

# Exhibit C

Commenter Name	Comment Letter	Comment #	Comment	Response
Sara Lopus	A	A1	<p>I am so excited about the plans to build safer bike lanes on Niblick. However, I'm confused by what is proposed to happen at the intersection of Niblick and Spring St. How would a west-bound cyclist get safely across Spring to Vine St bike lane? Or are we expected to turn north onto Spring, despite the lack of a shoulder or bike lane?</p> <p>I find it difficult to safely cross Spring at Niblick (or to cross Railroad at 13th), and I am concerned that despite major upgrades to bike safety along Creston and Niblick, the one remaining unsafe intersection at the terminus of each of those bike corridors will act as continued deterrents to cross-town biking.</p>	<p>The locations referenced in the comment are not within the proposed Project scope. Section 15088 of the CEQA Guidelines only requires detailed responses when a comment raises significant environmental issues. This comment relates to the merits of the project- not to the issues analyzed in the IS/MND. Thus, no changes to the document are necessary. The comment will, however, become part of the administrative record and will be considered by the decision makers. Thank you for participating in the CEQA process.</p>
Darrell Cooper	B	B1	<p>In my opinion both Creston Road and Niblick projects have railroaded by special interest groups. Both of these streets are the only in town corridors for East West traffic flow to cross the river for access to downtown or Highway 101. The main concern should be for moving traffic efficiently and safely, not for bicycle and pedestrian use.</p> <p>Our roads are built with fuel tax and various other tax sources for transportation, not recreational use. Ten feet for bicycles and pedestrians takes away a lane for transportation of people and commodities.</p>	<p>Section 15088 of the CEQA Guidelines only requires detailed responses when a comment raises significant environmental issues. This comment relates to the merits of the project- not to the issues analyzed in the IS/MND. Thus, no changes to the document are necessary. The comment will, however, become part of the administrative record and will be considered by the decision makers. Thank you for participating in the CEQA process.</p>
Ed Hale	C	C1	<p>While this appears to be conceptually beautiful, I see great potential for excessive costs to maintain as well as it being a taggers' paradise. So much hardscape just itching to be tagged, and a huge amount of landscape to maintain.</p>	<p>Section 15088 of the CEQA Guidelines only requires detailed responses when a comment raises significant environmental issues. This comment relates to the merits of the project- not to the issues analyzed in the IS/MND. Thus, no changes to the document are necessary. The comment will, however, become part of the administrative record and will be considered by the decision makers. Thank you for participating in the CEQA process.</p>

# Exhibit C

Ed Hale	C	C2	<p>Furthermore, I don't see much emphasis on improving traffic flow with the tremendous increase in traffic that will be experienced with the addition of the Olson/Chandler and Beechwood communities. Niblick is already a congested mess during rush hour.</p>	<p>The Project is a multi-modal project that is expected to reduce traditional vehicle trips by adding a multi-use path for bicyclists and pedestrians. The Project does not change the number of travel lanes on Niblick Road, or lane geometry and traffic control at the intersections and driveways along the Corridor. The increase in traffic from the projects referenced in the comment are not part of the scope of this environmental review.</p>
Ed Hale	C	C3	<p>While this beautification will be wonderful for locals traversing Niblick, it will not be an area the the majority of visitors from out of town ever see. What if any plans are in the works to clean up the 13th street area around Railroad and Paso Robles streets? The decaying buildings like the Hunter body shop give our town a bad image.</p>	<p>The locations referenced in the comment are not within the proposed Project scope. Section 15088 of the CEQA Guidelines only requires detailed responses when a comment raises significant environmental issues. This comment relates to the merits of the project- not to the issues analyzed in the IS/MND. Thus, no changes to the document are necessary. The comment will, however, become part of the administrative record and will be considered by the decision makers. Thank you for participating in the CEQA process.</p>
Trey Powell - Dept. of Conservation Geologic Energy Management Division Northern District Deputy	D	D1	<p>The Division categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure.</p>	<p>The Project does not include improvements located in proximity to known existing or abandoned oil, gas, or geothermal wells.</p>

# Exhibit C

Trey Powell - Dept. of Conservation Geologic Energy Management Division Northern District Deputy	D	D2	There are no guarantees a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantees that such abandonments will not leak.	The Project does not include improvements located in proximity to known existing or abandoned oil, gas, or geothermal wells.
Trey Powell - Dept. of Conservation Geologic Energy Management Division Northern District Deputy	D	D3	The Division advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations should be provided to the Division in Latitude and Longitude, NAD 83 decimal format. The Division expects any wells found leaking to be reported to it immediately.	The Project does not include improvements located in proximity to known existing or abandoned oil, gas, or geothermal wells.
Trey Powell - Dept. of Conservation Geologic Energy Management Division Northern District Deputy	D	D4	Failure to plug and reabandon the well may result in enforcement action, including an order to perform reabandonment well work, pursuant to PRC § 3208.1, and 3224.	The Project does not include improvements located in proximity to known existing or abandoned oil, gas, or geothermal wells.

# Exhibit C

Trey Powell - Dept. of Conservation Geologic Energy Management Division Northern District Deputy	D	D5	<p>PRC § 3208.1 give the Division the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment, or if the well is not accessible or visible. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for reabandonment as:</p> <ol style="list-style-type: none"><li>1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.</li><li>2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be reabandoned, or to follow the advice of the supervisor or district deputy not to undertake the construction, then the person or entity causing the construction over or near the well shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.</li><li>3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the reabandonment.</li></ol>	The Project does not include improvements located in proximity to known existing or abandoned oil, gas, or geothermal wells.
--	---	----	---	--

# Exhibit C

Trey Powell - Dept. of Conservation Geologic Energy Management Division Northern District Deputy	D	D6	No well work may be performed on any oil, gas, or geothermal well without written approval from the Division. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. The Division also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR §1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below grade. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from the Division is required before work can start.	The Project does not include improvements located in proximity to known existing or abandoned oil, gas, or geothermal wells.
Trey Powell - Dept. of Conservation Geologic Energy Management Division Northern District Deputy	D	D7	To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, the Division recommends that information regarding the above identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.	The Project does not include improvements located in proximity to known existing or abandoned oil, gas, or geothermal wells.
Trey Powell - Dept. of Conservation Geologic Energy Management Division Northern District Deputy	D	D8	The Division recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.	Based on the Phase 1 Environmental Site Assessment completed for the Project, there are no known hydrocarbon impacted soils within the area proposed for improvement. Consistent with City standard construction procedures, if any unanticipated hydrocarbon impacted soils are encountered they will be disposed of in accordance with local State and Federal laws.

# Exhibit C

Trey Powell - Dept. of Conservation Geologic Energy Management Division Northern District Deputy	D	D9	If during development activities, any wells are encountered that were not part of this review, the property owner is expected to immediately notify the Division's construction site well review engineer in the Northern district office, and file for Division review an amended site plan with well casing diagrams. The District office will send a follow-up well evaluation letter to the property owner and local permitting agency.	The Project does not include improvements located in proximity to known existing or abandoned oil, gas, or geothermal wells. If any unanticipated wells are encountered the City will notify the Division accordingly.
Dennis Carreiro	E	E1	The city needs to improve the capacity of the left turn lane from west bound Niblick to southbound River Road. It's been over looked in this overpriced plan and the existing center island has more than enough real estate to make it a 10 12 vehicle capacity.  I spoke to the Assistant City Manager about this at the open house and he can see the need for more capacity.	Vehicle circulation is outside of the scope of this Project, as the grant is specific to alternative transportation. Section 15088 of the CEQA Guidelines only requires detailed responses when a comment raises significant environmental issues. This comment relates to the merits of the project- not to the issues analyzed in the IS/MND. Thus, no changes to the document are necessary. The comment will, however, become part of the administrative record and will be considered by the decision makers. Thank you for participating in the CEQA process.
Almond Acres Charter Academy	F	F1	The timing of the Niblick Corridor Plan's formal planning phase, which concluded before our school was built, has created unique challenges that must be addressed. While the plan includes specific safety measures for Paso High School, it lacks comparable provisions for Almond Acres Charter Academy. This oversight is crucial given that our school's design features a single entrance and exit point, serving as the only access for all parent and guardian traffic during morning drop-offs and afternoon pick-ups.	The Niblick Road Complete and Sustainable Streets Plan (November 2, 2020) utilized a community-driven effort to develop a plan for creating a vibrant, pedestrian and bicycle-friendly, and green street environment for residents, businesses and visitors. The plan was developed through a robust public process that engaged residents, property owners and other community stakeholders to generate ideas for both immediate improvements and future changes.

# Exhibit C

Almond Acres Charter Academy	F	F2	<p>Several factors influencing traffic volume and patterns heighten safety concerns at this location. Niblick Road is a primary access point to Highway 101, with peak morning traffic coinciding with the start of our school day. Recent and upcoming developments are intensifying these challenges, including the construction of 200 apartments on Creston Road and the planned development of up to 1,200 residential units in the Olsen/South Chandler Ranch project. Furthermore, our student population has reached its maximum capacity of 504 K-8 students for the 2023-2024 academic year, with 99% of these students arriving by private vehicle through our sole access point, as Central Coast Transportation Consulting noted.</p>	<p>Vehicle circulation is outside of the scope of this Project, as the grant is specific to alternative transportation. The Project includes improvements to the Corridor that are meant to improve safety, access, and mobility for all modes of transportation, specifically walking and bicycling. The Project does not change the number of travel lanes on Niblick Road, or lane geometry and traffic control at the intersections and driveways along the Corridor. There are existing locations along the Corridor where vehicles queue illegally within the bike lanes to access driveways. This creates an existing hazard for cyclists travelling within the corridor. The Project would alleviate this hazard by creating a path for multimodal travel and providing separation for pedestrians and cyclists from the vehicular travel lanes.</p>
------------------------------------	---	----	--	--

# Exhibit C

Almond Acres Charter Academy	F	F3	<p>After thoroughly reviewing the W-Trans Niblick Road Complete and Sustainable Streets Corridor Plan (dated November 2, 2024), we propose a specific modification that aligns with the corridor's overall objectives while addressing our immediate safety concerns. Our primary request is to establish a dedicated right-turn lane on the westbound side of Niblick Road, extending from our east entrance driveway to Creston Road. This narrative outlines the “how” and “why” of this request.</p> <p>Technical Specifications</p> <ul style="list-style-type: none"> <li>• Re-striping following road surfacing</li> <li>• Adjustment of all traffic lanes to 10 feet in width</li> <li>• New turn lane measuring 10 feet in width (minimum required for a vehicle lane)</li> <li>• Lane width reduction to naturally decrease traffic speeds in school zone</li> <li>• Adequate queuing space for vehicles during peak periods</li> </ul> <p>The upcoming \$14 million grant for resurfacing, realigning, and re-striping Niblick Road from the bridge to Creston Road provides an excellent opportunity to implement these essential safety improvements. This timing would allow for the cost-effective integration of our proposed modifications into the planned construction work. This project offers a chance to address the safety concerns outlined in this proposal. As described in this proposal, the academy has requested that officials investigate, develop, and implement physical improvements to enhance safety for parents, guardians, and students.</p>	<p>Vehicle circulation is outside of the scope of this Project, as the grant is specific to alternative transportation. The Project includes improvements to the Corridor that are meant to improve safety, access, and mobility for all modes of transportation, specifically walking and bicycling. The Project does not change the number of travel lanes on Niblick Road, or lane geometry and traffic control at the intersections and driveways along the Corridor. There are existing locations along the Corridor where vehicles queue illegally within the bike lanes to access driveways. This creates an existing hazard for cyclists travelling within the corridor. The Project would alleviate this hazard by creating a path for multimodal travel and providing separation for pedestrians and cyclists from the vehicular travel lanes.</p>
Almond Acres Charter Academy	F	F4	<p>While Almond Acres Charter Academy has demonstrated its commitment to managing traffic flow within our property boundaries, we must stress that we cannot address safety issues on public streets. Failing to respond to these documented safety concerns could expose the City of Paso Robles to potential liability in the event of traffic accidents or injuries arising from these identified hazards.</p>	<p>The Project includes improvements to the Corridor that are meant to improve safety, access, and mobility for all modes of transportation, specifically walking and bicycling. The environmental document acknowledges that there are existing locations along the Corridor where vehicles queue illegally within the bike lanes to access driveways. The Project does not exacerbate this vehicle hazard, rather it provides increased safety measures for pedestrians and cyclists.</p>



# Exhibit C

<p>Sara Lopus</p>	<p>G</p>	<p>G1</p>	<p>I am so pleased that the city is investing in a safer bike route along Niblick Rd. As a frequent west-side cyclist, I have found it challenging to safely travel between the west and east sides of town, and this project is an excellent first step to support healthy recreation, ease traffic congestion, and promote sustainable transportation.</p> <p>However, I am concerned about the planned intersection of Niblick and Spring, where the bike lane appears to simply end. This leaves no safe option for cyclists to turn north on Spring St (which lacks a shoulder or bike lane) or to continue west across Spring to Vine St, where the bike lane begins again.</p> <p>Without a safe way for cyclists to cross Spring St, the Niblick bike lane will fall short of being a true corridor connecting the east and west sides. Instead, it risks becoming a dead end, forcing cyclists to either turn around or dismount and walk across Spring.</p> <p>I urge the city to address this gap in the plan. At this stage, is it possible to adjust the Niblick and Spring intersection to create a safe, continuous pathway that connects the Niblick bike lane to the west side, ensuring it serves its intended purpose?</p>	<p>The locations referenced in the comment are not within the proposed Project scope. Section 15088 of the CEQA Guidelines only requires detailed responses when a comment raises significant environmental issues. This comment relates to the merits of the project- not to the issues analyzed in the IS/MND. Thus, no changes to the document are necessary. The comment will, however, become part of the administrative record and will be considered by the decision makers. Thank you for participating in the CEQA process.</p>
<p>Dave McCue</p>	<p>H</p>	<p>H1</p>	<p>Please consider that if you want to go to a restaurant or grocery store in the Woodland Plaza (Albertsons), a plaza designed for cars with other options having a much longer trip, that there is no direct path. If you were a pedestrian, someone who is too old or too young to drive, someone who wants to walk (or bike), then you must walk around the entire parking lot to find a sidewalk entrance. Whereas the people in cars, sitting down in climate-controlled comfort have the shortest route. Below is a picture showing the few options for non-car people.</p> <p>I see people all the time struggling to get into this shopping center and now with the senior housing behind Kennedy and next to the old Penny's there are more seniors who will walk to the store. There are many students who walk from the high school to this center and they are stuck walking through the landscaping or next to the curb with the cars.</p> <p>I know there is a project to improve the walkability of the Niblick corridor from Creston to Spring so this seems like it should also be addressed. A sidewalk with stairs to the parking area by Taco Bell and another from the bust stop to the parking area would be a great start. Please help improve the safety of people walking.</p>	<p>The pedestrian access between Woodland Plaza and Niblick Road has been addressed in the conceptual design for landscaping along Woodland Plaza, and will be incorporated into the construction drawings for the proposed project.</p>

# Exhibit C

**Katie Banister**

---

**From:** Sara Lopus <[REDACTED]>  
**Sent:** Friday, December 13, 2024 5:45 AM  
**To:** Planning  
**Subject:** Niblick and Spring intersection?

[EXTERNAL EMAIL]

Hello! This is not designed to be a public comment but a clarifying question.

**A1** I am so excited about the plans to build safer bike lanes on Niblick. However, I'm confused by what is proposed to happen at the intersection of Niblick and Spring St. How would a west-bound cyclist get safely across Spring to Vine St bike lane? Or are we expected to turn north onto Spring, despite the lack of a shoulder or bike lane?

I find it difficult to safely cross Spring at Niblick (or to cross Railroad at 13th), and I am concerned that despite major upgrades to bike safety along Creston and Niblick, the one remaining unsafe intersection at the terminus of each of those bike corridors will act as continued deterrents to cross-town biking.

Thank you!

Sara

# Exhibit C

---

**From:** Darrell Cooper <[REDACTED]>  
**Sent:** Friday, December 13, 2024 12:30 PM  
**To:** Planning  
**Subject:** Traffic flow on Niblick and Creston Road

Some people who received this message don't often get email from [REDACTED] [Learn why this is important](#)

**EXTERNAL EMAIL**

City of Paso Robles

**B1** In my opinion both Creston Road and Niblick projects have railroaded by special interest groups. Both of these streets are the only in town corridors for East West traffic flow to cross the river for access to downtown or Highway 101. The main concern should be for moving traffic efficiently and safely, not for bicycle and pedestrian use. Our roads are built with fuel tax and various other tax sources for transportation, not recreational use. Ten feet for bicycles and pedestrians takes away a lane for transportation of people and commodities.

Respectfully D. Cooper

---

**From:** Ed <[REDACTED]@[REDACTED].com>  
**Sent:** Tuesday, December 17, 2024 8:33 AM  
**To:** Planning  
**Subject:** Niblick Road Corridor

Some people who received this message don't often get email from [REDACTED]. [Learn why this is important](#).

**EXTERNAL EMAIL**

- c1 While this appears to be conceptually beautiful, I see great potential for excessive costs to maintain as well as it being a taggers' paradise. So much hardscape just itching to be tagged, and a huge amount of landscape to maintain.
- c2 Furthermore, I don't see much emphasis on improving traffic flow with the tremendous increase in traffic that will be experienced with the addition of the Olson/Chandler and Beechwood communities. Niblick is already a congested mess during rush hour.
- c3 While this beautification will be wonderful for locals traversing Niblick, it will not be an area the the majority of visitors from out of town ever see. What if any plans are in the works to clean up the 13th street area around Railroad and Paso Robles streets? The decaying buildings like the Hunter body shop give our town a bad image.

Ed Hale  
Paso Robles, CA



12/19/2024

City: Paso Robles - Community Development  
Katie Banister  
1000 Spring Street, Paso Robles, CA 93446, USA  
kbanister@prcity.com

Construction Site Well Review (CSWR) ID: 1013138

Assessor Parcel Number(s): 009471038

Property Owner(s): City of Paso Robles

Project Location Address: Niblick Road East of highway 101 Paso Robles, California 93446

Project Title: Niblick Road Complete and Sustainable Bike and Pedestrian Enhancement Project

Public Resources Code (PRC) § 3208.1 establishes well reabandonment responsibility when a previously plugged and abandoned well will be impacted by planned property development or construction activities. Local permitting agencies, property owners, and/or developers should be aware of, and fully understand, that significant and potentially dangerous issues may be associated with development near oil, gas, and geothermal wells.

The California Geologic Energy Management Division (CalGEM) has received and reviewed the above referenced project dated 12/19/2024. To assist local permitting agencies, property owners, and developers in making wise land use decisions regarding potential development near oil, gas, or geothermal wells, the Division provides the following well evaluation.

The project is located in San Luis Obispo County, within the boundaries of the following fields:

N/A

There are approximately one hundred-sixty or more plugged and abandoned oil and gas prospect wells located throughout the Paso Robles Area. These wells, most of which are labeled as "Dry Hole" in

CalGEM records, have the potential to be impacted by development activities. The approximate locations and records for these wells can be viewed at: <https://www.conservation.ca.gov/calgem/Pages/WellFinder.aspx>

Our records indicate there are no known oil or gas wells located within the project boundary as identified in the application.

- Number of wells Not Abandoned to Current Division Requirements as Prescribed by Law and Projected to Be Built Over or Have Future Access Impeded by this project: 0
- Number of wells Not Abandoned to Current Division Requirements as Prescribed by Law and Not Projected to Be Built Over or Have Future Access Impeded by this project: 0
- Number of wells Abandoned to Current Division Requirements as Prescribed by Law and Projected to Be Built Over or Have Future Access Impeded by this project: 0
- Number of wells Abandoned to Current Division Requirements as Prescribed by Law and Not Projected to Be Built Over or Have Future Access Impeded by this project: 0

**D1** The Division categorically advises against building over, or in any way impeding access to, oil, gas, or geothermal wells. Impeding access to a well could result in the need to remove any structure or obstacle that prevents or impedes access including, but not limited to, buildings, housing, fencing, landscaping, trees, pools, patios, sidewalks, roadways, and decking. Maintaining sufficient access is considered the ability for a well servicing unit and associated necessary equipment to reach a well from a public street or access way, solely over the parcel on which the well is located. A well servicing unit, and any necessary equipment, should be able to pass unimpeded along and over the route, and should be able to access the well without disturbing the integrity of surrounding infrastructure.

**D2** There are no guarantees a well abandoned in compliance with current Division requirements as prescribed by law will not start leaking in the future. It always remains a possibility that any well may start to leak oil, gas, and/or water after abandonment, no matter how thoroughly the well was plugged and abandoned. The Division acknowledges wells plugged and abandoned to the most current Division requirements as prescribed by law have a lower probability of leaking in the future, however there is no guarantees that such abandonments will not leak.

**D3** The Division advises that all wells identified on the development parcel prior to, or during, development activities be tested for liquid and gas leakage. Surveyed locations should be provided to the Division in Latitude and Longitude, NAD 83 decimal format. The Division expects any wells found leaking to be reported to it immediately.

- D4** Failure to plug and reabandon the well may result in enforcement action, including an order to perform reabandonment well work, pursuant to PRC § 3208.1, and 3224.
- D5** PRC § 3208.1 give the Division the authority to order or permit the re-abandonment of any well where it has reason to question the integrity of the previous abandonment, or if the well is not accessible or visible. Responsibility for re-abandonment costs may be affected by the choices made by the local permitting agency, property owner, and/or developer in considering the general advice set forth in this letter. The PRC continues to define the person or entity responsible for reabandonment as:
1. The property owner - If the well was plugged and abandoned in conformance with Division requirements at the time of abandonment, and in its current condition does not pose an immediate danger to life, health, and property, but requires additional work solely because the owner of the property on which the well is located proposes construction on the property that would prevent or impede access to the well for purposes of remedying a currently perceived future problem, then the owner of the property on which the well is located shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.
  2. The person or entity causing construction over or near the well - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and the property owner, developer, or local agency permitting the construction failed either to obtain an opinion from the supervisor or district deputy as to whether the previously abandoned well is required to be reabandoned, or to follow the advice of the supervisor or district deputy not to undertake the construction, then the person or entity causing the construction over or near the well shall obtain all rights necessary to reabandon the well and be responsible for the reabandonment.
  3. The party or parties responsible for disturbing the integrity of the abandonment - If the well was plugged and abandoned in conformance with Division requirements at the time of plugging and abandonment, and after that time someone other than the operator or an affiliate of the operator disturbed the integrity of the abandonment in the course of developing the property, then the party or parties responsible for disturbing the integrity of the abandonment shall be responsible for the reabandonment.
- D6** No well work may be performed on any oil, gas, or geothermal well without written approval from the Division. Well work requiring approval includes, but is not limited to, mitigating leaking gas or other fluids from abandoned wells, modifications to well casings, and/or any other re-abandonment work. The Division also regulates the top of a plugged and abandoned well's minimum and maximum depth below final grade. CCR §1723.5 states well casings shall be cut off at least 5 feet but no more than 10 feet below grade. If any well needs to be lowered or raised (i.e. casing cut down or casing riser added) to meet this regulation, a permit from the Division is required before work can start.



The Division makes the following additional recommendations to the local permitting agency, property owner, and developer:

- D7** 1. To ensure that present and future property owners are aware of (a) the existence of all wells located on the property, and (b) potentially significant issues associated with any improvements near oil or gas wells, the Division recommends that information regarding the above identified well(s), and any other pertinent information obtained after the issuance of this letter, be communicated to the appropriate county recorder for inclusion in the title information of the subject real property.
- D8** 2. The Division recommends that any soil containing hydrocarbons be disposed of in accordance with local, state, and federal laws. Please notify the appropriate authorities if soil containing significant amounts of hydrocarbons is discovered during development.

As indicated in PRC § 3106, the Division has statutory authority over the drilling, operation, maintenance, and abandonment of oil, gas, and geothermal wells, and attendant facilities, to prevent, as far as possible, damage to life, health, property, and natural resources; damage to underground oil, gas, and geothermal deposits; and damage to underground and surface waters suitable for irrigation or domestic purposes. In addition to the Division's authority to order work on wells pursuant to PRC §§ 3208.1 and 3224, it has authority to issue civil and criminal penalties under PRC §§ 3236, 3236.5, and 3359 for violations within the Division's jurisdictional authority. The Division does not regulate grading, excavations, or other land use issues.

- D9** If during development activities, any wells are encountered that were not part of this review, the property owner is expected to immediately notify the Division's construction site well review engineer in the Northern district office, and file for Division review an amended site plan with well casing diagrams. The District office will send a follow-up well evaluation letter to the property owner and local permitting agency.

Should you have any questions, please contact me at (805) 937-7246 or via email at [Trey.Powell@conservation.ca.gov](mailto:Trey.Powell@conservation.ca.gov).

Sincerely,

Trey Powell  
Northern District Deputy

cc: Katie Banister - Plan Checker



---

**From:** Dennis Carreiro <[REDACTED]>  
**Sent:** Saturday, January 4, 2025 7:31 PM  
**To:** Planning  
**Subject:** Niblick plan

[Some people who received this message don't often get email from [REDACTED]. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification> ]

[EXTERNAL EMAIL]

E1 The city needs to improve the capacity of the left turn lane from west bound Niblick to southbound River Road. It's been over looked in this overpriced plan and the existing center island has more than enough real estate to make it a 10-12 vehicle capacity.

I spoke to the Assistant City Manager about this at the open house and he can see the need for more capacity.

Dennis Carreiro

# Almond Acres Charter Academy

## Niblick Corridor Project Request

**Submitted by:** Almond Acres Charter Academy

**Date:** January 6, 2025

### Introduction

F1

The timing of the Niblick Corridor Plan's formal planning phase, which concluded before our school was built, has created unique challenges that must be addressed. While the plan includes specific safety measures for Paso High School, it lacks comparable provisions for Almond Acres Charter Academy. This oversight is crucial given that our school's design features a single entrance and exit point, serving as the only access for all parent and guardian traffic during morning drop-offs and afternoon pick-ups.

**Reference:** [W-Trans \(Niblick Road Complete & Sustainable Streets Corridor Plan\)](#)

**Reference:** [Niblick Road Update](#)

### Current Situation

F1 Cont.

Several factors influencing traffic volume and patterns heighten safety concerns at this location. Niblick Road is a primary access point to Highway 101, with peak morning traffic coinciding with the start of our school day. Recent and upcoming developments are intensifying these challenges, including the construction of 200 apartments on Creston Road and the planned development of up to 1,200 residential units in the Olsen/South Chandler Ranch project. Furthermore, our student population has reached its maximum capacity of 504 K-8 students for the 2023-2024 academic year, with 99% of these students arriving by private vehicle through our sole access point, as Central Coast Transportation Consulting noted.

**Reference:** [Olsen South Chandler Ranch Project](#)

**Reference:** [Road Drawing Existing Conditions](#)

**Reference:** [Niblick Road Corridor Plan – Draft Existing Conditions Analysis](#)

### Proposed Solution

F2

After thoroughly reviewing the W-Trans Niblick Road Complete and Sustainable Streets Corridor Plan (dated November 2, 2024), we propose a specific modification that aligns with the corridor's overall objectives while addressing our immediate safety concerns. Our primary request is to establish a dedicated right-turn lane on the westbound side of Niblick Road, extending from our east entrance driveway to Creston Road. This narrative outlines the “how” and “why” of this request.

*Almond Acres Charter Academy requests the creation of three westbound lanes from Creston Road to the school during the resurfacing and re-striping of the Niblick Corridor Project.*

F2 Cont

## Technical Specifications

- Re-striping following road surfacing
- Adjustment of all traffic lanes to 10 feet in width
- New turn lane measuring 10 feet in width (minimum required for a vehicle lane)
- Lane width reduction to naturally decrease traffic speeds in school zone
- Adequate queuing space for vehicles during peak periods

*Reference: [Niblick Corridor Alternatives 1-23-20](#)*

*Reference: [Rosemary to Creston Road Current Dimensions](#)*

*Reference: [Proposed \(10' Lane Dimensions\)](#)*

*Reference: [Niblick Road Complete & Sustainable Streets Corridor Plan](#)*

## Implementation Opportunity

F2 Cont

The upcoming \$14 million grant for resurfacing, realigning, and re-striping Niblick Road from the bridge to Creston Road provides an excellent opportunity to implement these essential safety improvements. This timing would allow for the cost-effective integration of our proposed modifications into the planned construction work. This project offers a chance to address the safety concerns outlined in this proposal. As described in this proposal, the academy has requested that officials investigate, develop, and implement physical improvements to enhance safety for parents, guardians, and students.

## Risk Assessment

F3

While Almond Acres Charter Academy has demonstrated its commitment to managing traffic flow within our property boundaries, we must stress that we cannot address safety issues on public streets. Failing to respond to these documented safety concerns could expose the City of Paso Robles to potential liability in the event of traffic accidents or injuries arising from these identified hazards.

*Reference: [ACA Traffic Safety Guide](#)*

*Reference: [School Drop Off & Pick Up Map](#)*

## Contact Information

Jeff Cadwallader/Executive Director  
1145 Niblick Road  
Paso Robles, CA 93446  
Direct Line: 720-318-4771  
[jcadwaalendar@aacacad](mailto:jcadwaalendar@aacacad)



---

**From:** Sara Lopus <[REDACTED]>  
**Sent:** Tuesday, January 7, 2025 11:38 AM  
**To:** Planning; Info; Kris Beal  
**Subject:** Public comment: Niblick bike corridor

**EXTERNAL EMAIL**

Hello!

I am so pleased that the city is investing in a safer bike route along Niblick Rd. As a frequent west-side cyclist, I have found it challenging to safely travel between the west and east sides of town, and this project is an excellent first step to support healthy recreation, ease traffic congestion, and promote sustainable transportation.

G1 However, I am concerned about the planned intersection of Niblick and Spring, where the bike lane appears to simply end. This leaves no safe option for cyclists to turn north on Spring St (which lacks a shoulder or bike lane) or to continue west across Spring to Vine St, where the bike lane begins again. Without a safe way for cyclists to cross Spring St, the Niblick bike lane will fall short of being a true corridor connecting the east and west sides. Instead, it risks becoming a dead end, forcing cyclists to either turn around or dismount and walk across Spring.

I urge the city to address this gap in the plan. At this stage, is it possible to adjust the Niblick and Spring intersection to create a safe, continuous pathway that connects the Niblick bike lane to the west side, ensuring it serves its intended purpose?

Thank you for your commitment to improving bike infrastructure, and I hope this feedback can help make the project even better.

Sara Lopus

**From:** Kim and David McCue <[REDACTED]>  
**Sent:** Thursday, December 5, 2024 6:10 PM  
**To:** Freda Berman <[FBerman@prcity.com](mailto:FBerman@prcity.com)>  
**Subject:** Fwd: Niblick road pedestrian access to Woodland Plaza (Albertsons)

You don't often get email from [REDACTED]. [Learn why this is important](#)

**[EXTERNAL EMAIL]**

Please help pedestrians and bicyclists!

Dave McCue  
via mobile device

Begin forwarded message:

**From:** Kim and David McCue <[REDACTED].com>  
**Date:** November 28, 2024 at 2:48:14 PM PST  
**To:** [council@prcity.com](mailto:council@prcity.com)  
**Cc:** [citymanager@prcity.com](mailto:citymanager@prcity.com)  
**Subject:** Niblick road pedestrian access to Woodland Plaza (Albertsons)

H1

Hello Council,

Please consider that if you want to go to a restaurant or grocery store in the Woodland Plaza (Albertsons), a plaza designed for cars with other options having a much longer trip, that there is no direct path. If you were a pedestrian, someone who is too old or too young to drive, someone who wants to walk (or bike), then you must walk around the entire parking lot to find a sidewalk entrance. Whereas the people in cars, sitting down in climate-controlled comfort have the shortest route. Below is a picture showing the few options for non-car people.

I see people all the time struggling to get into this shopping center and now with the senior housing behind Kennedy and next to the old Penny's there are more seniors who will walk to the store. There are many students who walk from the high school to this center and they are stuck walking through the landscaping or next to the curb with the cars.

I know there is a project to improve the walkability of the Niblick corridor from Creston to Spring so this seems like it should also be addressed. A sidewalk with stairs to the parking area by Taco Bell and another from the bust stop to the parking area would be a great start. Please help improve the safety of people walking.

Thank you for your consideration of this matter.

Dave McCue  
[REDACTED]



# Exhibit C

