referenced.

L

13. Page 2-30, Policy I-17

Item e. Please reconsider the minimum gradient of 2% drainage to the outlet in light of recent issues with nuisance water.

M

14. Page 2-31, Figure 2-8, Drainage Plan

Please refer to our comments on Appendix D of the Specific Plan.

- a. Remove shading for proposed development or use shading consistently on all parcels (add shading to subareas 12-19).
- b. The boundaries for the pink shading are not consistent (include roads or not) in subareas 1 and 2 and need to be corrected.
- c. Basin 4 is located at a high point in area 3. No detention basin should be located here.
- d. Change "NOTE" to refer to Appendix D of the Specific Plan.
- e. Please add a note: "The circulation concept shown here was provided only by the Jonatkim property owner and was not provided for subareas 11-19."
- f. The developed area contributing to detention basin 6 is labeled 18.2 acres, Appendix D of the Specific Plan shows that this developed area is 12.8 acres.

N

The detention basins should be located outside of the natural drainage channels; otherwise, the outlet structures will be oversized to accommodate the "off-site" or natural flows. As a result, they will not detain the water they are intended to. Please see the previously provided site exhibits prepared by the Wurth Team for basin locations.

15. Page 2-34 to 2-40 - Specific Plan Phasing and Implementation

The phasing discussion and Tables 2-6 through 2-24 do not address the timing requirements for improvements to Subarea 20, the open space trail system. Policy C-10 in the Specific Plan (Page 3-36) indicates that responsibility for construction "shall be that of the development subarea closest to the trail segment in question", an approach that creates an uneven distribution of cost among the various subareas, placing the bulk of the burden on Jonatkim.

O

16. Page 2-34, Table 2-6, Subarea 1 Onsite Infrastructure Requirements

Onsite Infrastructure Requirements. It would not be anticipated that 1-acre lots would require detention. Please omit the requirement to construct detention basins, per City's direction.

P

17. Page 2-34, Table 2-7, Subarea 2 Onsite Infrastructure Requirements

The Sewer section of the table has a duplicated requirement.

Q

18. Page 2-35, Table 2-9, Subarea 4 Onsite Infrastructure Requirements

The 6" Force main should connect to an existing 15" main east of Golden Hills Road per Figure 2-7. It will not connect to an 8" main on Union Road. The location of the lift station would be better suited at area 5 on Union.

R

Please provide calculations to justify increasing the size of the force main on Union Road from 4" (as proposed in the previous EIR) to 6".

19. Page 2-35, Table 2-10, Subarea 5 Onsite Infrastructure Requirements

The 6" force main should connect to an existing 15" main east of Golden Hills Road per Figure 2-7. There is no 8" main in that section of Union Road.

S

Please provide calculations to justify increasing the size of the gravity main in Union Road from 8" (as proposed in the previous EIR) to 12".

The Sewer within the West end of Gilead Road should not connect to the existing 8" main in Gilead. The elevation of the existing main at the point connection is too high for Area 3A to drain.

20. Page 2-35, Table 2-11, Subarea 6. Onsite Infrastructure Requirements

The 6" force main should connect to an existing 15" main east of Golden Hills Road per Figure 2-7.

| T

This area would require water service from the Orchard Bungalow Water Zone and upgraded booster pump.

21. Page 2-36, Table 2-12, Subarea 7 Onsite Infrastructure Requirements

Sixth bullet: The 6" force main should connect to an existing 15" main east of Golden Hills Road per Figure 2-7.

| U

Please explain the reference to Traffic & Circulation Option B referenced in the last bullet.

22. Page 2-36. Table 2-13, Subarea 8 Onsite Infrastructure Requirements

The water improvements should be in accordance with the new Water Master Plan, not 1993.

| V

23. Page 2-37 Table 2-14 Subarea 9 Onsite Infrastructure Requirements

Please explain the reference to Traffic & Circulation Option B referenced in the last 2 bullets. Subarea 9 will sewer to the Meadowlark Basin as shown in Figure 2-7 of the EIR and 3-15 of the SP. The last two bullet points in the sewer section requiring construction of sewer in Gilead should be deleted.

| W

24. Table 2-15, Subarea 10 Onsite Infrastructure Requirements

Sewer will not flow west to existing 8" in Gilead Lane.

| X

Verify that sizes for the force main and gravity main on Union Road are correct. Use correct sizes in table.

25. Page 2-42 and 43, Developer Responsibility for Onsite Improvements

Mitigation measures, like conditions of approval, must be rationally related to an impact and only a fair share contribution is required.

| Y

26. Page 2-44, Project Objectives

The discussion on Project Objectives needs to be expanded to be more project-specific. This is important when considering feasibility of mitigation measures and how they impact project objectives.

| Z

27. Page 2-45, Required Approvals

The last bullet point under the required approvals described on page 2-42 refers to compliance with San Joaquin Kit Fox ("SJKF") habitat mitigation and other requirements of the United States Fish & Wildlife Service ("USFWS") and/or CDFG. This requirement imposes significant and unnecessary obligations on the developer and could result in the payment of millions of dollars in mitigation and other fees even if there is no occupied SJKF habitat onsite and, consequently, no "take" of this species from development activities. To ensure SJKF protection, this bullet point should simply be revised to be consistent with the requirements of the State and Federal Endangered Species Acts. Under those Acts, an appropriate policy would be to require completion of protocol level SJKF surveys prior to issuance of a grading permit. If the surveys

| AA

demonstrated presence of the species, then it would be necessary for developers to obtain an incidental take permit or undergo a "Section 7 consultation" prior to development. If the surveys do not indicate presence, then the grading permit could be issued without the need for any further mitigation measures related to SJKF.

This mitigation measure, as the one for construction of certain roads, must be rationally related to an impact that is created by a project. If there is an impact to the SJKF from the project then CRASP is required mitigate it. Otherwise, there is no legal basis for imposing such mitigation.

SECTION 3.0 ENVIRONMENTAL SETTING

28. Page 3-3, Specific Plan Area Setting

The Our Town area is now within the City Limits. Please revise the text in the second paragraph accordingly.

AB

SECTION 4.0 ENVIRONMENTAL IMPACT ANALYSIS

29. Page 4.1-3, Figure 4.1-1, Agricultural Capabilities.

It should be noted that the Our Town area would be characterized as urban and built up land.

AC

4.2 Transportation & Circulation

30. Page 4.2-16 - Intersections

The intersection discussion needs to state clearly that there are currently deficient LOS conditions at specific intersections. The existing LOS conditions at SR46/Union, SR46E /Airport, Union/Golden Hill, and SR46/Jardine, currently require signalization regardless of whether the CRASP is developed, and the incremental impact of the Specific Plan on these intersections is not clearly identified.

AD

31. Page 4.2-18 - US 101 Ramps

Again, the discussion in this section needs to clearly state that there are existing, significant circulation deficiencies that will continue to worsen over time and will require improvements regardless of whether the CRASP is constructed or not. This discussion would provide the basis for determining the extent to which the improvements contemplated in the CRASP (Airport Road, etc.) will alleviate or increase the existing LOS issues identified. This is important because the conclusion that the project will have a significant, unmitigated impact is based on the project's impact on these existing circulation deficiencies.

AE

32. Page 4.2-33 - Impact T-1

The discussion of existing plus specific plan intersection operations does not quantify the incremental impact to each of the eight intersections over the existing LOS in a manner that allows for determining the project's share of impacts to offsite intersections. The impact is written to imply that the LOS would be acceptable without CRASP development.

AF

33. Page 4.2-41 Residual Impacts

CRASP should not be required to pay fair share contributions to off-site traffic impacts if the City does not have the resources to construct the off-site improvements, especially given the fact

AGx

that the EIR after mitigation continues to identify this as a significant and unavoidable impact. See previous comments.

The City has stated the following. Please incorporate this provision for reimbursement into the EIR discussion under Policy C-6.

With regard to the Huer Huero Bridge: A connection to Highway 46 East is a prerequisite to full development of the Plan Area and therefore a proposed requirement to be funded by the Plan Area. To the extent that it can be demonstrated that subsequent development areas (e.g. Olsen-Beechwood Specific Plan area) would benefit from this improvement, provisions can be made for reimbursement of the CRASP property owners /developers who install improvements benefiting others.

AG

34. Page 4.2-44 Short-term No-project Conditions

Identify the length of time envisioned as the "short-term". The improvements programmed for 101 & 46E are referenced to be completed by 2015, and the assumptions appear to include them as completed. Is the "short-term" intended to be up to 2015, or later?

AH

35. Page 4.2-46 Approved/Pending Trip Distribution

The discussion on approved/pending project trip distribution should be expanded to discuss those projects' percentage or share of impact on affected intersections, in order to determine the Chandler incremental impact on these intersections and determine this project's fair share of improvement costs.

AI

36. Page 4.2-79 - Year 2025 Roadway Operations

It should be noted in the discussion regarding the Charolais Road overcrossing that the Chandler Ranch development would provide a fair share of impact fees toward the future construction of that bridge. While impact fees do not alleviate the problem in the short term, it does bring the construction of the bridge closer to reality.

AJ

If, in the future, the City cannot fund the improvement, what happens to the fees collected from CRASP? See comment below.

37. Page 4.2-83 Residual Impacts

CRASP should not be required to pay fair share contributions to off-site traffic impacts if the City does not have the resources to construct the off-site improvements, especially given the fact that the EIR after mitigation continues to identify this as a significant and unavoidable impact.

AK

4.3 Air Quality

38. Page 4.3-6, Mitigation Measures, AQ-1 (a) - Application of BACT

It would appear to be excessive and unlikely that the Air Pollution Control District would have the staff available to review grading plans for the City of Paso Robles. It would be more appropriate that grading plans be reviewed by the City with the Air Pollution Control District requirements in mind.

AL

39. Page 4.3-14, Table 4.3-5 - Implementation of Transportation Control Measures...

Section T3 notes that "all trails require design approval by a licensed architect or the City Engineer." The approval should be by the City Engineer.

AM

Footnote 2 utilizes a factor of 2.7 persons per unit. The City has recently revised this factor number to 2.663, which would result in 3,832 residents in Section L-3 instead of 3,885 residents. Please revise.

4.4 Noise

40. Page 4.4-7, Table 4.4-1 Existing Traffic Noise Levels

Niblick Road east of Creston Road is Sherwood Road. Please correct the reference.

AN

41. Page 4.4-12, Table 4.4-4

Please differentiate between: Sherwood between Creston and Airport, and Sherwood east of Airport.

AO

42. Page 4.4-13, Figure 4.4-3, Future Specific Plan Area Roadway Noise Contours

There should be differentiation between Sherwood Road west and east of Airport.

AP

43. Page 4.4-15, Noise Attenuation

This paragraph requires that a site-specific noise evaluation shall be conducted prior to development. It does not state what "prior to development" means and does not indicate to what standards this noise evaluation should be conducted.

The options for noise attenuation should not be ranked in order of preference, but provided as equal options for Planning Commission determination of appropriateness. Please remove the ranking order terms "first", "second", etc. per the City's direction.

AQ

44. Page 4.4-15, Noise Attenuation

It is unclear as to why a noise evaluation is required to develop adjacent to a collector street. There is no evidence in the EIR or the Specific Plan to support the requirement of a noise evaluation. The projected noise levels for the collector street are not beyond those in other parts of the City.

AR

4.5 Safety and Geologic Hazards

45. Page 4.5-3, Figure 4.5-1 – Slope Map

The map shows subarea boundaries in red, but the legend indicates that the subareas are outlined in black. This map is not a slope map. The map only represents slopes greater than 10%. It is unclear what purpose this figure achieves.

AS

46. Page 4.5-8, Figure 4.5-3, Regional Earthquake Fault Zones

As previously stated, the faultlines should be labeled on this exhibit as they are referenced in the text.

AT

47. Page 4.5-20, Table 4.5-2 – Grading Requirements.

In Grading Category E, the installation of dry utilities should also be included in the allowable grading improvements. This is important because on page 4.7-21, the policy for Trail Lighting requires that lighting shall be provided along trails as necessary to ensure user safety. Lighting would require that electrical lines be available.

AU

48. Page 4.5-20. Mitigation G-3(a) Soils/Foundation Report

The requirements in this section are intended to address expansive soils, yet it refers to the mapped area for landslide potential:

“Upon implementation of the Specific Plan, individual property owners proposing development within the areas identified as having a moderate potential for landsliding (per Figure 4.5-4) shall submit a soils/foundation report ...”

Note that the Moderate Potential Landslide area indicated in Figure 4.5-4 does not correspond to the locations of the expansive soils indicated on the Soils Map (Figure 4.5-2), particularly in the southerly portion of the site around Subareas 11 through 17. Yet soils reports are only required for development within the Landslide Potential area. What is the mitigation for the expansive soil in the Rincon Clay Loam and San Ysidro Loam areas of Figure 4.5-2? This section should refer to Table 4.5-1 and Figure 4.5-1 for a determination of expansive soils, not to Figure 4.5-4.

AV

The mitigations should only be required if the site-specific Soils Foundation Report determines the need.

Also, foundation option #2 indicates that removal of highly expansive soil and replacement with non-expansive import would be an option. Is this option meant to be available to homes within Grading Category A and B as well as the mass-graded areas?

49. Page 4.5-25, MM G-5(a) Soil and Groundwater Assessment

This mitigation measure requires that *“A soil and groundwater assessment shall be completed by a registered soils engineer or a soils remediation specialist to determine the presence or absence of regulated contaminants within the planning area”*. There is no basis for requiring an assessment for the presence of regulated contaminants within the planning area. The paragraph also requires *“a copy of applicable remediation certification from RWQCB and/or DTSC, or written confirmation that a certification is not required shall be submitted to the Community Development Department prior to the issuance of the building permit. There is no justification for this requirement.*

AW

50. Page 4.5-26, MM G-5 (b) – Potential Discovery of Groundwater

This paragraph requires that *“In the event that groundwater is encountered during construction, all construction work in the vicinity of the groundwater shall be halted. The groundwater shall be tested for TPH and VOC...”*. There is no justification for this mitigation measure. There has been no evidence of TPH (defined as total petroleum hydrocarbons) nor is there any evidence that any VOCs (Volatile Organic Compounds) exist on this site.

AX

51. Page 4.5-26, MM G-5 (c) – Screening of Imported Fill Material

The requirement to perform a hazardous materials report on all imported fill is excessive and not required by the building code, nor is it a standard condition for soil import in the City.

AY

4.6 Cultural and Historic Resources

(no comments)

4.7 Aesthetics and Community Design

52. Page 4.7-17 Mitigation Measures

Specific Plan Policy L-26f, at the bottom of the page, states that accessory buildings shall be permitted in all residential land use designations. This is not accurate; some subareas are specifically prohibited through the Design Guidelines from permitting accessory buildings due to the very limited setbacks and open yards (i.e., Subareas 2b, 3a & 6).

AZ

53. Page 4.7-21 – Trail Lighting

The requirement for lighting “as necessary along the pathways to ensure user safety” is inconsistent with the grading requirements and limitations specified for subarea 20 under Grading Category E in Table 4.5-2, because lighting would require that installation of dry utilities be permitted in the trail areas.

BA

54. Page 4.7-25, Cumulative Impacts

It is unclear how the loss of open space was not considered under the General Plan EIR, given the fact that it created the land use designation of specific plan to allow for the future development in this area. Therefore, the cumulative impact as a result of development of this property should not be significant and unavoidable under this environmental review.

BB

4.8 Flooding & Drainage

55. Page 4.8-3, Figure 4.8-1, Existing Drainage Within the Specific Plan Area

The 100-year flood line is not accurate and should be revised.

BC

56. Page 4.8-8, Policy I-17

- a. Revise language to: “Detention basins shall be sized to accommodate a 100-year storm event and to meet the outflow requirements listed below.”
- d. Please revise language to: “The spillway shall be engineered and shall be reinforced concrete or other suitable material.”
- e. This policy contradicts control of nuisance water.
- g. Some basins located on the exhibit, Figure 3-16, contradict this policy.
- h. In the first sentence, revise the word “applicant” to “basin”.

BD

57. Page 4.8-11, Flooding and Drainage, Grading in SubArea 2

The second paragraph on this page states that mass-grading techniques used in SubAreas 3, 6, 7, 9, 10, 11, 12, 13, 14, 16, 17 would alter the terrain substantially. Areas 11, 12, 13, 14, 16, and 17 are relatively flat, and mass grading would not be the appropriate description of the type of grading necessary to construct residences on this property.

BE

58. Page 4.8-12 Table 4.8-1 Detention Basin Summary

Please refer to our comments on Appendix D of the Specific Plan. The first number in the Contributory Drainage Area Developed column, not in parenthesis, represents (approximately) the maximum allowable discharge.

The sum of the numbers in parentheses does not agree with the exhibit Figure 2-8 or Figure 4.8-1, or the drainage basin calculations in Appendix D (Specific Plan). The third column (maximum allowable discharge) represents the maximum outflow resulting from the drainage

BF

analysis. This column should represent allowable discharge (Q_{10} , predeveloped). Please update throughout the document where this table and information is referenced.

4.9 Biological Resources

59. Page 4.9-1, Setting

Onsite oaks have been greatly manipulated, and large number of oaks have been removed during the last 20 years as evidenced by the remaining trunks piled on the west side of the ranch. The occurrence of numerous dead oak tree trunks was not mentioned in the EIR. Further, little or no shrub understory occurs in the oak woodland. This section should be revised to reflect the degraded quality of the oak woodlands.

BG

60. Wildflower Fields (Pages 4.9-2, 4.9-7, 4.9-20, 4.9-31, 4.9-34, Table 4.9-1, Table 4.9-3, and Figure 4.9-3 - Habitat Map)

All references to "wildflower fields" must be removed from the EIR text and figures to be consistent with the changes made to the Specific Plan. Wildflower fields are not protected habitats and, in any case, none actually exist on the CRASP site. The claim that "several areas delineated in the Specific Plan area correspond to the Wildflower Field described by Holland," is unsubstantiated. (Page 4.9-2). The Holland document describes the wildflower field, Element Code 42300, as follows: "An amorphous grab bag of herb-dominated types noted for conspicuous annual wildflower displays. Dominance varies from site to site and from year to year at a particular site." The characteristic species include: *Eschscholzia californica*, *Gilia bicolor*, *Layia platyglossa*, *Lupinus bicolor*, *Orthocarpus attenuatus*, *O. purpurascens*. None of the characteristic plants are mentioned in the Rincon report of wildflower fields.

In addition, the designation of wildflower fields on the site has not been confirmed by the California Natural Diversity Database ("NDDDB") or by the CDFG. The NDDDB records contain five (5) occurrences of wildflower fields. Three are in Los Angeles County (one, near Fairmont; the second is the poppy reserve in the Antelope Valley; third is near Gorman in the Tehachapi foothills). A fourth site is in Colusa County (Bear Valley), and the fifth site is in Napa (west of Lake Berryessa). The Los Angeles County sites are spectacular poppy fields and the Colusa and Napa sites contain serpentine endemic species and vernal pools.

BH

Further, the impact references and mitigation measures for wildflower fields need to be revised. In particular, mitigation measure B-3(d) on Page 4.9-34 must be eliminated. That measure suggests that where special status plants or plant communities special concerns are found, site development plans must be modified to avoid disturbing the species. Essentially, what this mitigation measure does, in conjunction with mitigation B-3(a), is to require a project to obtain its tentative map approval but then, prior to grading, perform special status plant surveys. If those surveys indicate that the plants are located within the property they must be avoided. This would require the developer to go back and seek a revised tentative map. These mitigation measures are infeasible and unworkable as it is not practical to implement them in the development context. Any survey process should be a one time survey. That survey could be done at any time, at the option of the landowner/developer and mitigation options should include on or off site replacement.

Finally, it is important to note that the administrative draft Chandler Ranch Specific Plan document has eliminated all references to wildflower fields (with the exception of the Habitat Map found in Section 3.2 of that document, which we have asked be removed). The EIR should

follow suit and remove any and all references this habitat type that does not occur on the property.

61. Page 4.9-10 - Observations of a Rare Plant, Shining Navarretia

Shining navarretia is on the California Native Plant Society's list 1B; it has no state or federal listing status. List 1B species are considered rare, threatened or endangered in the opinion of CNPS. The Natural Diversity Database (NDDDB) gives the global and state ranking for this plant as G4T1/S1.1. The G4 rank indicates that the species is apparently secure, but there is some threat or somewhat narrow habitat; T1 indicates that the subspecies is threatened. S1.1 indicates that there are less than 6 occurrences or less than 1,000 individuals, or less than 2,000 acres. For this subspecies, there are over 40 extant occurrences recorded in the NDDDB. Shining navarretia apparently occupies less than 2,000 acres. If over 10% of the population will be impacted by this project, the impacts may be mitigated by creating suitable habitat patches and planting shining navarretia in the proposed open space area. If under 10% of the population is impacted, no mitigation is required.

BI

62. Oval-Leaved Snapdragon- (Pages 4.9-13 & 14)

The EIR provides no evidence that an extant seed bank for this species likely occurs on the site. Further, the most recent observations conducted in 2004 and 2005 did not reveal the presence of any oval leaved snapdragon. Therefore, all references should be removed from the EIR.

BJ

63. Page 4.9-25. Regulatory Setting

The discussion regarding the 404 permit, Section 7 consultation and Section 10 process should also include a paragraph discussing the State Endangered Species Act and its process.

BK

64. Page 4.9-27 – Table 4.9-3

Onsite Habitat Distribution and Impacts: Note 3 regarding the acreages in Table 4.9-3 indicates that the estimates for impact areas includes development in subareas 1-19 as well as internal circulation. How was the area for internal circulation for subareas 11-19 determined? Impacts to Subarea 20 resulting from trail construction was not included.

BL

The administrative draft Chandler Ranch Specific Plan document has eliminated all references to wildflower fields (with the exception of the Habitat Map found in Section 3.2 of that document, which we have asked be removed). The EIR should follow suit and remove any and all references to this habitat type that does not occur on the property.

65. Pages 4.9-28 to 31 - Oak Tree Mitigation and Monitoring

If the EIR authors' goal is to mitigate for impacts to the oak woodland and maintain some open space grassland habitat for raptors and mammals, then the grassland open space should not be filled with oak trees. The EIR recommends an HOA be responsible for long-term maintenance program for the oak woodland. We recommend that a special services district be operated by the City of Paso Robles, funded by the HOA or project development. It should also be noted that the SP provides for the protection of thousands of mature oak trees on the property.

BM

66. Page 4.9-40. Impact B-5

The Jonatkim property is providing the majority of the open space available for the temporary denning and other related activities for the SJKF. Jonatkim should receive credit for providing additional habitat for these activities.

BN

67. Pages 4.9-19, 4.9-28, 4.9-40 to 44 - San Joaquin Kit Fox

This mitigation measure, as the one for construction of certain roads, must be rationally related to an impact that is created by a project. If there is an impact to the SJKF from the project then CRASP is required mitigate it. Otherwise, there is no legal basis for imposing such mitigation. The SJKF requirements, as currently written, impose significant and unnecessary obligations on the developer and could result in the payment of millions of dollars in mitigation and other fees even if there is no occupied SJKF habitat onsite and, consequently, no "take" of this species from development activities. To ensure SJKF protection, the EIR and its mitigation measures should simply state that the developer will be required to comply with the requirements of the State and Federal Endangered Species Acts. Under those Acts, an appropriate policy would be to require completion of protocol level SJKF surveys prior to issuance of a grading permit. If the surveys demonstrated presence of the species, then it would be necessary for Developers to obtain an incidental take permit or undergo a "Section 7 consultation" prior to development. If the surveys do not indicate presence, then the grading permit could be issued without the need for any further mitigation measures related to SJKF. The EIR, as drafted, gives complete discretion to CDFG to impose significant "in lieu" fee payments even without any demonstration that the habitat impacted is actually occupied.

BO

68. Page 4.9-39, MM B-4 (a) Sediment, Erosion and Pollution Management

Paragraph one requires that stormwater filters be constructed prior to discharge into the "protected native habitat areas and/or basins". There is no definition in the document as to what constitutes a protected native habitat area and/or basin. Paragraph 3 requires that any bare soils be hydroseeded with native non-invasive plant species. This is not a requirement of CEQA and should not be so restrictive by requiring only native, non-invasive plant species. Paragraph 8 requires that a list of BMPs shall be attached to the project plans and posted at the construction site. This is excessive requirement to include these into the project plans as they are already included in the SWPPP.

BP

69. Page 4.10-7, Impact PS-1

The factor for persons per dwelling unit is now 2.663 per the City General Plan Amendment 05-01. Consequently, the number of population generated by this project is 3,832, not 3,885 persons. This changes the park requirements and increases the amount of excess park dedication we offer.

BQ

70. Page 4.10-8, Impact PS-2

Implementing the public trail system will also benefit the other members of the city, not JUST the Specific Plan residents. Since the majority of the trails connections are provided on the Jonatkim owned properties, at a minimum, the other owners in the CRASP should reimburse Jonatkim for their parkland contribution and for the construction of the improvements.

BR

71. Page 4.10-10 and 4.10-11.

The Subarea 5 policy PS3(b) requires a Fire Services Protection plan and complete funding & construction of the new facility prior to the issuance of the first permits. This requirement should be justified and/or thresholds and fair share contributions for staffing and equipment needs should be identified through a needs assessment as part of this EIR, given the fact that the City's Emergency Services Department has indicated that the CRASP represents only an incremental contribution to the existing need for a fourth fire facility (page 4.10-9).

BS

72. Page 4.10-11, MM PS-3(a)

Paragraph two requires that "structure numbers and street signs shall be lighted to City standards". There are no City standards currently for structure numbers and lighting of street signs.

BT

73. Page 4.10-14 – Impact PS-4

The Public Facility fees should only cover the incremental cost created by the project's 1439 dwelling units and commercial/recreational facilities, and not include amounts that make up the current shortfall in City police staffing. If it is a per capita assessment, please note that the persons per dwelling unit is now 2.663, not 2.7.

BW

74. Page 4.10-18, Section 4.10.5 Water

Subsection a. Setting. The State allocation of Salinas River water to the City is stated as 8 cfs. This calculates to 5.17 mgd, when calculated based on continuous flow. This State allocation should be stated with further detail as to constraints on withdrawal seasonally. As we understand it, if the City may be subject to the same constraints on withdrawal as other communities, such as Templeton, where no flow can be extracted from alluvial wells during certain times of the year when sustained river flow diminishes. This should be elaborated on.

In the last paragraph, the entire groundwater discussion on the Paso Robles formation, safe yield and other information presented should be referenced as to the source of information (Fugro West, Cleath & Associates report, referenced in Section 8). The Fugro study has modeled this basin, with and without supplemental Nacimiento water, and we believe the conclusion drawn was that the Paso Robles GW basin would be overdrafted in future years, without a supplemental outside water source such as the Nacimiento project. We disagree with the statement that "the Basin is operating well below its safe-yield". Even without supplemental Nacimiento water, the Paso Robles formation is not being under-utilized (as stated) as a water supply source, particularly given the significant demands from agriculture and the winery industry. Further information should be presented in this regard.

BW

The discussion of the Nacimiento pipeline project should be edited and updated appropriately. At this time, the only confirmed recipients of Nacimiento water will be the City of Paso Robles, Templeton CSD, Atascadero Mutual Water Company, and City of San Luis Obispo (not 18 entities as stated). The pipeline is 45-miles long, stretching from Lake Nacimiento to the City of SLO Water Treatment Plant. Cayucos is not included in the project, and there are no plans for any pipeline conveyance facilities to serve Cayucos at this time.

Elaborate on the 1941 Salinas Withdrawal Permit, and the ability to increase production from four cfs (2.6 mgd) to 8 cfs (5.2 mgd). This equates to volume production from 2,896 AFY to 5,792 AFY. This is sufficient water to serve an additional 4,600 units (12,000 population) to 9,200 units (24,000 population). This does not appear consistent with current groundwater supply concerns in the North County.

75. Page 4.10-19, Water Storage

Third paragraph on this page. It is stated that the City was unable to meet peak water conditions during the summer of 2004. Describe to what extent this deficiency was due to the water storage tank that was damaged and out of service due to the San Simeon earthquake of December 2003. We believe the City has ample storage for their existing population. Reference is made to the "City Water Master Plan", and based on how referenced, one might assume the Water Master Plan is final and adopted by the City. It is our understanding that

BW

Boyle Engineering is currently updating this Water Master Plan document. Please clarify the status of the Water Master Plan in this document.

A statement is made that the Master Plan concludes that 16 MG of storage is needed to serve an "intermediate City-wide population" of 35,000 people. Based on the three storage criteria for emergency, fire, and diurnal (operational) storage, Wallace Group calculates the needed storage to support a population of 35,000 people at approximately 8 MG to 10 MG, significantly less than the stated 16 MG. Of course, redundant fire storage (1,080,000 gallons based on a 4-hour duration fire @ 4,500 gpm) may be required depending on the layout of the various service zones throughout the City. Even so, total City storage would not be expected to be more than 12 MG (current available storage in the City) for a population of 35,000 people.

76. Page 4.10-23 Water, Project Impacts and Mitigations

The last paragraph, under Table 4.10-6, states, "Presently, it is unknown what entitlements exist within the current booster pump station area." Please update us on the status of this information.

BX

77. Page 4.10-24, Policy I-8 New Water Supply Wells

This policy as stated is inconsistent with the previous statements in the DEIR, which required two wells of a production capacity of 600 gallons per minute. This policy requires three wells with a production capacity of 650 gallons per minute. Please demonstrate through calculations that this requirement is appropriate for the demand.

BY

78. Page 4.10-28, Section 4.10.6 Wastewater, Table 4.10-9.

The residential demand is listed as 93 gpcd, which for the Central Coast region appears high for current standards. We typically see aggregate per capita flows (including residential, commercial, and all other uses combined) of around 80 gpcd. Based on the interim population of 35,000, and a wastewater treatment plant flow, the aggregate per capita flow for Paso Robles is 80 gpcd. What is the basis for the 2.6 wet weather peaking factor? It seems reasonable, but is it supported by other data for the City? The footnote references "John Wallace Sewer Master Plan, August 1993", but it is not listed in the Section 8 Reference Section. Furthermore, sewer unit flow rates referenced from 12 years ago may not apply to current sewer flow rates today with significantly improved water conservation measures.

BZ

79. Page 4.10.29, Table 4.10-10 Estimated Wastewater Flows

All of the population numbers should be updated to reflect the population factor of 2.663 persons per unit in place of the 2.7 used previously. This table also cites its source as John L. Wallace "Sewer System Master Plan" August 1993. While this may be the source of the assumptions, it is not the source of the data.

CA

See comment on Table 4.10-9. The aggregate per capita flow based on Table 4.10-10 flows is 110 gpcd, which appears to be very high. Even subtracting out the school, the per capita flow is still around 105 gpcd, which is still high.

80. Page 4.13-13 Air Quality

The Draft EIR should also identify if there are any project-level impacts.

CB

5.0 Growth-Inducing Impacts

81. Page 5-1, 5.1 Economic Growth

Last paragraph, please update the 2.7 persons per unit to 2.663 per the City's General Plan Amendment of December 05, and revise the estimate of residents accordingly.

CC

82. Page 5-2, 5.2 Population Growth

Please update the 2.7 persons per unit to 2.663 per the City's General Plan Amendment of December 05, and revise the estimate of residents accordingly.

CD

APPENDICES

Volume II – Technical Appendices

Appendix A: NOP and Initial Study

No comments

Appendix B: Agricultural Impact Analysis

No comments

Appendix C: Traffic Report Prepared by Omni-Means, November 2005.

1. Please create an Executive Summary section of the report that clearly states the improvement requirement for different development scenarios. This should include individual graphics depicting the improvements required for each scenario. | CE
2. The report is difficult to follow. No clear structure or logical flow of analysis. Example, improvements are described in the project description section of the study. | CF
3. New peak hour intersection traffic counts were collected in February 2004. These raw counts were not adjusted for peak summertime conditions. | CG
4. To account for peak conditions on the SR-46E/US101 interchange, unconstrained existing volumes were derived based on a capacity that would allow for free traffic movement. | CH
5. The observed unconstrained existing AM peak hour summertime intersection traffic volumes decreased substantially from the previous traffic study. Please explain. | CI
6. Unable to verify if the peak hour factor was applied to the Caltrans intersections. | CJ
7. The traffic impact analysis defines the project as a single phase. | CK
8. For overlapping transportation mitigation improvements between the two programs, the proportional fee collected under the Citywide Traffic Impact Fee program will need to be deducted from the Chandler Ranch cost allocation. Under Government Code 66000 (created by AB1600), new development is not responsible for the correction of existing deficiencies. | CL
9. Page 5: Figure 1 – Project Vicinity map - Please update this figure to accurately reflect the City Limits and roadways. | CM
10. Page 6 describes the truck traffic percentages that were used in the analysis. Was the truck traffic converted into Passenger Car Equivalents (PCE's) for intersection operational analysis? | CN
11. Page 23: Specific improvements have been described within the project description section of the traffic study. Improvements have been identified for the development for no more than 500 dwelling units and for up to 1,200 dwelling units. Years 2015 and 2020 have been identified as threshold years. Improvements and development should | CO

be coordinated to ensure that project-generated traffic will not exceed available traffic network capacity.

12. The study acknowledges that closely spaced intersections cause extended vehicle queues and LOS "F" operating conditions on SR46 East. However, no progression analysis has been provided for the SR-46E/US101 interchange to fully assess the traffic operations and vehicle queuing lengths associated with closely spaced intersections.

CP

13. Page 25-26: It appears that trip-matching was only applied to full-buildout of the project. Why wouldn't trip matching be included in Tables 8B and 8C? 6.

CQ

14. Page 41: The revised traffic study now includes a short-term analysis in addition to existing 2004 and long-range cumulative year 2025 conditions. Please define the short-term analysis year.

CR

15. Does the short-term analysis include a growth rate for existing unconstrained traffic volumes?

CS

16. Page 82. Table 25 - Fair Share of Airport Road South of SR46 East. The assumption that no other fees could be collected from future City or County residents for the construction the Huer Huero bridge is unsupported. This is a regional facility and the regional benefit should be distributed among other new development projects such as the Beechwood and the Olsen Ranch Annexation areas, as well as any new construction in the City. It should also be pursued in terms of Federal and State funding.

Furthermore, the Traffic Analysis states on Page 6 (last paragraph) that if the Olsen-Beechwood Specific Plan area and other new development demonstrably benefit from this crossing, a reimbursement agreement will be proposed. Table 25 should reflect this.

CT

As a general comment on the inclusion of these cost estimates, it should be clearly noted in the Environmental Impact Report analysis of the Chandler Ranch responsibility that many of these intersections and roadways have been included in the AB1600 fee collection system and that numerous projects have already contributed significant amounts of money towards the improvement of these facilities. Fees already applied to these projects should be deducted from the cost of the CRASP project.

Appendix D: Air Quality Models

No comments

Appendix E: Noise Models

No comments

Appendix F: Preliminary Geotechnical Engineering Reports and Phase 1 ESA

No comments

Appendix G: Cultural Resources

No comments

Appendix H: SB 610 Water Supply Assessment

See water-related comments below. The SB610 Water Assessment is not signed/endorsed. Is this document in final form, or a draft? It does not indicate it is a draft. The preparer of this document should be identified. We believe the author of this document is Penfield & Smith?

CU

Appendix I: Water and Wastewater calculations

The WWTP capacity table is confusing. It lists existing "observed WWTP capacity" of 2.83 mgd, and a "calculated existing WWTP capacity" of 3.83 mgd. It is not clear what the basis of the "observed" and "calculated" capacity is. The Water Supply Capacity table is also not clear. It lists "observed existing water supply capacity" as 8,000 AFY. It is not clear what "observed" means, and what this data table means.

CV

Appendix J: Comment letters received on August 2004 DEIR

No comments

**CHANDLER RANCH AREA
SPECIFIC PLAN COMMENTS
FROM JONATKIM ENTERPRISES
January 16, 2006**

In preparing comments on the Revised Draft CRASP, we reviewed both our comments on the prior draft CRASP and the revisions we see in the current draft. In many cases, our prior comments were not responded to by any meaningful changes to the current draft so those comments are included below. In other cases, changes have been made but concerns still exist. We focused our attention on the policies issues and not typos as we anticipate these will be fixed prior to the release to the public.

Section 1.0 Introduction

1. Page 1-1, 3rd paragraph, 3rd sentence

Please include the following language:

"...policies and standards applied throughout the Chandler Ranch Area Specific Plan and Development Agreement will take precedence over...."

2. Page 1-3, Limitations on Chandler Ranch Area Specific Plan, Paragraph 2.

The total number of Dwelling units allowed equals 2,786 and not 2,370.

3. Page 1-5, Section 1.0 Introduction, after last bullet

- Include Airport Land Use Commission

4. Page 1-6, Section 1.0 Introduction, last sentence

Jonatkim Enterprises is providing 371 acres of public and private open space. This includes Subareas 4, 5, 20 and all re-vegetated areas within their ownership. Additional open space may be required from the other property owners.

5. Page 1-9, Figure 1-2, Plan Area Boundary

The roads and details for the Jonatkim Property is provided for conceptual analysis. It should be noted on the exhibit that no circulation information was provided by owners of subareas 12-19.

Section 2.0 Pre-Development Conditions

6. Page 2-2, Drainage/Topography, Second paragraph

The flows that the channel conveys are quite large, in excess of 150 cfs in a 100-year event. Flows conveyed across the property are due to a much larger contributing area than what is shown in Figure 2.4. Please show drainage flow on Figure 2-4 as previously requested.

7. Page 2-5, Figure 2-2, Property Ownership

Sallie A Rupert owns the moon shaped area northwest of subarea 17, please identify correctly.

CW

8. Page 2-9, Figure 2-4, Existing Drainage Patterns

The exhibit should be expanded to the east to show the drainage areas contributing to the drainage channel mentioned in number 6, above. The channel runs parallel and just north of Linne Road. It was designed and constructed with the ag-cluster development owned by Paso Robles Vineyards. The design was approved by the County.

Please include Linne Road on Figure 2-4, Existing Drainage Patterns, and show only one version of Sherwood Road.

9. Page 2-13, Pre-Specific Plan Environmental Site Characteristics, Infrastructure, Water (repeat from previous comments)

This section should include a description of the potential future wells throughout the City identified in the City's Water Master Plan in addition to the ones identified for CRASP.

10. Page 2-14, Schools

The North County Learning Center facility located at 504 28th St. and operated by the Paso Robles School District is not included. See comment below.

11. Page 2-15, Figure 2-5, Public Services

This figure does not include the Paso Robles School District's Independent Study program's North County Learning Center facility located at 504 28th Street. The Independent Study program has 239 high school (grades 9-12) students that are required to attend one session per week with a teacher at this facility, and most students are also required to take math and certain other classes at the Center one day per week. The Independent Study program has grown over the last 2-3 years from a student body of less than 50 to the current number, with more enrolling each semester, many of whom transfer from the high school.

CW

12. Page 2-17, 3rd paragraph

Does the classification for ISO take into account the addition of a Fire Station site at Union and Airport?

Section 3.0 Goals, Policies and Development Standards

13. Page 3-3, Land Use Plan, General Land Use Policies, Policy LU-1, Table 3-1a

Please note that there is a Planned Development overlay zone over the entire planning area.

Footnote number 2: According to the 2003 General Plan, RS (Residential Suburban) land use category has a density of 1 unit / 2.5 acres. This yields a maximum unit potential for Subarea 10 of 7.2 units, not 72. If the intended density is 4 units per acre, it should be designated RSF-4, and not RS.

14. Page 3-3, Table 3-1a, Specific Plan Land Use Designations and Buildout Summary

Change 2a acres to 22.9 (includes 4.6 acres of revegetation)

Change 2b acres to 4.0 (no re-vegetated)

Total Acres 26.9

Please add note 10 – all areas should be designated as a PD overlay.

15. Page 3-5, Table 3-1c, Potential Development Summary by Owner

Under Column 2, Jonatkim:

RSF-1 should be changed to 50

RSF-3 should be changed to 137

Update totals in far right column accordingly.

Please apply the private recreational use square footage anticipated in Subarea 4 (40,000 sf) to the Jonatkim total for commercial use.

16. Page 3-5, Policy LU-3, Home Owner's Association

The open space and trail system and associated improvements are a public benefit. The cost for improvements and maintenance of the open space should be shared by all owners, by way of HOA's and/or LLD within CRASP and the City. The Specific Plan should acknowledge the method of reimbursement to Jonatkim Enterprise (i.e., Developers or Reimbursement Agreement) for providing sufficient open space to cover the requirements for all owners.

17. Page 3-6, Policy LU-5, Open Space Areas

Figure 3-1 does not show a continuous corridor for open space through all properties, only the Jonatkim property. This policy should be revised to require all property owners to designate the appropriate amount of open space for their parcels or pay an in-lieu fee to Jonatkim Property for their fair share.

Jonatkim Enterprises should receive Parks/Open Space Credit to offset against Quimby fees.

18. Page 3-7, Figure 3-1, Land Use Plan

Revise the land use designation for area 10 to RSF-4, to be consistent with the Note 2 density, or otherwise correct Note 2 of Table 3-1a. RS (Residential Suburban) land use has a density of 1 unit/2.5 acres, resulting in a total density of 7 units.

Please reference the PD overlay for all subareas, per City comments.

19. Page 3-9, Policy LU-7, Density Transfer

Delete subareas 1,2,3 from being restricted for density transfer

20. Page 3-9, Policy LU 9, Housing Element Consistency

Consistency with General Plan Housing Element should be determined through the specific plan process and not require further analysis. The Developers Agreement shall refer to the current General Plan policies at time of adoption of the CRASP.

21. Page 3-10, Policy LU-13, Grading

In 3rd line, insert "except for roads/trails, etc." between word "subareas" and the word "and".

22. Page 3-11, Table 3-21 Grading Requirements

In Grading Category E, the installation of dry utilities should also be included in the allowable grading improvements. This would be consistent with the policy for Trail Lighting on page 4.7-21 of the EIR, which requires that "lighting shall be provided along trails as necessary to ensure user safety". Page 3-137 of the Specific Plan indicates that minimal lighting will be provided as necessary for public safety. Lighting would require that electrical lines be available.

CW

23. Pages 3-13 to 3-14, Policy LU-14, San Joaquin Kit Fox, Land Use Plan, Resource Protection

The City's General Plan Policy C-38 Action Item 2 regarding the San Joaquin kit fox ("SJKF") imposes significant and unnecessary obligations on the developer and could result in the payment of millions of dollars in mitigation and other fees even if there is no occupied SJKF habitat onsite and, consequently, no "take" of this species from development activities. To ensure SJKF protection, Policy LU-14 should simply be revised to be consistent with the requirements of the State and Federal Endangered Species Acts. Under those Acts, an appropriate policy would be to require completion of protocol level SJKF surveys prior to issuance of a grading permit. If the surveys demonstrated presence of the species, then it would be necessary for Developers to obtain an incidental take permit or undergo a "Section 7 consultation" prior to development. If the surveys do not indicate presence, then the grading permit could be issued without the need for any further mitigation measures related to SJKF. Policy LU-14, as drafted, gives complete discretion to the California Department of Fish & Game to illegally impose significant "in lieu" fee payments even without any demonstration that the habitat impacted is actually occupied.

We continue to raise the same issue, as we did in the EIR. A development project under CEQA is only required to pay its fair share, if and only if, there is an impact associated with the Project. In this case, there is no impact created by the CRASP to the SJKF, therefore, this resource protection policy is not in compliance with CEQA or case law (*Nollan v. California Coastal Commission*, and *Dolan v. City of Tigard*). Therefore, this policy and mitigation measure should be removed from the Specific Plan and the EIR.

CW

23. Page 3-15, Figure 3-2, Habitat Map

The "Wildflower Field" habitat designation should be removed from this figure, to be consistent with the text. Wildflower fields are not protected habitats and none actually exist on the CRASP site. As such, the designation of wildflower fields on the site has not been confirmed by the California Natural Diversity Database ("NDDB") or by the California Department of Fish and Game.

The Holland (1986) document describes the wildflower field, Element Code 42300, as follows: "An amorphous grab bag of herb-dominated types noted for conspicuous annual wildflower displays. Dominance varies from site to site and from year to year at a particular site." The characteristic species include: *Eschscholzia californica*, *Gilia bicolor*, *Layia platyglossa*, *Lupinus bicolor*, *Orthocarpus attenuatus*, *O. purpurascens*. None of the characteristic plants are mentioned in the Rincon report of wildflower fields.

The NDDB records contain five (5) occurrences of wildflower fields. Three are in Los Angeles County (one, near Fairmont; the second is the poppy reserve in the Antelope Valley; third is near Gorman in the Tehachapi foothills). A fourth site is in Colusa County (Bear Valley), and the fifth site is in Napa (west of Lake Berryessa). The Los Angeles County sites are spectacular poppy fields and the Colusa and Napa sites contain serpentine endemic species and vernal pools.

24. Page 3-29: Policy LU-26, Residential Site and Building Design, f) Accessory Buildings:

The statement that "Accessory buildings shall be permitted in all residential land use designations..." is incorrect. In specified subareas (e.g., 2b, 3a, and 6), accessory structures are not permitted per the Design Guidelines, due to limited setbacks and yard area. Some

subareas are prohibited from second units for the same reason. Any accessory structure that is less than 120 sf and less than 8' in height may be erected without permit.

25. Page 3-30, Policy C-1

In 2nd line the word "substantially" should be inserted between "be" and "as"

26. Page 3-30, Policy C-2

In 3rd line "...developers are required to implement the specific plan standards City standards" ...

27. Page 3-33, Table 3-3, Circulation Improvements

"Onsite (costs to be shared by Specific Plan property owners)" should be changed to "Regional Costs".

On-Site (costs to be shared by property owners)

The Airport Road bridge over the Huerhuero is a regional facility and the CRASP developments should only pay their fair share. The City has stated the following. Please incorporate this provision for reimbursement into the Specific Plan.

City comment: With regard to the Huer Huero Bridge: A connection to Highway 46 East is a prerequisite to full development of the Plan Area and therefore a proposed requirement to be funded by the Plan Area. To the extent that it can be demonstrated that subsequent development areas (e.g. Olsen-Beechwood Specific Plan area) would benefit from this improvement, provisions can be made for reimbursement of the CRASP property owners /developers who install improvements benefiting others.

CW

28. Page 3-34, Table 3-4, Note

After "subarea 1-10, and 20" add Appendix B, Street Sections.

29. Page 3-35, Policy C-8

Change the reference from "Chandler Ranch Area Specific Plan" to "Chandler Ranch Annexation Area".

30. Page 3-35, Policy C-9, Trail Layout

There is no indication of any trails through areas 12, 13, 14, 15, 16, 17, 18 or 19. There should be at the minimum conceptual locations shown for trails in these areas as well as discussion in the text of the responsibility of these areas to accommodate these trails. Update policy per City's comment below:

Policy C-9 could be modified to address trails in other development subareas per City direction.

Change reference of ADA "standards" to ADA "guidelines".

31. Page 3-36, Policy C-10

Need to include reference to a reimbursement agreement to Jonatkim Enterprises for subarea 20 trails.

32. Page 3-37, Figure 3-11, Airport Road Cross Section

The ROW is to be 100 ft, not 115 ft when adding the measurements. The travel lanes should be 14 ft wide and the setback to the easterly curb should be 5 ft. Please justify the increase of ROW from 100 to 115 ft. in this figure.

Why was the design speed changed from 45 to 35 mph and TI from 7 to 8?

This appears to be a road design that is not conducive to traffic calming.

33. Page 3-38, Figure 3-12 Gilead Lane Cross Section

Note 4: Traffic circles should be installed where feasible. The City does not have a standard for traffic circles. This note conflicts with Table 3-4, Collector, Gilead Lane, which identifies the intersection as a roundabout. This appears to be a road design that is not conducive to traffic calming.

Note 6: The 30 ft setback should be changed to 25 ft to remain consistent.

Add a new Note:

Add a left hand turn lane, if a roundabout or traffic circle is not feasible. Where left hand turn lane is not warranted, it can be removed and road width may be narrowed.

The ROW adds up to 72 ft not 64 ft. Please justify the increase of R.O.W.

CW

34. Page 3-39, Figure 3-13, Trail Master Plan

Please use the updated Trails Master Plan exhibit, attached.

35. Page 3-41, General Infrastructure Policies

Policy I-1: Policy should refer to a reimbursement agreement for oversizing facilities.

36. Page 3-41, Policy I-2 a & b, Infrastructure Construction Costs

See previous comment regarding Table 3-3. These are regional improvements.

54. Page 3-41, Policy I-2 e & f, Infrastructure Construction Costs

Replace "prerequisite" in both comments with "commensurate with".

55. Page 3-42, Policy I-3, 1. Traffic and Circulation

The traffic analysis for the Specific Plan addressed impacts and therefore no further analysis is required.

56. Page 3-42, Policy I-3, 2. Water system supply, transmission and storage improvements

These issues might have been best addressed as part of the preparation of the SP and EIR and we understand that the Water Master Plan will provide additional information and the necessary mitigations for the proposed impacts.

57. Page 3-42, Policy I-3, 3. Wastewater transmission and treatment capacity

These issues might have been best addressed as part of the preparation of the SP and EIR and we understand that the Sewer Master Plan will provide additional information and the necessary mitigations for the proposed impacts.

58. Page 3-43, Policy I-8, New water supply wells

Since Jonatkim Enterprises does not have any proposed well on site (see Figure 3-14, Water System Plan), how do we proceed with development? Do we go back to *Policy 1-3, 2, water system* requirement to prepare a written analysis confirming adequate City capacity? It appears these two policies are conflicting. An analysis of the water system should define the threshold for requirement of an additional well.

59. Page 3-43, Policy I-9, Water Storage Responsibility

These issues might have been best addressed as part of the preparation of the SP and EIR and we understand that the Water Master Plan will provide additional information and the necessary mitigations for the proposed impacts.

Remove the word "offsite" from the last sentence, first paragraph. The new tank location(s) have not been identified.

Please revise the language in the second paragraph to reflect that a separate CEQA evaluation of the proposed tank sites is required regardless of the new tanks serving only the CRASP. This EIR does not include analysis of the proposed tank sites.

60. Page 3-44, Policy I-15, Sewer Trunkline Capacity

The infrastructure upgrades required for development within the CRASP will be revealed with the outcome of the Sewer Master Plan Update.

61. Page 3-45, Table 3-5. Detention Basin Summary.

The first number in the Contributory Drainage Area Developed column, not in parenthesis, represents (approximately) the maximum allowable discharge. The sum of the numbers in parentheses is do not agree with the exhibit Figure 2-4 or Figure 2-8, or the drainage basin calculations in Appendix D. The third column (maximum allowable discharge) represents the maximum outflow resulting from the drainage analysis. This column should represent allowable discharge (Q_{10} , predeveloped). Please update.

CW

62. Page 3-45, Policy I-17, Drainage and Detention Basin Design.

- a. Revise language to: "Detention basins shall be sized to accommodate a 100-year storm event and to meet the outflow requirements listed below."
- b. Please revise language to: "The spillway shall be engineered and shall be reinforced concrete or other suitable material."
- c. This policy contradicts control of nuisance water.
- d. Some basins located on the exhibit, Figure 3-16, contradict this policy.
- e. In the first sentence, revise the word "applicant" to "basin".

63. Page 3-47, Figure 3-14, Water System Plan

General Comments:

- a. The existing wells on the Wilcox and Our Town properties are not shown. These wells should be taken into account in the analysis of water supply.
- b. Reference should be made to the current Water Master Plan and City Atlases for more accurate information.
- c. Please clarify the references to areas 20B and 20C. Should they be 18C and 19D?
- d. There are two different colors for the 12" waterline. Please clarify.

64. Page 3-49, Figure 3-15, Sewer System Plan

- a. There is no indication of how areas 18B, 19B and 19C will be served.
- b. Subarea 20 c and 20 b should be 18 c and 19 B
- c. The sewer connection shown on Golden Hill Road next to Area 3 is in an area that is lower than Golden Hill Road and will not work without a lift station. An alternative would be to raise the grade of Area 3 to Golden Hill Road. This would eliminate the need for a lift station. It is possible to sewer this subarea through the "Hawk" property to Golden Hill Road, eliminating the need for a lift station. (The right-of-way currently exists.)
- d. The text is often obscured by the exhibit.
- e. The existing sewer line designations are not accurate.
- f. In general, the sewer layout appears to be inconsistent with the current Sewer Master Plan.
- g. A 6" force main is shown as required in Union Road. Other portions of this document refer to this force main as 4".
- h. Based on existing topography, it may be better to move the Lift Station on Union Road to the southeast between area 18A and 19A.
- i. The tie-in elevation at the sewer connection point in Gilead Lane is higher than much of the area 3A finished ground. It is probably better to abandon the connection at Gilead Lane and continue the sewer from area 3A east to a connection with area 6.
- j. There is no indication of how Areas 16 and 17 will be sewered.
- k. There is an existing sewer line in Airport Road that continues through Turtle Creek; it could serve as a potential point of connection.

48. Page 3-51, Figure 3-16, Proposed Drainage Basins

- a. Remove shading for proposed development or use shading consistently on all parcels (add shading to subareas 12-19).
- b. The boundaries for the pink shading are not consistent (include roads or not) in subareas 1 and 2 and need to be corrected.
- c. Basin 4 is located at a high point in area 3. No detention basin should be located here.
- d. Change "NOTE" to refer to Appendix D of the Specific Plan.
- e. Please add a note: "The circulation concept shown here was provided only by the Jonatkim property owner and was not provided for subareas 11-19."
- f. The developed area contributing to detention basin 6 is labeled 18.2 acres, Appendix D of the Specific Plan shows that this developed area is 12.8 acres.

See related comments in Appendix D Drainage Analysis.

49. Page 3-53, Policy I-19, Underground Utilities

The utility companies prohibit screening within a setback from their boxes (3 feet for the smaller boxes and up to 8 or 10 feet for the larger pad mounted boxes). Underground services to each home are traditionally on the surface, at the street to be easily accessible by the utilities. Please revise language to: "Above ground utility boxes shall be screened from public views in compliance with utility company standards/policies."

50. Page 3-54, Residential Uses

5th paragraph: Please revise sentence to: "Development standards that would apply to multi-family residential uses in the Specific Plan area must be in compliance with City Zoning Code provisions and Design Guidelines, except as noted in the specific standards..."

CW

51. Page 3-55, Subarea Specific Land Use Policies and Standards, Commercial Uses

The description of the development of the commercial uses area requires "preserving all oak trees and avoiding grading in the vicinity of the oaks". Without the benefit of site-specific plans, it is inappropriate and unreasonable to prohibit potential oak tree removal. It is possible that oak trees in these areas may be impacted or removed in the process of constructing Airport Road. These oak trees should be handled in a manner consistent with the City's current Oak Tree Ordinance.

Subarea 1

52. Page 3-56, Proposed Standards

Please revise language: "If there is any conflict between the City's Zoning Code, other Specific Plan policies, and the Design Guidelines, the Specific Plan and Design Guidelines govern." Where policies are not discussed in the Specific Plan and Design Guidelines, the policies dictated by the City's Zoning Code shall govern.

65. Page 3-57 Subarea 1 Development Parameters, Site Characteristics (unnumbered table):

The setbacks for Subarea 1 are proposed to be consistent with the City's R-1 standards. Please revise.

54. Page 3-58, Infrastructure Requirements Prior to Development

Each subarea should be able to request reimbursement from the developments benefiting by the improvements constructed with their development. The City should manage the reimbursement agreements between subareas.

55. Page 3-59, Table 3-6, Subarea 1 Onsite Infrastructure Requirements

Per City's instruction, modify the first bullet under "water" to read: "Construction of (OBWZ) booster pump near Golden Hill Road or provide analysis and proposal for upgrade of existing Orchard Bungalow to serve the subarea".

It would not be anticipated that 1-acre lots would require detention. Please omit the requirement to construct detention basins, per City's direction.

56. Page 3-61, section 1-I, Rare Plant Mitigation and Enhancement

The second sentence states that: "To the extent feasible, such areas should be avoided." The term "feasible" is a term of art in the context of CEQA and state and federal resource permitting and can be construed in a way that makes the determination of infeasibility very difficult. It would be better to say something like the following: "Such areas should be avoided to the extent they reasonably can be without economically impacting development activities."

A global change in the Specific Plan to all Subareas should be done to incorporate this comment. Another option is to provide a definition of feasible under the specific plan and indicate that it is not intended to be interpreted as feasible under CEQA.

CW

Subarea 2

57. Page 3-61, Total Area Breakdown

Please update acreage breakdown to the following:

Developed Area: 4.62 acres
Lot Area: 17.63 acres
Revegetated Area: 4.0 acres

58. Page 3-62, Land Use Designations

Per City comments, please update the land use designation to include the PD overlay for all subareas.

59. Page 3-62, Development Concept

The land use designation for area 2A should be changed to RSF-3.

60. Page 3-63, Subarea 2 Proposed Standards (unnumbered table of Development Standards):

Revise the side and rear setbacks for subarea 2A to be consistent with City R-1 setback standards. Revise all "City Standard" entries for Subarea 2B to "PD Standards". Revise the side, front and rear setbacks for subarea 2B to "PD Standards".

The left-hand column of the proposed standards denotes information other than lot dimensions, and should be headed "Site Characteristics" to be consistent with the tables for Subarea 1 and 6-9.

61. Page 3-64, Table 3-7 Subarea 2 Onsite Infrastructure Requirements

The sewer requirement should be corrected to remove the duplicated requirement.

62. Page 3-65, Standard 2-e, Rare Plant Mitigation and Enhancement

The second sentence states that: "To the extent feasible, such areas should be avoided." The term "feasible" is a term of art in the context of CEQA and state and federal resource permitting and can be construed in a way that makes the determination of infeasibility very difficult. It would be better to say something like the following: "Such areas should be avoided to the extent they reasonably can be without economically impacting development activities."

See previous comment regarding "feasible."

CW

Subarea 3

63. Page 3-67, Subarea 3 Proposed Standards (unnumbered table):

The left-hand column of the proposed standards denotes information other than lot dimensions, and should be headed "Site Characteristics" to be consistent with the same tables for Subarea 1 and 6-9.

64. Page 3-71, 3-g Rare Plant Mitigation and Enhancement.

The second sentence states that: "To the extent feasible, such areas should be avoided." The term "feasible" is a term of art in the context of CEQA and state and federal resource permitting

and can be construed in a way that makes the determination of infeasibility very difficult. It would be better to say something like the following: "Such areas should be avoided to the extent they reasonably can be without economically impacting development activities."

Same comment as before.

Subarea 4

65. Page 3-73, Infrastructure Requirements Prior to Development

Per the City's comment below, please update the last sentence which refers to "a per dwelling equivalent". Either provide a definition of the commercial equivalency to dwelling units or use a cost share basis that makes sense for commercial development, such as square footage.

City's Comment: Agree. The language will be modified to suggest using "a per dwelling, per square foot or other equitable cost share basis as designated by the City based upon the appropriate considerations for the two or more subareas being developed."

66. Page 3-73, Table 3-9, Subarea 4 On-Site Infrastructure Requirements

The 6" Force main should connect to an existing 15" main east of Golden Hills Road per Figure 2-7. It will not connect to an 8" main on Union Road. The location of the lift station would be better suited at area 5 on Union.

Please provide calculations to justify increasing the size of the force main on Union Road from 4" (as proposed in the previous EIR) to 6".

67. Page 3-74, 4-d Rare Plant Mitigation and Enhancement

The second sentence states that: "To the extent feasible, such areas should be avoided." The term "feasible" is a term of art in the context of CEQA and state and federal resource permitting and can be construed in a way that makes the determination of infeasibility very difficult. It would be better to say something like the following: "Such areas should be avoided to the extent they reasonably can be without economically impacting development activities."

See previous comment.

Subarea 5

68. Page 3-76, Infrastructure Requirements Prior to Development

Please modify language re: EDU's, per City's comment – similar to subarea 4.

69. Page 3-77, Table 3-10. Subarea 5 Onsite Infrastructure Requirements

The 6" force main should connect to an existing 15" main east of Golden Hills Road per Figure 2-7. There is no 8" main in that section of Union Road.

Please provide calculations to justify increasing the size of the gravity main in Union Road from 8" (as proposed in the previous EIR) to 12".

CW

The Sewer within the West end of Gilead Road should not connect to the existing 8" main in Gilead. The elevation of the existing main at the point connection is too high for Area 3A to drain.

Last bullet under sewer: the existing sewer line in Union is 15", not 8".

Subarea 6

70. Page 3-82, 6-f Noise Attenuation

The City's comment below should be incorporated into this standard.

City's comment: *The City's routine requirements for noise impact studies would be applied to all new development and it would be the Planning Commission's discretion to determine the appropriate mitigation measure.*

71. Page 3-81, Table 3-11

The 6" force main should connect to an existing 15" main east of Golden Hills Road per Figure 2-7. There is no 8" main in that section of Union Road.

Please provide calculations to justify increasing the size of the gravity main in Union Road from 8" (as proposed in the previous EIR) to 12".

The Sewer within the West end of Gilead Road should not connect to the existing 8" main in Gilead. The elevation of the existing main at the point connection is too high for Area 3A to drain.

CW

72. Page 3-83, 6-h Rare Plant Mitigation and Enhancement

The second sentence states that: "To the extent feasible, such areas should be avoided." The term "feasible" is a term of art in the context of CEQA and state and federal resource permitting and can be construed in a way that makes the determination of infeasibility very difficult. It would be better to say something like the following: "Such areas should be avoided to the extent they reasonably can be without economically impacting development activities."

See previous comment regarding "feasible".

Subarea 7

73. Page 3-83, General Character.

Please strike the last sentence. The native oak tree at Gilead and Airport will be removed with the construction of the street intersection, per City standards.

74. Page 3-87 Table 3-12 Subarea 7 Onsite Infrastructure Requirements

Sixth bullet: The 6" force main should connect to an existing 15" main east of Golden Hills Road per Figure 2-7.

75. Page 3-84, Development Concept

Please remove the "clustered" terminology with respect to any one Subarea.

75. Page 3-88, 7-f Noise Attenuation

See previous comment, number 65, under Subarea 6 above.

| CW

Subarea 8

76. Page 3-90 Subarea 8 Development Parameters (unnumbered table)

The minimum setbacks for this subarea per the Design Guidelines follow City R-1 standards for front, side and rear yards.

77. Page 3-92, Table 3-13, Subarea 8 Onsite Infrastructure

The water improvements should be in accordance with the new Water Master Plan, not 1993.

78. 8-b Structure Visibility

The requirement to use alternative foundations such as split-level or post and beam construction techniques is not appropriate for this subarea, which is programmed to utilize mass and pad grading (see page 3-90).

79. Page 3-92, 8-c Trunkline Capacity:

The last sentence is incomplete and reads, "*A preliminary analysis of the Meadowlark drainage basin indicates (analysis in progress).*" Please provide the missing preliminary indications in all subareas where referenced.

CW

Subarea 9

80. Page 3-96, Table 3-14, Subarea 9 Infrastructure Requirements

Please explain the reference to Traffic & Circulation Option B referenced in the last 2 bullets. Subarea 9 will sewer to the Meadowlark Basin as shown in Figure 2-7 of the EIR and 3-15 of the SP. The last two bullet points in the sewer section requiring construction of sewer in Gilead should be deleted.

81. Page 3-97, 9-e Noise Attenuation

Please see previous comment number 69 above.

Subarea 10

82. Page 3-98, Land Use Designation.

Revise land use to RSF-4.

83. Page 3-99, Subarea 10, Proposed Development Standards, (unnamed table):

Revise the front, side and rear setbacks to be consistent with City Standard R-1 requirements.

84. Page 3-101, Table 3-15 Subarea 10 Infrastructure

Sewer will not flow west to existing 8" in Gilead Lane.

Subarea 20

85. Page 3-136, Total Area

Revise "219.6 acres" to "220.3 acres" to be consistent with Table 3-1a.

86. Page 3-137 to 138, Open Space Design and Maintenance, 20-a through 20-d
Public trail construction responsibilities have been disproportionately assigned the development within the Jonatkim property. It seems unfair that the Jonatkim property is providing over 300 acres of open space for the community to use and enjoy and is also burdened with the cost of providing almost the entire proposed trail system. The property owner should not be penalized for the open space provision and, in fact, should be compensated in some way for the public benefit.

87. Page 3-140, Trail System, 20-o, Rare Plant Mitigation and Enhancement
The second sentence states that: *"To the extent feasible, such areas should be avoided."* The term "feasible" is a term of art in the context of CEQA and state and federal resource permitting and can be construed in a way that makes the determination of infeasibility very difficult. It would be better to say something like the following: "Such areas should be avoided to the extent they reasonably can be without economically impacting development activities."

See previous comment about this issue.

Section 4.0, Implementation and Financing

CW

88. Page 4-1 to 4-14 Section 4.0
As a general comment, the numbering of the sections and subsections through this chapter do not follow the previous chapters. Beginning on Page 4-1, under 4.1 Capital Improvement Costs, there is a list of items 1-5, and then the next section is 4.1, 1. Development Impact Fees. The difficulty is if we wanted to reference Section 4.1.2, which page would we be looking at – page 4-2 or 4-3? Both pages have a 4.1 Item 2.

89. Page 4-2, 3. Specific Plan Fees for Major Off-Site Circulation Improvements
This section states that *"Specific Plan fees payable to the City for the purpose of constructing certain other major off-site circulation improvements of primary benefit to developments within the Specific Plan area and/or that would not be needed except for development under the Specific Plan, with fees based on a "per dwelling" unit equivalency for development under the Plan."* Please state the method of determining "primary benefit." This statement is too subjective and open to free interpretation.

Please explain how the construction of this infrastructure would be implemented when the EIR identified that certain off-site improvements would not be constructed because there is no additional funding to pay for the construction.

Would the City hold the developer's paid fees as a segregated account for a number of years and return the fees to the developer (plus interest) if no additional financing sources are found?

90. Page 4-2, 5. Property Owner Participation in City Capital Projects
It should be noted that the CRASP will participate in capital improvement projects that are already itemized and partially funded by the AB1600 fees. Construction of these AB1600 capital improvement projects shall entitle the developer to reimbursement for the proportionate fair share based upon the City's calculation of the fee. The actual cost of the improvements

shall be applied to the percentages of responsibility as determined by the AB1600 fee structure in place at the time of improvements.

91. Page 4-3, 2. Developer Responsibility for Onsite Improvements

This section requires that all facilities must be constructed prior to development and in-lieu fees will not be accepted. This severely restricts the ability of development of onsite improvements and as long as the necessary infrastructure is constructed, in-lieu fees could be used for the less critical structure.

There is no definition of the method for determining the Equivalent Dwelling Unit (EDU) cost share for non-traffic related infrastructure improvements.

92. Pages 4-3 through 4-5, Airport Road and Sherwood Road Financing

The annexation agreement specifies Sherwood Road to be built with an 84-foot right of way. The table should therefore indicate the "Example Cross-Section" to be City Standard A-2 or that the participants in the annexation agreement should only pay their fair share of the Sherwood Road improvements if the City decides to upgrade the right of way to 100 feet.

The zone of benefit has excluded certain parcels of property that should be included and thus, has placed a heavier burden on other parcels. The benefit assessment district should include all land that was originally part of the property owned by signatures to the 1980 Annexation Agreement, including Tract 2350, which was part of the original annexation agreement and was conditioned to not oppose an assessment district.

CW

93. Page 4-5, Table 4-1 Summary Cost Estimate Airport Road...and Sherwood Road Extension to Linne Road

Please justify how Airport Road, with a bilevel 100-foot right of way and significant grading and Sherwood Road, with very minor grading, have the same linear foot unit cost. Please explain the location and necessity of the Sherwood Road/Linne Road Intersection in the last row of this table.

94. Page 4-6, Specific Plan Fees for Major Off-Site Circulation Improvements, Methodology

The methodology notes that *"needs to be compatible with the City-wide traffic impact fee..."*. The City does not have a City-wide traffic impact fee at this time. The cost allocation method needs to be financially consistent with AB1600 fees so that duplicate fees are not paid.

95. Page 4-6 through 4-8, 3. Specific Plan Fees for Major Off-Site Circulation Improvements, Methodology, Intersections and Roadways

Are all of the study intersections and roadways being analyzed with their current configurations? There are a number of intersections and roadways that are currently under construction of improvements. Have these improvements been reviewed and has their effect on the LOS been analyzed? It is not clear from the information presented by Omni-means. The intersections and roadways currently (or very recently) under construction are:

- Union Road/N. River Road
- Creston Road/N. River Road
- Spring Street/1st Street/Niblick Road
- Niblick Road/South River Road
- Niblick Road/Creston Road

- Creston Road just east of the River Road intersection
- River Road north of the Niblick Road intersection
- Union Road east of the North River Road intersection

Since many, if not all, of these improvements will be completed before development begins on the CRASP, the improvement costs for these facilities should not be included in list of required infrastructure improvements for purposes of calculating impact fees.

96. Page 4-9, Table 4-2, Mitigation Improvements and Associated Costs
Under the Roadway Segment column, specify S.R. 46 East or S.R. 46 West

97. Page 4-9, Other Potential Funding
Paragraph 2 states that in addition to the Specific Plan impact fees, the city may impose other fees for circulation impacts within the City. It should be clearly noted that the direct relationship between impact and fee in this situation must be established.

98. Page 4-10 & 4-11, Table 4-3 and bullets that follow
As a generic comment, it is inappropriate to assess a percentage of responsibility based upon increased trips to intersections and roadways, which are currently deficient, in order to correct such deficiencies.

The fourth entry (Airport Road, between SR 46 East and Union Road, including Huerhuero Creek Bridge) is allocated as 100% responsibility for the CRASP. Clearly, this is a regional facility and the proportion of contribution from the CRASP should be calculated accordingly.

CW

Section 5.0 Adoption and Amendment Procedures

(No comment.)

Appendices

Note: The Appendices listed in the table of contents needs to be updated to reflect correct documents identified in the CD provided to property owners.

Appendix A- Design Guidelines for Subareas 1-10 and 20
See attached revised Design Guidelines, which were updated and revised per the City's comments. We have included the Street Sections and Grading techniques as identified in the Specific Plan.

Appendix B- Oak Tree Management Plan
No comments.

Appendix C, 1980 Annexation Agreement
No comments at this time

Appendix D, Preliminary Drainage Analysis

1. Drainage Area 7: The "Residential, 10,000 sf" development type was used in Appendix D to calculate the runoff coefficient C_w , however, the majority of the runoff to Basin 7 comes from Areas 1 and 3b, which are zoned RSF-1 and RSF-2, per Figure 2-2.

2. Drainage Area 8-b: The "Apartments" development type was used in Appendix D to calculate the runoff coefficient C_w , however, the majority of the runoff to Basin 8b comes from Areas 7 and 9, which are zoned RSF-4, per Figure 2-2.

3. Area 8-c: 34.2 acres of developed area was used in Appendix D to calculate the runoff coefficient C_w , however Figure 2-8 shows 7.8 acres of development in this drainage area.

4. Drainage Area 10: The "Apartments" development type was used in Appendix D to calculate the runoff coefficient C_w , however, the majority of the runoff to Basin 10 comes from Areas 2a and 2b, which are zoned RSF-1 and RSF-6, per Figure 2-2. 8.4 acres of developed area was used in Appendix D to calculate the runoff coefficient C_w , however Figure 2-8 shows 12.7 acres of development in this drainage area.

CW

Letter 6

COMMENTOR: Jeremy Freud, Supervising Planner, Wallace Group

DATE: January 16, 2006

RESPONSE:

Response 6A

As noted by the commentor, all potential changes to the Draft EIR will also be reflected in the Executive Summary.

Response 6B

The comment correctly notes that the Our Town area is now part of the City, which will be reflected in the Final EIR. Page 2-1 of the Draft EIR will be modified accordingly.

Response 6C

The comment correctly notes that there is a Planned Development (PD) designation over the entire Specific Plan area. This is accurately reflected in Policy LU-1 of the Specific Plan, and will be so noted on page 2-7 of the Final EIR.

The commentor correctly notes an error in Table 2-2a, in which the buildout potential of the RS designation within subarea 10. The underlying RS designation in this area would allow up to 0.33 dwelling units per acre (see Figure 6-1 of the Draft EIR). Thus, buildout potential in the 18.2-acre area would be 6 dwelling units (not 7, as suggested). This will be reflected in the table and elsewhere in the EIR as applicable. This change will not affect the overall buildout potential under the Specific Plan.

Response 6D

A footnote will be added to Table 2-2c to reflect that subarea 4 could support up to 40,000 SF of private recreational uses. This was analyzed in the Draft EIR as written. Also see response to Comment 6C regarding the use of the PD overlay.

Response 6E

The property owner of the property bounding Sherwood Road is seeking a change in General Plan and Zoning entitlements from Business Park to Residential, which is a significant change from what was contemplated under the Annexation Agreement. Further, since the annexation agreement the city's General Plan standards for arterial roads have been revised to a 100 foot right of way. It is anticipated that the City will require the current General Plan arterial standard in conjunction with the new entitlement requests within the Chandler Ranch Area Specific Plan.



Response 6F

As noted in Table 2-3, traffic calming measures, including alternatives to traffic signals, should be installed wherever feasible. Figure 2-5 will be modified to indicate that roundabouts should be installed at intersections wherever feasible. The figure will also be modified to indicate that a 25-foot, not 30-foot, setback is contemplated. Finally, the suggestion regarding the addition of a left turn lane in lieu of a roundabout, will be added when warranted. The right-of-way as shown is a 64-foot minimum, but could be as much as 72 feet depending on the median width.

Response 6G

The water-related discussion in the EIR Project Description is not an analysis, but a summary overview of the proposed project water supply. Please refer to the attached SB 610 assessment contained in the EIR appendix for the analysis of whether this proposed supply is adequate.

Response 6H

Policy I-8 as written is accurate based on the EIR analysis provided by Penfield & Smith, based in part on studies conducted by Boyle Engineering. The SB 610 Water Supply Assessment will be modified to be consistent with this analysis. This will not affect the conclusions contained in the EIR.

Response 6I

The Orchard Bungalow water zone boundary will change based on the final grading and design of new development. The boundary shown is representative, and based on data provided. Figure 2-6 will be modified as appropriate; existing agricultural wells will not be shown.

Well locations are conceptual and were provided by the City. It is important to note that the number of wells is not the key consideration, but rather the volume of water that is produced. The CRASP is setting aside up to three sites, in the event three wells are determined to be needed through subsequent CEQA review of that issue, which is not part of the Chandler Ranch Area Specific Plan.

In lieu of providing on-site water wells, development within the CRASP will be required to purchase additional water supply capacity in proportion to their needs from the Nacimiento Pipeline project.

Response 6J

Details for sewers are not provided for those too small to address or below the level of detail of the schematic.

Basins and lift station locations and estimated connections to existing sewer pipes were developed based on information provided for our analysis and in accordance with our best judgment based on this information. It is schematic only, as they are based on assumed site grading pipe invert elevations and per the note on the exhibit, "may be adjusted as required



and approved by the City. Connection points shall be consistent with current Sewer Master Plan and updates otherwise proven by analysis”

Pipe sizes, although sized by preliminary analysis “may be adjusted as required and approved by the City.” As you may be aware, force main sizes are often selected on velocity criteria versus capacity, and can only be accurately sized during final engineering when geometrical factors are determined.

Response 6K

Comment noted.

Response 6L

Comments accepted. Thanks for catching the errors. Second column title will be corrected. Areas: Although all areas are approximate, the areas in the table, used for analysis are the most current provided. A note will be added to the exhibits to qualify the contributing areas. Although the Data in the third column is very close to the allowable discharge, it is as has been pointed out, the calculated discharge. The data in the third column will be changed to show the Maximum Allowable Discharge (Q_{10} , predeveloped). See corrected table below.

Table 2-5. Detention Basin Summary

Detention Basin No.	Contributory Drainage Area (Acres)	Maximum Allowable Discharge (Q_{10} predev) (cfs)	Calculated Basin Storage (Acre-ft)
2	14.4	9.3	0.17
3B	28.3	20.0	0.31
4	9.9	7.4	0.06
5	51.3	33.3	0.51
6	12.8	9.7	0.26
7	65.4	48.6	0.56
8A	83.6	45.1	1.04
8B	379.8	170.9	5.30
8C	34.2	16.3	0.89
10	34.2	25.4	0.24
11	37.7	28.0	0.48
12	15.2	11.1	0.14
13	20.4	17.0	0.16
14A	80.4	36.7	1.53
14B	26.3	7.9	0.67
14C	44.1	29.8	0.76
14D	28.7	20.6	0.21
15A	26.6	16.9	0.19
15B	64.5	34.1	0.50
15C	12.4	4.1	0.29

Response 6M

The City desires to maintain this policy but, as with other policies, will consider alternatives in special cases where appropriate. Any exceptions to the policy for basin design will be addressed during development review and approval.



Response 6N

Detention basin locations and shapes are schematic only and are placed only to represent a possible location near the low point of each drainage basin. Basin capacities are representative only and should be refined based on final engineering studies during final design. Having schematic locations provides greater flexibility than if it is attempted to “accurately” place them in pre-determined areas. The exhibit qualifies this. We will add the notes to refer to “Appendix D of the Specific Plan”, and the label for the developed area contributing to detention basin 6 will be corrected to 12.8. If the City agrees to a note qualifying the representation/lack of representation of development areas we will reflect changes, as these development areas are consistently represented throughout the document..

Response 6O

The Specific Plan includes provisions for phasing improvements within the open space subarea 20 (Policy C-10; additional policies for subarea 20, illustrated in Specific Plan Figure 3-13). The distribution of costs can be modified prior to Specific Plan approval at the discretion of the City Council. This will not affect the EIR analysis.

Response 6P

“Per City direction” implies the City can exempt parcels from detention. Removing this statement removes City discretion. There are conceivable situations where detention may be required such as to prevent aggravating an existing bad downstream condition.

Response 6Q

Comment noted. Table 2-7 has been modified to reflect corrections, which will not affect the EIR analysis.

Response 6R

Table 2-9 was accurately shown in the Draft Specific Plan, but not in the Draft EIR. The table in the Final EIR will be changed to indicate tie-in to an existing 15” main east of Golden Hills Road. Pipe sizes, although sized by preliminary analysis “may be adjusted as required and approved by the City.” As you may be aware, force main sizes are often selected on velocity criteria vs. capacity (as well as designer’s choice due to a variety of variable factors), and can only be accurately sized during final engineering when geometrical factors and other variable factors are determined. The 6-inch is a more conservative selection and is represented as a starting point prior to the development team’s final engineering analysis.

Response 6S

Table was corrected in Specific Plan (see below), but changes were not picked up in Draft EIR. The changes are now reflected in the Final EIR. Pipe sizes, including the 12” line are based on analysis, as well as a desire to have consistent pipe sizes along a trunk mainline. The 12” size is a result primarily due to the desire to have consistent pipe sizes at that location. Again, per the note on the exhibit, the trunk lines “may be adjusted as required and approved by the City.”



The alternative for draining the West end of Gilead Road would be the 8" main serving areas 4 and 10.

Response 6T

The table was corrected in Specific Plan, but changes were not reflected in the Draft EIR. Subarea 6 would be served from a low-pressure loop of the Main East Water Zone per the water system plan exhibit.

Response 6U

Circulation options A & B are defined in the first two bullets of the table.

Response 6V

Agreed. Although the new Master Plan has not yet been adopted, the statement should indicate "or latest Master Plan if superseded".

Response 6W

Options A & B are defined in the first two bullets of the table. All underground utilities within any new road improvements must be built per the specific plan.

Response 6X

The corrections included in the Final EIR drainage infrastructure tables, as previously included in the Draft Specific Plan, will clear potential confusion on this point.

Response 6Y

It is anticipated that the City will apply its standard policies with regard to onsite improvements, considering the appropriate nexus requirements. The City does, however, routinely provide for reimbursement agreements for over-sized water and sewer lines.

Response 6Z

The project objectives as stated in the EIR need to reflect the objectives of the action under consideration in the EIR, which in this case is a City-initiated Specific Plan that implements a portion of its General Plan. Section 2.5 states exactly this in the context of the General Plan. Additional objectives of the property owners with regard to development parameters are further articulated in the Specific Plan itself.

The comment reflects on a financing aspect of the Specific Plan, and not on the adequacy of the EIR analysis. The City Council may, at its discretion, modify the financial responsibility of the property owners to construct various public improvements prior to Specific Plan approval.



Response 6AA

Development under the Specific Plan will be required to comply with permitting requirements of various responsible agencies, including the U.S. Fish and Wildlife Service and California Department of Fish and Game, as stated on page 2-45 of the Draft EIR. As stated in the Specific Plan and EIR, the nature of the mitigation agreement for the protection of potentially impacted San Joaquin Kit Fox Habitat must be implemented consistent with their requirements, and consistent with provisions as stated in the City's General Plan and Specific Plan.

Response 6AB

The comment correctly notes that the Our Town area is now part of the City, which will be reflected in the Final EIR. Page 3-3 of the Draft EIR will be modified accordingly.

Response 6AC

Figure 4.1-1 as included in the Draft EIR reflects information provided by the California Department of Conservation. Our Town still has some farming potential, since very few off the homesites have yet been development. This fact is reflected in Figure 4.1-1, which will remain unchanged.

Response 6AD

Comment regarding cost responsibility and existing deficiencies is correct within the context of Government Code 66000 (AB 1600). However, should developers under the Specific Plan choose to participate in the cost of the improvement, the fair share percentages provided are consistent with the project contribution to total new traffic through each facility. Possible reimbursement of the cost of construction from other development may be negotiated with the City.

Response 6AE

The CRASP Traffic Analysis recognizes existing deficiencies at several US Highway 101 ramps. It is understood that CRASP is not the sole reason for the significant and unmitigable impacts, but rather a contributing factor that will impact the existing deficiencies, similar to other local and interregional growth.

Response 6AF

The analysis of "Existing Plus Project" intersection operations was not performed to quantify the incremental impact of the project to study intersection and roadway facilities. The "Existing Plus Project" analysis, which was included per a Caltrans request, is a hypothetical "worst case" scenario because the Specific Plan will likely build-out over a span of ten to twenty year, during which other development in the City will occur.



Response 6AG

But for the Chandler Ranch Area Specific Plan, the Huerhuero Bridge would not be needed at this time. For the purposes of funding infrastructure, the CRASP is anticipated to be responsible for funding design and construction of the Huerhuero Bridge. If subsequent traffic analysis determines that there is a nexus that would support reimbursement from other development areas (e.g. Olsen-Beechwood Specific Plan), a share of the cost borne by the CRASP may be reimbursed.

Response 6AH

The “Short Term” scenario includes the build-out of the list of projects currently that are approved or pending approval by the City. The time period of the projected scenario is dependent on the rate of development of the approved/pending projects. Year 2015 is a conservative estimate on the projected time to complete the US 101/SR 46E interchange improvements. The “Short Term” scenario is therefore projected to occur at or before year 2015.

Response 6AI

The “Year 2025 Base” scenario includes the full residential buildout of the City under the City’s 2003 General Plan, including approved/pending projects. Specific Plan share of impact is calculated from the “Year 2025 Base” scenario and therefore accounts for the approved/pending project contribution. There has not yet been demonstrated a need for disaggregating the City’s fair share impact on study facilities.

Response 6AJ

If the City decides to pursue a mitigation strategy different from the Charolais Road overcrossing, the collected fees will be applied to the new mitigations, with any possible excess in contribution reimbursed to the Specific Plan.

Response 6AK

Funding of off-site improvements that are needed to mitigate the impacts generated by the CRASP will either be by the CRASP or a combination of City AB-1600 funding plus CRASP funding. Care will be taken to insure that there will be no “double dipping” of funding (i.e.: credit will be provided if an improvement is already covered in the AB-1600 funding program).

Response 6AL

The monitoring requirements for Mitigation Measure AQ-1(a) note that grading plans will be reviewed by the City, and the determination of consistency with required BACTs will be made in consultation with the APCD. This approach is consistent with current practices used by the City.



Response 6AM

Specific Plan Policy C-9 specifies City approval procedures for trail design. The City Council, at its discretion, may modify the approval procedures with respect to this policy. This will not affect the EIR analysis.

The factor of 2.7 persons per dwelling is consistent with recent figures provided by the Department of Finance, and is used consistently as a planning projection throughout the EIR and Specific Plan. It is essentially consistent with the figure provided in the comment (2.663), and may be considered a rounding of this figure to the nearest tenth. This projection provides a “worst-case” scenario for planning purposes and should not be modified in the context of the EIR. The City may periodically modify its population planning projections when appropriate through the life of the Specific Plan as demographic conditions change.

Response 6AN

Table 4.4-1 will be modified to reflect that Niblick Road east of Creston Road becomes Sherwood Road.

Response 6AO

Noise modeling calculations are based on traffic projections provided for the project. The traffic study did not differentiate between the two proposed segments of Sherwood Road in question. It should be noted that the noise modeling does account for Linne Road east of Airport Road. Once abandoned under the Specific Plan, the noise projections on this segment would likely be similar to those reported for “Linne Road east of Airport Road” in Table 4.4-4. As noted in the table, noise increases on Sherwood/Linne east of Creston Road (and east of Airport Road) would be significant, primarily because there would be a significant change from the existing condition, which currently experiences relatively little traffic.

Response 6AP

Please refer to Response 6AO.

Response 6AQ

The paragraph in question is a portion of the Specific Plan, and is reported in the EIR as such. It is not an EIR mitigation measure. The Specific Plan standard may be modified at the discretion of the City Council as it deems appropriate.

Response 6AR

Please refer to Response 6AQ.



Response 6AS

Figure 4.5-1 is intended to show generalized slopes on the site to convey where the steeper portions are located. It is intended to allow the non-technical reader to generally compare the location of proposed development to the generalized topography of the site.

Response 6AT

The purpose of Figure 4.5-3 is to show the general fault locations in the region relative to the Specific Plan area. The lay reader should conclude that the region includes numerous faults, generally trending northwest to southeast, and while some of the faults are relatively close to the City of Paso Robles, none are located within the Specific Plan area. Figure 4.5-3 is not intended as a detailed geologic map for geotechnical purposes.

Response 6AU

The grading provision in question is a portion of the Specific Plan, and is reported in the EIR as such. It is not an EIR mitigation measure. The Specific Plan standard may be modified at the discretion of the City Council as it deems appropriate.

Response 6AV

Mitigation G-3(a) will be modified to more accurately reflect its intended purpose, which is to mitigate for potential impacts in areas of high expansive soils, which include Arbuckle-Positas complex (on soils greater than 15%), Cropley clay loam, Rincon clay loam, San Ysidro loam, and Nacimiento-Ayar complex. The mitigation measure will reflect these soils as referenced in Table 4.5-1 and Figure 4.5-2. Provisions regarding mitigation for landsliding potential will be deleted, except where the required Soils/Foundation Report notes that geotechnical mitigative elements are needed.

Provision #2 of mitigation measure G-3(a) is intended for use only in grading Category C (mass grading), and not within custom-graded lots (Categories A and B).

Response 6AW

As noted in the discussion for Impact G-5, the Specific Plan area has historically been used for agricultural purposes, and there are (and were) industrial uses nearby. Thus, there is potential for onsite contamination as identified. Mitigation measure G-5(a) simply requires that an updated Phase I Environmental Site Assessment be performed to more definitively determine the extent of potential contamination, since the original Fugro study was performed in 1995. The recommendations of this updated report should be implemented. This is a common requirement associated with due diligence procedures involving land transactions, particularly in areas where past activities may have resulted in soils and groundwater contamination.

Response 6AX

Mitigation Measure G-5(b) only applies in the event of the discovery of groundwater during grading or construction activities. That said, the recommendations of the updated Phase I



Environmental Site Assessment required in Mitigation Measure G-5(a) may modify this requirement, particularly if it is found that such chemicals are unlikely to be encountered in the groundwater. Water quality on the site must meet the requirements of the Regional Water Quality Control Board.

Response 6AY

Mitigation Measure G-5(c) is not in the City's building code, but it is an EIR requirement needed to reduce potential soil hazard impacts to a less than significant level.

Response 6AZ

The land use provision in question is a portion of the Specific Plan, and is reported in the EIR as such. It is not an EIR mitigation measure. The Specific Plan standard may be modified at the discretion of the City Council as it deems appropriate. The policy will be clarified to indicate that accessory buildings are allowed, except as specifically prohibited within standards for specific subareas, or within the Design Guidelines for those subareas.

Response 6BA

The lighting provision in question is a portion of the Specific Plan, and is reported in the EIR as such. It is not an EIR mitigation measure. The Specific Plan standard may be modified at the discretion of the City Council as it deems appropriate, which could include the modification of Grading Category E within the Specific Plan to allow for dry utilities such as limited lighting in open space subarea 20.

Response 6BB

The cumulative loss of open space Citywide as a result of development in the Chandler Ranch area as in conjunction with other projects in the City is considered significant and unavoidable, as reported in the Draft EIR. Recall that the General Plan applied a Specific Plan designation to the Chandler Ranch site, but noted that cumulative loss of open space Citywide was significant and unavoidable – even with the Specific Plan designation. The current EIR draws the same conclusion, particularly in light of the fact that the Chandler Ranch Area Specific Plan would irreversibly commit over 500 acres of land to non-open space uses (refer to Table 3-1b of the Specific Plan or Table 2-2b of the EIR).

Response 6BC

Figure 4.8-1 shows FEMA defined 100-year flood plain as included on documentation used by the City.

Response 6BD

- a. The language included in the Draft EIR is accurate. Any confusion is clarified by standards in paragraph b.
- d. Design is already qualified with the language "Detention Basins shall be designed in accordance with applicable City Standards and current City practice as directed by the City



Engineer.” Language in Policy I-17 will be modified to state that “the spillway shall be engineered and shall be reinforced with appropriate material to ensure function in any event; preferably not with the use of reinforced concrete.”

- e. Provision e will be eliminated as it contradicts control of nuisance water.
- g. Detention basin locations and shapes are schematic only and are placed only to represent a possible location near the low point of each drainage basin. Basin capacities are representative only and should be refined based on final engineering studies during final design. Having schematic locations provides greater flexibility than if we attempted to “accurately” place them in pre-determined areas. The exhibit qualifies this.
- h. No change to the policy is made.

Response 6BE

It is acknowledged that subareas 11, 12, 13, 14, 16, and 17 are relatively flat, so mass grading techniques would not likely alter the existing terrain to the extent it would within other subareas where this technique would be applied.

Response 6BF

The comments correctly note factual errors in Table 4.8-1, Detention Basin Summary. Please refer to Response 6L. Table 4.8-1 will be updated accordingly.

Response 6BG

The purpose of the EIR is to describe potential impacts to onsite resources. The site has extensive oak woodland as described in the Draft EIR, and the impacts to this resource are documented. While the oaks express a range of health, the impacts to these resources is accurately described in the EIR. It is acknowledged that there are dead oak trees on the site, and the Specific Plan includes provisions for evaluating the health of individual oaks if they are considered for removal.

Response 6BH

The assessment of wildflower fields as contained in the Draft EIR is accurate. Rincon biologists found approximately 0.26 acres of such habitat on the site that qualifies within the definition of the Wildflower Field habitat as defined by Holland. This is documented on page 4.9-7 of the Draft EIR and shown on Figure 4.9-1. About 0.10 acres of this habitat would be impacted as a result of the extension of Gilead Lane, and the grading associated with this roadway near the central drainage on the site. Mitigation B-3(d), which calls for a 2:1 replacement ratio if this 0.10-acre cannot be avoided, is appropriate and will remain in the document. The mitigation measure is specific to the Gilead Lane crossing, where the impact is identified in the Draft EIR.

The Specific Plan does not identify subarea standards to address impacts to the Wildflower Field habitat because no development within the 19 development-oriented subareas would impact this habitat, as discussed in the Draft EIR. Mitigation Measure B-3(d) is intended to address potential impacts within subarea 20 for the Gilead Lane extension. Based on this EIR mitigation, it may be appropriate to include a provision within the Specific Plan to augment



subarea policy 20-o to address the potential impact to this habitat with respect to the Gilead Lane crossing within this area, a point that can be done at the discretion of the City Council.

Response 6BI

The comment concerns the appropriate mitigation approach to address the potential loss of shining navarretia, a CNPS List 1B species. The mitigation approach as included in the proposed Specific Plan within Policy LU-14 is appropriate for the protection of this species, and is evaluated as part of the proposed project under CEQA. This approach was reviewed by the major property owner's consulting biologist as the City developed the draft Specific Plan policy framework. As noted in the Draft EIR, no additional avoidance mitigation is required to address impacts to this species, other than special-status species monitoring pursuant to Mitigation Measure B-3(b).

Response 6BJ

The Draft EIR documents the findings of biological resource experts when they evaluated the site. Impacts to special-status plant species are fully documented within Impact B-3 of the Draft EIR. This discussion does not identify any impacts to the oval-leaved snapdragon as a result of development under the Specific Plan.

Response 6BK

The Draft EIR adequately describes the regulatory setting with respect to the evaluation of biological resources. A discussion of the State of California Endangered Species Act is already included as the second full paragraph on page 4.9-25 of the Draft EIR.

Response 6BL

The impacts for subareas 1-19 shown in Table 4.9-3 are based on a Geographic Information Systems (GIS) overlay of the areas of potential disturbance within each subarea (including internal roadways) on the known habitat. Thus, it represents a potential worst-case analysis within these areas. The trail system within subarea 20 could result in impacts, most notably to non-native grasslands along the margins of subarea 20. Potential impacts to the various habitat types within the Specific Plan area are accurately identified based on the general order of magnitude that might be expected under full buildout of the Plan Area. Specific Plan policy 20-n requires that trails within the open space subarea 20 be setback at least 50 feet from riparian canopies or top of bank, whichever is further, thus minimizing potential impacts to riparian areas. (It should be noted, however, that there may be instances when exceptions from the 50 foot setback would be warranted to avoid grading; this language is incorporated into the policy) In addition, Specific Plan policy LU-14 calls for a similar standard for development in general.

Response 6BM

An important purpose of CEQA is to identify potential impacts and recommend appropriate mitigation, an approach that was followed with respect to the potential loss of oak trees on the site (Impact B-2, Draft EIR pages 4.9-28 through 4.9-31). It should be noted that the Draft EIR does not identify any additional mitigation measures for this impact other than those already



included in the Specific Plan. The Specific Plan includes an HOA as an enforcement mechanism for minimizing impacts to oak trees. This mechanism can be modified by the City Council, if it determines that an alternate approach is desirable.

Response 6BN

The major property owner has proposed a clustering of residential development at nearly three times the current General Plan entitlement. The property owner presented the preservation of open space as a part of their land use proposal. There would appear to be no grounds, no policies and no precedents that would support the city providing monetary credit for open space that is established through the specific plan or other entitlement process.

Response 6BO

Impacts to the San Joaquin Kit Fox are accurately described in the Draft EIR as Impact B-5. Mitigation is consistent with General Plan policy, as carried forward in the Specific Plan, and requires compliance with the state and federal Endangered Species Acts.

Response 6BP

Paragraph 1 of Mitigation Measure B-4(a) clearly states that runoff be directed away from riparian and wetland habitat and into a stormwater filter before being allowed to discharge into sensitive habitat areas. The language used in the comment does not accurately describe the contents of the Draft EIR. With regard to paragraphs 3 and 8 of the same mitigation measure and whether their provisions are a “requirement of CEQA”, it should be noted that CEQA requires whatever mitigation measures are deemed appropriate to reduce impacts to the extent feasible. The provisions of paragraphs 3 and 8 are consistent with this requirement.

Response 6BQ

Please refer to Response 6AM.

Response 6BR

Please refer to Response 6BN.

Response 6BS

The comment concerns a Specific Plan policy provision for subarea 5, and requests a change to this policy. The Chief of Emergency Services has determined that the service needs for Chandler Ranch and nearby areas can be better met by seeking a new Emergency Services Station location elsewhere, not within subarea 5.

Response 6BT

CEQA requirements to address potential impacts may be different or exceed what may be standard City requirements. This is the case with Mitigation Measure PS-3(a).



Response 6BU

Financing provisions of the Specific Plan are not an issue appropriately evaluated in an EIR, but may be modified as deemed appropriate by the City Council. With respect to the factor used to assess projected persons per dwelling unit, please refer to Response 6AM.

Response 6BV

These are all excellent discussion points, but reflect a perspective that will require the City Engineer's approval to include.

Response 6BW

Disagreement noted. A Change in the statement cited from the 3rd paragraph would have to be approved by the City Engineer. Comment on the Master Plan is noted. The new Water Master Plan is referenced repeatedly in the Specific Plan & should provide independent analysis of storage.

Response 6BX

The status of the entitlements is still unknown.

Response 6BY

Calculations are included in Appendix I. The analysis shows an average day demand of 1,104,138 GPD. Three "typical" wells would provide 1,404,000 GPD based on a 12-hour run time. It should be noted the key consideration is the water volume required, not the total number of wells. The development of new wells, which may or may not occur on the Chandler Ranch site, will be the subject of separate CEQA review. The current Specific Plan provides space for those wells to be developed, if future analysis finds that such development is appropriate.

Response 6BZ

The comment on the Water Master Plan is noted. The new Water Master Plan is referenced repeatedly in the Draft Specific Plan and should provide independent look at current Per Capita use and peaking factors.

Response 6CA

With respect to the factor used to assess projected persons per dwelling unit, please refer to Response 6AM.

The details of the calculation are shown in appendix I (see below). A 100 gpcpd was used for residential and a 880 ADWF gpd/acre flow was used for other uses. The new Wastewater Master Plan is referenced repeatedly in the Specific Plan & should provide independent look at current Per Capita flow.



CHANDLER RANCH SPECIFIC PLAN WASTEWATER FLOW PRELIMINARY ANALYSIS

	Area Number	Acreage	Landuse	Density	Max DU	Population	ADWF gpcpd	ADWF gpd/acre	Equivalent Dwelling Units	ADWF gpd	PDWF (gpd)	PWWF (gpd)
Alternative 5	1	64.0	Residential	1	50	135	100	N/A		13,500	28,350.00	35,100
	2a	26.9	Residential	1	37	100	100	N/A		9,990	20,979.00	25,974
	2b		Apartments	8	24	65	100	N/A		6,480	13,608.00	16,848
	3a	59.5	3 Pack	6	138	373	100	N/A		37,260	78,246.00	96,876
	3b		Residential	2	50	135	100	N/A		13,500	28,350.00	35,100
	4	10.0	Aquatic Center	N/A	N/A	N/A	N/A	880	33	8,800	18,480.00	22,880
	5	3.0	Public Facilities	N/A	N/A	N/A	N/A	880	10	2,640	5,544.00	6,864
	6	33.7	6 Pack*	8	190	513	100	N/A		51,300	107,730.00	133,380
	7	54.5	Residential	4	141	381	100	N/A		38,070	79,947.00	98,982
	8	46.2	Residential	3	100	270	100	N/A		27,000	56,700.00	70,200
	9	42.3	Residential	4	95	257	100	N/A		25,650	53,865.00	66,690
	10	18.2	School	N/A	N/A	N/A	N/A	880	59	16,016	33,633.60	41,642
	11	7.7	Residential	4	31	84	100	N/A		8,370	17,577.00	21,762
	12	30.6	Residential	6	205	554	100	N/A		55,350	116,235.00	143,910
	13	20.6	Residential	4	66	178	100	N/A		17,820	37,422.00	46,332
	14	25.2	Residential	6	83	224	100	N/A		22,410	47,061.00	58,266
	15	0.7	Residential	9	NC	NC	NC	NC		-	-	-
	16	12.3	Residential	9	139	375	100	N/A		37,530	78,813.00	97,578
	17	9.0	Residential	6	90	243	100	N/A		24,300	51,030.00	63,180
	18a	4.0	Retail/Office	N/A	N/A	N/A	N/A	880	13	3,520	7,392.00	9,152
18b	7.0	Retail/Office	N/A	N/A	N/A	N/A	880	23	6,160	12,936.00	16,016	
19a	3.1	Commercial	N/A	N/A	N/A	N/A	880	10	2,728	5,728.80	7,093	
19b	3.5	Commercial	N/A	N/A	N/A	N/A	880	11	3,080	6,468.00	8,008	
19c	3.4	Commercial	N/A	N/A	N/A	N/A	880	11	2,992	6,283.20	7,779	
	Totals	475.4			1439	3885				425,666	893,898.60	1,106,732



Response 6CB

There is no page 4.13-13 in the Draft EIR, so it is difficult to determine what the comment refers to. No response is possible.

Response 6CC

Please refer to Response 6AM.

Response 6CD

Please refer to Response 6AM.

Responses 6CE through 6CU

Omni-Means will be updating November 2005 Draft Traffic Study as appropriate, based on input from the City and responsible agencies such as Caltrans. The final report will also consider the direction provided by the property owner, as described in these comments.

Response 6CV

The SB 610 Water Supply Assessment is currently in draft form and must be endorsed by the appropriate representative of the City of Paso Robles.

“Observed” numbers were based on historical data observed and provided by the City.

Response 6CW

The commentor is the major property owner and has provided extensive suggested revisions to the Draft Specific Plan as analyzed in the Draft EIR. Many of the comments are intended to correct minor factual errors, and will be corrected in the final version of the Specific Plan. Other suggestions have policy implications, and may be considered by the City Council at the time of potential Specific Plan adoption. A third type of comment concerns differences in technical approach from what was included in the Draft Specific Plan. Many of these comments are already addressed in the body of responses to the comments addressed at one or more sections of the Draft EIR (Responses 6A through 6CV).

In effect, all comments on the Specific Plan represent requested modifications of the proposed project analyzed in the CEQA document, and do not reflect on the EIR analysis itself. As appropriate, based on the criteria described in the previous paragraph, the Specific Plan may ultimately incorporate some of the requested changes. Depending on the nature of the changes, a finding of the revised Specific Plan’s consistency with the EIR analysis may need to be made prior to certification of the Final EIR and adoption of the Specific Plan.



Paso Robles

JAN 19 2006

Planning Division

January 18, 2006

Carl Wilcox
Environmental Program Manager
CA Department of Fish and Game
P. O. Box 47
Yountville, CA 94599



CIVIL ENGINEERING
CONSTRUCTION
MANAGEMENT
LANDSCAPE
ARCHITECTURE
MECHANICAL
ENGINEERING
PLANNING
PUBLIC WORKS
ADMINISTRATION
SURVEYING /
GIS SOLUTIONS
WATER RESOURCES
WALLACE SWANSON
INTERNATIONAL

Subject: Chandler Ranch Kit Fox Mitigation Agreement with CA DFG

Dear Mr. Wilcox:

As you may know, our firm is representing the Wurth family, the property owners of the major portion of the Chandler Ranch property in Paso Robles. The Chandler Ranch Draft Specific Plan and Draft Environmental Impact Report have been out for public comment, with public review ending on January 17, 2006. Both the City of Paso Robles and the owners have requested that we continue a dialog with your agency regarding the project's potential impacts on Kit Fox habitat and to resolve the mitigation requirements necessary for this project.

I spoke with Bob Stafford in mid-November regarding the Chandler Ranch development and requested a meeting to discuss Kit Fox issues. Bob suggested that we contact you. Bob indicated that your office most likely intends to rely on the previously executed agreement signed by Jack Muniari in 2001.

We have obtained a copy of that agreement from the City. We believe the currently proposed project is sufficiently modified from the previous development proposed by Mr. Muniari to warrant a meeting to review our mutual interests. Under the current development plan, a significant amount of open space is proposed to remain, most of which will come from the Wurth's property. We would like to explore the options available for mitigating the project's development impacts.

Please call me at (805) 544-4011 at your earliest convenience to discuss your availability for a meeting with the project team. We could set up a teleconference if that is more convenient for you.

Thank you for your assistance in this matter.

Sincerely,

Cindy Lewis
Associate Planner

cc: Bob Lata, City of Paso Robles
Natalie Wurth

WALLACE GROUP
A California Corporation
4115 BROAD ST
SUITE B-5
SAN LUIS OBISPO
CALIFORNIA 93401
T 805 544-4011
F 805 544-4294

www.wallacegroup.us

A

Letter 7

COMMENTOR: Cindy Lewis, Associate Planner, Wallace Group

DATE: January 18, 2006

RESPONSE:

Response 7A

The commentor is requesting a meeting with California Department of Fish and Game to discuss Kit Fox mitigation options pertaining to the Chandler Ranch Area Specific Plan. The comment does not directly identify any specific issues of concern with the Draft EIR analysis. No specific response is possible.



STEVEN C. MEIXNER
1111 Riverside Avenue, Suite 503
Paso Robles, CA 93446

805-239-3777

January 16, 2006

Mr. Bob Lata
Director of Community Development
The City of El Paso de Robles
1000 Spring Street
Paso Robles, CA 93446

RE: Chandler Ranch Area Specific Plan, Planning Area 17
Comments on Revised Draft of Specific Plan and EIR dated November 2005

Dear Bob:

We have reviewed the referenced documents and have the following comments (which relate to the Draft Specific Plan or the Draft EIR as indicated):

1. Revised Draft Specific Plan ("DSP") Page 3-13 Policy LU-14 First Section at top of page. The section is worded to indicate that the City would have no action to take and the project applicants would work directly with the DFG. It is possible that the DFG may require the City, as Lead Agency, to request that DFG take action related to a particular applicants request. Language should be added to indicate the City would participate if needed or requested by DFG. This comment also applies to the Draft EIR ("DEIR") on page 4.9-43.

2. DSP Page 3-30 Second Line Top of Page
There appears to be a typo. The word "established" should be "establish".

3. DSP Page 3-35 Policy C-6
After "... Tables 3-3 and 3-4" insert the words "as depicted to be constructed by the property owner/developer".

4. DSP Page 3-35 Policy C-8
Insert before "Owners of property", the words "Pursuant to the 1980 Annexation Agreement,".

5. DSP Page 3-35 Policy C-8
In the second sentence after "...entitlements within their property boundaries," add the words "or if the improvements are a condition applied to the entitlements of other property owners,".

6. DSP Page 3-37 Figure 3-11
Figure 3-11 could be clarified by adding the phrase "North of Sherwood Road" below the title "Airport Road Cross Section".

7. DSP Page 3-42 Policy I-4
There appears to be a typo in the last sentence. Change "approve" to "approved".

A

Mr. Bob Lata
January 16, 2006

8. DSP Page 3-46 Item h

Reword the first sentence to read, "Prior to the issuance of building permits, the detention basin shall ...".

9. DSP Page 3-51 Figure 3-16

There appears to be a typo in the "Note" at the top left hand portion of the page. The reference to Exhibit "F" should be changed to "D".

10. DSP Page 3-127 Policy 17-a

Should not the 25' setback include the 10' parkway within the ROW? In that case, the wording should be changed to "... is measured from the nearest edge of the curb to the nearest portion of a structure within a property".

A

11. DSP Page 3-126 Fourth paragraph

Reword the fourth paragraph to read, "The Airport Road ROW between sub areas 15 and 17 shall utilize the existing Airport Road improved section with the balance of ROW allocated to the property owner/applicants as appropriate to meet the Airport Road Cross Section."

12. DSP Page 3-127, Table 3-22 Sewer

Remove the requirement for the "8" sewer main within Airport Road adjacent to area 14 to intersection of Sherwood Road and Airport Road". The City and EIR consultant have previously agreed to this removal.

13. DEIR Page 2-1 Last Paragraph

The paragraph refers to "Our Town" being in the unincorporated County. It is now in the City.

B

14. DEIR Page 4.10-21 Table 4.10-4 Estimated Water Demand

The factors used to calculate future demand appear to be excessive. The table uses 260 gpd per person to project future demand. If the total existing demand of 5,496,498 gpd (from Table 4.10-8) is divided by the existing population of 27,964 (as of January 1, 2005), the result is 197 gpd per person. The demand projection factor is 30% higher than current usage on a per person basis.

C

Thank you for the opportunity to comment on the referenced documents.

Sincerely,

Steven C. Meixner

CC: Travis Fuentez, Centex Homes
Urban McLellan, Centex Homes

Letter 8

COMMENTOR: Steven C. Meixner, Centex Homes

DATE: January 16, 2006

RESPONSE:

Response 8A

The commentor makes twelve (12) separate comments/suggestions on the language used in the Chandler Ranch Area Specific Plan. Comments noted. Factual errors will be corrected.

A second type of comment concerns differences in technical approach from what was included in the Draft Specific Plan. Many of these comments are already addressed in the body of responses to the comments addressed at one or more sections of the Draft EIR (Responses 6A through 6CV).

In effect, all comments on the Specific Plan represent requested modifications of the proposed project analyzed in the CEQA document, and do not reflect on the EIR analysis itself. As appropriate, based on the criteria described in the previous paragraph, the Specific Plan may ultimately incorporate some of the requested changes. Depending on the nature of the changes, a finding of the revised Specific Plan's consistency with the EIR analysis may need to be made prior to certification of the Final EIR and adoption of the Specific Plan.

Response 8B

The comment correctly notes that the Our Town area is now part of the City, which will be reflected in the Final EIR. Page 2-1 of the Draft EIR will be modified accordingly.

Response 8C

The per capita water use factors are provided by the City, and are consistent with those in the existing water master plan. These may be refined as the existing Water Master Plan is updated. The figures used are consistent with existing planning factors used in the City for long-range evaluation purposes.



Paso Robles

JAN 17 2006

Planning Division

STEVEN C. MEIXNER
1111 Riverside Avenue, Suite 503
Paso Robles, CA 93446

805-239-3777

January 16, 2006

Mr. Bob Lata
Director of Community Development
The City of El Paso de Robles
1000 Spring Street
Paso Robles, CA 93446

**RE: Chandler Ranch Area Specific Plan, Planning Area 19
Comments on Revised Draft of Specific Plan and EIR dated November 2005**

Dear Bob:

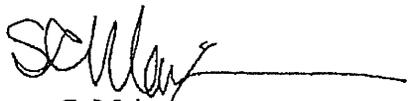
We have reviewed the referenced documents and have the following comments:

- 1. The Sewer Force Main in Union Road is called out as a 4" main on the Onsite Infrastructure Requirements matrices for subareas 18 and 19; and as a 6" main on the Onsite Infrastructure Requirements matrices for subareas 4, 5, 6, 7 & 10. A

- 2. Figure 3-1 establishes that there are four components of subarea 19; 19a, 19b, 19c and 19d. Those same designations should be used on Figures 3-14 and 3-15. B

Thank you for the opportunity to comment.

Sincerely,


Steven C. Meixner

Letter 9

COMMENTOR: Steven C. Meixner

DATE: January 16, 2006

RESPONSE:

Response 9A

The correct assumed size for purposes of the Specific Plan is 6". Pipe sizes, although sized by preliminary analysis "may be adjusted as required and approved by the City." As you may be aware, force main sizes are often selected on velocity criteria vs. capacity (as well as designer's choice due to a variety of variable factors), and can only be accurately sized during final engineering when geometrical factors and other variable factors are determined. The 6" is a more conservative selection and is represented as a starting point prior to the development team's final engineering analysis.

Response 9B

The commentor suggests that the EIR and Specific Plan figures that depict infrastructure should use the same subarea designations for subarea 19 as shown elsewhere in the documents. This change will be made, but will not affect the EIR analysis. However, because the Penfield & Smith analysis consistently uses the other nomenclature, the figure will put "20B" and "20C" in parentheses to allow for the reference to the text of the analysis.





Peoples' Self-Help Housing Corporation

Paso Robles

January 24, 2006

JAN 24 2006

Mr. James App, City Manager
Mr. Ronald Whisenand, Director of Community Development
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

Planning Division

VIA FAX: 237-6565

**RE: Chandler Ranch Area Specific Plan
Olsen Ranch Beechwood Specific Plan**

Dear Mr. App & Mr. Whisenand:

The purpose of this letter is to request your consideration to ensure that the above captioned Specific Plans include housing affordable to very-low, low, and moderate income households.

Peoples' Self-Help Housing Corporation (PSHHC) applauds the City's efforts to address the housing needs of its residents in a variety of ways, including the large annexations and Specific Plans currently under consideration. Our recently completed Creekside Gardens senior development and in-construction Canyon Creek project reflect these efforts. We also recognize the valuable opportunity these new Specific Plans present to provide much needed permanently affordable housing stock in the City.

Facilitating the development of housing affordable to all residents of the City is identified as a goal (*Goal H-1*) in the City's 2004 Housing Element. According to the Housing Element (*Table H-13b*) 48% of Paso Robles households fall within the very-low (50% of Area Median Income) or low (80% of AMI) income categories. An additional 20% are considered moderate income (120% of AMI). As we all recognize these households, which include teachers, police, and other occupations that comprise the majority of the City's workforce, have largely been priced out of the housing market by rapid increases in the median sales prices of homes and a lack of affordable rental stock.

Our initial review and discussions with staff regarding both the Chandler Ranch Area Specific Plan and Olsen Ranch Beechwood Specific Plan noted no specific mention of the provision of affordable housing within either area. We are concerned that without specific requirements for affordable housing consistent with the goals and objectives outlined in the Housing Element these Specific Plans will not adequately address the needs of the majority of Paso Robles residents.

Thank you in advance for your consideration.

Sincerely

Jeanette Duncan
Executive Director
Peoples' Self-Help Housing

3533 Empleo Street
San Luis Obispo, California 93401
TEL: (805) 781-3088
FAX: (805) 544-1901
E-mail: admin@pshhc.org
www.pshhc.org

26 E. Victoria Street
Santa Barbara, California 93101
TEL: (805) 962-5152
FAX: (805) 962-8152
Email: sboffice@pshhc.org

A

Letter 10

COMMENTOR: Jeanette Duncan, Executive Director, Peoples' Self-Help Housing

DATE: January 24, 2006

RESPONSE:

Response 10A

The commentor expresses concern for the need for housing available to very-low, low, and moderate income households within the Specific Plan area. The Specific Plan as proposed would include a variety of housing densities, up to 9 dwelling units per gross acre (139 dwellings at this density). Another 222 homes would be within areas with densities of 8 dwelling units per acre. It is presumed these 361 dwellings, which represent 25% of all homes within the Plan Area, will be the most affordable of those included in the Specific Plan.

All housing within the Specific Plan will be required to be consistent with the provisions of the City's adopted Housing Element.

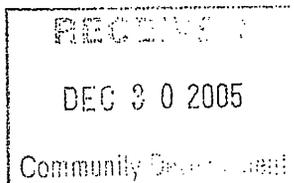
No comment was offered on the adequacy of the Draft EIR analysis, so no responses to EIR concerns are possible.



KEN CLOUSTON INC.

1212 Kapareil Lane
Paso Robles , California 93446

Phone (805) 238-7991
Fax (805) 238-7991



December 29, 2005

City of Paso Robles
Community Development Dept.
1000 Spring St.
Paso Robles, Calif. 93446

Re: Chandler Ranch Specific Plan

ATT: Bob Lata

Dear Mr. Lata:

I have reviewed the land use plan, and have some major concerns on how it affects Tract 1022, which I am currently developing. Tract 1022 is directly adjacent to area 3B of the land use plan. It consists of 2-3500 sq.ft. custom homes on 1 -1/2 acre each, and 6- 1-acre building lots we plan to build 3500 sq.ft. homes on in the near future. This is a gated community that overlooks the Chandler Ranch.

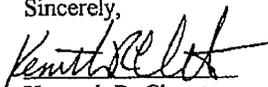
My concerns are:

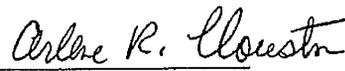
1. 8000 to 12,000 square foot lots are too small and do not blend with our project of 1 acre minimum lots. The Chandler Ranch being a tremendously large project, should be able to gradually decrease the lots from 1 acre to smaller lots as it extends away from tract 1022.
2. Page 3-71, paragraph 3-E of the specific plan states **"views of Chandler Ranch from Golden Hill Road, are of community concern; special effort needs to be made to model the nature and extent of development as viewed from Golden Hills Road"**. Contrary to this, the project proposes to "cut down the existing hilltop" in area 3-B to build a cul-D-sac spoke. This hill is part of the rolling hills that make up the area and should be left as is. In addition to being a beautiful part of the terrain, it serves to block the traffic noise from Golden Hills Road, that will only be worse when this project is built. The existing cut at Golden Hills Road could be re-graded, and landscaped instead of removing the complete hill.

Since I have lived on Lot 8 of Tract 1022 for the past 7 years, I am submitting my comments both as a home owner and a property developer.

Thank you for your consideration on this matter.

Sincerely,


Kenneth R. Clouston


Arlene R. Clouston

A



Proposed
← CUT

This is the only picture I have at this time, and it only shows a portion of the hill proposed to be cut down. This is a large part of the terrain that should be saved at all cost.

Kew Christ

RECEIVED
DEC 30 2005
Community Development

Letter 11

COMMENTOR: Kenneth R. and Arlene R. Clouston, Ken Clouston Inc.

DATE: December 30, 2005

RESPONSE:

Response 11A

The commentor objects to proposed project densities but does not specifically comment on the adequacy or content of the Draft EIR. Therefore, no further response is possible.

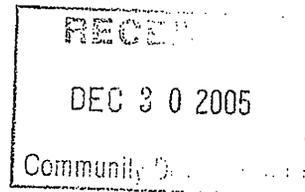
Response 11B

The commentor states the opinion that the existing hilltop in Area 3B should be left as is and that the existing cut at Golden Hill Road should be re-graded and landscaped rather than removing the complete hill. The comment does not specifically address the adequacy or content of the Draft EIR. Therefore, no further response is possible.



December 30, 2005

Planning Director
1000 Spring Street
Paso Robles, California 93446
Attn: Mr. Bob Lata



Ref: Chandler Ranch Area Specific Plan

Dear Mr. Lata:

Having reviewed the referenced specific plan, I have concerns regarding the proposed density for Area 3B, and the extensive grading required to accommodate the plan.

I am a resident of Tract 1022, where the lots are a minimum of one (1) acre, or 43,560 SF. Tract 1022 adjoins Area 3B. An abrupt change in density allowing 8000 SF lot size in Area 3B will have a significant negative impact on Tract 1022. I suggest a more gradual transition to ½ acre lots, then ¼ acre lots, etc. This will avoid the appearance of erratic development patterns, and instead provide a smooth transition in development styles as the area is developed.

A

Your consideration is appreciated.

Respectfully,

A handwritten signature in cursive script that reads "Harvey K. Mundeec".

Harvey K. Mundeec
1226 Kapareil
Paso Robles, California

Letter 12

COMMENTOR: Harvey K. Mundee

DATE: December 30, 2005

RESPONSE:

Response 12A

The commentor is expressing concern about the potential densities and grading standards included in the draft Specific Plan. The effects of the Specific Plan are analyzed in the Draft EIR. The commentor's suggestions regarding potential changes to the Specific Plan's proposed land use pattern will be considered as the City Council contemplates possible adoption of the Specific Plan.



From: Jon Scribner [mailto:jonscribner@sbcglobal.net]
Sent: Tuesday, December 27, 2005 2:10 PM
To: Bob Lata
Cc: Teresa Scribner
Subject: Draft Chandler Ranch Area Specific Plan

Greetings Mr. Bob Lata,

My wife and I are property owners (our residence) within 300 feet of the Chandler Ranch Area Specific Plan. We live at 1204 Shadow Meadow Way, which lies in the development known as Shadow Canyon. Our development has two street entrances: Grand Canyon and Red River. According to the DEIR, these two streets will be entrances to portions of the Chandler Ranch Specific Plan Area: Areas 1, 2 & 8. I wish to present some comments based upon the increased traffic flow caused by the planned development of the Draft Chandler Ranch Area Specific Plan.

The Shadow Canyon development is unfortunately known for its very narrow streets. The potential to hit another vehicle when driving through the neighborhood is high. While backing out of a driveway, it is extremely likely to hit a parked car. In fact, in the less than four years we have owned our home and lived here, my families' vehicles have been involved in five (5) auto accidents due to the narrow streets. Furthermore we don't live on a major neighborhood street, such as Grand Canyon or Red River. My concern is with increased traffic on these narrow streets, which are already a hazard with current traffic.

The street Grand Canyon, the major entrance into our development (Shadow Canyon), is to be extended into Areas 1 & 8. There will be a large potential increase in its usage. Already there exists a steep hill, which becomes more narrow near the hill's bottom (at the intersection of Blue Oak). Cars approach very high speeds there now. I am concerned for what will happen will the increased traffic. Somehow the road width of Grand Canyon needs to be addressed.

The street Red River, the other entrance into our development, is planned to provide an access into Areas 2A & 2B. Red River is a hill road. A Chandler Ranch road is planned to intersect with Red River at its peak. This is a blind corner as well - a poor place to have an intersection. Additionally Red River is a very narrow road, with parking difficulties and driving difficulties, especially where this intersection is planned. I ask you to please drive up this road from Creston Road, and find out for yourself. I firmly believe consideration needs to be made in widening Red River for several hundred feet near this proposed intersection. This might alleviate some current and definitely future traffic issues.

Thank you for consideration of my traffic concerns. Please feel free to contact me for clarification, as my explanations may not be clear.

Sincerely,
Jon Scribner
1204 Shadow Meadow Way
Paso Robles, CA 93446
805-238-6213
jonscribner@sbcglobal.net

A

Letter 13

COMMENTOR: Jon Scribner

DATE: December 27, 2005

RESPONSE:

Response 13A

The commentor states the opinion that increased traffic in the Shadow Canyon development, located adjacent to the Chandler Ranch Area Specific Plan, would present an increased hazard on the development's narrow streets. The commentor is specifically concerned with Grand Canyon Drive and Red River Drive.

Access to the Specific Plan area from Shadow Canyon would be via a local roadway developed to City standards, and would serve as secondary access to local development within subarea 1, and to a lesser extent, subareas 8 and 11. Collectively, these areas would support up to 181 homes. Most of these homes would take access from more direct routes via Golden Hill Road and Sherwood Road. Nevertheless, it is acknowledged that a relatively small portion of the estimated 181 peak hour trips (1,180 estimated daily trips) may take access through the Shadow Canyon development. In spite of the narrow road widths within this development, this level of future use would not result in significant capacity or traffic safety impacts.

All circulation improvements, including those concerning Grand Canyon Drive and Red River Drive, shall be in conformance with the City of Paso Robles Public Works Department "Engineering Design Standards and Specifications" (see Specific Plan Policy C-3).

The commentor is encouraged to work with City staff to address perceived existing deficiencies in the design of Grand Canyon Drive, but this does not reflect on the analysis as contained in the Draft EIR.



CRASP Comment Letter
Received December 19, 2005

I was not able to attend the public workshop on the Chandler Ranch project. As a member of the San Luis Obispo Bicycle Club, and as a former member of the County Bicycle Advisory committee, I am still very interested in the development and maintenance of bike routes, bike lanes and trails in the County. If any significant work on this aspect of the development has been done, I would greatly appreciate hearing of the details. Quality of life for the future residents, as well as current Paso people would be greatly enhanced by an early start and planning of routes. Respectively, Chris Fyelling, 805-929-3791 or rm42@earthlink.net

A

Letter 14

COMMENTOR: Chris Fylling

DATE: December 19, 2005

RESPONSE:

Response 14A

The commentor requests notice pending bicycle trail-related development in the Plan Area. Figure 3-13 in the Chandler Ranch Area Specific Plan (page 3-39) establishes general trail locations and patterns, while Policy C-10 (page 3-36) outlines the timing and responsibility of trail construction and maintenance. Pursuant to potential development under the Chandler Ranch Area Specific Plan, public notice shall be given of said development in accordance with applicable law and policy.



11/3/05

To: Paso Planning Commission
From: Michael Sampson 239-2989
Re: Chandler Ranch Housing Development

As yet another longtime (25+ years) resident of Paso Robles (Thank God, far out on west side) I am writing to put in my 2 cents worth...of OBJECTION on yet another OVER DEVELOPMENT.

1,439 homes, in my opinion, will generate more than 4,000+ more people and approximately 3,000 more CARS impacting our already congested city.

With the completion of the 13th Street Bridge widening project I think everyone will be frustrated with "extra" flow of cars onto Spring Street. Our infrastructure is already maxed out – (look at just trying to leave WalMart on any normal day and time) and the flow north bound onto Spring off the Niblick Bridge. ☹

Being on the Westside for 30 years I am dumbfounded by the amount of winerys that have recentlyl opened up in poor easement locals, *this continued pattern of overdevelopment and worrying about the infrastructure after the fact everyone experiences the congestion really upsets me. This used to be a quiet, easily traveled town with no smog, orad rage or trash. Now its prevelant – lets not compound the problem – Reduce the Chandler Ranch to 559 homes + we might survive. Thank you. (More Tax \$ is all you want)

A

Received 12-2-05 from

Michael Sampson
7310 Dover Canyon Road
Paso Robles, CA 93446

Letter 15

COMMENTOR: Michael Sampson

DATE: December 2, 2005

RESPONSE:

Response 15A

The commentor objects to the intensity of development proposed under the Specific Plan, citing traffic and infrastructure concerns. These issues are analyzed in the Draft EIR, with impacts fully discussed in Sections 4.2, 4.10, and 5.0 of the document. One provision of the Specific Plan is that required infrastructure be built in advance of development under the Plan, with the developers paying their fair share of the cost of providing this infrastructure. The commentor further suggests that the Specific Plan buildout potential should be reduced to a maximum of 559 homes, which is generally consistent with Alternative 1 as analyzed in the Draft EIR. This information will be considered as the City Council contemplates adoption of the Specific Plan.



Paso Robles

JAN 18 2006

January 15, 2006

Planning Division

Community Development Director
City of Paso Robles
1000 Spring Street
Paso Robles, CA 93446

COMMENTS ON CHANDLER RANCH AREA SPECIFIC PLAN EIR

My concerns about the proposed Chandler Ranch development (and subsequent Beechwood and Olsen Ranch developments) are best summarized by the following Letter to the Editor published in the Paso Robles Press on August 17, 2005:

"Construction of the Beechwood and Olsen Ranch developments together with Chandler Ranch is expected to start in 2007, if approved, and would add an estimated 7,200 residents to Paso Robles' east side. This is government knows best at its worst.

There are three roads connecting Paso Robles' east side with the city's downtown and access to Highway 101. All three have existing traffic problems: (1) Highway 46 East with its occasional westbound traffic backups of several miles; (2) Creston Road with a section of one traffic lane in each direction that extends from River Road to the Von's shopping center. The city has no plans to widen this section because of the cost and will depend on developers along this section to pay for the widening on a piecemeal basis over time; and (3) Niblick Road which was recently re-striped to four lanes, but currently has traffic signal synchronization problems because of its heavy traffic load.

A

That's it. There are no new east-west roads planned for this area in the foreseeable future. Yet, Bob Lata, the city's Community Development Director, referring to these three developments, is quoted as saying, "Our goal would be to have no significant (environmental) impacts after the development."

This city goal, regarding traffic congestion, is obviously unattainable if these three developments are approved, as expected, for construction. This "goal" appears to be a throw away because of the city's growth mindset and east side residents are the sacrificial lambs."

(contd)

2.

Over a four-month period ending in December 2005, I exchanged emails with several City Council members, but principally former Community Development Director, Mr. Lata, seeking and obtaining information about the process that is involved in considering the approval of the Chandler Ranch and Beechwood and Olsen Ranch developments. My focus in these email exchanges has been the traffic handling inadequacy of Creston Road between River Road and the Rolling Hills Road.

My interest in the possible widening of Creston Road from River Road to Rolling Hills Road was peaked as a result of a conversation I had with Councilman Gary Nemeth on KPRL's Sound Off program last Feb. 14. I had asked him why this needed street widening work was not included among the then recently published 22 City Goals picked by City Council members. Nemeth said that the City had no plans to widen this section of Creston Road because of the high cost to do so. Instead, he said, the widening of the 2-lane portions to 4-lanes would be done on an incremental basis as the responsibility of developers as they improve their properties along this section of roadway.

I was astounded to read a report in the Dec. 6, 2005 edition of the Paso Robles Press that, "Last June 21, city officials approved a \$197,217 contract with URS Corporation to develop a plan line for Creston Road from Capitol Hill to Rolling Hills Road. What's being considered by the city council now is expansion of this contract to provide analysis along the Creston Road corridor to Niblick Road and study the intersections for an additional \$118,000. If the contract is expanded, future plans to improve the Creston Road corridor and heavily traveled intersections would be presented at future public workshops."

Since all of my email exchanges with City officials had taken place after the original contract with URS and given my focus on the section of Creston Road east of River Road, I am at a loss to understand why this contract was never mentioned and I had to learn about it in the local newspaper.

I have read with interest the Chandler Ranch EIR particularly as it pertains to Section 4.2 Transportation and Circulation and, specifically, the roadway segment of Creston Road east of River Road. It appears my concern about this segment of roadway is borne out by the EIR; the level of service (LOS) is unacceptable at present and through 2025 under the various study scenarios,

(contd)

A

3.

except, it appears improvements to several intersections affecting traffic flows on this roadway segment do mitigate the problem somewhat.

Specifically, quoting from the EIR, "Table 4.2-7 shows that the traffic generated by the Chandler Ranch Area Specific Plan is projected to result in three roadways having unacceptable LOS. The three roadways are:

- ** Union road east of Golden Hill Road
- ** Creston Road east of river Road
- ** Golden Hill road south of Union Road"

Again quoting from the EIR, "As shown in Table 4.2-12 above, the roadway levels of service generally operate at LOS 'C' conditions or better which meets the City's requirement. However, the roadway segment of Creston Road east of River Road under both scenarios is currently operating at an unacceptable condition without the Specific Plan."

A

But, more to the point, nowhere in the EIR do I see any mention of the URS Corp. study that could result in mitigation measures taking place regarding the roadway segment of Creston Road east of River Road.

Here is a pertinent quote of Mr. Lata in his September 21, 2005 email to me: "As noted above, the City's Development Impact Fee schedule and specific plan fees will address the proportionate shares of impacts from development in the Chandler Ranch area and the Olsen-Beechwood Areas. The Development Impact Fee schedule is being updated and should be revised before any entitlements area granted for development in these two specific plan areas. The Specific Plan fees will be formulated once the comments on the Draft EIR for the respective specific plan areas have been analyzed and the impact needs quantified."

The foregoing raises these questions:

1. Given the established timetable for responding to and acting on the Chandler Ranch EIR, it appears the URS Corp. study results will not be available for use in evaluating this EIR nor in the Chandler Ranch project approval process. If this is the case, how can an important element of mitigation for a seriously impacted segment of City roadway be ignored in the approval of this project?

B

(contd)

4.

2. Absent the URS study results and the probably recommendation of roadway construction of some scope to mitigate the adverse impact of the 2-lane bottleneck on Creston Road east of River Road, how can the Impact Fee Schedule be developed for use in the Chandler Ranch Area without knowledge of the cost of such construction?

C

3. Don't these circumstances require a rescheduling of the timetable of the Chandler Ranch approval process so that Chandler Ranch's proportionate share of the expected cost of mitigating the Creston Road 2-lane bottleneck can be built into the revised Impact Fee Schedule?

D

Respectfully Submitted,



Donald Hirt
918 Spyglass Court
Paso Robles
239-8567

Letter 16

COMMENTOR: Donald Hirt

DATE: January 15, 2006

RESPONSE:

Response 16A

The commentor expresses general disagreement with the proposed project, focusing on traffic congestion issues and the lack of planned road widening projects. The traffic concerns are noted; however there is no substantial factual evidence to challenge the merit of the analysis contained in the Draft EIR. The Draft EIR includes an analysis of full buildout under the Specific Plan in the context of cumulative Citywide development, and provides appropriate mitigation measures. This study is based on Citywide traffic modeling that accounts for all known development projects that could foreseeably occur based on General Plan buildout. The Draft EIR acknowledges that there could be unavoidable impacts to traffic if the prescribed mitigation measures are not implemented in advance of cumulative development as it occurs within the City and region.

Response 16B

Please refer to Response 16A. The widening of Creston Road from South River Road to Rolling Hills Road is identified as a future mitigation for projected deficiencies along the corridor within the Draft EIR.

Response 16C

Development within the Chandler Ranch Area Specific Plan will be required to pay its fair share of Citywide roadway improvements through a fee program contained in Section 4.0 of the Draft Specific Plan, which includes a combination of development fees (pursuant to AB 1600), specific plan fees for major offsite improvements, and full financial responsibility for road improvements within the Specific Plan area. The URS study results will provide a specific cost for the widening of Creston Road. In anticipation of such detailed studies for this and other improvements, the Draft EIR utilized cost estimates based on available documentation and bid summary information. These costs should be considered preliminary and should only be used for general budgeting purposes (CRASP Traffic Analysis, Omni-Means, 2005). The results of the URS study, along with cost estimates for other improvements, will be used by the City to determine the ultimate fee schedule for the Specific Plan.

Response 16D

The City Council has the discretion to extend the Specific Plan approval process to address potential public concerns, including the development of an appropriate fee schedule. Please also refer to Response 16C.



Paso Robles

JAN 17 2006

Rec'd 17 JAN 06

722

JAN 17 2006

January 12, 2006

Planning Division

Bob Lata, Chandler Ranch Project Director
City of Paso Robles
Paso Robles, CA 93446

Dear Mr. Lata,

I appreciate the opportunity to comment on the Revised Draft EIR and Revised Specific Plan for Chandler Ranch. Upon moving to Paso Robles I fell in love with the landscape along Golden Hill Road. Soon the western side was mass graded and developed. Then I had a special opportunity to visit Chandler Ranch, holding out hope that development for that side of the road would tell a different story.

The public planning process was initiated in 2001. In August of 2004 the Original Draft Specific Plan was released for public review followed in September by the release of the Original Draft EIR. Around the holiday season, November 17, 2005, revised copies of both documents were released for public comment.

Before the original documents were created, property owners were given additional time, outside of public purview, the opportunity to negotiate conditions of development. That seemed fair. After the Original Draft EIR and Specific Plans public comment period, the city stated it needed additional time to address concerns of Caltrans. My concern is not with needing additional time to negotiate with Caltrans but the other numerous changes that have occurred in the Revised Draft EIR and Revised Specific Plan, all away from public process.

The public workshop regarding the updated November 2005 DEIR and Specific Plan for Chandler Ranch should have been when the public was informed about all of the major changes in the documents. That did not happen. It was stated that one of the improvements was to be additional open space. This does not agree with what is found in the CRASP. The August 2004, CR Specific Plan, (Introduction pg. 1-6) states that the plan will leave 364 acres in open space. The November 2005 CR Specific Plan, (Introduction pg 1-6) states that the plan will include 303.9 acres of designated open space.

Inside the Specific Plan for Chandler Ranch there is a copy of the City's Oak Tree Ordinance. The Draft EIR and Specific Plan address saving oaks; however, there was not a copy of the City's Hillside Grading ordinance. The Plan states that mass grading (grading pads for more than one lot at a time) will be done, clearly forbidden by the ordinance. Ordinance 807 N.S. also prohibits pad grading.

When is it appropriate for the City to choose which ordinances will be followed and which will be ignored?

Based upon a joint meeting, June 28, 2001, for the purpose of making changes to the Hillside Ordinance, the majority of Planning Commissioners and City Council favored, under certain circumstances, to allow pad grading in geographic areas of greater than (10) ten percent average slope. "However, for the City to consider pad grading in areas of greater than ten (10) percent slope the Planning Commission would need more detailed modeling of the proposed change to the land form (through either a computer simulation or a physical model that illustrates "before" and "after" so that the City officials have a clearer depiction of what is being proposed)." The outcome of the meeting was a decision to make no changes to the current Hillside Ordinance.

Neighbors of the Weyrich development, on the west side of Golden Hill Road and to the west of Chandler Ranch, continue to complain of erosion affecting their property caused by mass grading, five (5) years after the fact. The City should take these complaints seriously and follow the Hillside Grading Ordinance. If the City chooses to ignore the Hillside Grading Ordinance, it should, at the very least, demand that each property owner using mass grading provide detailed modeling. This should be done prior to approval of the 2005 DEIR and CR Specific Plan.

In the August 2004 EIR Analysis, Section 6, is a report of four (4) Alternative Plans, one of which is a plan that is compliant with the Hillside Grading Ordinance. It states that development potential is limited to 1,260 dwellings, 179 fewer than under the proposed CR Specific Plan. "Because less development would occur under this plan it was superior with respect to traffic, long term air quality and noise, geohazards, and the provision of public services."

This information is not even included in the November 2005 Revised Draft EIR. Why?

A

B

C

Settling for 280 acres of open space while decreasing traffic seems a fair trade. I could tolerate construction activity for a longer period of time in exchange for cleaner air in the long term. Reducing commercial development by 55,000 square feet is not significant, the General Plan has already zoned for sufficient commercial designation

D

There was public discussion in regards to the location of a school site and the 2004 CR Specific Plan showed it located in subarea 13. It was argued that a school should be built where the majority of kids would be living, on the southern portion of the Ranch as well as on the Beechwood and Olson developments. If placed at the north end it would mean busing for more students and an additional traffic impact on Highway 46. The new school site appears in subarea 10 at the north end of Chandler Ranch. There was no public discussion regarding this change.

E

Perhaps the school district should be concerned about public input, not just tax dollars to purchase the site. At the very least there should be some type of written comment in the documents regarding this choice of land for a school.

The county requires an agricultural buffer of 500 feet between existing agricultural use and new non-agricultural development. At a recent SLO County Board of Supervisor's meeting, supervisors stated that the buffer will be provided by new development, not the owner of agricultural land. The Specific Plan requires disclosure agreements, agreements which have not worked for other communities in San Luis Obispo County; why would we think they would work for buyers of new dwellings associated with this project?

F

In the August 2004 DEIR mitigation included a minimum 200 foot set back in subareas 5, 6, 7, 9, 14, and 19, from land used or zoned for agricultural activities. In the November 2005 DEIR, the set back for these areas decreases to 125 feet. Why?

The buffer for area 16 is 30 feet, but there is also a six foot (6') wall in conjunction with a planted vegetation screen, at least twelve feet (12') at maturity, to be installed along the northerly property line. Why isn't a similar wall and vegetative barrier required in other areas needing an agricultural barrier? Walls would also mitigate for noise associated with Airport Road. I believe having an adequate buffer/wall in addition to a disclosure agreement is important, especially important in areas where dwelling units may be rentals. Prevention of a known problem should be a requirement.

G

One of the policies regarding development (Section 3, pg 3-1 CRASP 2005) is about phased development. It requires a developer to provide a detailed phasing plan to the City for any development implemented in more than a single phase. I believe the entire project should be done in phases except for infrastructure. Phasing would go a long way toward decreasing the public's perception of run-a-way growth. Phasing might provide more time to find solutions to some of the major impacts of this project, namely traffic.

G

CRASP Section 4.0 pg. 4-4. I would prefer the City forming an assessment district, to act as a conduit for funding the construction of Airport and Sherwood Road within the project. I believe this would be a smoother process and avoid the possibility of construction being halted for one reason or another. An assessment district would mean paying prevailing wage. Higher wages might help to mitigate for houses built on Chandler Ranch being affordable only to those with a 'moderate' or 'above moderate' income. The average income earner in Paso Robles will not be able to buy a home within this development. They will be allowed to mitigate growth inducing impacts, performing needed services such as landscaping, gardening, home cleaning and maintenance. (2005DEIR, Section 5, pg. 5-1.)

H

Before approval of CRASP I would like someone in the planning department to drive around the City in the middle of the night. Please note the variety of lights throughout the City and the intensity of light produced by different fixtures. Visit the Vons Shopping area and see the lighting; compare it to the lighting around the Food 4 Less shopping area. Look at lighting associated with churches; it could be less, address safety issues and still be attractive. This project should require uniform lighting, around houses and other types of structures, that does not destroy the night sky.

I

Paso Robles is currently at 28,000 population, with a water supply of 8096 AFY. Current supply does meet current needs. We are also paying for the Nacimiento pipeline which should provide additional water, for current residents as well as newcomers. The City is looking at buying land on the west side of the City to accommodate a new reservoir. This is in addition to plans to replace the reservoir at 21st Street. In the 2005DEIR Section 4.10, pg. 4.10-22, there is written discussion about placing two 6-million gallon tanks on Chandler Ranch. If these reservoirs are found to exceed the needs of the Specific Plan area a separate CEQA evaluation would be done to determine fair share of cost. I'm not quite sure I understand. If I'm paying for future growth by paying for the new pipeline and new reservoirs on the west side of town why should the new residents of Chandler Ranch only pay for water storage tank capacity that they will need, not additional newcomers.

J

Trails are to be maintained through a Landscaping and Lighting District, but the LLD may contract with a Home Owner's Association, as described in the Design Guidelines, included in Appendix A. I did not see mention of a Home Owner's Association in Appendix A. I would like to know if the public will have access to the trails at all times?

K

The City has had years to develop a Habitat Conservation Plan that would protect the endangered species, Kit Fox, but has not done so, neither has the California Department of Fish and Game. As development occurs the Kit Fox will disappear from the wildlife corridor that runs through Chandler Ranch. I want to know what will happen to an animal such as a fox or coyote that is seen on the property once development occurs. Will it be killed? That is what has been happening in other communities within California.

L

Regarding Specific Plan Policy Framework: 2005 DEIR Section 2, pg. 2-11. Note the last sentence of the third paragraph, "Instead, each of the specific plans may now develop to their maximum potential without exceeding the population cap of 44,000 (City of Paso Robles, 2005)."

M

This issue came before the City Council on December 20, 2005, in the form of a General Plan amendment. The above statement was included in the 2005DEIR before that date. It gives the appearance that votes were counted before a public hearing and an actual vote by City Council. What is the number of homes to be built on Chandler Ranch, Beechwood Property and the Olson Ranch? I want to know totals for each of those properties.

Specific Plan Land Use: 2005 DEIR, Section 2.0, pg. 2-9, Table 2-2a. Subarea 10 Land Use Designation is RS (PF Overlay) See Note #2. "School site; but if school district does not purchase, then may be built under the existing RS designation (4 du/ac) with up to 72 housing units."

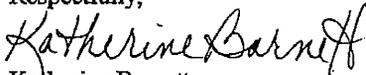
N

Per the 2003 General Plan and the Chandler Ranch 2005 DEIR, Executive Summary, ES-1, RS stands for Residential Suburban (0.4 Dwelling Units/acre) which equals 1 dwelling unit per 2.5 acres.. This means 7 du could be built on this subarea, not 72. Seventy two dwelling units would have an entirely different environmental impact than a school. I'm sure residents living along Gilead Lane would object to 72 du.

Regarding Overall Policies, Policy #4, CRASP, Section 3, pg. 3-2. Improvement Costs: "The City may collect or recover such costs through appropriate and effective funding mechanisms identified in this plan. I would like the word "may" changed to "shall".

O

Respectfully,



Katherine Barnett
383 Quarterhorse Lane
Paso Robles, CA 93446

Letter 17

COMMENTOR: Katherine Barnett

DATE: January 12, 2006

RESPONSE:

Response 17A

The comment expresses the concern that all changes from the original August 2004 Draft EIR and the November 2005 Revised Draft EIR were not discussed in the November 2005 public workshop. A summary of the major differences in the two EIRs and Specific Plans was presented in that workshop. The November 2005 Draft EIR does include a discussion of the differences in the development potential of the two draft Specific Plan in Section 1.0, *Introduction* (pages 1-1 and 1-2), and within Section 6.0, *Alternatives*, particularly as it relates to Alternative 2, which described the consequences of development under the August 2004 draft Specific Plan. The analysis of this alternative, and a direct comparison of impacts to the November 2005 Specific Plan, can be found on pages 6-3 through 6-5, on Figure 6-2 (page 6-9), and on pages 6-11 through 6-22. The public was notified of these changes through the Draft EIR Notice of Availability. The public workshop was intended to provide an additional forum for public input on the project.

Response 17B

A Specific Plan may include standards that differ from existing City ordinances; one of the purposes of a Specific Plan is to address site-specific conditions that may not otherwise be adequately addressed by such ordinances. Draft Specific Plan Policy LU-13 requires that grading follow different approaches to account for differences in topography and development types proposed. Preservation of hillsides and natural topography are key considerations in this approach. The Draft EIR describes potential impacts from proposed grading practices in Section 4.5, *Safety and Geologic Hazards* (Impact G-3) and Section 4.7, *Aesthetics and Community Design* (Impact AES-1). The discussion under Impact AES-1 describes extensive Specific Plan policy requirements to minimize potential visual impacts, including those from grading. Hillside Development zoning ordinance provisions are also referenced in Section 4.7 on page 4.7-12, and were used in the analysis of potential visual impacts.

It should be noted that Policy LU-13 requires that wherever mass grading techniques are proposed (subareas 3, 6, 7, 8, 9, 10, 11, 12, 13, 14, 16, the residential portions of 17, and roadways) a physical model or visual simulation must be submitted and approved prior to potential project approval. Please refer to Draft EIR Table 4.5-2, provision b., *Grading Plans*. (This is also found in the Draft Specific Plan as Table 3-2, *Grading Requirements*.) In addition, in other areas of particular visual sensitivity, the Draft Specific Plan also includes a requirement that a visual simulation or model be required prior to approval of any residential development in such areas. This provision applies to subarea 2 (Development Standard 2-a).



Response 17C

The original August 2004 Draft EIR remains part of the public record and may be considered by the City Council as it contemplates Specific Plan approval. The alternatives studies in that Draft EIR remain under consideration. The November 2005 Draft EIR included the original August 2004 Draft Specific Plan for comparative purposes, and also included the CEQA-required No Project Alternative.

Response 17D

The comment suggests that less commercial development than allowed under the Draft Specific Plan would be preferable, since there is already sufficient commercial land zoned Citywide. This opinion will be considered by the City Council.

Response 17E

The proposed school site shown in the 2005 Draft Specific Plan was the preferred site of the school district. Environmental concerns were among those that led to this preference. The Draft EIR analyzes the Specific Plan as proposed, which includes a school site in subarea 10. All public input on this analysis will be considered by the City Council.

Response 17F

The current Draft EIR analyzes the Draft Specific Plan as proposed, which includes the agricultural setbacks as described. It should be noted that the County's Agricultural Commissioner offered comment on the Draft EIR, which may be of interest to the reader. Please refer to the responses to Comment Letter 5. In summary, the Agricultural Commissioner agreed with the technical aspects of the Draft EIR analysis as written, but suggested additional mitigation including air conditioning units, mechanical ventilation, seasonally-timed grading practices, and the installation of a "no-climb" fence between the extension of Airport Road and agricultural uses to the east. These may be considered as potential mitigation measures to the Specific Plan, or possibly as conditions of approval when development occurs, at the discretion of the City Council.

Response 17G

The commentor is supportive of phased development within the Specific Plan, consistent with proposed Specific Plan policy. As noted in Section 3.5, development within each subarea could not occur until developers in these areas provide the required infrastructure to support development, as described in Tables 3-6 through 3-24 of the Draft Specific Plan).

Response 17H

The comment supports the approach of forming an assessment district to pay for the extension of Sherwood Road and Airport Road (between Gilead Land and Linne Road). The extension of those roadways is the direct financial responsibility of the developers of the land on which they would traverse, pursuant to the 1980 Annexation Agreement (Draft Specific Plan Appendix C).



Response 17I

The commentor's suggestion to observe night-lighting is noted. It should be noted that there was at least one public workshop held at night in the field precisely for this purpose, especially in regard to potential night-lighting impacts from Barney Schwartz Park. City staff are aware of night-lighting issues within the City. The Draft EIR concludes that potential visual impacts from night lighting are potentially significant and unavoidable, even with mitigation as included in the Specific Plan (Impact AES-1).

Response 17J

The potential water tanks that could be located within the Chandler Ranch Specific Plan area would be intended to serve Citywide needs. The placement of these tanks would undergo separate environmental review, since they are not specifically required for this Specific Plan.

Response 17K

Proposed trails through the specific plan area would be intended for unrestricted public use.

Response 17L

Development under the Specific Plan will be required to comply with permitting requirements of various responsible agencies, including the U.S. Fish and Wildlife Service and California Department of Fish and Game, as stated on page 2-45 of the Draft EIR. As stated in the Specific Plan and EIR, the nature of the mitigation agreement for the protection of potentially impacted San Joaquin Kit Fox Habitat must be implemented consistent with their requirements, and consistent with provisions as stated in the City's General Plan and Specific Plan.

Response 17M

The Chandler Ranch Area Specific Plan as proposed could support up to 1,439 dwelling units. The Olson-Beechwood Specific Plan as proposed could support up to 1,347 dwelling units.

Response 17N

The commentor correctly notes an error in Table 2-2a, in which the buildout potential of the RS designation within subarea 10. The underlying RS designation in this area would allow up to 0.33 dwelling units per acre (see Figure 6-1 of the Draft EIR). Thus, buildout potential in the 18.2-acre area would be 6 dwelling units (not 72, as shown in the table). This will be reflected in the table and elsewhere in the EIR as applicable. This change will not affect the overall buildout potential under the Specific Plan.

Response 17O

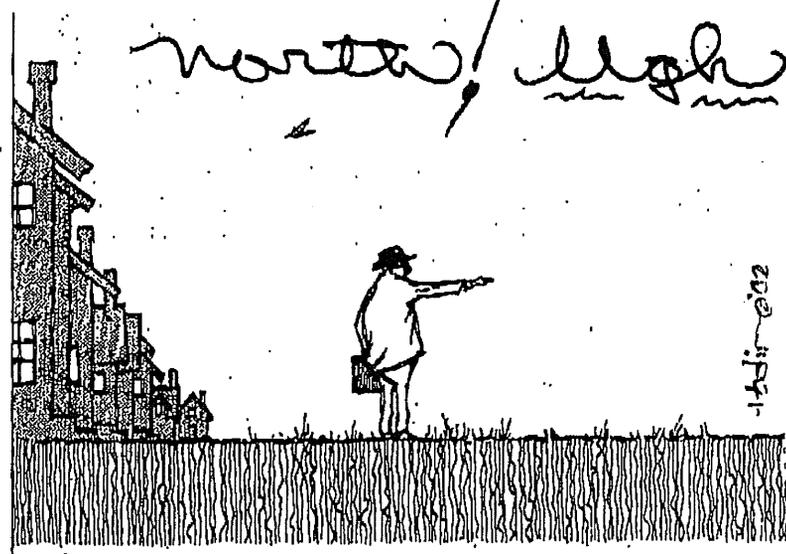
The commentor is suggesting a language change of "may" to "shall" with regard to a potential funding provision of the Specific Plan. The current language is intended to allow for flexibility of approach, but the suggested language will be considered by the City Council.



To Common Deed Director Chandler Ranch

This project, steeped in
chicanery, at 7x allowable
density, ^{pulls} is known as the
Turd of Paso

This! should further
degrade our traffic/air qual
ity 100%. School Super is
thrilled too! What a
pedazzo of ca pure
Brilesville, Santa Maria
north, high!



Norm Adams
3337 Kiler Canyon
Paso Robles, CA 93446



planning for growth in paso robles

Letter 18

COMMENTOR: Norm Adams

DATE: January 17, 2006

RESPONSE:

Response 18A

The commentor is expressing disapproval of the proposed project. No specific references are made to issues discussed in the Draft EIR, so no response is possible.



From: Pat Connally [mailto:pconnally805@charter.net]
Sent: Mon 1/16/2006 2:53 PM
To: CDdirector
Subject: Chandler Ranch Specific Plan

Dear Planning Director,

I am writing to comment on the draft Specific Plan for the Chandler Ranch Area and environmental report.

I am a 14 year resident of Paso Robles and a Transportation Engineer by profession. I am concerned that this draft Specific Plan does not adequately address off-site impacts for infrastructure, the costs of those impacts, and how those impacts will be mitigated. A Specific Plan should have enough detail to explain these impacts. For the circulation element, a Traffic Study, if done, should be referenced and detailed mitigation improvements proposed based on this Traffic Study. If a Traffic Study was not done, it should be performed.

A

Under "3.0 Goals, Policies and Development Standards", the overall goals and policies suggest a that the new development is responsible for the cost of providing City services and infrastructure needs - so that this development does not result in a net financial loss for the City. I suggest that this goal (Goal 3) be expanded or a new goal be developed that states: "Ensure that new development is responsible for fair share costs to City and State agencies for off site improvements required to mitigate build-out impacts to transportation, water, schools, police and fire protection".

B

In the associated draft EIR, under "5.2 Population Growth" and "Mitigation Measures" it states "None required". This does not seem reasonable given the goals above. The City tends to have circular logic regarding the reference to the General Plan. In the General Plan, it discusses housing targets and suggests that the details for mitigation to growth will be provided as specific plans are proposed. In the Specific Plan, it refers to the General Plan as if the foundation was already addressed and therefore no mitigation is required. Population Growth caused by this development should be measured and mitigated. This section should summarize or reference mitigation to growth.

C

Also in the associated draft EIR, under "5.3 Removal of Obstacles to Growth" various urban infrastructure improvements are suggested. Under "Road Extensions" it suggests that the potential for the plan's internal road system to induce additional growth either on-site or off-site is limited. How did you measure this? I believe the impacts to Highway 46 at Airport Blvd, at Union Rd, at Golden Hill Rd and at the north junction interchange with Highway 101 are significant and are not adequately addressed. These "off-site" impacts are not explained and to suggest they are "limited" is too vague. City internal roads are also impacted, such as the Salinas River bridge crossings at 13th Street and Niblick. These impacts and appropriate mitigation are not adequately addressed.

D

The draft EIR, under "4.10.2 Fire Protection", there is good and appropriate discussion regarding the need for the Chandler Ranch Area development to mitigate for fire protection services (this type of detail is needed for off-site mitigation), but it does not explain the "Community Facilities District" and how presumably the participation by the development will ensure "fiscal neutrality". What is the CFD and how does participation mitigate cumulative impacts? The same question is asked about the next section, "4.10.3 Law Enforcement". How does participation in the CFD mitigate for police protection?

E

In the draft EIR, under "4.10.4 Schools", there is good discussion on how many additional students the Chandler Ranch Area would generate and (under "2 Project Impacts and Mitigation

Measures") it states that these impacts would be significant but mitigatable. There appears to be mitigation "methods" suggested that would help mitigate the plan's development, but are "methods" requirements? Will these measures be applied (build out notification, statutory fees and timing)? As part of the mitigation, it would seem appropriate to dedicate the land necessary for the school needed in subarea 10 rather than have the School District pay for this land. The overcrowding of schools already documented in this draft EIR is a cost to all citizens in Paso Robles. This land should be set aside and dedicated to avoid additional costs to citizens outside the Specific Plan.

F

Thank you for the opportunity to comment on the Chandler Ranch Area Specific Plan. I suggest more be required in the area of infrastructure mitigation.

Sincerely,

Pat Connally
1204 Sunrise Ct.
Paso Robles, CA 93446

email: pconnally805@charter.net

Letter 19

COMMENTOR: Pat Connally

DATE: January 16, 2006

RESPONSE:

Response 19A

The traffic study in support of the Draft Specific Plan is included in Appendix C of the Draft EIR. The analysis is included in Section 4.2 of the document.

Response 19B

The commentor suggests a change Goal 3 of the Specific Plan, which may be considered by the City Council as it contemplates Specific Plan approval.

Response 19C

The Draft Specific Plan as proposed is consistent with the population growth projections of the City's adopted General Plan. Thus, the implementation of the Specific Plan as proposed would not introduce any new population impacts that were not previously anticipated within the General Plan EIR. Under CEQA, mitigation measures are appropriately applied only to new impacts that were not previously documented or disclosed. That said, the Draft EIR includes numerous mitigation measures, and the Draft Specific Plan includes many policies, that are intended to address potential population-related impacts (such as those related to traffic, air quality, noise, and public services).

Response 19D

With regard to potential growth-inducing impacts, the extension of roadways anticipated under the Specific Plan are those already anticipated under the General Plan. Airport Road is the major new road extension under the Specific Plan, and it is intended to serve primarily the development within the Chandler Ranch area, as well as the southeastern portion of the City. Development beyond the City limits is constrained by existing development in the County, and lack of supporting infrastructure, including roadways. Thus, the growth-inducing potential of the Specific Plan is limited.

The traffic study performed for the Specific Plan fully discloses potential impacts to the City and regional roadway systems, and suggests appropriate mitigation.

Response 19E

Please refer to section 4.0 of the Specific Plan, item 4, page 4-12 and 4-13 for a more complete discussion of the purpose and application of the Community Facilities District.



Response 19F

Mitigation measures PS-5(a) and PS-5(b) are mitigation measures are included to address potential impacts to schools. As noted on page 4.10-18 of the Draft EIR, the payment of statutory school fees required as mitigation measures PS-5(b) constitutes full and complete mitigation according to state law (Section 65995(3)(h) of the California Government Code). Thus, land dedication cannot be included as a mitigation requirement to address school impacts.



From: ugmclellan@centexhomes.com [mailto:ugmclellan@centexhomes.com]
Sent: Tue 1/17/2006 5:23 PM
To: Bob Lata
Cc: smeixner@earthlink.com
Subject: CRASP Draft EIR/SP -Comments -Area 17

Hello Bob,
I wanted to add a comment to the letter sent on January 16,2006 regarding the Area 17 comments on the DEIR/SP.

Page 3-127 Table 3-22

The Water Section of the Table states, "Implement 1993 Water Master Plan provisions pertaining to the Meadowlark Basin". Our engineer has informed us that the 1993 Water Master Plan does not have provisions pertaining to the Meadowlark Basin. The Meadowlark Basin refers only to sewer.

I believe that the comment above applies to several other Area "Onsite Infrastructure Requirements Tables".

Thank you.

Urban

Urban G. McLellan
Land Entitlement Manager
Centex Homes, Central Coast Division
735 Tank Farm Road, Suite 100
San Luis Obispo, CA 93401
P: 805-548-0333, x 181; Direct 805-548-0181
F: 805-548-0444
E: ugmclellan@centexhomes.com

A

Letter 20

COMMENTOR: Urban McLellan, Land Entitlement Manager, Centex Homes, Central Coast Division

DATE: January 17, 2006

RESPONSE:

Response 20A

The comment correctly notes a technical in Table 3-22 of the Specific Plan. The table has been updated to reflect the latest information regarding this issue.



From: Christie Withers [mailto:cwithers13@charter.net]
Sent: Sat 1/14/2006 4:39 PM
To: Bob Lata
Subject: CRASP

Hi Bob, I've been reviewing the Chandler Ranch S.P. for the past few days and wanted to comment before the work shop.

It's a well thought out, beautiful plan. The only trouble I see is with circulation. I think it is imparitive to have road work connection accomplished with the development. The Sherwood Rd. and Airport Road extensions, especially. I would also like to see priority given to the RSF4's, 6's, and up, the Zones where multifamily housing is going, have first priority. Due to our attempts to provide "Afforable Housing" in this State, and Town, I think those areas and the roads that move them out to Hwy 46E and I01, should come along with them. Creston Road improvements are also a priority.

See you at the workshop on the 24th. Thank for all your help getting started at the Planning Commission, Christie

A

Letter 21

COMMENTOR: Christie Withers

DATE: January 14, 2006

RESPONSE:

Response 21A

The commentor is concerned with the phasing of traffic improvements relative to development under the Specific Plan. The Specific Plan requires the payment of fees to fund the fair share of offsite improvements, and direct financial responsibility for onsite improvements. Tables 3-6 to 3-24 of the Draft Specific Plan describe the required infrastructure that must be constructed by the developer prior to the development in each subarea. The comment would like to prioritize the more affordable housing components off the Specific Plan. The development of these areas will depend on the market and the desire off the property owners to develop.



Paso Robles

JAN 19 2006

Planning Division

Patricia L. Reading
230 Via Promesa
Paso Robles, CA. 93446

Phone: (805) 239-7911

Memo
Chandler Ranch Project

Please Stop Urban Sprawl

Community Development Director
City of Paso Robles
1000 Spring St.
Paso Robles, CA. 93446

Dear Sir:

The Development machine is and has been in high gear. If its not too late I wish the city fathers would rescind this project. Our city and county are losing the rural flavor. I'm sure that's why you moved here or are staying here. Put in the development in Chandler Ranch and we're choking. We're choking on the streets and highways. Elbow to elbow down town, movie and restaurants. You get too many people for the space and you get the Silicon Valley and L.A. temperament. Road rage.

We don't need those houses in Chandler Ranch . We need walking trails and bike paths through those beautiful hills. Let's have this rolling green space preserved for posterity. Let the developers look East and grow in that direction. Central Park in New York is a good role model. Keep a green space for the town's and people's spirit and need of poetry.

Patricia L. Reading
1/15/06

Letter 22

COMMENTOR: Patricia Reading

DATE: January 15, 2006

RESPONSE:

Response 22A

The comment expresses disagreement with potential development under the proposed Specific Plan. There is no specific comment relating to the contents of the Draft EIR, so no response is possible.



9.4 ORAL COMMENTS ON THE DRAFT EIR

The Draft EIR was circulated for a public review period that began November 17, 2005 and ended January 16, 2006. In addition, a public workshop during the comment was held on November 29, 2005 by the City of Paso Robles Planning Commission in order to receive testimony relative to the information included in the EIR.

This section summarizes the oral commentary received at this public hearing. Responses to written comments may be found in Section 9.2 of this document.

Commentor: Fred Strong

Comment 1: *The comment requests confirmation of the correct build-out date that is assumed for the Air Quality impact assessment in the Draft EIR. The comment additionally questions whether or not a change in this date would affect project-related air quality impacts and necessary mitigation measures.*

Response 1: Project-related vehicle emissions were calculated using the URBEMIS 2002 air quality model. The model assumed a buildout year of 2007, which is a reasonable worst case scenario for the proposed Specific Plan. This worst case scenario would result in significant and unavoidable (Class I) air quality impacts in both the short and long term. If the buildout year were extended, short term air quality impacts would be reduced to some extent. Long term impacts would remain significant and unavoidable.

Comment 2: *The comment requests justification of the costs of internal wiring of homes to facilitate/promote telecommuting and questions the effectiveness of said measure as mitigation.*

Response 2: The San Luis Obispo Air Pollution Control District (SLO APCD) recommends that projects generating 25 lbs/day or more of any individual pollutant emissions implement all standard mitigation measures outlined in Section 5.7 of the SLOAPCD CEQA *Air Quality Handbook*, as well as select and implement all feasible discretionary mitigation measures outlined in Section 5.8 of the Handbook. As outlined in Section 4.3 of the Draft EIR (*Air Quality*), the proposed project is expected to exceed the 25 pounds per day threshold for ROC, NO_x and PM₁₀.

Wiring of a home network that allows telecommuting, teleconferencing, and telelearning is included as a discretionary mitigation measure for residential projects. CEQA does not require that the EIR examine economic costs of such mitigation measures.

It should, however, be noted that wireless networking has generally replaced hard-wired home networking and the APCD's concerns can be addressed through a relatively inexpensive Wi-Fi home network. Hence, there would not appear to be a significant economic issue in meeting the APCD's goals in an equivalent manner.

Comment 3: *The comment requests justification of a bicycle parking ratio of one bike to 10 conventional parking spaces.*

Response 3: The City's approach has been to present any APCD recommendations as recommendations to be considered at the time entitlements are sought.



Comment 4: *The comment requests quantification of the anticipated cost of requiring businesses to implement trip reduction requirements.*

Response 4: As discussed in Response B above, the proposed project is required to implement all standard APCD mitigation measures as well as all feasible discretionary measures.

Trip reduction measures outlined in Mitigation Measure AQ-3(b) are included in the Discretionary Transportation Demand Management Measures for commercial projects.

Commentor: Frank Mecham

Comment 1: *The comment questions the status of modeling efforts to depict the impacts of grading.*

Response 1: All modeling efforts to date have been rejected as inadequate, due largely to the size of the Specific Plan area. However, visual impacts resulting from grading would be minimized through implementation of General Plan policies, zoning requirements, and grading requirements included in the Specific Plan. One of these requirements is that a physical model or photosimulation of grading plans must be used to illustrate the grading associated with an individual development.

Comment 2: *Traffic is a concern and coordination with Caltrans is important.*

Response 2: Comment noted. Coordination with Caltrans has been a priority since January 2005. Please refer to the responses to Letters 2, 3 and 4, which were written by Caltrans.

Commentor: John Hamon, Planning Commission

Comment 1: *Have the grading impacts on Oak Trees been adequately addressed?*

Response 1: Development allowed under the Specific Plan could result in the removal of up to 137 healthy oak trees. Policy C-3A of the General Plan contains measures intended to preserve oak trees and promote the planting of new oak trees. It requires implementation of the City Oak Tree Preservation Ordinance and encouragement and/or requirement of new development to include planting new oaks where feasible. Furthermore, it requires native habitat such as oak woodland to be incorporated into project design as feasible. The General Plan and Ordinance measures would substantially mitigate the loss of oak trees and oak woodland. In addition, the Specific Plan includes language to protect oak trees, including Policy LU-14, which requires that each oak tree removal be subject to City Council approval in order to preserve and protect healthy oak trees from the effects of grading and development.

Similar to oak tree impacts, the Specific Plan contains numerous policies intended to reduce visual impacts from grading. This includes design standards for the protection of hillsides, ridge and hilltop protection, and grading standards. Grading in Subareas 1 and 2, where the Specific Plan's greatest number of oak trees are found, would consist of custom lot grading in order to preserve the topography and aesthetics of the hillside. Please refer to



Specific Plan Policy LU-13 and Table 4.7-1 of the Draft EIR for specific grading requirements.

Commentor: James Kilmer, Caltrans

Comment 1: *Comment recommends an extension in the comment period.*

Response 1: Request granted. The comment period was extended from January 2, 2006 to January 16, 2006.

Comment 2: *More comments to come in a formal letter.*

Response 2: See responses to Letter 4.

Commentor: Kathy Barnett

Comment 1: *Comment recommends an extension in the comment period.*

Response 1: Request granted. See Response A (James Kilmer), above.

Comment 2: *Comment questions if CEQA thresholds have been violated with respect to grading, and suggests the inclusion of models of grading effects in the EIR.*

Response 2: The California Environmental Quality Act (CEQA) does not contain specific thresholds related to grading. Please refer to Response 1 (Frank Mecham) and Response 1 (John Hamon).

Commentor: Greg Kudlick

Comment 1: *What was the specific traffic modeling software that was used, and was it accurately applied?*

Response 1: See response to Comment 2.

Comment 2: *Does the traffic modeling account for downstream impacts?*

Response 2: The traffic analysis used the TP+/Viper (version 3.2, Citilabs, 2005) software package to model the entire City traffic network, which was then used to determine the likely CRASP distribution and routing within and through the City. Intersection-level delay calculations were performed with the *Traffix Version 7.7 (Dowling Associates, 2004)* software. Freeway mainline and ramp merge-diverge junction analyses were performed with the *Highway Capacity Software 2000 (HCS 2000, McTrans 2000)* software.

The TP+/Viper software accounts for all downstream impacts in assigning traffic through traffic network, but the software is not used to perform capacity analyses. The HCS 2000 accounts for downstream impacts at ramp junctions, while the Traffix software analyzes intersections on an isolated basis.



Commentor: Dr. Joe Kuntze

Comment 1: *What opportunities are there to affect the outcome of this process? Seems to make sense that fewer homes will mean fewer impacts.*

Response 1: The current Draft EIR is a revision of the original August 2004 Chandler Ranch Specific Plan, which was circulated for public review from September 1 through November 24, 2004. After the circulation of the draft and prior to the preparation of a Final EIR, circumstances arose that suggested a more efficient course of action would be to revise the Draft Chandler Ranch Area Specific Plan, revise the Draft EIR, and recirculate both for public review. A more detailed discussion of project background is included in Section 1.1 of the Draft EIR.

The Revised Draft EIR was circulated for public review from November 17, 2005 through January 16, 2006. All written comments received during the review period, as well oral comments received at a November 29, 2005 workshop have been included in this document. Please refer to section 1.6 of the Draft EIR for review of the Environmental Impact Review Process.

